

NMIDOT

ROADWAY INVENTORY SYSTEM

data dictionary
and MetaData



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Use limitations	5
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RIS_LRS.LRS.AccessControl

SDE Feature Class



Tags

Access Control, HPMS, FHWA, NMDOT, Roadway Inventory

Summary

The degree of access control for a given section of road. NMDOT Note: Does not necessarily match NMDOT Access Control Committee guidance.

Use:

For investment requirements, modeling to calculate capacity and estimate type of design, in truck size and weight studies, and for national highway database purposes.

Guidance:

Use the exact code for only what exists in the field. Do not select codes from other sources.

HPMS item 5,
MIRE items: 23

LRS:

Inventory direction (P side) only.
Facility type: codes 1 & 2.

Extent:

HPMS: Functional Systems 1-3 and Sample Panel sections.
HPMS calculation method: predominance on sample panel.
MIRE: FDE: All paved public roads with a functional system of 1 - 6.

Description

Fields/Coding/Description:

AccessControl:

1. Full Access Control: Preference given to through traffic movements by providing interchanges with selected public roads, and by prohibiting crossing at-grade and direct driveway connections (i.e., limiting access to the facility).
2. Partial Access Control: Preference given to through traffic movement. In addition to interchanges, there may be some crossings at-grade with public roads, but direct private driveway connections have been minimized by use of frontage roads or other local

access restrictions. Reduction of curb cuts is not access control.

3. No Access Control: No degree of access control exists (i.e., full access to the facility is permitted).

Source: ARNOLD Phase 2 data load from legacy system (2018)

Updated: Yearly if section is an HPMS sample section

Quality: Good for HPMS sample sections. Other sections are dated.

Connected systems: None

Unconnected systems: HPMS, MIRE

Credits

FHWA, HPMS, NMDOT, Roadway Inventory

Use limitations

For HPMS use only. Does not necessarily match NMDOT Access Control Committee guidance.

Extent

West	-109.307867	East	-102.946494
North	37.067679	South	31.318663

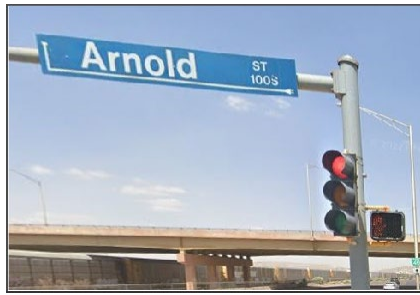
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.AltStreetName

SDE Feature Class



Tags

HPMS, FHWA, NMDOT, Roadway Inventory, Planning Division, Street name

Summary

The non-numeric, familiar designations for a roadway. There are four different fields for this feature.

Use: For tracking information by specific route names.

Guidance: Examples for this Data item (in Santa Fe) would be

AltStName: "St. Francis Drive."

Alias 1_nam: US84

Alias 2_nam: US285

HPMS item 17

MIRE item 9

LRS: Inventory direction (P) only.

Facility type: codes 1, 2, 4.

Extent:

HPMS: Full extent on all Functional Systems and NHS. Ramps are excluded.

HPMS calculation: Predominance.

MIRE: FDE - All paved public roads with a functional system 1 -6.

Description

Field/Coding/Description:

road label: most common street name

alias1_nam: less common street names for the same route.

alias2_nam: less common street names for the same route.

alias3_nam: less common street names for the same route.

Source: This data comes from multiple sources such as NG-911, County Certified Mileage, Google, Open Streets, etc., and is compiled in Roads and Highways.

Updated: As needed/as streets are added

Quality: Good - Street names can vary

Connected Systems: eSTIP (ongoing project)

Unconnected Systems: FARS/TRaCS,

Credits

NMDOT, Roadway Inventory, Planning Division

Use limitations

This data is non-authoritative and is for reference use only.

Extent

West	-109.322003	East	-102.946494
North	37.067679	South	31.318246

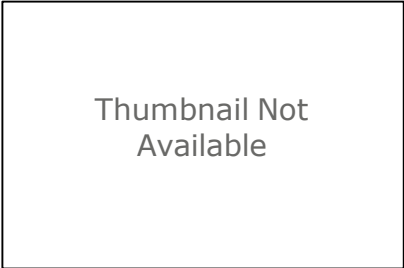
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Asset_Inventory_Data

SDE Table



Tags

NMDOT, Roadway Inventory Program, Agile Assets, MMS, PMS

Summary

Table created for the quarterly Roads & Highways to Agile Assets PMS, MMS sync. This table is created by using the Esri Roads and Highways Location Referencing Overlay tool and then removing fields that are not necessary.

Description

The connected LINEAR features include (Polygons are not used):

- PatrolAreaNumber (From PatrolYard)
- District
- Locale (From UrbanCode)
- NHS
- FSystem
- ThroughLaneCount (From ThroughLanes)
- PeakLaneCount (From ThroughLanes)
- CounterPeakLaneCount (From ThroughLanes)

Credits

NMDOT, Agile Assets, Roadway Inventory Program

Use limitations

For NMDOT and Agile Assets use only.

Extent

There is no extent for this item.

Scale Range

- Maximum (zoomed in)** 1:5,000
- Minimum (zoomed out)** 1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options

dialog box to see additional metadata content.

RIS_LRS.LRS.AuxLanes

SDE Feature Class



Tags

NMDOT, Roadway Inventory, MIRE, HPMS, Auxiliary Lanes

Summary

Non-Through Lanes such as Collector-distributor lanes, Weaving lanes, Acceleration/deceleration lanes, Bus only lanes, Toll collection lanes, Truck climbing lanes, Checkpoint lanes.

Use: Inventory direction of non-through lanes

Guidance: Does not include through lanes, ramps, bike lanes, left/right turn lanes, or continuous median left turn lanes. Follows guidance in the RIS Lane Count feature.

HPMS item 7

MIRE item 36-37

LRS: Inventory direction only. However it may include information from the Non-Inventory side of the route.

Facility Type 1, 2, 4, sometimes 5.

Extent: HPMS: All NHS, Urban areas -Functional Systems 1 - 6, Rural Areas Functional Systems 1-5. Sample Panel Excluded.

HPMS calculation: Reported in homogenous segments

MIRE: Non FDE - Follow HPMS

Description

Fields / Coding / Description:

AuxLanesPresent: Not populated

AuxLaneCount: Not populated

AuxLaneType:

1. Passing Lane-Plus Dir
2. Continuous Turning Lane
3. Accel/Decel Lane-Plus Dir
4. Immigration Lane-Plus Dir
5. TMS Counter Turn-Bay-Plus Dir
6. Passing Lane-Minus Dir

7. Accel/Decel Lane-Minus Dir
8. Immigration Lane-Minus Dir
9. TMS Counter Turn-Bay-Minus Dir
10. Cont. Outer Right/Left Turn
11. Cont. Turn Lane-Accel/Decel TL
12. No Left/Continuous Right Turn
13. Passing Lane Plus/Minus
14. Peak Hour Traffic Permitted

Source: ARNOLD Phase 2 data load from legacy system (2018)

Updated: Yearly but only in HPMS sample sections.

Quality: Fair - Data is from 2013.

Connected Systems: None

Unconnected Systems: HPMS, MIRE

Credits

NMDOT, Roadway Inventory

Use limitations

None, But data is from 2013.

Extent

West	-109.287682	East	-102.961671
North	37.062348	South	31.746889

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.BikePlanPriorityNetwork

SDE Feature Class



Tags

Planning Division, Design, NMDOT, Bike Priority Network, MIRE, HPMS

Summary

Bike Plan Priority Network - NM Prioritized Statewide Bicycle Network Plan, Dec 2018.

Use: For Planning and Design purposes where bike lanes are, or should be present, when designing/modifying roads.

Guidance: Planning and Design use for NMDOT roads where bike lanes should be considered.

HPMS: N/A

MIRE: N/A

LRS: Inventory Direction Only.

Extent: State Owned Roads only.

HPMS: No requirement.

HPMS Calculation: No requirement

MIRE: No requirement.

Description

Fields/Coding/Description

PriorTier:

1. High Priority for bikeways – Highest level of dedicated infrastructure among NM highways.
2. Medium Priority for bikeways – Minimum level of dedicated infrastructure for all NM highways; more than minimum level desired if roadway is high-speed and/or high-volume road.
3. Low Level Priority for bikeways – Bikeway infrastructure not required.
4. Blank
5. Tier 2 Basic Medium Priority for bikeways – No dedicated infrastructure due to limited right-of-way, environmental or challenging topography; signage and motorist awareness techniques desired.
6. Interstates. Must follow interstate design standards.

TierLabel: Field for labeling Tier 2 Basic bikeways on maps (See code 5 above).

Source: NMDOT Planning Division

Updated: Created Dec. 2018. Not updated

Quality: Good, Authoritative

Connected Systems: None

Credits

NMDOT, Planning Division, Design.

Use limitations

For internal NMDOT use only.

Extent

West	-109.307294	East	-102.946494
North	37.067679	South	31.318680

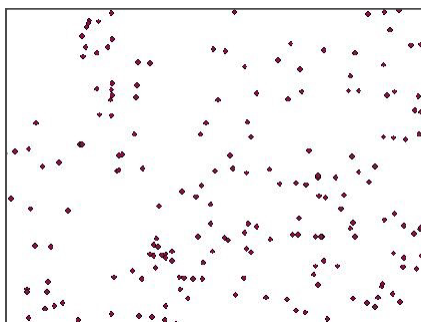
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Calibration_Point

SDE Feature Class



Tags

Calibration_Point, ESRI, Roads and Highways, NMDOT

Summary

Minimum Schema for Roads and Highways implementation.

Description

Calibration Points provide nodes for creating measures. This is an automated process in ESRI roads and Highways.

Credits

ESRI, NMDOT, Roadway Inventory.

Use limitations

Internal to the ESRI Roads and Highways Module. For Roadway Inventory Program use only.

Extent

West	-110.613386	East	-102.946494
North	37.067679	South	0.000301

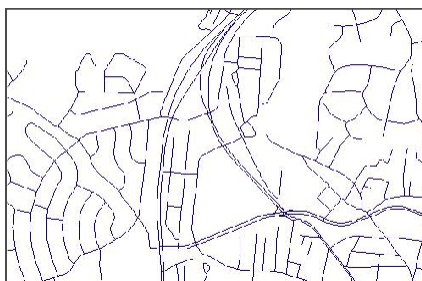
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Centerline

SDE Feature Class



Tags

Centerline, ESRI, Roads and Highways, NMDOT

Summary

Minimum Schema for Roads and Highways implementation. Centerlines are not to be confused with the common "centerline" vernacular for defining a route layer. Centerline is the base layer upon which routes are placed.

Description

Centerline is the base layer upon which routes are placed. This is an semi-automated process in ESRI roads and Highways.

Credits

ESRI, NMDOT, Roadway Inventory.

Use limitations

Internal to the ESRI Roads and Highways Module.

Extent

West	-109.322003	East	-102.940164
North	37.067679	South	31.318246

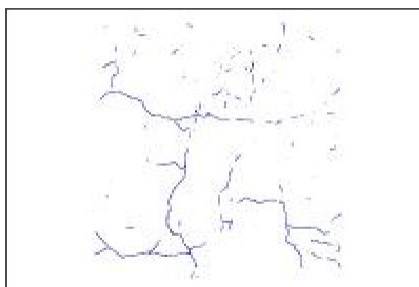
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Construction_Projects

SDE Feature Class



Tags

Construction, NMDOT, AASHTOWare, Site Manager, GIS Support Unit

Summary

Depicts NMDOT construction projects from Site Manager and AASHTOWare that have been appended to the LRS. This feature class is a registered event in NMDOT's implementation of Esri Roads and Highways.

Description

The data for this feature class originates from AASHTOWare and Site Manager. Until the spring of 2021, NMDOT used Site Manager to manage construction projects. The GIS Support Unit takes the spreadsheets provided from these systems and runs a number of quality assurance and control tasks prior to appending the data to this LRS event.

We receive a daily CSV exported from AASHTOWare containing the most recent two years worth of data. Richard Martinez in Applications created the SQL script that pulls the data for us. We run a daily Python script that inspects the CSV and compares the records to this feature class searching for entirely new records that need to be appended, or records whose Contract Status has changed from ACTIVE -> FINALED and need to be updated.

The data quality of the spreadsheets we receive has steadily improved over time as we've communicated the data requirements necessary to append the data to the RIS_LRS. A frequent data quality issue requiring manual manipulation on the part of the GIS Support Unit is records containing multiple spatial locations. We manually split these single records into multiple records and record a comment in the GIS_Notes field of the dataset. Another issue is that the data contains an invalid RouteID value or is missing termini values. Our Python script is capable of cleaning up the RouteID and validating it along with the termini values so if necessary, we only have to manually review a few records rather than 2 years worth of data. Bobby Benavidez has been instrumental in the data quality improvement and his efforts have vastly reduced the number of data quality issues we find.

The data originating from AASHTOWare and Site Manager originally records project termini by mileposts. We convert them to milepoint prior to appending the data to this feature class. These two systems usually correspond well to each other most of the time, but mileposts are the physical green mile marker signs and represent an approximation of the distance along the route. The distance between milepost signs varies and isn't perfectly 1 mile apart. The distance could be +/- 1 mile. In contrast, the LRS milepoint is exactly 1 mile apart and represents the GPS as-driven mileage along the route.

Credits

NMDOT

Use limitations

NMDOT use only.

Extent

West	-109.283684	East	-102.968452
North	37.009104	South	31.731306

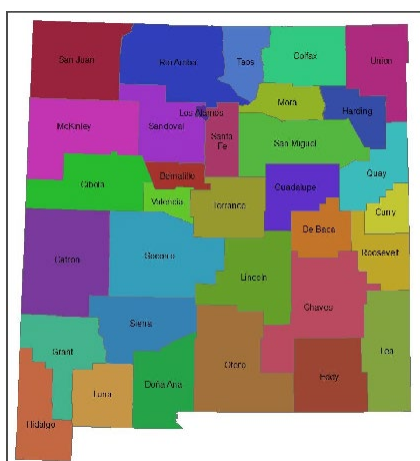
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Counties

SDE Feature Class



Tags

NMDOT, Counties, County Boundaries

Summary

Polygon layer of the state of New Mexico's 33 counties.

Use: County Boundaries are used to define the FIPSCounty layer in the RIS_LRS features. This polygon layer may also be used when using non RIS_LRS data where there is a need to divide the data among the counties.

Guidance: The County Boundaries polygon layer is used for visual representation of county boundaries. This polygon layer is used as the basis for the Linear Reference System FIPSCounty layer.

HPMS: See FIPSCounty Layer

MIRE: See FIPSCounty Layer

LRS: All Routes and Facility Types

Extent:

HPMS: N/A

HPMS calculation: N/A

MIRE: N/A

Description

Each County polygon has several fields including Name, NameUppercase, Fullname Abbrev. and Name Underscore. These refer to the same county name, but in difference formats for printing or display purposes. The County FIPS field is the code for the Federal Information Processing Standards (FIPS). These are the County Codes only. The full FIPS codes for New Mexico counties would also include a "35" at the beginning of each code.

Code Description

001 Bernalillo

003 Catron

05 Chaves
06 Cibola
07 Colfax
009 Curry
011 De Baca
013 Dona Ana
015 Eddy
017 Grant
019 Guadalupe
021 Harding
023 Hidalgo
025 Lea
27 Lincoln
28 Los Alamos
29 Luna
031 McKinley
033 Mora
035 Otero
037 Quay
039 Rio Arriba
041 Roosevelt
043 Sandoval
045 San Juan
047 San Miguel
049 Santa Fe
051 Sierra
053 Socorro
055 Taos
057 Torrance
059 Union
061 Valencia

Source: TIMS (ARNOLD project import 2018)

Updated: Not updated

Quality: The Counties polygon layer is from an unknown source and may not match other New Mexico state agencies or other private sources.

Connected Systems: None (See FIPSCounty Layer)

Credits

NMDOT

Use limitations

Non authoritative data

Extent

West	-109.330196	East	-102.944026
North	37.067927	South	31.309608

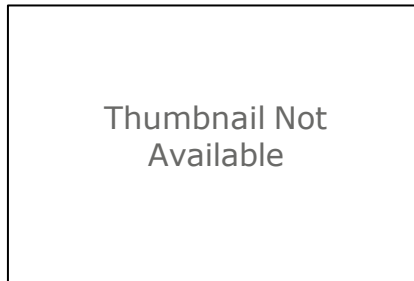
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Crashes_2018_NMDOT_Routes

SDE Feature Class



Tags

Crashes

Summary

Presumably crashes occurring in 2018.

Description

Unknown source, quality, or updated frequency.

Credits

Unknown

Use limitations

Non-NMDOT use is prohibited.

Extent

West	-109.286022	East	-102.963693
North	37.032675	South	31.731736

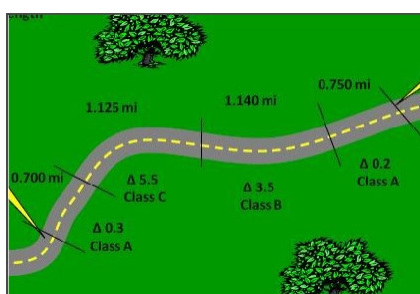
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Curve

SDE Feature Class



Tags

Curve, NMDOT, Pavement Management, Maintenance Management, HPMS, FHWA, MIRE, Roadway Inventory, Highway Safety Improvement Plan

Summary

Curve classification data.

Use: For investment requirements modeling to calculate horizontal alignment adequacy and estimate running speed and operating costs. Also for MIRE safety analysis.

Guidance: Degree or radius of curve.
HPMS item 43;
MIRE 2.0 items 193-200.

LRS: Inventory Direction only.

Extent: HPMS Sample Panels only and only on Urban Functional Systems 1 - 3, Rural Functional Systems 1 - 4.
HPMS calculation: Values shall be reported for the defined limits of the sample segment.
MIRE: Non FDE, use HPMS guidance.

Description

There are 6 classes of curvature (i.e., Curve Class A through Curve Class F). The beginning and ending points will remain constant for each of the data items; however the values for these data items will reflect the length of that particular curve class.

Fields/Coding/Description

- A. Under 3.5 degrees (0 - 0.061 radians)
- B. 3.5 - 5.4 degrees (0.061 - 0.094 radians)
- C. 5.5 - 8.4 degrees (0.096 - 0.147 radians)
- D. 8.5 - 13.9 degrees (0.148 - 0.243 radians)
- E. 14.0 - 27.9 degrees (0.244 - 0.487 radians)
- F. 28 degrees (0.489 radians) or more

Source: NMDOT's Current Contractor using a highly specialized collection vehicle.

Updated: Routes on the National Highway System are collected in both directions every year.

Non-NHS routes are collected biennially and only in the primary direction.

Quality: High. Numerous QC checks are performed on the data.

Connections: AASHTOWare Safety

Credits

NMDOT, Roadway Inventory, Pavement Management, Highway Safety Improvement Plan

Use limitations

There are no access or use limitations for this item.

Extent

West	-109.307294	East	-102.946497
North	37.067679	South	31.321160

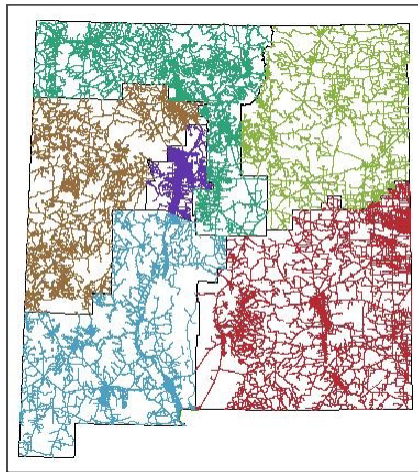
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.District

SDE Feature Class



Tags

Transportation District, NMDOT, State Transportation Commission, Planning Division, Maintenance Management.

Summary

Description: These are the 6 New Mexico state Transportation Districts.

Use: For defining routes that belong to each district. Used for financing, and statistical analysis.

Guidance: These are for the formal Transportation Districts. Each Transportation District is also divided into multiple Patrol Areas. The Patrol Areas, while created and assigned by the districts often go outside of the Transportation District for practicality reasons such a road only being accessible from certain district.

HPMS items: N/A

MIRE items: N/A

LRS: Inventory and Non-Inventory directions plus ramps.

Extent: HPMS - Not required
HPMS calculation method - Not required
MIRE - Not required

Description

Fields / Coding / Description:

District:

- 1 District 1 (Southwest area of New Mexico)
- 2 District 2 (Southeast area of New Mexico)
- 3 District 3 (Central New Mexico)
- 4 District 4 (Northeast area of New Mexico)
- 5 District 5 (Northwest area of New Mexico)

6 District 6 (West Central area of New Mexico)

Source: New Mexico State Legislature

Updated: Not updated -Districts are static absent legislative action.

Quality: Good - The transportation districts are based on the County Boundaries.

Connected Systems:

Credits

NMDOT, Roadway Inventory

Use limitations

Non-Authoritative. Linear Referenced Data is a simple clip using the polygon feature. Use with caution. Districts may not represent the District Patrol Boundaries file.

Extent

West	-109.322003	East	-102.946494
North	37.067679	South	31.318246

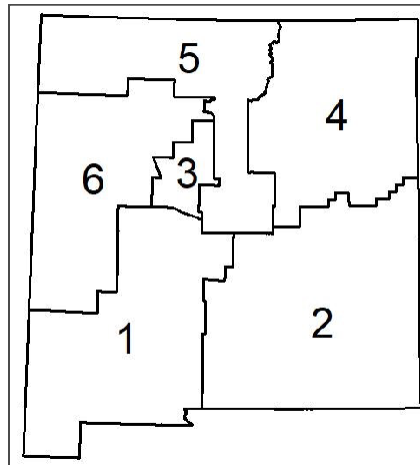
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Districts

SDE Feature Class



Tags

Transportation District, NMDOT, State Transportation Commission, Planning Division, Maintenance Management.

Summary

These are the 6 New Mexico state Transportation Districts. These Districts handle construction and maintenance activities within their geographical boundaries.

Use: For defining routes that belong to each district. Used for financing, and statistical analysis.

Guidance: These are for the formal Transportation Districts. Each Transportation District is also divided into multiple Patrol Areas. There is a companion feature called Patrol_Yards where each District is split up to individual patrols that do the maintenance on NMDOT owned roads. These Patrol Yards sometimes encroach into districts other than the patrol yard's actual district.

LRS: N/A

Extent: Statewide

Description

Fields / Coding / Description

District:

- 1 District 1 (Southwest area of New Mexico)
- 2 District 2 (Southeast area of New Mexico)
- 3 District 3 (Central New Mexico)
- 4 District 4 (Northeast area of New Mexico)
- 5 District 5 (Northwest area of New Mexico)
- 6 District 6 (West Central area of New Mexico)

Source: New Mexico State Legislatutre

Updated: Not updated -Districts are static absent legislative action.

Quality: Good - The transportation districts are based on the County Boundaries.

Connected Systems: None (These boundary polygons are used to create the LRS enabled features in the RIS).

Credits

NMDOT

Use limitations

There are no access and use limitations for this item.

Extent

West	-109.330206	East	-102.943835
North	37.068096	South	31.309608

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.FacilityType

SDE Feature Class



Tags

Facility Type, NMDOT, HPMS, FHWA, NMDOT, MIRE, Roadway Inventory

Summary

The operational characteristic of the roadway.

Use: Determining public road mileage, modeling investment requirements to calculate capacity and estimate roadway deficiencies and improvement needs, allocating costs for pavement models and in the national highway database; querying and analysis of data (e.g., transportation performance management (TPM) metrics, Federal-aid project information, etc.) by facility type.

Guidance: Public road mileage is based only on sections coded as Facility type 1, or 2. This includes only those roads that are open to public travel regardless of the ownership or maintenance responsibilities. Ramps are not included in the public road mileage calculation. This feature shall be coded for All Public highways including ramps located within grade-separated interchanges as identified in 23 U.S.C 101.a(27) .Note that the feature codes include an "8" which is a non standard HPMS code used to code routes that are not publicly accessible.This is mapping to HPMS 9 (draft) data item 73.

HPMS item: 3, 73

MIRE item: 93

LRS: All routes and route types (except AI routes)

Extent: HPMS: Full Extent on all public roads and ramps.

HPMS calculations: Reported in homogenous segments.

MIRE: FDE - crosswalk - "One-way/Two-way operations" - "Ramps." Paved roads with functional system 1-6.

Description

Fields / Coding / Description

FacilityType:

1. One-Way Roadway. Roadway that operates with traffic moving in a single direction.
2. Two-Way Roadway. Roadway that operates with traffic moving in both directions.

3. Old code not in use.
4. Ramp. Non-mainline junction or connector facility contained within a grade-separated interchange. Ramps may consist of directional connectors from either an Interstate to another Interstate, or from an Interstate to a different functional system. Moreover, ramps allow ingress and egress to grade separated highways. Ramps may consist of traditional ramps, acceleration and deceleration lanes, as well as collector-distributor lanes. Ramps shall be coded with the highest order functional system within the interchange that it functions. A mainline facility that terminates at the junction with another mainline facility is not a ramp and shall be coded '1.'
5. Non Mainline. All non-mainline facilities excluding ramps. Non-mainline facilities include roads or lanes that provide access to and from sites that are adjacent to a roadway section such as bus terminals, park and ride lots, and rest areas. These may include: special bus lanes, limited access truck roads, ramps to truck weigh stations, or a turn-around.
6. Non Inventory Direction. Individual road/roads of a multi-road facility that is/are not used for determining the primary length for the facility.
7. Planned/Unbuilt. Planned roadway that has yet to be constructed.
8. Closed to Public.

Source: NMDOT Roadway Inventory Program

Updated: Continuous/As needed

Quality: Very Good on State Owned and Federal Aid System Roads. Good quality on other routes. On Functional System 7 routes assumption is made that routes are two way roadways.

Connected systems: MS/2, AgileAssets

Credits

Roadway Inventory, NMDOT

Use limitations

None. Field verification is recommended.

Extent

West	-109.322003	East	-102.940164
North	37.067679	South	31.318246

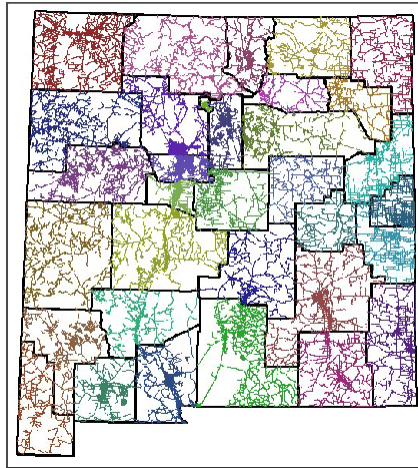
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.FIPSCounty

SDE Feature Class



Tags

NMDOT, Counties, County Boundaries, FIPS, FHWA, MIRE

Summary

Linearly Referenced layer of the state of New Mexico's 33 counties.

Use: The FIPSCounty feature is used for multiple statistical analysis and reporting.

Guidance: A clip of the County Boundaries polygon layer is used to create this layer. The FIPSCountyCode is the code for the Federal Information Processing Standards (FIPS). This feature are the shortened County Codes only. The full FIPS for New Mexico counties would also include a "35" at the beginning of each code.

HPMS item: 63

MIRE item: 2

LRS: Inventory and Non-Inventory directions, ramps included.

Extent: HPMS: Full extent on all public roads. Ramps excluded.

HPMS calculation: homogenous segments

MIRE: Non FDE use HPMS guidance.

Description

Fields / Coding / Description

FIPSCountyCode:

001 Bernalillo

003 Catron

05 Chaves

06 Cibola

07 Colfax

009 Curry
011 De Baca
013 Dona Ana
015 Eddy
017 Grant
019 Guadalupe
021 Harding
023 Hidalgo
025 Lea
27 Lincoln
28 Los Alamos
29 Luna
031 McKinley
033 Mora
035 Otero
037 Quay
039 Rio Arriba
041 Roosevelt
043 Sandoval
045 San Juan
047 San Miguel
049 Santa Fe
051 Sierra
053 Socorro
055 Taos
057 Torrance
059 Union
061 Valencia

Source: Unknown

Updated: TIMS (ARNOLD project import 2018)

Quality: The FIPSCounties layer is from an unknown source and may not exactly match other New Mexico state agencies. Nor may it match private sources.

Connected Systems:**Credits**

NMDOT, Planning, Roadway Inventory Program.

Use limitations

None. Note that this data may vary slightly from other New Mexico departments.

Extent

West	-109.322003	East	-102.946494
North	37.067679	South	31.318246

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.FreightNetwork

SDE Feature Class



Tags

FreightNetwork, Truck Parking, HPMS, FHWA, NMDOT

Summary

A roadway segment that is a component of the National Highway Freight Network (NHFN). CFR 23 §167

Use: For Planning, Route Mapping, and Analysis

Guidance: The NHFN shall include the Primary Highway Freight System as designated by the Federal Highway Administration, all Interstates not on the Primary Highway Freight System, Critical Urban Freight Corridors as designated by the State in consultation with the MPOs, and Critical Rural Freight Corridors as designated by the State. Critical Rural and Critical Urban Freight Corridors have no relationship to the National Highway System or intermodal connector designations or urban codes.

HPMS item: 72

MIRE item: N/A

LRS: Inventory and Non-Inventory direction reporting required. Ramps excluded.

Extent: HPMS: Only report where data item is applicable. All NHS, Connecting Ramps, Full extent on all Functional Systems and Urban Areas.

HPMS calculation: homogenous segments.

MIRE: No requirement.

Description

Fields / Coding / Description

FreightNetwork

1. Primary Highway Freight System
2. Critical Urban Freight Corridor
3. Critical Rural Freight Corridor

Source: NMDOT Planning Division, FHWA

Updated: Primary Highway Freight System redesignations will be initiated every 5 years by the FHWA. Critical Rural and Urban Freight Corridor redesignations will be initiated by the

States and approved by the FHWA Division Office. For more information, visit the FHWA's NHFN website.

Quality: Good

Connected Systems: EStip

Credits

NMDOT Planning Division, FHWA

Use limitations

None: System of Record

Extent

West	-109.285128	East	-102.996251
North	37.034918	South	31.731306

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.FSystem

SDE Feature Class



Tags

Functional System, Functional Class, HPMS, MIRE, FHWA, STIP, NMDOT, Roadway Inventory, Planning Division

Summary

Description: The FHWA approved Functional Classification System.

Use: For querying and analysis of data (e.g., transportation performance management (TPM) metrics, Federal-aid project information, etc.) by functional system.

Guidance: All Public roads including ramps located within grade-separated interchanges as identified in 23 U.S.C 101.a(27). Ramps take on the functional system of the lowest number system they service.

HPMS item: 1

MIRE item: 19

LRS: Inventory and Non-Inventory directions including ramps.

Extent:

HPMS: Full extent on all public roads, ramps included.

HPMS calculation: homogenous segments.

MIRE: FDE: Full extent on all public roads, ramps included.

Description

Fields / Coding / Description:

FSystem:

- 1 - Interstate
- 2 - Principal Arterial – Other Freeways and Expressways
- 3 - Principal Arterial – Other
- 4 - Minor Arterial
- 5 - Major Collector

6 - Minor Collector

7 - Local

Source: NMDOT Planning Division, Original data: TIMS legacy database (2018)

Updated: This is the current up to date FHWA approved Functional System. The functional system is reviewed as a whole several years after the decennial census is completed. Interim updates may be done on individual routes with approval of FHWA.

Quality: High

Connected Systems:

MS2 (Traffic Monitoring);

PMS, MMS (Pavement Agile Assets System);

ESTip (Financial); Project in Process

Credits

Planning Division, NMDOT, FHWA

Use limitations

None - System of Record

Extent

West	-109.322003	East	-102.940164
North	37.067679	South	31.318246

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Grade

SDE Feature Class



Tags

NMDOT, Grade, HPMS, MIRE, Roadway Inventory, Pavement Management

Summary

Description: Grade classification data.

Use: For investment requirements modeling to calculate vertical alignment adequacy and estimate running speed and operating costs and in the truck size and weight analysis process. Also for MIRE safety analysis.

Guidance: Each grade and flat segment is to be coded as a separate segment; segments are typically measured between vertical points of intersection (VPI) and summed by grade class to obtain the total length in each class.

HPMS item: 45

MIRE item: 204

LRS: Inventory and non-inventory direction on National Highway System (NHS) routes. Inventory direction only on other routes.

Extent: HPMS Sample Panel only and only on Urban Functional Systems 1 - 3, Rural Functional Systems 1 - 4.

HPMS calculation: Values shall be reported for the defined limits of the sample segment.

MIRE: Non-Fundamental Data Element, use HPMS guidance.

Description

Fields / Coding / Description

Grade:

A. 0.0 – 0.4

B. 0.5 – 2.4

C. 2.5 – 4.4

D. 4.5 – 6.4

E. 6.5 – 8.4

F. 8.5 or greater

PercentGrade: Not used

Source: Pavement Condition Collection Vendor

Updated: NHS is updated annually, Non-NHS (State Owned and Federal Aid System) updated every other year.

Quality: Good

Connected Systems: AASHTOWare Safety

Credits

NMDOT, Roadway Inventory, Pavement Management

Use limitations

None

Extent

West	-109.307294	East	-102.946497
North	37.067679	South	31.321160

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.HPMSSampleSection

SDE Feature Class

$$n = \frac{\left(\frac{Z^2 C^2}{d^2} \right)}{1 + \left(\frac{1}{N} \right) \left(\left(\frac{Z^2 C^2}{d^2} \right) - 1 \right)}$$

Tags

NMDOT, Planning, Roadway Inventory, Data Management, Highway Performance Monitoring System, HPMS, Samples, TOPS

Summary

This feature contains Highway Performance Monitoring System Sample panel items. The data reported in HPMS for sampled roadway sections are a source of the condition, use, and operational information pertaining to the nation's roadways. For analysis purposes, Sample Panel data are expanded to represent the Full Extent of roadways in the HPMS. This data is ultimately used for monitoring trends and impacts in performance data over time, and for analyses in support of national budgeting for highway improvements through the Conditions and Performance (C&P) report to Congress.

Use: HPMS and HERS analysis.

Guidance: NMDOT follows the HPMS field manual.

LRS: Most Sample panel data is Inventory (P) direction only. Consult the latest HPMS field guide for specifics.

Extent: HPMS Sample Panel Only. Consult the latest HPMS field guide for specifics.
HPMS Calculation: Consult the latest HPMS field guide for specifics.

MIRE: Not Applicable

Description

Fields / Coding / Description:

Due to the number of the sample items, The individual coding is not listed. Please consult the latest version of FHWA's Highway Performance Monitoring System Field Manul for information on each specific item.

Source: Roadway Inventory, Pavement Management, Traffic Monitoring, BrM.

Updated: Annually for FHWA's Highway Performance Monitoring System report.

Quality: Good

Connected Systems: Its complicated.

Credits

Roadway Inventory, Pavement Management, Traffic Monitoring

Use limitations

For Roadway Inventory Program - HPMS use only.

Extent

West	-109.286964	East	-102.978335
North	37.067679	South	31.736669

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.IntersectionFeatures

SDE Feature Class



Tags

HPMS, FHWA, Planning, Intersection, MIRE

Summary

This feature contains Highway Performance Monitoring System Intersection Sample panel items. The data reported in HPMS for sampled roadway sections are a source of the condition, use, and operational information pertaining to the nation's roadways. For analysis purposes, Sample Panel data are expanded to represent the Full Extent of roadways in the HPMS. This data is ultimately used for monitoring trends and impacts in performance data over time, and for analyses in support of national budgeting for highway improvements through the Conditions and Performance (C&P) report to Congress.

Use: HPMS analysis.

Guidance: NMDOT follows the HPMS field manual.

LRS: Inventory Direction (P) side only

Extent: HPMS: sample items only - not HPMS V9 compliant - scheduled for update.
HPMS calculation: Use controlling intersection.

MIRE: Do not use. Updated schema being populated.

Description

Fields / Coding / Description:

This feature is undergoing reconstruction based on the 2024 LiDAR Asset Collection. For limited NMDOT - Roadway Inventory Use Only.

Source: Roadway Inventory, Pavement Management,

Updated: Annually for FHWA's Highway Performance Monitoring System report.

Quality: Fair

Connected systems: None

Credits

Roadway Inventory

Use limitations

Feature is being updated. This data follows HPMS sample panel guidance. **This is for HPMS use only.**

Extent

West	-149.999996	East	-75.000079
North	37.062216	South	-89.999991

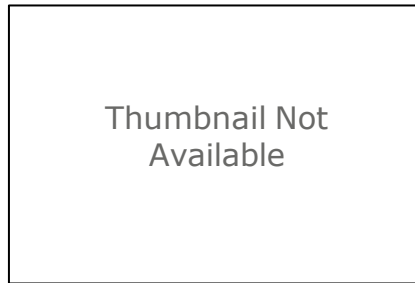
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.IVM

SDE Feature Class



Tags
IVM

Summary

For NMDOT Environmental Department Use Only

Description

There is no description for this item.

Credits

NMDOT, Environment

Use limitations

For NMDOT Environmental Department Use Only

Extent

West	-109.307294	East	-102.946494
North	37.067679	South	31.318680

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.JunctionLines

SDE Feature Class



Tags

NMDOT, MIRE, Roadway Inventory, Safety, Intersections

Summary

This feature contains the linear part of the MIRE intersection features table. This is an ongoing project in the Roadway Inventory Program. For RIP use only.

Use: For MIRE intersection module

Guidance: Follow MIRE requirements.

HPMS item

MIRE items:

LRS: Inventory and Non-Inventory plus ramps

Extent:

HPMS: N/A

HPMS calculation: N/A

MIRE: All paved Federal Aid Systems routes

Description

Fields / Coding / Description

Intersection ID- Unique ID code for each Junction

Interchange ID- Unique ID code for each interchange based off the ramp RouteIDs

Junction Leg ID- Unique ID code for each linear section of an intersection

Traffic Direction

1. Approaching the Intersection
2. Departing the Intersection
3. Ramp
4. Circular

IntersectionMedianType- MIRE 143 based off the horizontal separation rather than

barrier presence which is MIRE 57.

1. Undivided- no median present.
2. Flush paved median (4+ feet) – a wide flat area that is paved and not meant to be a turn lane or driven on except in extreme circumstances.
3. Raised median – the most common of medians.
4. Depressed median – where the median dips down and acts as a storm drain. The median often looks unprotected but if there is a significant dip in it to allow for drainage then it is depressed.
5. Two way left turn –includes continuous turn lanes as well as median protected two way turning bays
6. Railroad or rapid transit – where a rail line or bus lane or trolley acts as a bisector of the roads.
7. Other divided

ApproachTrafficControl- What is controlling the traffic traveling along this intersection leg

1. Uncontrolled
2. Stop Sign
3. Yield sign
4. Signal
5. Railroad crossing with gates and lights
6. Railroad crossing with only lights
7. Railroad crossing with stop sign only
8. Railroad crossing with crossbucks only
9. Other

LaneCount- through lane count

LeftTurnType

1. No left turn lane(s)
2. Conventional left turn lane(s) (continuous left turns are here)
3. U-turn followed by a right turn
4. Right turn followed by a U-turn
5. Right turn followed by a left turn (jughandle on near side)
6. Right turn followed by right turn (jughandle on far side)
7. Left turn crossover prior to intersection (ie displaced left turn, geometry code 10)
8. Other

LeftTurnCount- exclusive left turn lane count

RightTurnType

1. None- no separation present
2. Painted island with receiving lane
3. Painted island without receiving lane
4. Raised island with receiving lane
5. Raised island without receiving lane

RightTurnCount- exclusive right turn lane count

TrafficSectionID**RampLength****RampBeginTerminalRouteType**

1. Freeway (interstate only)
2. Non-Freeway (surface street)
3. Other Ramp
4. Frontage Road
5. Other

RampBeginTerminalRouteID**RampEndTerminalRouteType**

1. Freeway (interstate only)
2. Non-Freeway (surface street)
3. Other Ramp
4. Frontage Road
5. Other

RampEndTerminalRouteID

Source: Ongoing Roadway Inventory Project

Updated: Ongoing Roadway Inventory Project

Quality: Ongoing Roadway Inventory Project

Connected Systems: Ongoing Roadway Inventory Project

Credits

NMDOT, Roadway Inventory, Planning, HPMS

Use limitations

Ongoing Roadway Inventory Project. For NMDOT Planning use only.**Extent**

West	-109.237105	East	-103.022415
North	35.781813	South	31.380796

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.JunctionPoints

SDE Feature Class



Tags

MIRE, NMDOT, Planning, Roadway Inventory

Summary

This is point based half of the MIRE intersection module data.

Use: Ongoing Project

Guidance: Ongoing Project

HPMS: N/A

MIRE:

LRS: Ongoing Project

Extent: Ongoing Project

HPMS:

HPMS calculation

MIRE:

Description

Fields / Coding / Descriptions:

Intersection ID- Unique ID code for each Junction

Interchange ID- Unique ID code for each interchange based off the ramp RouteIDs

Intersection Type-

1. Roadway/Roadway (not interchange related)
2. Roadway/Roadway (interchange related)
3. Roadway/Pedestrian crossing (midblock crossing)
4. Roadway/Bike path
5. Roadway/Railroad grade crossing

6. Other

Intersection Geometry-

- 1: T intersection
- 2: Y intersection
- 3: Cross Intersection (4 legs)
- 4: 5+ Legs not circular
- 5: Roundabout
- 6: Other circular intersections (ie rotaries, neighborhood traffic circles)
- 7: Midblock pedestrian crossing
- 8: Restricted Crossing U turn – an intersection that doesn't allow the side street traffic to cross all the way; instead they must make a right turn and then use a turning bay further down the road for a U turn.
- 9: Median U turn - an intersection where the crossing is separated by a large median that allows for u turns on either side. Often a way for local routes to cross a busy main street faster.
- 10: Displaced Left turn- the left turn lanes are started far earlier than the intersection crossing point and often have a second light to allow for safer longer left turns.
- 11: Jughandle - an intersection where you make a right turn to make a left- the right turn lane swings around to cross the road you just left.
- 12: Continuous green T intersection: where one side of the traffic continues forward but the other 2 legs must stop via sign or signal like the image below. The one side only ever stops if a pedestrian presses the cross button.
- 13: Quadrant: 3 linked intersections with signals to avoid left turns across a busy street.
- 14: Other

Interchange Type-

1. Diamond
2. Full cloverleaf
3. Partial cloverleaf
4. Trumpet
5. Three-leg directional
6. Four-leg all-directional
7. Semi directional
8. Single exit/entrance
9. Single point interchange
10. Diverging Diamond

- 11. Double roundabout
- 12. Single roundabout
- 13. Quadrant
- 14. Other

Traffic Control

- 1: Uncontrolled
- 2: Two way stop (ie: Partial Stop): junctions where only part of the approaching traffic is controlled by the stop sign.
- 3: All way stop- where all legs of the junction are controlled by a stop sign.
- 4: Yield sign- where the only controlling sign is a yield sign. If others are present, then code them with that ID.
- 5: Signalized- this is for any signal that is not listed below.
- 6: Pedestrian Hybrid Beacon/HAWK- If it is present at an intersection always code as a 6.
- 7: Flash Beacon: A signal to draw attention to the associated traffic control or warn of an intersection around a corner so that drivers can be more alert at that intersection for crossing traffic that didn't see them.
- 8: Railroad crossing: gates and flashing lights
- 9: Railroad crossing: flashing lights only
- 10: Railroad crossing: stop sign controlled
- 11: Railroad crossing: crossbucks only
- 12: Other

MIRE Signal Type

- 1: Uncoordinated fixed time – generally found in rural areas and hanging on wires
- 2: Uncoordinated traffic actuated – most of our signals are this
- 3: Progressive coordination – the signals every block that are timed perfectly like in Downtown ABQ are an example of this.
- 4: System coordination – not part of HPMS code as such it will never be used within our system
- 5: Unsignalized
- 6: Railroad signals
- 7: Other (a traffic signal present but is not one of the ones listed above)

Source: Ongoing Roadway Inventory Program Project.

Updated: Ongoing Roadway Inventory Program Project.

Quality: Ongoing Roadway Inventory Program Project.

Connected Systems: Ongoing Roadway Inventory Program Project.

Credits

NMDOT, Roadway Inventory, Planning

Use limitations

Project in Progress: DO NOT USE except for testing

Extent

West	-109.237030	East	-103.022595
North	35.781509	South	31.381018

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.LaneCount

SDE Feature Class



Tags

Lane Count, Through Lanes, Peak Lanes, Counter Peak Lanes, NMDOT, HPMS, MIRE

Summary

Description The number of lanes designated for through-traffic.

Use: For apportionment, administrative, legislative, analytical, pavement performance analysis/reporting and national highway database purposes. Also for MIRE Safety Analysis.

Guidance: New Mexico uses the suffix of "P" or "M" on all routes. The "P" suffix designates this direction of travel as the Inventory Direction, also know as the PeakLaneCount direction for HPMS purposes, the "M" designation is for the non-inventory direction, also known as the CounterPeakLaneCount for HPMS purposes. Except for "M" side divided roads.

The "P" routes contain the number of lanes for both directions of traffic (Peak and CounterPeak). "M" side routes will contain only the CounterPeakLaneCount number of lanes. The number of PeakLaneCount and CounterPeakLaneCount should be equal to the ThroughLaneCount ("P" side routes only).

Through lanes shall also be reported for all ramp sections contained within grade separated interchanges. Code the number of through lanes according to the striping, if present, on multilane facilities, or according to traffic use or State/local design guidelines if no striping or only centerline striping is present. For one-way roadways, two-way roadways, and couplets, exclude all ramps and sections defined as auxiliary lanes, such as:

- Collector-distributor lanes
- Weaving lanes
- Parking and turning lanes
- Acceleration/deceleration lanes
- Truck climbing lanes
- Shoulders

LRS: Inventory and Non-Inventory directions (see guidance above).

Extent: HPMS: All NHS, Urban Functional Systems 1-6, Rural Functional Systems 1-5, Ramps.

HPMS calculation: homogenous segments.

MIRE: FDE - All paved public roads.

Description

Fields / coding / Description:

ThroughLaneCount- Number of Lanes both directions ("P" suffixed routes only)

PeakLaneCount - Number of Lanes in the inventory direction ("P" side)

CounterPeakLaneCount - Number of Lanes in the non-inventory direction ("M" side)

Source: LiDar asset collection in 2013

Updated: As needed

Quality: Good but dated on New Mexico DOT owned routes and other federal aid system routes. "LOC" prefixed routes are assumed to be two lane roads.

Connected Systems: Agile Assets (PMS, MMS), MS2

Credits

NMDOT, Roadway Inventory, Pavement Management.

Use limitations

None

Extent

West	-109.322003	East	-102.946494
North	37.067679	South	31.318246

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.LaneStriping

SDE Feature Class



Tags

NMDOT, Lane Striping, HPMS, Passing No Passing

Summary

Feature Not Populated: Reserved for Future Use Only

Lane Striping on Roadway

Use: For HPMS Percent Passing Calculation

Guidance:

HPMS item: 46

MIRE item: 105, 106, 08

LRS: Inventory Direction Only

Extent:

HPMS: Sample Panel on Rural Major Collectors and above.

HPMS calculation: Predominance.

MIRE: Non FDE use HPMS guidance.

Description

Fields / Coding / Description:

LaneStriping:

Source: 2024 LiDAR Collection

Updated: 2024 LiDAR Collection

Quality: Good

Connected Systems: None

Credits

For future use only

Use limitations

Empty feature class. For future use only.

Extent

West	-109.264045	East	-102.978335
North	37.067679	South	31.742410

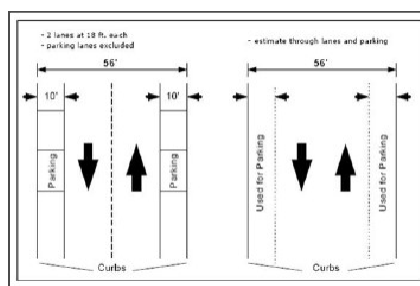
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.LaneWidth

SDE Feature Class



Tags

Lane Width, NMDOT, HPMS, MIRE

Summary

The measure of existing lane width.

Use: For investment requirements modeling to calculate capacity, estimate needed improvements, and compute a safety index, for cost allocation pavement models. Also used for safety analysis (MIRE). Lane Width is also a necessary input for calculating the Percent Cracking feature found in

Guidance: Lane width should be coded according to where the pavement/shoulder surface changes, or to the pavement lane striping (if the shoulder and pavement surface are the same). Where there is no delineation between the through-traffic lane and the shoulder or parking lane, or where there is no centerline, estimate a reasonable split between the actual width used by traffic and the shoulder or parking lane based on State/local design guides. When striping is placed inside the edge of the pavement (within approximately one foot) to keep traffic from breaking the pavement edge, ignore the striping and measure from the pavement edge to the center of a single centerline stripe. Or, if double centerline striping exists, measure to the center of the two stripes.

Data is collected using the right most lane on multilane facilities.

HPMS item: 34

MIRE item: 33

LRS: Inventory direction only

Extent:

HPMS: Sample Panel only: Urban functional systems 1-6, Rural functional systems 1-6.

HPMS Calculation: Predominance

MIRE: Non FDE, use HPMS guidance.

Description

Fields / Coding / Description

LaneWidth: The Lane Width As Collected rounded to the nearest integer. - This is for HPMS reporting.

LaneWidthAsCollected: The Lane Width as Collected by the Pavement Distress Vendor.

Source: Current Pavement Distress Vendor

Updated: This dataset is updated per the Final Deliverable from the yearly pavement distress collection. NHS routes are collected every year. Non-NHS State Owned and other Federal Aid

System routes are collected every other year.

Quality: Good

Connected Systems: None

Credits

NMDOT, Roadway Inventory. Pavement Management Bureau

Use limitations

None

Extent

West	-109.307294	East	-102.946497
North	37.067679	South	31.321162

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Legal

SDE Feature Class

INTERSTATE ROUTE 40; FROM THE
ARIZONA/ NEW MEXICO STATE LINE
EASTWARD; VIA GALLUP; GRANTS;
ALBUQUERQUE; MORIARTY; SANTA
ROSA AND TUCUMCARI; TO THE NEW
MEXICO/TEXAS STATE LINE. -----

Tags

Legal, NMDOT, Route Descriptions, Roadway Inventory, Maintenance Management

Summary

Despite the name, this is not a "legal" document. It is a generalization of the begin and end points of a Route and the path the route takes. This data only covers State Owned and Non-state owned Federal Aid System Routes.

Use: A generalization of the route description for determining the route that a Route takes. Used for researching a route.

Guidance: Not a legal description of the actual documents filed with the individual county clerks. Used as the starting point for research of a Route.

LRS: Inventory direction only. Ramps included.

Extent: HPMS: Not Applicable
HPMS Calculation: Not Applicable
MIRE: Not a MIRE item.

Description

Fields / Coding / Description:

LegalDescription1: 275 character length (as from the original data).

LegalDescription2: 275 character length (as from the original data).

LegalDescription3: 275 character length (as from the original data).

LegalDescription4: 275 character length (as from the original data).

Source: The NMSHTD Legal Route Description Book as modified in the legacy NMDOT TIMS database.

Updated: This is updated as routes change. The last major update was in 2015 when the functional systems changed and many federal aid routes were added.

Quality: Fair to Good

Connected Systems: None

Credits

NMDOT, Roadway Inventory, Maintenance Management

Use limitations

This data is non-authoritative.

Extent

West	-109.307294	East	-102.946494
North	37.067679	South	31.318680

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.MaintenanceOperations

SDE Feature Class



Tags

NMDOT, HPMS, Planning, Maintenance Management

Summary

The entity that maintains and operates a roadway. This is generally the same as the Ownership feature but, with minor changes.

Use: For apportionment, administrative, legislative, analytical, and national highway database purposes, and in cost allocation studies; for the querying and analysis of data (e.g., transportation performance management (TPM) metrics, Federal-aid project information, etc.) by ownership.

Guidance: In cases where maintenance responsibilities are shared between multiple entities, this item shall be coded based on the primary maintainer (i.e., the entity that has the larger degree of maintenance), if applicable. If the maintenance of the road is unknown code the same as ownership.

HPMS item: 68

MIRE item: N/A

LRS:

Inventory and Non-Inventory Directions

Facility Type: 1-7

Extent:

HPMS: Functional Systems 1-7

HPMS calculations: homogeneous sections

MIRE: N/A

Description

Fields / Coding / Description:

Note: Codes are reflective of the HPMS manual

1. State Highway Agency
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 (e.g., 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 Management
- 69. Bureau of Reclamation
- 70. Corps of Engineers
- 72. Air Force
- 73. Navy/Marines
- 74. Army
- 80. Other

Source: Planning, Maintenance Management Bureau, FHWA, New Mexico County Submissions, Navajo,

Updated: State Routes are updated as soon as a change is approved by the New Mexico State Transportation Commission. Federal Agencies route ownerships are updated every other year depending on documents provided by the FHWA Department of Highway Policy and Information. County Routes are updated yearly based on County submissions to the New Mexico Legislative Finance Committee.

Quality: This data is for internal NMDOT use only. The quality of State-Owned Routes is very good. County and Federal Agency Route (excluding Bureau of Indian Affairs) is good/fair. Other routes are generally poor.

Connected Systems: None

Credits

NMDOT, Roadway Inventory, FHWA, NMDOT Maintenance Management Bureau

Use limitations

For internal NMDOT use only. **This dataset is NON-Authoritative.**

Extent

West	-109.322003	East	-102.946494
North	37.067679	South	31.318246

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Median

SDE Feature Class



Tags

NMDOT, MIRE, HPMS, Median Barrier Type, Median Type, Median Width

Summary

The type of median. This feature includes four Median data sets. One is for HPMSMedianType (AKA MIRE Median Barrier Presence), Another is for MIREMedianType. The third one, MedainAssetType is a one-off collection conducted in 2017. Finally, is the Median Width field. This data set will be totally redesigned with the ArcPro migration.

Use: For investment requirements modeling to calculate capacity and estimate type of design and for national highway data base purposes.

Guidance: The portion of a divided highway separating the traveled way for traffic in opposing directions. The principal functions of a median are to:

- Minimize interference of opposing traffic;
- Provide a recovery area for out-of-control vehicles;
- Provide a stopping area in case of emergencies;
- Provide open or green space;
- Minimize headlight glare from opposing vehicles;
- Provide width for future lanes;
- Provide space for speed-change lanes and storage areas for left- and U-turn vehicles; and
- Restrict left turns except where median openings are provided.

Median Width: The edge of through lane is determined by paint stripping, difference in pavement/shoulder construction material, or according to traffic use. If the median is raised or a ditch, do not add the contour as part of the median width measure. For measurement purposes, ignore turning bays cut into the median.

MIREMedianType: The median characteristics as outlined in the MIRE 2.0 manual - this is different than the HPMS Median Type.

MedianAssetType: This is a one-off collection on certain routes for a data request in 2017.

HPMS items: 35,36

MIRE items: 55, 56, 57

LRS: Inventory Direction Only

Extent: HPMS: Sample Panel

HPMS calculation: Predominance

MIRE: Paved Routes with a functional system 1-6. Not required on functional system

7.

Description

Fields/Coding/Description:

MedianWidth: The median width (in feet) rounded to the nearest integer.

HPMSMedianType - Note that these are the same codes for the MIRE Median Barrier Type in the MIRE manual.

1. None
2. Unprotected
3. Curbed-Raised
4. Positive Barrier - unspecified
5. Positive Barrier - flexible (cable barriers)
6. Positive Barrier - semi-rigid (guardrails)
7. Positive Barrier - rigid (concrete)

MIREMedianType - This field is currently empty.

1. Undivided
2. Unprotected
3. Curbed-Raised
4. Positive Barrier - unspecified
5. Positive Barrier - flexible
6. Positive Barrier - semi-rigid
7. Positive Barrier - rigid
8. Continuous Center Turn Lane
9. Flush
10. Depressed
11. Two-way Left Turn
12. Other Divided

MedianAssetType

1. Natural Barrier
2. Unprotected
3. Cable Barrier
4. Concrete

5. Guard Rail

Sources: HPMSMedianType and MedianWidth - 2013 LiDAR collection. MedianAssetType: Roadway Inventory Program photolog drive in 2017.

Updated: HPMSMedianType: 2019 and 2021 photolog drives on NHS routes. MedianAssetType: Not updated.

Quality: Good but dated (parts are from the 2013 asset collection) - This feature is scheduled to be modified with the 2024 LiDAR asset collection.

Connected Systems: AashtoWare Safety, FARS, TrACS

Credits

NMDOT, Roadway Inventory Program, Planning. Pavement Management

Use limitations

No limitations however, data is dated and should be used with caution.

Extent

West	-109.307294	East	-102.946535
North	37.067664	South	31.321617

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.MemorialHighway

SDE Feature Class



Tags

Memorials, NMDOT

Summary

These are the Memorials assigned to roads and bridges (structures) in New Mexico. Official Memorials for the NMDOT occur in three ways. 1. The State Transportation Commission creates the Memorial, 2. The State Legislature passes legislation creating the Memorials. 3. The Federal Government creates the Memorial. Local governments can also place memorials however, these should not be placed on NMDOT owned roads without going through one of the official channels.

Use: Memorial Routes and Structures on NMDOT routes. For general statistical data.

Guidance: Follow the State Transportation Commission meeting notes and the annual State Legislature sessions for updates.

HPMS: N/A

MIRE: N/A

LRS: Inventory (P) direction only.

Extent: Wherever the data exists.

HPMS: N/A

HPMS Calculation: N/A

MIRE: N/A

Description

Fields / Coding / Description

MemorialName: The name of the Memorial

Year Memorialized: Year the Memorial became official

Year Retired: Date the Memorial was retired

RouteHistory: Old routes associated with the Memorial

Comments: History of the Memorial.

Source: State Transportation Meeting Minutes, New Mexico State Legislature Resolutions, General Google searches.

Updated: Annually, after the NM State Legislature Closes and State Transportation Commission Notes are reviewed.

Quality: Fair: Non-Authoritative: For General data inquiries only. Old Memorials often reference roads that no longer exist.

Connected Systems: None

Credits

NMDOT, Roadway Inventory, State Transportation Commission, New Mexico Legislature.

Use limitations

Non-Authoritative, Does not necessarily match other sources. For Planning use only.

Extent

West	-109.303467	East	-102.955537
North	36.999614	South	31.730700

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Milepost

SDE Feature Class



Tags

Mileposts, LRS, NMDOT, Roadway Inventory

Summary

A point feature of the Mileposts on state owned roads in New Mexico.

Use: For determining where a MilePost exists on NM roads.

Guidance: MilePost as opposed to MilePoint often causes confusion. The MilePoint on a route is a highly accurate measure starting at the beginning of route as calculated by Distance measuring equipment (DMI) or using Esri calculated distances. The MilePost is a physical feature, usually a green rectangular sign on the side of the road and generally one mile apart (NM does not currently use shorter MilePost lengths). The MilePost and MilePoint often times do not match due to road realignments, road exchanges with local entities or inaccuracies when the MilePost was placed in the ground.

HPMS: N/A

MIRE: N/A

LRS: Inventory Direction Only

Extent:

HPMS: N/A

HPMS calculation: N/A

MIRE: N/A

Description

Fields / Coding / Description

Measure: The actual measure of the MilePost as it relates to the MilePoint.

Milepost: The number appearing on the MilePost sign.

Longitude: The as collected longitude of the Milepost.

Latitude: The as collected latitude of the Milepost.

Route/Milepost: The RouteID combined with the Milepost number.

MilePost_5: The Mileposts in 5 mile increments for mapping

MilePost_10: The Mileposts in 10 mile increments for mapping

MilePost_25: The Mileposts in 25 mile increments for mapping

MilePost_50: The Mileposts in 50 mile increments for mapping

Source: LiDAR asset collection in 2013

Updated: The measure field is updated using Esri Roads and Highways event behavior. Other fields including the Longitude/Latitude are not changed.

Quality: Fair, the data is from 2013 and not updated. Also note that mileposts often remain in the field even after roads have been exchanged or partially exchanged between governmental entities.

Connected Systems: None

Credits

NMDOT, Roadway Inventory, GIS Support

Use limitations

None however, this feature has not been updated since 2013. Esri Roads and Highways event editor behaviors are applied. RouteIDs may have changed.

Extent

West	-109.306448	East	-102.963209
North	37.054721	South	31.318683

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.MPO

SDE Feature Class



Tags

NMDOT, Planning Division, FHWA, Roadway Inventory, MPO, Metropolitan Planning Organization

Summary

Linearly Referenced data of the Metropolitan Planning Organizations boundaries. Does not currently house RTPOs.

Use: Planning and Queries regarding the various MPOs.

Guidance: This table is a clip of the polygon created by the NMDOT Planning Division in conjunction with FHWA and the various MPOs.

HPMS: N/A

MIRE: N/A

LRS: All Directions and Facility Types.

Extent: All Routes

HPMS: N/A

HPMS calculation: N/A

MIRE: N/A

Description

Fields / Coding / Description:

MPOName:

EL PASO MPO

FARMINGTON MPO

MESILLA VALLEY MPO

MID REGION MPO

SANTA FE MPO

Source: MPO polygon

Updated: Usually every decade after the US Census.

Quality: Good

Connected Systems: None

Credits

NMDOT, Planning, Various MPOs, FHWA

Use limitations

None however, some activities done by the MPOs will go outside of the boundary areas.

Extent

West	-108.473589	East	-105.788976
North	36.939697	South	31.751265

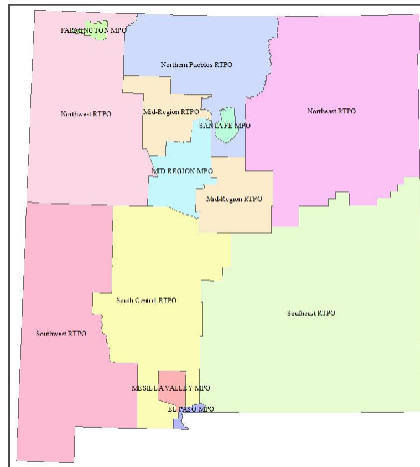
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.MPOs_2017

SDE Feature Class



Tags

NMDOT, Planning Division, FHWA, Roadway Inventory, MPO, Metropolitan Planning Organization

Summary

Description: Polygon feature of the Metropolitan Planning Organizations boundaries

Use: Planning and responsibilities of the various MPOs.

Guidance: Polygon feature created by the NMDOT Planning Division in conjunction with FHWA and the various MPOs.

Description

MPOName field:

EL PASO MPO

FARMINGTON MPO

MESILLA VALLEY MPO

MID REGION MPO

SANTA FE MPO

Source: NMDOT Planning Division

Updated: Every 10 years sometime after the US Census.

Quality: Very Good

Credits

NMDOT, Planning, Various MPOs, FHWA

Use limitations

None however, some activities done by the MPOs will go outside of the boundary areas.

Extent

West	-109.332231	East	-102.943989
North	37.069274	South	31.307132

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.MS2TrafficStation

SDE Feature Class



Tags

Traffic Section, Location ID, MS2, Traffic Monitoring, Midwest Software Solutions (MS2)

Summary

Roads and Highways feature class for connection with the Traffic Monitoring Programs MS2 database.

Use: Connection between Roads and Highways and MS2

Guidance: Items connected: FIPSCounty, FSystem, RouteInformation, UrbanCode, FacilityType, LaneCount, TrafficSectionPoint, HPMSsampleSection, District, AltStreetName, NHS, SurfaceType, SpeedLimit, MPO, Milepost.

LRS: For MS2 use only

Extent: For MS2 use only

Description

Fields / Coding / Description:

TrafficSectionID: Unique ID for each Traffic Section in Roads and Highways and the MS2 database.

Source: MS2

Updated: Daily

Quality: Good

Connected Systems: MS2

Credits

NMDOT, MS2, Traffic Monitoring Program, Roadway Inventory System

Use limitations

For MS2 use ONLY.

Extent

West	-109.297096	East	-102.971594
North	37.064734	South	31.413174

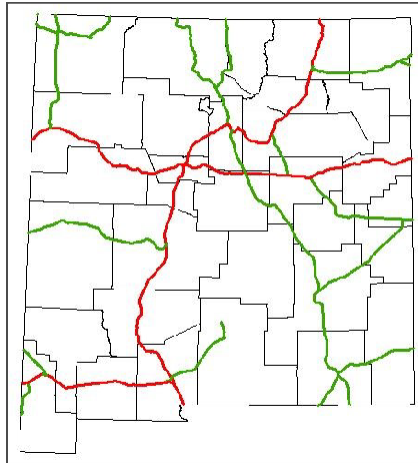
Scale Range

Maximum (zoomed in) 1:5,000
Minimum (zoomed out) 1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.NatTruckNetwork

SDE Feature Class



Tags

National Truck Network, Truck, HPMS

Summary

Roadway sections that comprise the National Truck Network as defined by 23 CFR 658, Appendix A.

Use: For freight modeling and analysis. The National Truck Network is also used by other Divisions within the NMDOT for Federal Reporting and Performance Measures. Routes on the National Truck Network must also meet certain design and construction standards.

Guidance: This feature follows Appendix A of 23 CFR 658. Some route numbers appear different due to dominate/subordinate sections.

HPMS item: 66

MIRE item: N/A

LRS: Inventory Direction (Ramps included).

Extent:

HPMS: Wherever data is present.

HPMS calculation: Homogenous sections.

MIRE: N/A

Description

Fields / Coding / Description:

NatlTruckNetwork:

1. Section is on the National Network (NN)
2. Other State-designated truck route (optional) (Not used in New Mexico)

Source: 23 CFR 658, Appendix A.

Updated: FHWA and the NMDOT reviewed this dataset in 2021 for correctness. New Mexico has not updated the original CFR since its inception. Otherwise, Administrative updates as needed (such as the Roswell bypass US70/285/360).

Quality: Good

Connected Systems: None

Credits

NMDOT, FHWA, HPMS

Use limitations

None - System of Record

Extent

West	-109.307294	East	-102.960479
North	37.067679	South	31.810704

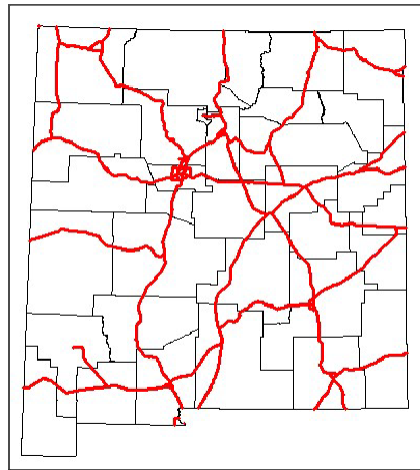
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.NHS

SDE Feature Class



Tags

NMDOT, NHS, Roadway Inventory, MIRE

Summary

The National Highway System (NHS) as designated by the NMDOT and FHWA. The National Highway System (NHS) is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, military bases, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.

Use: The NHS is used for analysis, mapping of NHS information, defining extent for performance metric rating determination, and for federal funding. FHWA also has requirements for roads on the NHS such as bridge inspections, billboards, signs, ETC.

Guidance The feature is approved by the FHWA and any substantive modification must have prior FHWA acceptance.

HPMS item: 64

MIRE item: 22 - FDE

LRS: Inventory and non-Inventory directions, ramps not included.

Extent:

HPMS: Full extent on all public roads.

HPMS: calculation: Homogenous sections.

MIRE: FDE – Full extent where exists.

Description

Fields / Coding / Description:

NHS:

1 Is on the 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 transit Terminal/Multi-modal Passenger Terminal
- 8 Major Pipeline Terminal
- 9 Major Ferry Terminal

Source: NMDOT Planning Division

Updated: Any updates to the NHS must be approved by FHWA. They can be initiated at any time. The last update occurred in 2016.

Quality: Good

Connections: MS2 (Traffic Monitoring); PMS, MMS (Pavement Agile Assets System)

Credits

NMDOT, Planning, Roadway Inventory, FHWA

Use limitations

None - System of Record

Extent

West	-109.286964	East	-102.960479
North	37.067679	South	31.731306

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Ownership

SDE Feature Class



Tags

NMDOT, HPMS, MIRE, Planning

Summary

The entity that has legal ownership of a roadway.

Use: For apportionment, administrative, legislative, analytical, and national highway database purposes, and in cost allocation studies; for the querying and analysis of data (e.g., transportation performance management (TPM) metrics, Federal-aid project information, etc.) by ownership. Also for MIRE Safety Analysis.

Guidance: In cases where ownership responsibilities are shared between multiple entities, this item shall be coded based on the primary owner (i.e., the entity that has the larger degree of ownership), if applicable.

HPMS item: 6

MIRE item: 4

LRS:

Inventory and Non-Inventory Directions

Facility Type: 1-7

Extent:

HPMS: Functional Systems 1-7

HPMS calculations: homeogenous sections

MIRE: FDE: All public roads.

Description

Fields / Coding / Description:

Note: Codes are reflective of the HPMS manual

1. State Highway Agency
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 (e.g., 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 Management
- 69. Bureau of Reclamation
- 70. Corps of Engineers
- 72. Air Force
- 73. Navy/Marines
- 74. Army
- 80. Other

Source: Planning, Maintenance Management Bureau, FHWA, New Mexico County Submissions, Navajo,

Updated: State Routes are updated as soon as a change is approved by the New Mexico State Transportation Commission. Federal Agencies route ownerships are updated every other year depending on documents provided by the FHWA Department of Highway Policy and Information. County Routes are updated yearly based on County submissions to the New Mexico Legislative Finance Committee.

Quality: This data is for internal NMDOT use only. The quality of State-Owned Routes is very good. County and Federal Agency Route (excluding Bureau of Indian Affairs) is fair. Other routes are generally poor.

Connected Systems: None

Credits

NMDOT, Roadway Inventory, FHWA, NMDOT Maintenance Management Bureau

Use limitations

For internal NMDOT use only. **This dataset is NON-Authoritative.**

Extent

West	-109.322003	East	-102.946494
North	37.067679	South	31.318246

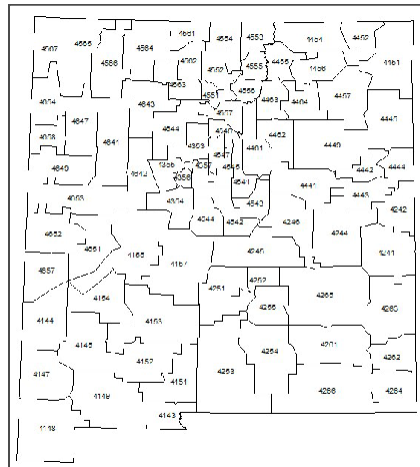
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Patrol_Yards

SDE Feature Class



Tags

Patrol Boundaries, Patrol Yards, patrol districts, Maintenance Management, Capital Assets

Summary

A polygon feature of the NMDOT patrol yards

Use: For high level visual aid of the NMDOT patrol yards

Guidance: Since Routes often cross each other, this polygon should not be used for determining the actual routes each patrol maintains. This is a polygon of the Patrol Areas. Since Routes often cross each other, this polygon should not be used for determining the actual routes each patrol maintains. Use the Patrol Area feature in RIS_LRS.LRS.PatrolYard for specific routes that each Patrol Maintains.

LRS: N/A

Extent: N/A

Description

Fields / Coding / Description:

Patrol_No: & Name:

45-51 ALCALDE
41-48 ANIMAS
41-43 ANTHONY
42-61 ARTESIA
43-54 BELEN
43-53 BERNALILLO
45-66 BLOOMFIELD

46-54 BUFFALO SPRINGS
42-52 CAPITAN
42-66 CARLSBAD
42-51 CARRIZOZO
45-47 CERRILLOS
45-61 CHAMA
41-44 CLIFF
45-41 CLINES CORNERS
42-42 CLOVIS
42-45 CORONA
46-43 CUBA
45-57 CUYAMUNGUE
46-51 DATIL
41-49 DEMING
45-64 DULCE
45-43 ENCINO
45-42 ESTANCIA
45-65 FARMINGTON
46-53 FENCE LAKE
42-44 FORT SUMNER
45-63 GALLINA
46-41 GRANTS
41-52 HATCH
42-62 HOBBS
42-55 HONDO
42-64 JAL
41-51 LAS CRUCES
41-47 LORDSBURG
41-55 MAGDALENA
42-54 MAYHILL
45-45 MORIARTY
45-44 MOUNTAINAIR

43-55 NORTH URBAN
45-52 OJO CALIENTE
45-56 PENASCO
42-41 PORTALES
45-53 QUESTA
46-49 RAMAH
46-57 RESERVE
42-65 ROSWELL
46-44 SAN YSIDRO
45-46 SANTA FE
45-67 SHIPROCK
41-45 SILVER CITY
41-57 SOCORRO
43-56 SOUTH URBAN
41-53 TRUTH OR CONSEQUENCES
45-55 TAOS
42-63 TATUM
45-62 TIERRA AMARILLA
43-57 TIJERAS
46-47 TOP OF THE WORLD
45-54 TRES PIEDRAS
42-53 TULAROSA
42-46 VAUGHN
41-54 WINSTON
44-51 CLAYTON
44-52 DES MOINES
44-55 EAGLE NEST
44-63 LA CUEVA
44-62 LAS VEGAS
44-45 NARA VISA
44-43 RAGLAND
44-61 ROWE

44-57 ROY
 44-44 SAN JON
 44-41 SANTA ROSA
 44-56 SPRINGER
 44-49 TREMENTINA
 44-42 TUCUMCARI
 44-64 WAGON MOUND
 44-54 RATON
 46-58 GALLUP
 46-52 QUEMADO
 46-42 MESITA

Patrol: Unique ID for Pavement Management System

Source: Maintenance Management Bureau as Linearly Referenced by the Roadway Inventory Program. MMS maintains a spreadsheet of each route each. This spreadsheet was updated to RIS measures in 2023.

Updated: Annually / As needed.

Quality: Good

Connected Systems: None

Credits

NMDOT, Maintenance Management System, MMS, Capital Assets, Roadway Inventory

Use limitations

None: However, since Routes often cross each other, this polygon should not be used for determining the actual routes each patrol maintains. Use the Patrol Area feature in RIS_LRS_LRS.PatrolYard for specific routes that each Patrol Maintains.

Extent

West	-109.332219	East	-102.941378
North	37.069075	South	31.307132

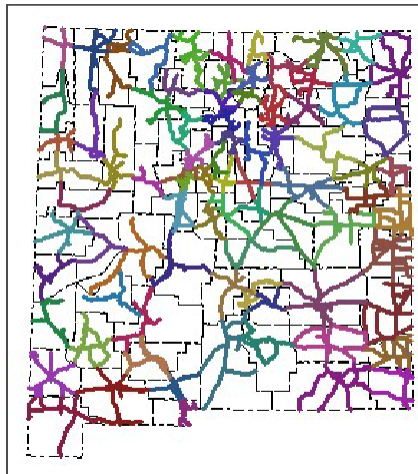
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.PatrolYard

SDE Feature Class



Tags

Patrol Boundaries, Patrol Yards, Patrol Districts, Maintenance Management, Capital Assets, Maintenance Yards

Summary

A Linearly Referenced feature of the NMDOT patrol yards

Use: An accurate feature of each road maintained by one of the NMDOT's maintenance patrol yards.

Guidance: Since the routes a particular patrol may maintain often cross routes other patrols maintain, this feature should not be used for determining the actual routes each patrol maintains and not the PatrolBoundaries Polygon file. This is the feature that is updates the Agile Assets databases (PMS, MMS).

HPMS item: N/A

MIRE item: N/A

LRS: Inventory Direction plus Ramps and Rest Areas.

Extent: Any road maintained by one of the patrol yards.

HPMS: N/A

HPMS calculation: N/A

MIRE: N/A

Description

Fields / Coding / Description:

PatrolAreaNumber

45-51 ALCALDE

41-48 ANIMAS

41-43 ANTHONY

42-61 ARTESIA

43-54 BELEN
43-53 BERNALILLO
45-66 BLOOMFIELD
46-54 BUFFALO SPRINGS
42-52 CAPITAN
42-66 CARLSBAD
42-51 CARRIZOZO
45-47 CERRILLOS
45-61 CHAMA
41-44 CLIFF
45-41 CLINES CORNERS
42-42 CLOVIS
42-45 CORONA
46-43 CUBA
45-57 CUYAMUNGUE
46-51 DATIL
41-49 DEMING
45-64 DULCE
45-43 ENCINO
45-42 ESTANCIA
45-65 FARMINGTON
46-53 FENCE LAKE
42-44 FORT SUMNER
45-63 GALLINA
46-41 GRANTS
41-52 HATCH
42-62 HOBBS
42-55 HONDO
42-64 JAL
41-51 LAS CRUCES
41-47 LORDSBURG
41-55 MAGDALENA

42-54 MAYHILL
45-45 MORIARTY
45-44 MOUNTAINAIR
43-55 NORTH URBAN
45-52 OJO CALIENTE
45-56 PENASCO
42-41 PORTALES
45-53 QUESTA
46-49 RAMAH
46-57 RESERVE
42-65 ROSWELL
46-44 SAN YSIDRO
45-46 SANTA FE
45-67 SHIPROCK
41-45 SILVER CITY
41-57 SOCORRO
43-56 SOUTH URBAN
41-53 TRUTH OR CONSEQUENCES
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42-63 TATUM
45-62 TIERRA AMARILLA
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45-54 TRES PIEDRAS
42-53 TULAROSA
42-46 VAUGHN
41-54 WINSTON
44-51 CLAYTON
44-52 DES MOINES
44-55 EAGLE NEST
44-63 LA CUEVA
44-62 LAS VEGAS

44-45 NARA VISA
 44-43 RAGLAND
 44-61 ROWE
 44-57 ROY
 44-44 SAN JON
 44-41 SANTA ROSA
 44-56 SPRINGER
 44-49 TREMENTINA
 44-42 TUCUMCARI
 44-64 WAGON MOUND
 44-54 RATON
 46-58 GALLUP
 46-52 QUEMADO
 46-42 MESITA

Patrol: Unique ID for Pavement Management System

Source: Maintenance Management Bureau as Linearly Referenced by the Roadway Inventory Program. MMS maintains a spreadsheet of each route each. This spreadsheet was updated to RIS measures in 2023.

Updated: Annually / As needed.

Quality: Good

Connected Systems: Agile Assets (PMS, MMS)

Credits

NMDOT, Maintenance Management System, MMS, Capital Assets, Roadway Inventory

Use limitations

None

Extent

West	-109.322003	East	-102.946494
North	37.067679	South	31.318246

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.PavementCharacteristics

SDE Feature Class



Tags

HPMS, Roadway Inventory, Pavement Management, Maintenance Management

Summary

This feature houses the Pavement History data for HPMS

Use: For Pavement cost allocation and pavement modeling purposes.

Guidance: Reporting should consistent with IRI inventory direction and lane.

HPMS items: 54, 55, 56, 57, 58, 59, 60.

MIRE items: N/A

LRS: Inventory Direction Only

Facility Type 1, 2

Extent:

HPMS: Sample Panel Only

HPMS calculation: Predominance

MIRE: N/A

Description

Fields / Coding / Description:

YearLastImprove: Date

YearLastConst: Date

LastOverlayThickness: Inches

ThicknessRigid: Inches

ThicknessFlexible: Inches

BaseType:

1. No Base
2. Aggregate
3. Asphalt or Cement Stabilized
4. Asphalt or Cement Stabilized with Granular subbase
5. Hot Mix AC (Bituminous)

6. Lean Concrete
7. Stabilized Open-graded Permeable
8. Fractured PCC

BaseThickness: Inches

Source: Pavement Management System

Updated: Annually with HPMS

Quality: As reported by the PMS system

Connected Systems: None

Credits

NMDOT, Pavement Management System, Maintenance Management System, Roadway Inventory

Use limitations

For HPMS use only.

Extent

West	-109.286946	East	-102.978351
North	37.067369	South	31.737265

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.PavementDistress

SDE Feature Class



Tags

NMDOT, Pavement Management, IRI, Rutting, Faulting, Cracking Percent, Surface Type, Overall Condition, PSR, FHWA, MIRE, HPMS, Roadway Inventory, Maintenance Management

Summary

This feature contains the Six (6) HPMS pavement distress elements aligned to each 10th mile section. The NMDOT collects all paved state owned routes and non-owned federal aid system routes on an every other year methodology. NHS routes are collected annually. P side routes all collected in the same direction every year. Direction is determined by the way the route is digitized into Roads and Highways. For Mileposted roads this follows the increasing mileposts.

Use: For tracking pavement condition information by route.

Guidance: This data is reported in 10th of a mile sections. Shorter sections appear where the surface type changes, route ends, bridges exist, etc. Longer sections are not allowed. The collection of data is to be done in the right-most through lane. NMDOT collects data on all state owned and federal aid system roads. Please refer to the Highway Performance Monitoring System field guide (HPMS) and corresponding Code of Federal Regulations cited therein.

HPMS items: 47, 48, 49, 50, 51, 52

MIRE: FDE - 24. Non-FDE 28, 29, 30, 31

LRS: P & M side for NHS routes, P side for all others. Ramps excluded.

Extent;

HPMS: All paved state owned and federal aid system routes

HPMS calculation method: homogeneous 10th of a mile sections (or shorter).

MIRE: All paved routes with a functional system 1 through 6.

Description

Fields / Coding / Description:

SurfaceType:

1. Unpaved
2. Bituminous
3. JPCP – Jointed Plain Concrete Pavement (includes whitetopping)
4. JRCP – Jointed Reinforced Concrete Pavement (includes whitetopping)

5. CRCP – Continuously Reinforced Concrete Pavement
6. Asphalt-Concrete (AC) Overlay over Existing AC Pavement
7. AC Overlay over Existing Jointed Concrete Pavement
8. AC (Bituminous Overlay over Existing CRCP)
9. Unbonded Jointed Concrete Overlay on PCC Pavement
10. Bonded PCC Overlay on PCC Pavement
11. Other (e.g., plank, brick, cobblestone, etc.)

IRI- International Roughness Index (0 to 1,000)

Rutting- Rutting in inches (only on surface types 2,6,7,8)

Faulting- Faulting in inches (only on surface types 3,4,9,10)

Cracking Percent - As a percent of the total lane width (only on surface types 2 - 10). See HPMS manual for specifics on calculation of cracking percent.

Overall Condition - A good, fair, poor rating system based on 23 CFR 490.

PSR- Present Serviceability Rating - A visual rating given in lieu of IRI where IRI cannot be collected (0-bad to 5-new pavement)

Comments- Irregularities in the data collection

Missing Value Codes - For HPMS use only.

Source: NMDOT's Pavement Collector contractor. 2013-2017 Mandli Communications, 2018 - Current: Fugro Inc.. Historical data in the RIS starts in 2017.

Updated: Routes on the National Highway System are collected in both directions (P&M) every year. Non-NHS routes are collected Biennially and only in the primary (P) direction. RIS pavement data goes back to 2017.

Quality: Good. Numerous QC checks are performed on the data.

Connected Systems: None (Pavement Distress is loaded directly from the raw collected data from).

Credits

NMDOT, Roadway Inventory, Pavement Management,

Use limitations

None - For more in dept analysis contact the NMDOT Pavement Management Bureau.

Extent

West	-109.315743	East	-102.946497
North	37.067679	South	31.318431

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.PeakParking

SDE Feature Class



Tags

NMDOT, HPMS, Roadway Inventory

Summary

Specific information about the presence of parking during the peak period.

Use: For investment requirements modeling to calculate capacity.

Guidance: Code this Data Item to reflect the permitted use, even if the section is not formally signed or striped for parking. If parking is observed beyond the shoulder or the pavement-edge where there is no shoulder, use code '3.' If parking lanes are legally used for through-traffic or turning lanes during the peak period, code the appropriate in-use condition.

HPMS item: 40

MIRE items: 100, 101

LRS:

Inventory Direction Only (P side).

Facility Type: Codes 1,2

Extent:

HPMS: Urban Sample Panels Only.

HPMS calculation: Predominance.

MIRE: Non FDE use HPMS guidance.

Description

Fields / Coding / Descriptions:

PeakParking:

1. Parking allowed on one side
2. Parking allowed on both sides
3. No parking allowed or none available

Source: Roadway Inventory Program

Updated: Annually with HPMS

Quality: Good

Connected Systems: None

Credits

NMDOT, Roadway Inventory Program

Use limitations

There are no access and use limitations for this item.

Extent

West	-109.245805	East	-102.967274
North	37.058148	South	31.320459

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.ProjectLocation

SDE Feature Class



Tags

Unknown feature Not a Roadway Inventory Program feature.

Summary

Unknown feature Not a Roadway Inventory Program feature

Description

Unknown feature Not a Roadway Inventory Program feature

Updated: Last updated February 2022.

Credits

Unknown feature Not a Roadway Inventory Program feature

Use limitations

Unknown feature Not a Roadway Inventory Program feature

Extent

West	-109.286430	East	-102.946750
North	37.058148	South	31.731450

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Redline

SDE Feature Class



Tags

NMDOT, Roadway inventory program, Redline

Summary

A feature class to markup items that need tending to but, is not part of a current project.

Use: For marking up errors, additions, or removals of roads or events in the Roads and Highways database.

Guidance: There are various methods for creating a redline such as a line or polygon. The main point is to make a comment regarding the situation so that the person who is reviewing redlines can also identify the issue. It is not necessary to fill in all the items in the feature. Comments is the most important field that needs filling out when a redline is created.

HPMS: All routes

MIRE: All routes

LRS: All routes and facility types.

Extent:

HPMS: All routes.

HPMS calculation method: Consult the HPMS/MIRE manual for any event calculation.

MIRE: All routes.

Description

Fields / Coding / Description:

RouteID: This is the official RouteID for each route in Roads and Highways. It is a combination of the following fields; RouteGroup / RouteNumber / RouteDirection. Plus, when it is a grade separated interchange, the InterchangeLocation and RampElement fields are also included.

RouteName: A name to help identify the route that needs attention. (If necessary)

EffectiveDate: A date indicating when something needs to be added in the future. (If necessary)

ActivityType:

1. Create Route
2. Calibrate Route
3. Reverse Route
4. Retire Route
5. Extend Route
6. Reassign Route
7. Realign Route
8. Shorten Route
9. Realign Overlapping Route
10. Realign Gap Route

NetworkID: Reserved

RouteGroup:

This prefix exists on all routes and can be used to approximately determine state ownership of the routes.

I - Interstate – Interstate Signed Routes

BL - Business Loop – Interstate Signed Business Loops

US - US Route – US Signed routes

NM - NM State – State Owned Signed Routes

BIA - Bureau of Indian Affairs – Bureau of Indian Affair routes NOT USED.

FL - Federal Aid – Routes on the FHWA Federal Aid system that are not state owned or maintained.

FR - Frontage Road – Routes that generally abut major routes that the NMDOT owns or maintains.

FS - Forest Service – Forest Service signed Routes – this feature should not be used to determine all Forest Service routes in the state – use the "Ownership" feature.

FW - Fish and Wildlife Service - this feature should not be used to determine all Forest Service routes I n the state – use the "Ownership" feature.

SP - State Park – Routes owned by the New Mexico state parks department. These routes are maintained by the NMDOT.

LOC - Local – Routes that are not state owned or maintained and are not on the federal aid system. This prefix accounts for the majority of the routes in the Roadway Inventory System database.

IX - Interstate Ramp – Grade separated ramps coming off the interstates.

BLX - Business Loop Ramp - Grade separated coming off the Business Loop signed routes.

USX - US Route Ramp- Grade separated coming off the US signed routes.

NMX - NM State Route Ramp- Grade separated coming off the NM signed routes.

FLX - Federal Aid Local Ramp- Grade separated coming off the Federal Aid routes.

AI - Alternative Intersection – These routes are topological connectors and, for dedicated turn lanes that are barriered and not grade separated. (These are NOT used for the states certified mileage)

RAI - Rest Area Interstate

RAU - Rest Area US Route

RAN - Rest Area NM Route

DD - Department of Defense - Department of Defense owned routes NOT USED.

STU - Unsigned State-Owned Routes – This prefix is for routes that are maintained by the state but have not been officially placed on the state-owned maintained system.

RouteNumber: A required field in the Roadway Inventory System. The number matches the signed route number for state owned routes (I, BL, US, NM, and FRs). For "%X%" and "R%" routes this represents the number of the mainline route servicing the ramp or rest area services. When available the number also represents the signed County owned route number. For all other routes the number is a randomly generated number.

RouteDirection:

P Positive: This is the inventory direction of the route. The routes are digitized in this direction. If MilePosts are present on a route, the Positive direction is the increasing MilePost direction. If no MilePosts are present we use the historical direction in which the routes were first digitized. For the rest of the routes the P side generally goes from South to North and West to East but not always.

M Minus: Minus side routes are created using ARNOLD manual guidance from FHWA regarding Dual Carriageway digitization. The NMDOT also includes M sides on other roads that are not dual carriageway on a case by case basis as needed by individual Divisions such as Bridge locations and pavement collection on non-divided highways.

InterchangeLocation: This number represents the milepost location of grade separated interchanges (Those with an "X" in the RouteGroup column).

RampElement: In general terms, the individual ramp leg coded as the one nearest the parent route (A,G,N,T) to the leg furthest from the parent route (D,J,Q,W). Note that "+" means positive or "P" side of the route and "-" indicates the minus or "M" side of the route.

A - A - First Off-Ramp In + Dir

B - B - Second Off-Ramp On The + Dir

C - C - Third Off-Ramp On The + Dir

D - D - Fourth Off-Ramp On The + Dir

G - G - First On-Ramp In + Dir

H - H - Second On-Ramp On The + Dir

I - I - Third On-Ramp On The + Dir

J - J - Fourth On-Ramp On The + Dir
 N - N - First Off-Ramp In - Dir
 O - O - Second Off-Ramp On The - Dir
 P - P - Third Off-Ramp On The - Dir
 Q - Q - Fourth Off-Ramp On The - Dir
 T - T - First On-Ramp In - Dir
 U - U - Second On-Ramp On The - Dir
 V - V - Third On-Ramp On The - Dir
 W - W - Fourth On-Ramp On The - Dir

Comments: A text field that helps guide the reviewing individual determine what needs to be done.

Source: The individual who finds the issue.

Updated: Various, entered as discovered and addressed as a "downtime" activity,

Quality: Good

Connected Systems: None

Credits

Roadway Inventory Program

Use limitations

There are no access and use limitations for this item.

Extent

West	-111.942723	East	-102.992140
North	36.993448	South	31.413649

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.RHIntersection

SDE Feature Class



Tags

RHIntersection, Intersection

Summary

NOT UPDATED

ArcGIS Roads and Highways provides the functionality to create intersection point features at the locations where two routes meet or cross each other.

Use: Intersection features can be used in Event Editor to provide measures based on intersection reference offset for creating new event records.

Guidance: This feature class can be updated however, the tool to so do takes a lot of time to run and has not been used by the NMDOT since the inception of the R&H database. Note that this is a 2D feature and does NOT take into account grade separated crossings.

HPMS item: N/A

MIRE items: N/A

LRS:

All routes and facility types

Extent:

HPMS: N/A

HPMS calculation method: N/A

MIRE: N/A

Description

Fields / Coding / Description:

INTERSECTIONNAME: NMDOT uses the RouteID of the two connected intersections to populate this text field.

ROUTEID: A text field based on the route dominance of the intersection of the intersecting routes.

FEATUREID: The route that creates the other part of the intersection than the ROUTEID.

FEATURECLASSNAME: "RIS_LRS_LRS.Routes."

Source: This data was created as part of the Roads and Highways implementation (2018)

Updated: Not updated

Quality: Poor

Connections: None

Credits

NMDOT, Roadway Inventory,

Use limitations

There are no access and use limitations for this item.

Extent

West	-109.308226	East	-102.946503
North	37.067679	South	31.318657

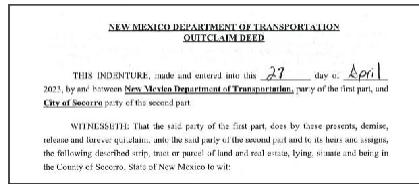
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.RoadExchange

SDE Feature Class



Tags

NMDOT, Roadway Inventory, Road Exchange, Quit Claim Deed, Abandonment.

Summary

Documents whereby the NMDOT cedes ownership of a road (in whole or in part) to another governmental entity. Also include Road Abandonments, Quiet Title, Quit claim deeds, ETC..

Use: Historical documentation of Road Exchanges.

Guidance: Find them where you can. Road Exchanges are required to go through a process that involves involving the State Transportation Commission for approval. Historically this has not always been the case, especially older ones. Also, some Road Exchange agreements appear valid on their face (all necessary signatures) but, have failed somewhere else along the way. This feature can be a starting point for research but is not authoritative.

HPMS item: N/A

MIRE items: N/A

LRS: All routes and Facility Types.

Extent:

HPMS: N/A

HPMS calculation: N/A

MIRE: N/A

Description

Fields / Coding/Description:

District:

1. District 1
2. District 2
3. District 3
4. District 4
5. District 5
6. District 6

County:

- 001 Bernalillo
- 003 Catron

05 Chaves
06 Cibola
07 Colfax
009 Curry
011 De Baca
013 Dona Ana
015 Eddy
017 Grant
019 Guadalupe
021 Harding
023 Hidalgo
025 Lea
27 Lincoln
28 Los Alamos
29 Luna
031 McKinley
033 Mora
035 Otero
037 Quay
039 Rio Arriba
041 Roosevelt
043 Sandoval
045 San Juan
047 San Miguel
049 Santa Fe
051 Sierra
053 Socorro
055 Taos
057 Torrance
059 Union
061 Valencia

City: The City involved in the Road Exchange.

Year: Year the Road Exchange was Finalized.

MileageNotes: Mileage exchanged as claimed in the document.

Termini: The beginning location of the road exchange.

Termini: The end location of the road, exchange.

Status: Notes regarding the road exchange.

Source: Legacy Systems, State Transportation Commission, State Legislature.

Updated: An Upcoming Project.

Quality: Good where filled out. Otherwise Poor

Connections: None

Credits

NMDOT, TIMS, Environmental, Transportation Districts.

Use limitations

None: But, not Authoritative. Further research should be done for any particular road exchange, E.G.: County Clerk Records Search.

Extent

West	-106.860992	East	-104.282840
North	35.996578	South	32.073875

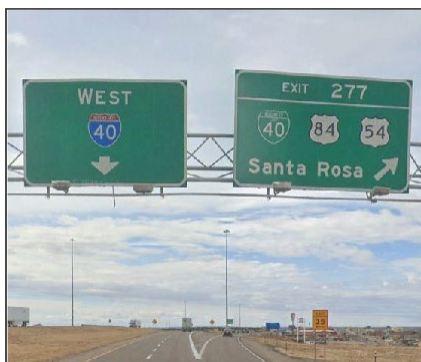
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.RouteInformation

SDE Feature Class



Tags

Route Information, Route Number, Route Signing, NMDOT, Roadway Inventory

Summary

This feature contains further information regarding Route Naming and Numbering beyond what is in Routes and Street Names.

Use: Information on route numbers and naming to comply with HPMS requirements.

Guidance: If two or more routes of the same functional system are signed along a roadway section (e.g., Interstate 64 and Interstate 81), code the lowest route number (i.e., Interstate 64). When a section is signed with two or more identifiers (e.g., Interstate 83 and U.S. 32), code the highest order identifier on the route (in this example, Interstate). Follow the hierarchy as ordered above.

HPMS items: 17, 18

MIRE items: 14,

LRS: Inventory direction (P) only.

Facility Type codes 1 & 2.

Extent:

HPMS: Functional Systems 1 - 4.

HPMS calculation method: homogenous sections.

MIRE: Non FDE: Use HPMS guidance.

Description

Fields / Coding / Description:

RouteNumber: The number as used in the RouteID or an actual number signed on the route if present.

RouteNumberText: The number and alpha characters signed on the route if present.

RouteSigning:

1. Not Signed
2. Interstate
3. U.S.

4. State
5. Off-Interstate Business Marker
6. County
7. Township
8. Municipal
9. Parkway Marker or Forest Route Marker
10. None of the Above

Source: Roadway Inventory Program:

Updated: Annually on qualified routes:

Quality: Fair

Connected Systems: None

Non-Connected Systems: HPMS, MIRE, FARS,

Credits

NMDOT, Roadway Inventory Program

Use limitations

There are no access and use limitations for this item.

Extent

West	-109.307294	East	-102.946494
North	37.067679	South	31.318680

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.RouteQualifier

SDE Feature Class



Tags

Route Qualifier, Business Loops, Interstate Loops, HPMS

Summary

The route signing descriptive qualifier.

Use: For tracking information by specific route

Guidance: If more than one code is applicable, use the lowest code.

HPMS items: 19

MIRE items: 15

LRS: Inventory direction (P) only.

Facility Type codes 1 & 2.

Extent:

HPMS: Functional Systems 1 - 4

HPMS calculation method: Homogeneous sections

MIRE: Non FDE: Use HPMS

Description

Fields / Coding / Description:

RouteQualifier

1. No Qualifier or Not Signed
2. Alternate
3. Business Route
4. Bypass Business
5. Spur
6. Loop
7. Proposed
8. Temporary
9. Truck Route

10. None of the Above

Source: Roadway Inventory Program

Updated: Annually on qualified routes:

Quality: Good

Connected Systems: None

Non-Connected Systems: HPMS, MIRE, FARS

Credits

Roadway Inventory Program

Use limitations

There are no access and use limitations for this item.

Extent

West	-109.307294	East	-102.946494
North	37.067679	South	31.318680

Scale Range

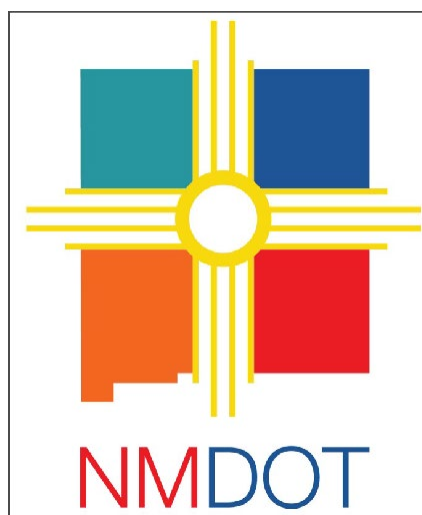
Maximum (zoomed in) 1:5,000

Minimum (zoomed out) 1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Routes

SDE Feature Class



Tags

NMDOT, LRS, Roadway Inventory, ARNOLD, HPMS, MIRE

Summary

The Routes event is at the core of the Linear Reference System (LRS). LRS data provides a spatial reference for all the data in the Roadway Inventory System. The Route IDs, which are unique in character, are in concert with the Route IDs that are contained in all the other events in Roads and Highways. This spatial data coupling (i.e. representing roadway attribute data in a spatial format) enables analysis data within a GIS environment. At a minimum, the LRS includes all Public Roads as defined by CFR 23, Part 460.3. It includes all public roads including ramps located within grade-separated interchanges. This roadway network is termed the 'All Roads Network of Linear Reference Data' or ARNOLD. The NMDOT LRS goes further than the minimum ARNOLD requirements and includes non-dual carriageway routes as needed by various NMDOT partners.

Uses: Necessary for Roads and Highways. HPMS, Bridge Management, Pavement Management, Maintenance Management, Fatalities, Tracs, Federal funding.

For Certified Mileage Calculation do NOT simply take the shapelength of each route and SUM!!

Calculated Certified Mileage is done by using the FacilityType feature and REMOVING ALL sections with a facility type ≥ 3 .

Then SUM the remaining sections with the actual length ("FromMeasure - TwoMeasure") of each section.

Guidance: Every Road in New Mexico is assigned a Route Number, such as Interstate "25." Each of the numbered routes is also assigned a prefix such as "I" for Interstate. Each numbered route is also assigned a suffix of "P" and/or "M" (ramps have the "P" internal to the RouteID). The "P" suffix designates the "route direction" and is also known as the Inventory Direction. This is not necessarily the same as the compass direction. Some routes also have a "M" suffix. This is also known as the non-inventory direction. Thus, you may have an "I25P" and an "I25M." Generally speaking, "M" side routes exist where there is a four foot separation and/or a physical barrier between the opposing directions of travel that exists for a minimum of 500 feet. Most "M" suffixed routes are these "dual-carriageway routes," as required by FHWA's All Roads Network Of Linear Referenced Data (ARNOLD) requirements. However, there are numerous cases where "M" side routes exist on single carriageway routes (such as some National Highway System routes). The vast majority of roadway data exist on the "P" side of

the route. There are numerous data items however, that must exist simultaneously and/or exclusively on the "M" side of the route. This depends on FHWA and/or NMDOT business partner requirements. The MilePost/MilePoint numbering of M side routes mirrors the P side, i.e.: MilePost/Point 0 on I40 for both P and M start at the Arizona state line and increase as you go east. Using the "M" and "P" suffixes as means for determining single and dual carriageway routes is NOT recommended. Also note that "M" side routes are not used for determining the state's certified mileage reports. For example, New Mexico has 999.422 miles of interstates not 1,998.844 miles of interstates. If one would wish to know the total number of lane miles of interstate, you would bring in the LaneCount feature for that data. A special note on "AI" prefixed routes. The AI routes are topological connectors and have no independent data attached to them.

HPMS item: "Routes"

MIRE item: Undefined as an item but, is required for all MIRE items.

LRS:

All roads

Facility type: All

Extent:

HPMS: All routes

HPMS calculation method: homogeneous segments

MIRE: All routes

Description

Fields / Coding / Description:

RouteID: This is the official RouteID for each route in Roads and Highways. It is a combination of the following fields; RouteGroup / RouteNumber / RouteDirection. Plus, when it is a grade separated interchange, the InterchangeLocation and RampElement fields are also included.

RouteGroup:

This prefix exists on all routes and can be used to approximately determine state ownership of the routes.

I - Interstate – Interstate Signed Routes

BL - Business Loop – Interstate Signed Business Loops

US - US Route – US Signed routes

NM - NM State – State Owned Signed Routes

BIA - Bureau of Indian Affairs – Bureau of Indian Affairs routes NOT USED.

FL - Federal Aid – Routes on the FHWA Federal Aid system that are not state owned or maintained.

FR - Frontage Road – Routes that generally abut major routes that the NMDOT owns or maintains.

FS - Forest Service – Forest Service signed Routes – this feature should not be used to determine all Forest Service routes in the state – use the "Ownership" feature.

FW - Fish and Wildlife Service - this feature should not be used to determine all Forest

Service routes In the state – use the “Ownership” feature.

SP - State Park – Routes owned by the New Mexico state parks department. These routes are maintained by the NMDOT.

LOC - Local – Routes that are not state owned or maintained and are not on the federal aid system. This prefix accounts for the majority of the routes in the Roadway Inventory System database.

IX - Interstate Ramp – Grade separated interchanges and the various ramp legs exiting or entering the interstates.

BLX - Business Loop Ramp - Grade separated coming off the Business Loop signed routes.

USX - US Route Ramp- Grade separated interchanges and the ramps coming off or on the US signed routes.

NMX - NM State Route Ramp- Grade separated interchanges coming off or on the NM signed routes.

FLX - Federal Aid Local Ramp- Grade separated interchanges coming off or on the Federal Aid routes.

AI - Alternative Intersection – These routes are topological connectors and, for dedicated turn lanes that are barriered and not grade separated. (These are NOT used for the states certified mileage)

RAI - Rest Area Interstate

RAU - Rest Area US Route

RAN - Rest Area NM Route

DD - Department of Defense - Department of Defense owned routes NOT USED.

STU - Unsigned State-Owned Routes – This prefix is for routes that are maintained by the state but have not been officially placed on the state-owned maintained system.

RouteNumber: A required field in the Roadway Inventory System. The number matches the signed route number for state owned routes (I, BL, US, NM, and FRs). For "%X%" and "R%" routes this represents the number of the mainline route servicing the ramp or rest area services. When available the number also represents the signed County owned route number. For all other routes the number is a randomly generated number.

RouteDirection:

P Positive: This is the inventory direction of the route. The routes are digitized in this direction. If MilePosts are present on a route, the Positive direction is the increasing MilePost direction. If no MilePosts are present we use the historical direction in which the routes were first digitized. For the rest of the routes the P side generally goes from South to North and West to East but not always.

M Minus: Minus side routes are created using ARNOLD manual guidance from FHWA regarding Dual Carriageway digitization. The NMDOT also includes M sides on other roads that are not dual carriageway on a case by case basis as needed by individual Divisions such as Bridge locations and pavement collection on non-divided highways.

InterchangeLocation: This number represents the milepost location of grade separated interchanges (Those with an "X" in the RouteGroup column).

RampElement: In general terms, the individual ramp leg coded as the one nearest the parent route (A,G,N,T) to the leg furthest from the parent route (D,J,Q,W). Note that "+" means positive or "P" side of the route and "-" indicates the minus or "M" side of the route.

A - A - First Off-Ramp In + Dir
 B - B - Second Off-Ramp On The + Dir
 C - C - Third Off-Ramp On The + Dir
 D - D - Fourth Off-Ramp On The + Dir
 G - G - First On-Ramp In + Dir
 H - H - Second On-Ramp On The + Dir
 I - I - Third On-Ramp On The + Dir
 J - J - Fourth On-Ramp On The + Dir
 N - N - First Off-Ramp In - Dir
 O - O - Second Off-Ramp On The - Dir
 P - P - Third Off-Ramp On The - Dir
 Q - Q - Fourth Off-Ramp On The - Dir
 T - T - First On-Ramp In - Dir
 U - U - Second On-Ramp On The - Dir
 V - V - Third On-Ramp On The - Dir
 W - W - Fourth On-Ramp On The - Dir

RouteDominance: Where two or more routes share the same stretch of pavement, the Dominant route uses the below codes to determine the RouteID. If two or more of the same RouteGroup share the same stretch of pavement, the lower numbered route is the dominate route.

1. Interstate
2. Business Loop
3. US Route
4. NM Route
5. Other

CalibrationType: The type of original calibration used for determining the length of a route in the legacy to Roads and Highways migration. These may not represent the current type of calibration. All routes entered into Roads and Highways since the migration and all existing routes that were subsequently modified since the migration use GEOM - Shape Length Calibration despite of the coding in this feature.

DMI - Distance Measure Instrument - Field Calibration

GEOM - Shape Length Calibration

MANDLI - Mandli Driven Measures (Note: Mandli was the pavement collection vendor from 2013 to 2017)

MANUAL - Manually Updated after Shape Calibration

CardinalDirection: The general direction the inventory direction (P prefixed routes) runs. This data should not be used as authoritative as it is autogenerated and many routes are mile posted in the opposite direction. The Roadway Inventory System inventory direction follows those mileposts and not the autogenerated CardinalDirection.

N North

S South

E East

W West

NW Northwest

NE Northeast

SE Southeast

SW Southwest

Source: This was part of the original legacy to Roads and Highways migration. The Roadway Inventory Program has heavily edited this feature since the migration in 2018.

Updated: Various: The NMDOT uses the E911 system to update Non-state owned Local routes every other year. State Owned Routes are updated as data becomes available at the conclusion of construction projects.

Quality: Very Good,

Connected Systems: All connected databases (Automated or Manual) use this feature.

Credits

NMDOT, Roadway Inventory Program

Use limitations

There are no access and use limitations for this item.

Extent

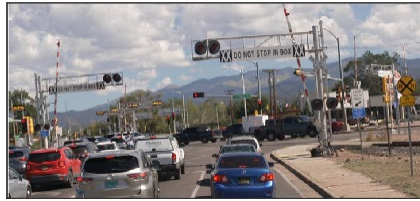
West	-109.322003	East	-102.940164
North	37.067679	South	31.318246

Scale Range**Maximum (zoomed in)** 1:5,000**Minimum (zoomed out)** 1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.RRCrossing

SDE Feature Class



Tags

Rail, NMDOT, FRA, Roadway Inventory, MIRE

Summary

Point feature of FRA rail crossings in New Mexico

Use: A Roads and Highways Linear Referenced feature for Safety Analysis

Guidance: Use for Safety Analysis in the MIRE framework.

HPMS items: N/A

MIRE items: 118

LRS: Inventory direction (P) only.

Facility Types: All

Extent:

HPMS:

HPMS calculation method:

MIRE: Non FDE

Description

Fields / Coding / Description:

CrossingID: The FRA unique identifier for each crossing.

Source: Roadway Inventory Program- Linear Referencing the FRA shapefile from 2018.

Updated: Not updated

Quality: Fair

Connected Systems: None

Non-Connected Systems: MIRE

Credits

NMDOT, Rail, FRA

Use limitations

Non-authoritative data. This data from the 2022 Federal Railway Administration's shapefile of Rail Crossings, as modified by the NMDOT Roadway Inventory Program to match the NMDOT's Linear Reference System.

Extent

West	-109.254572	East	-102.979209
North	37.000205	South	31.731812

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.ScenicByways

SDE Feature Class



Tags

Do not use. Not authoritative - Scheduled for removal from RIS_LRS.

Summary

Do not use. Not authoritative - Scheduled for removal from RIS_LRS.

Description

Do not use. Not authoritative - Scheduled for removal from RIS_LRS.

Credits

Do not use. Not authoritative - Scheduled for removal from RIS_LRS.

Use limitations

Do not use. Not authoritative - Scheduled for removal from RIS_LRS.

Extent

West	-109.131293	East	-102.993663
North	37.058148	South	31.745681

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.ShoulderLeft

SDE Feature Class



Tags

Left Shoulder Type, Left Shoulder Width, HPMS, FHWA, NMDOT, MIRE, Roadway Inventory

Summary

The type of Left Shoulder and the Width of the Left Shoulder.,

Use: For investment requirements modeling to estimate needed improvements. Also for MIRE safety analysis.

Guidance: Left Shoulder data can only exist on One Way Roads or on Divided Carriageway Roads.

HPMS item: 37, 39

MIRE item: 48, 50

LRS:

P and M directions, ramps excluded

Extent:

HPMS: Sample Panel Only

HPMS calculation: Predominance

MIRE: Non-FDE

Description

Fields / Coding / Description:

ShoulderType

Code/Description

1. None or Inadequate
2. Surfaced shoulder exists – bituminous concrete (AC)
3. Surfaced shoulder exists – Portland Cement Concrete surface (PCC)
4. Stabilized shoulder exists
5. Combination shoulder exists
6. Earth shoulder exists

Shoulder Width: The width of the shoulder (must not exceed 50 feet)

Source: 2013 LiDAR asset collection

Updated: Not updated

Quality: Good but dated.

Connected Systems: Agile Assets (PMS, MMS)

Credits

Roadway Inventory, NMDOT

Use limitations

None however data is stale. Field verification is recommended.

Extent

West	-109.307294	East	-102.946535
North	37.067664	South	31.321617

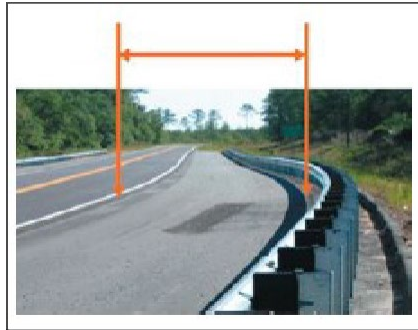
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.ShoulderRight

SDE Feature Class



Tags

Right Shoulder Type, Right Shoulder Width, HPMS, FHWA, NMDOT, MIRE, Roadway Inventory

Summary

The type of Right Shoulder and the Width of the Right Shoulder.

Use: For investment requirements modeling to estimate needed improvements. Also for MIRE safety analysis.

Guidance: If there is a shoulder in front of a barrier curb, code this data item. Do not code the area behind a barrier curb as a shoulder. Disregard mountable curbs. If there is a shoulder either in front of or behind a mountable curb, code this data item. If a bike lane abuts the through lane, there cannot be a shoulder unless it is used as a combined shoulder/bike lane (sometimes indicated by signage or symbols on the pavement). If a bike lane or parking is completely separated from the roadway, it should not be considered. If the section has parking abutting the through lane, there cannot be a shoulder. A shoulder cannot exist between a traffic lane and a parking lane.

HPMS item 37, 38

MIRE item: 44, 46

LRS: Inventory and Non Inventory, ramps excluded.

Extent:

HPMS: Sample Panel Only

HPMS calculation: Predominance

MIRE: Non FDE

Description

Fields / Coding / Description:

ShoulderType

Code/Description

1. None or Inadequate
2. Surfaced shoulder exists – bituminous concrete (AC)
3. Surfaced shoulder exists – Portland Cement Concrete surface (PCC)
4. Stabilized shoulder exists

5. Combination shoulder exists

6. Earth shoulder exists

Shoulder Width: Must not exceed 50 feet.

Source: 2013 LiDAR asset collection

Updated: Only HPMS sample sections.

Qualtiy: Good but dated.

Connected Systems: Agile Assets (PMS, MMS)

Credits

Roadway Inventory, NMDOT

Use limitations

None however data is stale. Field review is recommended.

Extent

West	-109.307294	East	-102.946535
North	37.067664	South	31.321617

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.SignAssembly

SDE Feature Class



Tags

Signs, SignAssembly, SignAssembly_SignDetails

Summary

This feature contains the unique assembly the signs are attached to. This feature has a one to many relationship with the sign feature. It also part of a relational table matching signs to their assembly.

Use: Database of each sign assembly.

Guidance: Although
 HPMS items: N/A
 MIRE items: N/A

LRS: Inventory direction (P) only.
 Facility Type codes 1,2, and 4.

Extent:
 HPMS: N/A
 HPMS calculation method: N/A
 MIRE: Non FDE: N/A

Description

Fields / Coding / Description:

SupportID: A guid field created from the original 2013 Lidar collection.

Side:

Positive - Sign assembly is on the inventory direction side of the road

Minus - Sign assembly is on the non-inventory direction

Source: 2013 Lidar Collection

Updated: Not updated

Quality: Fair- Data is dated.

Connected Systems: None

Non-Connected Systems: None

Credits

NMDOT, Pavement Management, Maintenance Management

Use limitations

None, however data is dated and not updated.

Extent

West	-109.307289	East	-102.947067
North	37.067580	South	31.321938

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Signs

SDE Feature Class



Tags

NMDOT, Roadway Inventory, HPMS, MIRE

Summary

A point feature of the signs on state owned and federal aid system routes in New Mexico.

Use: Signage along routes for analysis. Please note that "Speed Limit" signs and "Mile Post" signs are separate features in the Linear Reference System (LRS).

Guidance: Signs as collected in the 2013 LiDAR asset collection. Sign data only appears on the "P" side of the route. The side column differentiates between signs on the "P" side and signs on the "M" side. (See "Routes" feature for more detail on P and M sides).

HPMS item: N/A (however, this data may be utilized to create other features)

MIRE item: N/A (however, this data may be utilized to create other features)

LRS: Inventory direction only. However, signs on the non-inventory direction are captured and populated in the "Side" field of this feature.

Extent:

HPMS: N/A (however, this data may be utilized to create other features)

HPMS calculation: N/A (however, this data may be utilized to create other features)

MIRE: N/A (however, this data may be utilized to create other features)

Description

Fields/Code/Definitions:

Measure: The Milepoint of the sign on the LRS

Side: The side of the route the sign appears upon.

MUTCDCode: The MUTCD Code for each sign. Does include some MUTCD codes made specifically for some NMDOT signs.

Width: Width of the Sign

Height: Height of the Sign

Color: Predominate Color of the Sign.

Legend: Wording or diagram on the sign

Legend 1-5: When the wording on the sign exceeds the columns number of allowable characters.

Source: 2013 LiDAR collection

Updated: With each LiDAR collection. Last collection 2013.

Connected Systems: None however, milepost and speed limit features are created from this layer.

Credits

NMDOT, Maintenance Management, Roadway Inventory

Use limitations

None but use with caution as data is dated.

Extent

West	-109.307289	East	-102.947067
North	37.067580	South	31.321938

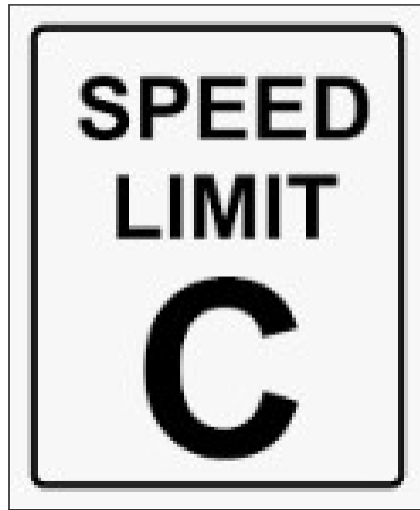
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.SpeedLimit

SDE Feature Class



Tags

Speed Limit, HPMS, FHWA, NMDOT, Roadway Inventory, RITIS

Summary

Description: The posted speed limit.

Use: For investment requirements modeling to estimate running speed and for other analysis purposes, including delay estimation. Also for MIRE safety analysis. Travel Time Metrics calculations (RITIS - University of Maryland CATT lab).

Guidance: This is the official posted speed limit. This does not include school zones, work zones, and the like. The speed limit must be divisible by 5 to a whole number. Note that New Mexico does not post different speed limits for Day/Night time, nor are there separate posting for trucks.

HPMS item: 14

MIRE: item: 94

LRS: Inventory Direction only.

Extent:

HPMS: Functional Systems 1 and Sample Panels

HPMS calculation method: Homogenous on System1, Predominance on sample

panels.

MIRE: Non FDE

Description

The posted speed limit.

Fields / Coding / Description:

SpeedLimit: whole number/5

Source: 2013 LiDAR asset collection (subset of sign inventory).

Updated: Data is from the 2013 asset collection. NHS was updated in 2019. Interstates were updated in 2021.

Quality: Good - NHS is High Quality, other routes may be outdated except for limited HPMS sample sections.

Connected Systems:

Credits

Roadway Inventory, NMDOT

Use limitations

This is for internal NMDOT and contractor planning use only. This is a non-authoritative dataset and is not to be used in any court of law.

Extent

West	-109.307294	East	-102.950276
North	37.067679	South	31.318680

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.STRAHNETType

SDE Feature Class



Tags

STRAHNET, Army, NMDOT, Military, Military Surface Deployment and Distribution Command, Transportation Engineering Agency.

Summary

Roadway section that is a component of the Strategic Highway Network (STRAHNET).

Use: For analysis and mapping of STRAHNET information.

Guidance: All roadways that are designated STRAHNET routes.

HPMS items: 65

MIRE items: N/A

LRS: Inventory direction (P)

Facility Types: All where present

Extent:

HPMS: Wherever present

HPMS calculation method: Homogeneous sections

MIRE: N/A

Description

Fields / Coding / Description:

STRAHNETType:

1. Regular STRAHNET

2. Connector

Source: <https://geodata.bts.gov/datasets/usdot::strategic-highway-network-strahnet/about>

Updated: Reviewed Annually for HPMS:

Quality: Good

Connected Systems: None

Non-Connected Systems: HPMS

Credits

NMDOT, Roadway Inventory Program

Use limitations

There are no access and use limitations for this item.

Extent

West	-109.286963	East	-102.977585
North	37.067666	South	31.946307

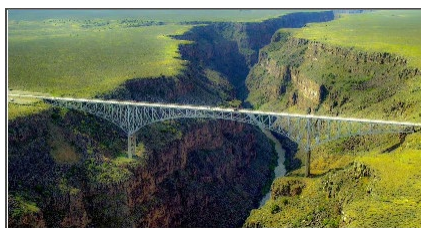
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Structure

SDE Feature Class



Tags

HPMS, FHWA, NMDOT, Roadway Inventory, Structure, BrM, Bridge, NBI

Summary

Linear representation of structures in New Mexico. This includes bridges > 20 feet and over in length and all tunnels. Causeways also fall under this feature however, none exist in New Mexico.

Use: For analysis in the national highway database and pavement performance analysis/reporting

Guidance: Bridges shall meet a minimum length requirement of > 20 feet (per the National Bridge Inventory (NBI) guidelines in accordance with 23 CFR 650.305) in order to be deemed a "structure." Per NBI guidelines, culverts >20 feet shall be reported for this data item; all other culverts are to be excluded. A tunnel is a roadway below the surface connecting to at-grade adjacent sections. The Structure Type field is for HPMS reporting. The Surface_Type_108A field is for pavement alignment purposes (Uses NBI coding manual codes).

HPMS item: 4

MIRE item: 109

LRS: All route types including those not open to the public.

Extent:

HPMS: Full Extent on Functional Systems 1 - 5 plus, Functional System 6 in Urban Areas

HPMS calculation method: homogenous sections.

MIRE: Non FDE. (BIN only) NMDOT codes wherever data item is present.

Description

Fields / Coding / Description:

Structure Type:

1. Bridge
2. Tunnel
3. Causeway

Length:

Length of the structure in miles.

BIN:

Bridge Identification Number as assigned by the NMDOT or National Bridge Inventory reporting entity.

Surface_Type_108A

1. Monolithic Concrete (concurrently placed with structural deck)
2. Integral Concrete (separate non-modified layer of concrete added to structural deck)
3. Latex Concrete or similar additive
4. Low Slump Concrete
5. Epoxy Overlay
6. Bituminous
7. Wood or Timber
8. Gravel
9. Other
0. None (no additional concrete thickness or wearing surface is included in the bridge deck)
- N. Not Applicable (applies only to structures with no deck)

Source: Bridges reported by the NMDOT are from the NMDOT Bridge Management Program. Non-NMDOT reported bridges are from the annual National Bridge Inventory (NBI) report.

Updated: NMDOT reported bridges/tunnels are updated on an as requested basis or updated in March of each calendar year. NBI updated bridges are done when the annual NBI report is published (usually around September).

Quality: Good quality - Depending on source data.

Connected Systems: None

Credits

NMDOT, National Bridge Inventory, HPMS, Bridge Management Bureau.

Use limitations

None - Data is from authoritative or publicly sourced datasets.

Extent

West	-109.295644	East	-102.972684
North	37.056722	South	31.743221

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.StructurePt

SDE Feature Class



Tags

Bridge, NMDOT, NBI, National Bridge Inventory

Summary

Point representation of structures and routes under the structure in New Mexico. This includes bridges > 20 feet in length and all tunnels. Causeways also fall under this feature however, none exist in New Mexico. This feature is used for alignment with the NMDOT's Bridge database. The various fields used in this feature are provided to the NMDOT Bridge Bureau to populate various LRS items required by the National Bridge Inventory and to help align the bridges for the HPMS Structure. The alignment of the NBI and HPMS are analyzed and reported in the HPMS Pavement report card.

Use: For analysis in the national highway database and pavement performance analysis/reporting.

Guidance: Bridges shall meet a minimum length requirement of > 20 feet (per the National Bridge Inventory (NBI) guidelines in accordance with 23 CFR 650.305) in order to be deemed a "structure." Per NBI guidelines, culverts >20 feet shall be reported for this data item; all other culverts are to be excluded. A tunnel is a roadway below the surface connecting to at-grade adjacent sections. The fields in StructurePoint correspond to the NBI and are used for Performance Measure 2 (PM2) alignment purposes. Please note that this feature contains both "On" and "Under" points related to the structure (denoting the route that runs under the bridge. If using this feature and the desired result is only the facility carrying the bridge please filter the On/Under field to "1 - On"

HPMS item: 4

MIRE item: 109

LRS: All route types including those not open to the public.

Extent:

HPMS: N/A

HPMS calculation method: N/A

MIRE: Non FDE. N/A.

Description

Fields / Coding / Description:

Measure:The LRS measure on the Midpoint of the bridge

BIN: Bridge Identification Number as assigned by the NMDOT or National Bridge Inventory reporting entity.

On/Under:

- 1 On
- 2 Under
- A First Under
- B Second Under
- C Third Under
- D Fourth Under
- E Fifth Under
- F Sixth Under
- G Seventh Under
- H Eight Under
- I Ninth Under
- J Tenth Under

NBI_Functional_Class26:

- 01 Rural Principal Arterial - Interstate
- 02 Rural Principal Arterial - Other
- 06 Rural Minor Arterial
- 07 Rural Major Collector
- 08 Rural Minor Collector
- 09 Rural Local
- 11 Urban Principal Arterial - Interstate
- 12 Urban Principal Arterial - Other Freeways or Expressways
- 14 Urban Other Principal Arterial
- 16 Urban Minor Arterial
- 17 Urban Collector
- 19 Urban Local

Structure_Length49: The length of the Structure in feet

LevelOfService5C:

- 0 None
- 1 Mainline
- 7 Ramp

Type of Service 42A:

- 0 Other
- 1 Highway
- 2 Railroad
- 3 Pedestrian bicycle
- 4 Highway railroad
- 5 Highway pedestrian
- 6 Overpass structure interchange or second level
- 7 Third level interchange
- 8 Fourth level interchange
- 9 Building

Ownership 22:

- 1 State Highway Agency
- 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 (e.g., 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 Management
69 Bureau of Reclamation
70 Corps of Engineers
72 Air Force
73 Navy/Marines
74 Army
80 Other

Condition:

Good
Fair
Poor

Source:

BrM
NonBrM_NBI
Other

Milepost: The approximate MilePost of the Bridge.

Source: Bridges reported by the NMDOT are from the NMDOT Bridge Management Program. Non-NMDOT reported bridges are from the annual National Bridge Inventory (NBI) report.

Updated: NMDOT reported bridges/tunnels are updated on an as requested basis or updated in March of each calendar year. NBI updated bridges are done when the annual NBI report is published (usually around September).

Quality: Good quality - Depending on source data.

Connected Systems: EStip

Credits

NMDOT, National Bridge Inventory, HPMS, Bridge Management Bureau.

Use limitations

None - Data is from authoritative or publicly sourced datasets.

Extent

West	-109.295587	East	-102.972736
North	37.056579	South	31.744171

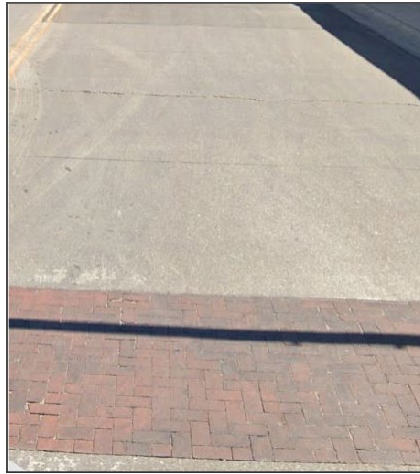
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.SurfaceType

SDE Feature Class



Tags

NMDOT, Pavement Management, Surface Type, FHWA, MIRE, Roadway Inventory

Summary

This feature contains the MODEL INVENTORY ROADWAY ELEMENTS (MIRE) surface types. These vary from the Highway Performance Monitoring System (HPMS) surface types.

Use: For use in MIRE analysis applications.

Guidance: NMDOT collects surface type data on all state owned and federal aid system roads. Other routes are collected through a number of different sources which can vary.

HPMS items: N/A

MIRE items: 24

LRS: Inventory direction (P)

Facility Types: All where present

Extent:

HPMS: N/A

HPMS calculation method: N/A

MIRE: All routes

Description

Fields / Coding / Description:

SurfaceType:

1. Dirt
2. Bituminous
3. JPCP-Jointed Plain Concrete Pavement
4. JRCF-Jointed Reinforced Concrete Pavement
5. CRCP-Continuously Reinforced Concrete Pavement

6. Asphalt-Concrete (AC) Overlay over Existing AC Pavement
7. AC Overlay over Existing Jointed Concrete Pavement
8. AC (Bituminous Overlay over Existing CRCP)
9. Unbonded Jointed Concrete Overlay on Portland Cement Concrete (PCC) Pavements
10. Bonded PCC Overlays on PCC Pavements
11. Other-Paved
12. Unbonded CRCP Overlay on PCC Pavements
13. Gravel
14. Other-Unpaved

Source: NMDOT roads and federal aid system roads are collected by the pavement collection contractor. All other roads are collected by the Roadway Inventory Program using a variety of sources including but not limited to: county data, 911 data, and aerial photography.

Updated: Pavement collection Contractor routes are collected every two years except for National Highway System (NHS) routes that are collected annually. Other routes are not updated except as new routes are added.

Quality: NMDOT roads and federal aid system roads are high quality. Other routes are of varying quality depending on source data and is non authoritative.

Connected Systems: None

Non-Connected Systems: MIRE

Credits

NMDOT, Roadway Inventory, Pavement Management

Use limitations

None for NMDOT routes: Data on non-NMDOT or Federal Aid System Routes is for internal NMDOT use only.

Extent

West	-109.322003	East	-102.946494
North	37.067679	South	31.318246

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Terminus

SDE Feature Class



Tags

Terminus, Traffic Monitoring

Summary

This feature contains the beginning of Traffic Sections

Use: For Traffic Monitoring Program

Guidance: This is usually the beginning intersection of a traffic section

HPMS items: N/A

MIRE items: N/A

LRS: Inventory direction (P)

Facility Types: 1,2

Extent:

HPMS: N/A

HPMS calculation method: N/A

MIRE: N/A

Description

Fields / Coding / Description:

Terminus: A text field describing the beginning of a traffic section.

Source: This was a data load from the legacy TIMS database in 2018.

Updated: Not updated

Quality: unknown

Connected Systems: None

Non-Connected Systems: None

Credits

NMDOT

Use limitations

No limitations however, quality is unknown and is dated.

Extent

West	-109.306982	East	-102.957586
North	37.062124	South	31.318680

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.TerrainType

SDE Feature Class



Tags

NMDOT, HPMS, Roadway Inventory Program

Summary

The type of terrain.

Use:

For investment requirements modeling to calculate capacity and estimate needed capacity improvements and in the truck size and weight analysis process.

HPMS items: 44

MIRE items: 77

LRS:

Inventory directions (P side) only.

Facility type: codes 1 & 2.

Extent:

HPMS: Sample panel only, Functional Systems 1,2,3,4,5, (Rural UrbanCodes '99999' only)

HPMS calculation method: predominance. However, consider roadway sections beyond the Sample Panel section limits, rather than solely the grade characteristics associated with the Sample Panel section.

MIRE: Non FDE.

Description

Fields / Coding / Description:

TerrainType:

1. Level: Any combination of grades and horizontal or vertical alignment that permits heavy vehicles to maintain the same speed as passenger cars; this generally includes short grades of no more than 2 percent.
2. Rolling: Any combination of grades and horizontal or vertical alignment that causes heavy vehicles to reduce their speeds substantially below those of passenger cars but that does not cause heavy vehicles to operate at crawl speeds for any significant length of time.
3. Mountainous: Any combination of grades and horizontal or vertical alignment that causes heavy vehicles to operate at extremely low speeds for significant distances or at frequent intervals.

Source: ARNOLD Phase 2 data load from legacy system (2018).

Updated: Yearly but only HPMS sample sections.

Quality: Good on HPMS sample sections, otherwise unknown.

Connected systems: None

Credits

NMDOT, Roadway Inventory Program

Use limitations

For Planning use only.

Extent

West	-109.307294	East	-102.946494
North	37.067679	South	31.318680

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

Traffic_Signal

File Geodatabase Feature Class

Thumbnail Not
Available

Tags

There are no tags for this item.

Summary

There is no summary for this item.

Description

There is no description for this item.

Credits

There are no credits for this item.

Use limitations

There are no access and use limitations for this item.

Extent

West	-108.252082	East	-106.062763
North	36.982933	South	35.778817

Scale Range

There is no scale range for this item.

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.TrafficCounter

SDE Feature Class



Tags

NMDOT, Traffic Monitoring Program, MS/2, Roadway Inventory System, HPMS, Maintenance Management System, eSTIP, Projects

Summary

This feature class contains the Permanent Traffic Counter locations owned or maintained by the NMDOT.

Use: For determining location of Traffic Counters for use in project financing and design. Also used to determine which traffic sections have permanent counters for federal/state reporting.

Guidance: The feature shows the location of permanent counters and the type of counter at the location. Counters may be on one and/or both sides of the road and on multiple lanes. Some counters will have "loops" in the road although they may not be visible. Other counters will have no loops or roadway presence and are solely on the side of the road.

HPMS item: N/A

MIRE item: N/A

LRS: Inventory direction only (P suffixed side). Note that traffic counter loops in the pavement may exist on both sides of the roadway.

Extent: HPMS: N/A

HPMS Calculation: N/A

MIRE: N/A

Description

Fields / Coding / Descriptions

Station ID:

Text field with the name of each individual permanent counter within a locationID.

LocationID:

A unique ID for the traffic section where each permanent counter(s) is located.

CounterType:

1. WIM – TRS
2. WIM – iSINC

3. N/A
4. IRD – Class
5. IRD – Volume
6. PEEK – Class
7. PEEK – Volume
8. Wavetronix – SM

Milepost: The milepost (or calculated distance from the previous milepost).

Source: NMDOT Traffic Monitoring Program (MS/2 database) as entered by the Roadway Inventory Program.

Updated: Not on a consistent schedule. Generally, as needed when Permanent Counters are added or removed from the system.

Quality: Good

Connected Systems: eSTIP

Credits

NMDOT, Roadway Inventory Program, Traffic Monitoring Program, Data Management Bureau, MS2.

Use limitations

This data is for location purposes only. Do not use this data for determining if a station is currently active or the traffic counts are current - consult the NMDOT traffic monitoring program.

Extent

West	-109.040260	East	-103.027098
North	36.983274	South	31.773439

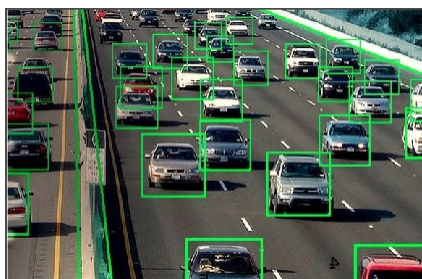
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.TrafficSection

SDE Feature Class



Tags

Traffic Monitoring Program, TMG, HPMS, FHWA, STIP, NMDOT, Pavement Design, Bridge Bureau, Roadway Inventory, Planning Division, Data Management Bureau

Summary

Description: This feature contains eighteen (18) distinct traffic fields from the NMDOT Traffic Monitoring Program. Each item covers the same distinct linear measure of the traffic section on the road.

Use: This data is one of the most widely used data sets at the NMDOT. Primarily this data is generated to meet FHWA- HPMS requirements.

Guidance: These various traffic items are collected based on Travel Monitoring Guide (TMG) and Highway Performance Monitoring System (HPMS) field guide standards.

Description

Please refer to the Highway Performance Monitoring System field guide (HPMS) and the Traffic Monitoring Guide (TMG) for complete details.

Fields / Coding / Description

Traffic SectionID: The linear traffic section's unique identification number. (Known as LocationID in Traffic Monitoring's MS2 database)

StationID: The unique ID for a permanent traffic counter.

SequenceNumber: Reserved for Traffic Monitoring Program.

CUTruckAADT: Commercial Unit Truck Annual Average Daily Traffic. - Annual Average Daily Traffic for vehicles classed 8 through 13 in FHWA's Traffic Monitoring Guide.

DFactor: Directional Factor - The percent of design hour volume (30th largest hourly volume for a given calendar year) flowing in the higher volume direction.

FutureAADTYear: Year of Forecasted AADT

FutureAADT: Forecasted AADT for FutureAADTYear

KFactor: The design hour volume (30th largest hourly volume for a given calendar year) as a percentage of AADT.

PctCUTruck: Percent Commercial Unit Truck. The percent of Trucks classed 8 through 13 in FHWA's Traffic Monitoring Guide, during the traffic sections design hour. Note: This is NOT the overall average of Commercial trucks on the route for the entire year.

PctSUTruck: Percent Single Unit Truck. The percent of Trucks classed 4 through 7 in FHWA's Traffic Monitoring Guide, during the traffic sections design hour. Note: This is NOT the overall average of Single Unit trucks on the route for the entire year.

SUTruckAADT: Single Unit Truck Annual Average Daily Traffic. - Annual Average Daily Traffic for vehicles classed 4 through 7 in FHWA's Traffic Monitoring Guide.

AADTYear: Year of listed Annual Average Daily Traffic

AADT: Annual Average Daily Traffic

LatestVolumeDate: Date of the latest actual volume count of a traffic section (short term or long term count)

LatestClassDate: Date of the latest actual class count of a traffic section (short term or long term count)

AADTSource: Source and Type of AADT data

SUSource: Source and Type of Single Unit Truck data

CUSource: Source and Type of Commercial Unit Truck data

Domains for AADT/SU/CU Source

- A. State or Local Government Agency, Actual Count
- B. State or Local Government Agency, Calculated Count
- C. Private or Non-Government Agency, Actual Count
- D. Private or Non-Government Agency, Calculated Count
- E. Other

Source: NMDOT Traffic Monitoring Program

Original Date: 2018 - From the ARNOLD project via TIMS.

Updated: Annually, after the end of calendar year processing is completed by the Traffic Monitoring Program

Update Procedure: The Traffic Monitoring Program provides the Roadway Inventory Program a CSV file populated by their MS2 application. Note that Traffic Data Loaded into the Roadway Inventory System does not become official data approved by FHWA until August 15.

Quality: Good. Please note that AADT and other traffic items that exist upon "LOC" prefixed routes are County Averages and do not represent actual counted traffic segments.

Connected Systems: Agile Assets (PMS, MMS)

Credits

Traffic Monitoring Program, TMG, HPMS, FHWA, NMDOT, Roadway Inventory, Planning Division, Data Management Bureau

Use limitations

There are no access and use limitations for this item.

Extent

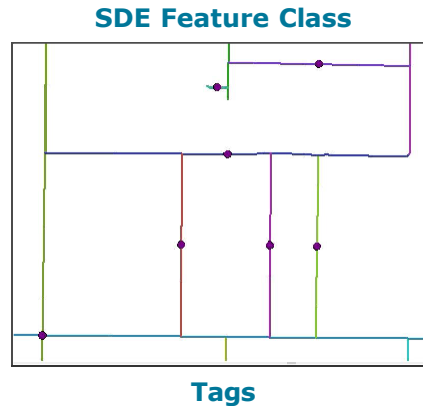
West	-109.322003	East	-102.946494
North	37.067679	South	31.318246

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.TrafficSectionPoint



MS2, Traffic Section, NMDOT, MS2, Traffic Monitoring Program, Roadway Inventory Program

Summary

The midpoint of the TrafficSection where no permanent counter exists. Where a permanent counter exists, the point is where the permanent counter is located.

Use: This is used to generate traffic reports using the Esri overlay tool to determine the predominance of other events such as UrbanCode, Functional System, County, ETC. Although imperfect it is intended to grab the predominance of any overlayed event to assign to the traffic section.

Guidance: This methodology does not match HPMS reporting but can be used for a quick generalization. This feature will be reviewed for retirement in the ArcPRO migration in light of the RIS_LRS to MS2 project.

LRS:

HPMS item: N/A

MIRE item: N/A

Extent:

HPMS: N/A

HPMS calculation method: N/A

MIRE: N/A

Description

Fields / Coding / Description:

TrafficSectionID: The unique identifier of the traffic section the point sits upon.

StationID: The unique identifier of the Permanent Counter that exists on the Traffic Section if applicable.

Source: MS2

Updated: As needed

Update Procedure: Traffic Monitoring informs the Roadway Inventory Program of a new/moved/removed Permanent Counter who then enters the information into Roads and Highways.

Quality: Good

Connected Systems: None

Credits

MS2, Traffic Monitoring Program, Roadway Inventory Program

Use limitations

For Planning Division use only.

Extent

West	-109.307373	East	-102.961816
North	37.064744	South	31.335434

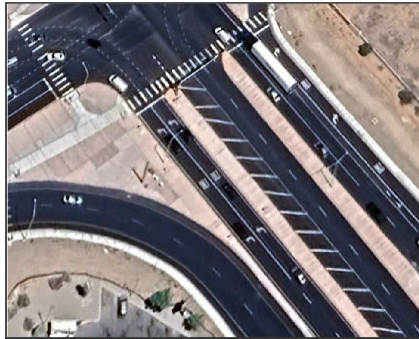
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.TurnLaneLeft

SDE Feature Class



Tags

Turn lanes, NMDOT, MIRE, HPMS

Summary

The presence of left turn lanes at a typical intersection.

Use: For investment requirements modeling to calculate capacity and in congestion analyses, including estimates of delay. Also safety analysis

Guidance: Include turning lanes that are located at entrances to shopping centers, industrial parks, and other large traffic generating enterprises as well as public cross streets. The NMDOT uses the general guidance of 50 plus parking spaces to become a large traffic generating enterprise. Through movements are prohibited in exclusive turn lanes.

HPMS: 13

MIRE: 135

LRS:

Inventory Direction (P) direction only

Facility Types 1, 2, 5

Extent:

HPMS: Functional System 1-6 in UrbanCode <99999 Sample Panel Only

HPMS Calculation method: Predominant Intersection

MIRE: Non-FDE, use HPMS guidance.

Description

Fields / Coding / Description:

TurnLaneLeft:

1. No intersection where a left turning movement is permitted exists on the section.
2. Turns permitted; multiple exclusive left turning lanes exist. Through movements are prohibited in these lanes. Multiple turning lanes allow for simultaneous turns from all turning lanes.
3. Turns permitted; a continuous exclusive left turning lane exists from intersection to intersection. Through movements are prohibited in this lane.
4. Turns permitted; a single exclusive left turning lane exists.
5. Turns permitted; no exclusive left turning lanes exist.

6. No left turns are permitted during the peak period.

Source: LidAR asset collection 2013

Updated: Not updated. Sample panel is updated annually.

Update Procedure: Not updated however, Roadway Inventory Program updates the sample panel by driving the sample panel segments using Photolog data.

Quality: Good, but dated.

Connected Systems: None

Credits

NMDOT, Roadway Inventory Program

Use limitations

None but use with caution, data is dated.

Extent

West	-109.111850	East	-102.960631
North	37.062015	South	31.741249

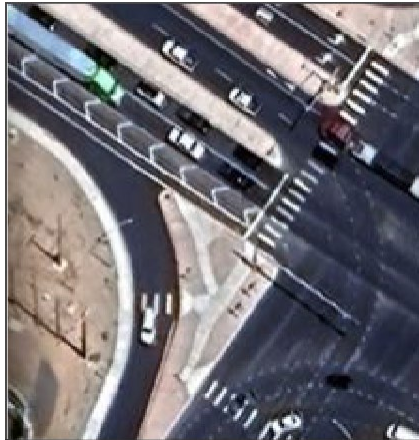
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.TurnLaneRight

SDE Feature Class



Tags

Turn lanes, NMDOT, MIRE, HPMS

Summary

The presence of right turn lanes at a typical intersection.

Use: For investment requirements modeling to calculate capacity and in congestion analyses, including estimates of delay. Also safety analysis

Guidance: Include turning lanes that are located at entrances to shopping centers, industrial parks, and other large traffic generating enterprises as well as public cross streets. The NMDOT uses the general guidance of 50 plus parking spaces to become a large traffic generating enterprise. Through movements are prohibited in exclusive turn lanes.

HPMS: 12

MIRE: 140

LRS:

Inventory Direction (P) direction only
Facility Types 1, 2

Extent:

HPMS: Functional Systems 1-6 in UrbanCode <99999 Sample Panel Only

HPMS Calculation method: Predominant Intersection

MIRE: Non-FDE, use HPMS guidance.

Description

Fields / Coding / Description:

TurnLaneLeft:

1. No intersection where a left turning movement is permitted exists on the section.
2. Turns permitted; multiple exclusive left turning lanes exist. Through movements are prohibited in these lanes. Multiple turning lanes allow for simultaneous turns from all turning lanes.
3. Turns permitted; a continuous exclusive left turning lane exists from

intersection to intersection. Through movements are prohibited in this lane.

4. Turns permitted; a single exclusive left turning lane exists.

5. Turns permitted; no exclusive left turning lanes exist.

6. No left turns are permitted during the peak period.

Source: LidAR asset collection 2013

Updated: Not updated. Sample panel is updated annually.

Update Procedure: Not updated however, Roadway Inventory Program updates the sample panel by driving the sample panel segments using Photolog data.

Quality: Good, but dated.

Connected Systems: None

Credits

NMDOT, Roadway Inventory Program

Use limitations

None but use with caution, data is dated

Extent

West	-108.380790	East	-103.074285
North	36.917343	South	32.022794

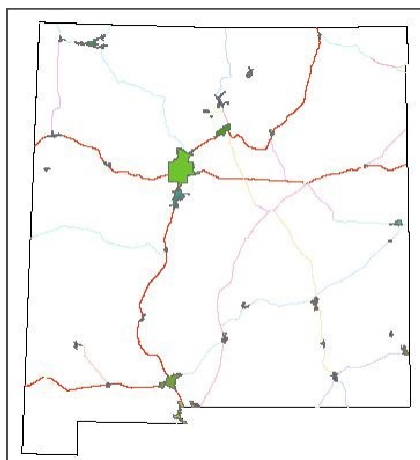
Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Urban_Areas

SDE Feature Class



Tags

NMDOT, Planning, Urban Code, Urban Area, Large Urban, Small Urban, Rural, FHWA, HPMS, MIRE

Summary

The 2010 U.S. Census Urban Area Code as modified by the NMDOT in conjunction with FHWA. Note that New Mexico does adjust its urban boundaries. Using this polygon feature will NOT result in a direct match with NMDOT reporting and statistics. New Mexico anticipates new urban boundaries from the 2020 census to be completed in 2023 with final approval from FHWA in 2024. This new data set will be incorporated into the RIS sometime in 2024 and reported to HPMS in the 2025 submission of 2024 data.

Use: For the querying and analysis of data (e.g., transportation performance management (TPM) metrics, Federal-aid project information, etc.) by the unique identification of a State's urbanized areas, and generically by small urban or rural areas.

Guidance: A small urban area shall be derived from Census Urban Clusters that are not located within an urbanized area, with a Census defined population of at least 5,000. Coding for this Data Item shall match the Urban Area boundaries. This Data Item shall also be reported for all ramp sections contained within grade separated interchanges. A Census Urbanized Area can be expanded for transportation purposes. This Adjusted Urbanized Area, once approved by FHWA, shall be identified using the Census Urban Area Code for the Urbanized Area upon which the adjusted area is based upon. For more information and guidance on the FHWA Urban Boundary adjustment and approval process, see the FHWA publication, "Highway Functional Classification Concepts and Criteria and Procedures, 2013 Edition". Note that HPMS uses the code "99998" as reflected in the RIS_LRS_LRS_UrbanAreaBoundaries_AREA field for all Small Urban areas. The UA_Codes found in this feature align with the Census Urban Area codes.

LRS: N/A

Extent: N/A

Description

Fields / Coding / Description:

RIS_LRS_LRS_UrbanAreaBoundaries_AREA:

99998 Small Urban
47935 Las Cruces, NM
27253 El Paso (NM part)
79363 Santa Fe, NM
29278 Farmington, NM
51499 Los Lunas, NM
01171 Albuquerque, NM

UA_CODE - UA_NAME

00820 Alamogordo, NM
03223 Artesia, NM
04587 Aztec, NM
08353 Bloomfield, NM
13807 Carlsbad, NM
15292 Chaparral, NM
18208 Clovis, NM
23338 Deming, NM
27874 Espanola, NM
32437 Gallup, NM
34489 Grants, NM
39214 Hobbs, NM
45436 Kirtland, NM
47989 Las Vegas, NM
51418 Los Alamos, NM
51769 Lovington, NM
70912 Portales, NM
73450 Raton, NM
76447 Roswell, NM
76636 Ruidoso, NM
79525 Santa Rosa, NM
81685 Shiprock, NM

82036 Silver City, NM
 82738 Socorro, NM
 86653 Taos, NM
 88678 Truth or Consequences, NM
 88813 Tucumcari, NM
 94915 White Rock, NM
 98263 Zuni Pueblo, NM
 01171 Albuquerque, NM
 27253 El Paso, TX-NM
 29278 Farmington, NM
 47935 Las Cruces, NM
 51499 Los Lunas, NM
 79363 Santa Fe, NM

UA_TYPE

C - Small urban
 L - Large urban

Other Fields: Not used

Source: unknown

Updated: Several years after every census. The Urban Areas based on the 2020 census have been approved by FHWA however, they have not been updated in the RIS pending feedback from other departments.

Quality: Good however, does not match the Urban Area Linear Feature

Connected Systems: None (polygon feature only)

Credits

Planning, FHWA, MPO, RTPO, Roadway Inventory

Use limitations

None however, note that New Mexico does adjust its urban boundaries. This polygon is not a direct match to the Census boundaries. Also, using this polygon feature will NOT result in a direct match with NMDOT reporting and statistics. For reporting and statical analysis use the Linear Referenced Feature.

Extent

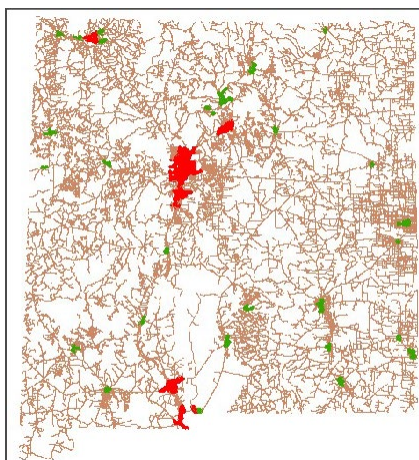
West	-108.962370	East	-102.993503
North	36.921670	South	31.738414

Scale Range**Maximum (zoomed in)** 1:5,000**Minimum (zoomed out)** 1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.UrbanCode

SDE Feature Class



Tags

NMDOT, Planning, Urban Code, Urban Area, Large Urban, Small Urban, Rural, FHWA, HPMS, MIRE

Summary

THE NMDOT ADJUSTS THE CENSUS DESIGNATED URBAN BOUNDARIES! The U.S. Census Urban Area Code as modified by the NMDOT in conjunction with FHWA. Note that New Mexico does adjust its urban boundaries. Using the census urban area polygons will not result in a direct match with NMDOT reporting and statistics. The New Mexico Urban Areas as of the 2010 Census. The new urban boundaries from the 2020 census have been completed and NMDOT is awaiting final instructions from FHWA before publishing this data.

Use: For the querying and analysis of data (e.g., transportation performance management (TPM) metrics, Federal-aid project information, etc.) by the unique identification of a State's urbanized areas, and generically by small urban or rural areas.

Guidance: A Large Urban Area (urbanized area) is an area with a population of 50,000 or more. A small urban area shall be derived from Census Urban Clusters that are not located within an urbanized area, with a Census defined population of at least 5,000. All other areas are designated as Rural (population 0 to 4,999). For HPMS, coding for this Data Item shall match the Large Urban Area boundaries designated code. For small urban areas code '99998'. All others code '99999.' This Data Item shall also be reported for all ramp sections contained within grade separated interchanges. A Census Urbanized Area can be expanded for transportation purposes. This Adjusted Urbanized Area, once approved by FHWA, shall be identified using the Census Urban Area Code for the Urbanized Area upon which the adjusted area is based upon.

HPMS items: 2

MIRE items: 7

LRS: All routes and Facility Codes (AI prefixed routes excluded)

Exent:

HPMS: All Routes

HPMS Calculation: Homogenous sections.

MIRE: FDE: All Routes

Description

Fields / Coding / Description:**SmallUrban:**

00820 Alamogordo, NM
03223 Artesia, NM
04587 Aztec, NM
08353 Bloomfield, NM
13807 Carlsbad, NM
15292 Chaparral, NM
18208 Clovis, NM
23338 Deming, NM
27874 Espanola, NM
32437 Gallup, NM
34489 Grants, NM
39214 Hobbs, NM
45436 Kirtland, NM
47989 Las Vegas, NM
51418 Los Alamos, NM
51769 Lovington, NM
70912 Portales, NM
73450 Raton, NM
76447 Roswell, NM
76636 Ruidoso, NM
79525 Santa Rosa, NM
81685 Shiprock, NM
82036 Silver City, NM
82738 Socorro, NM
86653 Taos, NM
88678 Truth or Consequences, NM
88813 Tucumcari, NM
94915 White Rock, NM
98263 Zuni Pueblo, NM

UrbanCode:

01171 Albuquerque, NM

27253 El Paso, TX-NM

29278 Farmington, NM

47935 Las Cruces, NM

51499 Los Lunas, NM

79363 Santa Fe, NM

99998 Small Urban

99999 Rural

Locale:

1 Large Urban

2 Small Urban

3 Rural

Source: US Census in conjunction with FHWA, NMDOT Planning and the NMDOT Roadway Inventory Program.

Updated: Several years after every census. THE NMDOT ADJUSTS THE CENSUS DESIGNATED URBAN BOUNDARIES!

Updated Procedure: The NMDOT Planning and Roadway Inventory Program work together with the various external partners to created the updated polygons. These polygons are then turned into a Linear Reference System and put into Roads and Highways by the Roadway Inventory Program.

Quality: Good.

Connected systems: MS2, AgileAssets, eSTIP (in process).

Credits

NMDOT, Planning, Roadway Inventory, Census, FHWA

Use limitations

None. THE NMDOT ADJUSTS THE CENSUS DESIGNATED URBAN BOUNDARIES!

Extent

West	-109.322003	East	-102.940164
North	37.067679	South	31.318246

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.Widening

SDE Feature Class



Tags

NMDOT, HPMS

Summary

This is combination of the HPMS Widening Potential and Widening Obstacles requirement regarding the number of through lanes that could be potentially added.

Use: For administrative, legislative, analytical, and national highway database purposes as well as investment requirements modeling to estimate needed capacity improvements

Guidance: Code this item based on how feasible it is to widen the existing road based on the presence of obstacles as identified for Widening Obstacles, and the proximity of the obstacle to the roadway. Consider medians, areas already within the existing right-of-way, and areas outside existing right- of- way to be available for widening. Enter any combination of the codes (e.g. if there are Historic and Dense development obstacles, code "EA" or "AE" for this Data Item). There is no requirement for the ordering of the codes; a code shall not be used more than once in a sequence of codes (e.g. "AEA"). Code "X" cannot be used with other codes (e.g. "XE"). This item provides for the coding of obstacles which may prevent or limit the ability to widen the roadway surface within approximately 100 feet of the outer edge of the through lanes that are present in either direction of the section.

HPMS items: 41, 42

MIRE item: N/A

LRS:

Inventory Direction Only

FacilityTypes 1,2

Extent:

HPMS: Functional Systems 1 through 5 and, 6 in UrbanCode <99999. Sample Panel Only.

HPMS calculation: Enter the code(s) for the most restrictive area of the sample.

MIRE: N/A

Description

Fields / Coding / Description

WideningObstacle: Special Note: For WideningObstacle, more than one code may be used

X. No obstacles - No obstacles to widening.

A. Dense development - Refers to the density and size of buildings to be acquired, the number of people that would need to be relocated, and the number of businesses that would need to be acquired. (Realizing dense development may be higher in urban areas; this should not be used as an obstacle for all urban areas and should be

evaluated relative to the conditions in the area where the section is located).

B. Major transportation facilities - Includes major rail lines, canals, airports, major natural gas and oil pipe lines whose location relative to the roadway section would limit expansion of the existing roadway.

C. Other public facilities - Includes hospitals, museums, libraries, major public office buildings, schools, and universities.

D. Terrain restrictions - Relates to geographic features that would make it very difficult to add lanes, requiring significant excavation, fill, or tunneling. This applies to both horizontal and vertical terrain restrictions.

E. Historic and archaeological sites - Includes such things as historic buildings, historic land, large monuments, cemeteries, and known archaeological sites.

F. Environmentally sensitive areas - Includes such areas as scenic landmarks, wetlands, bodies of water, areas inhabited or used by protected species. Scenic routes and byways are included in the category and are those national and State routes that have been identified and listed as official designations.

G. Parkland - Includes National, State, and local parks.

WideningPotential:

1. No lanes
2. 1 to 2 lanes
3. 3 to 4 lanes
4. 5 or more lanes

Source: Roadway Inventory Program

Updated: Sample Sections are updated annually for HPMS. Sample Sections may change.

Update Procedure: Each sample section is reviewed using annual photolog data.

Quality: Good

Connected systems: None

Credits

NMDOT, Roadway Inventory Program

Use limitations

None

Extent

West	-109.286964	East	-102.978335
North	37.067679	South	31.736669

Scale Range

Maximum (zoomed in) 1:5,000

Minimum (zoomed out) 1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.

RIS_LRS.LRS.WIPPRoutes

SDE Feature Class



Tags

NMDOT, WIPP routes, Waste Isolation Pilot Project

Summary

Routes in New Mexico currently authorized to carry Radioactive Waste to the Waste Isolation Pilot Project (WIPP), just east of Carlsbad, NM. Note that this feature is empty. Please contact the NMDOT Roadway Inventory Program for current data.

Use: For data analysis of features along WIPP routes. THIS DATASET IS NOT THE AUTHORITATIVE SOURCE OF CURRENT WIPP ROUTES!

Guidance: Do not use an authoritative source of current approved WIPP Routes. This dataset can be used for roadway analysis of the roads that serve as WIPP routes. Such as AADT, IRI, ETC.

HPMS item: N/A

MIRE item: N/A

LRS:

Inventory, Non-Inventory and Ramps.

Extent:

HPMS: N/A

HPMS calculation method: N/A

MIRE: N/A

Description

Fields / Coding / Description:

WIPPRouteName: The name of the particular route as named by the USDOT and NMDOT Transportation Commission.

WIPPStatus: Whether the WIPP route is active or not.

WIPPExpirationDate: The date the WIPP route expires.

Source: NMDOT State Transportation Commission

Updated: As needed

Update Procedure: When the Roadway Inventory Program (RIP) receives a request for WIPP routes or data, The RIP then reviews the State Transportation Commission Minutes and

updates as necessary for the requestors needs.

Quality: Good

Connected Systems: None

Credits

NMDOT, DOE, NMDOT State Transportation Commission.

Use limitations

For NMDOT use only. Requestors of this data and its usage is determined on a case by case basis.

Extent

West	-109.127886	East	-102.955661
North	36.994993	South	31.944064

Scale Range

Maximum (zoomed in)	1:5,000
Minimum (zoomed out)	1:150,000,000

You are currently using the Item Description metadata style. Change your metadata style in the Options dialog box to see additional metadata content.