



Pavement Analyst Data Dictionary CONDITION SUMMARY

Prepared by

Texas Department of Transportation

Maintenance Division, Pavement Preservation Branch

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Summary

The Pavement Analyst (PA) Condition Summary Table is a roadbed based file that contains 'SUMMARY' pavement evaluation data and scores.

The table does not have to be rebuilt each fiscal year; instead, new records are appended to the file as data collection proceeds throughout the fiscal year.

The table contains distress ratings, ride/profile measurements, automated rutting measurements, skid measurements, deflection measurements, texture measurements, and scores including condition score, distress score, ride score etc. There is one record for every Data Collection Section that contains at least one type of pavement evaluation data and scores. The length of each section is typically 0.5-mile, although they can be shorter (down to 0.1-mile). For any Data Collection Section, there may be data from FY1996 to present. The table may also contain supplemental, audit and contractor data, which implies a one-to-many relationship to the PMIS Data Collection Sections table.

The values shown below are from the screens and setup tables in PA.

CONDITION SUMMARY TABLE (TX_PMIS_CONDITION_SUMMARY)

(Pavement Mgmt > Database > Condition Data > Condition Summary > Condition Summary Table)

AADT CURRENT

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

Column ID: TX_AADT_CURRENT
Format / Length: Integer / 6
Unit:
Values: 0 THRU 999999
Reference: SEE TRM AADT-CURRENT.
Comments:

ACP ALLIG CRK LI

ACP ALLIGATOR CRACKING LI. A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE.

Column ID: TX_LI_ACP_ALLIGATOR_CRACKS
Format / Length: Number / 3.4

Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

ACP ALLIG CRK UTIL

ACP ALLIGATOR CRACKING UTILITY. A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_ACP_ALLIGATOR_CRACKS
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

ACP ALLIGATOR CRACKING PCT

THE PERCENTAGE OF WHEELPATH LENGTH WITH ALLIGATOR CRACKING IN THE MEASURED LANE OF THE DATA COLLECTION SECTION.

ALLIGATOR CRACKING CONSISTS OF INTERCONNECTING CRACKS WHICH FORM SMALL, IRREGULARLY SHAPED BLOCKS WHICH RESEMBLE THE PATTERNS FOUND ON AN ALLIGATOR'S SKIN. BLOCKS FORMED BY ALLIGATOR CRACKS ARE LESS THAN 1 FOOT BY 1 FOOT (LARGER BLOCKS SHOULD BE RATED AS BLOCK CRACKING). ALLIGATOR CRACKS ARE FORMED WHENEVER THE PAVEMENT SURFACE IS REPEATEDLY FLEXED UNDER TRAFFIC LOADS. AS A RESULT, ALLIGATOR CRACKING MAY INDICATE IMPROPER DESIGN, WEAK STRUCTURAL LAYERS, OR HEAVILY-LOADED VEHICLES. ALLIGATOR CRACKING IS MEASURED AND RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_ALLIGATOR_CRACKING_PCT
Format / Length: Integer / 3

Unit: Percentage
Values: 0 THRU 100
Reference:
Comments: From FY1985 to FY2003 this field was rated, not measured.
First used as a distress measurement in FY2004.

ACP BLOCK CRACKING PCT

THE PERCENTAGE OF LANE AREA WITH BLOCK CRACKING IN THE MEASURED LANE OF THE DATA COLLECTION SECTION. BLOCK CRACKING CONSISTS OF INTERCONNECTING CRACKS THAT DIVIDE THE PAVEMENT SURFACE INTO APPROXIMATE RECTANGULAR PIECES, VARYING IN SIZE FROM 1 FOOT BY 1 FOOT UP TO 10 FEET BY 10 FEET, ALTHOUGH SIMILAR IN APPEARANCE TO ALLIGATOR CRACKING, BLOCK CRACKS ARE MUCH LARGER. BLOCK CRACKING IS NOT LOAD-ASSOCIATED. INSTEAD, IT IS COMMONLY CAUSED BY SHRINKAGE OF THE ASPHALT CONCRETE (ACP) OR BY SHRINKAGE OF CEMENT – OR LIME – STABILIZED BASED COURSES.
RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_BLOCK_CRACKING_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 THRU 100
Reference:
Comments: From FY1985 to FY1992 this field was rated by codes, from FY1993 on it has been rated by percentage.

ACP BLOCK CRK LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_BLOCK_CRACKS
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000

Reference:
Comments:

ACP BLOCK CRK UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_ACP_BLOCK_CRACKS
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

ACP FAILURE QTY

INDICATES THE NUMBER OF VISUALLY OBSERVED FAILURES IN THE RATED LANE OF THE DATA COLLECTION SECTION. A FAILURE IS A LOCALIZED SECTION OF PAVEMENT WHERE THE SURFACE HAS BEEN SEVERELY ERODED, BADLY CRACKED, OR DEPRESSED. FAILURES ARE IMPORTANT BECAUSE THEY IDENTIFY SPECIFIC STRUCTURAL DEFICIENCIES WHICH MIGHT POSE SAFETY HAZARDS. RATED AND MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_FAILURE_QTY
Format / Length: Integer / 2
Unit: Each
Values: 0 THRU 99
Reference:
Comments:

ACP FAILURES LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_FAILURE
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

ACP FAILURES UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_ACP_FAILURE
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

ACP FLUSHING CODE

FLUSHING IS THE PRESENCE OF FREE BITUMEN (ASPHALT CEMENT) ON THE PAVEMENT SURFACE.
PMIS CODES DESCRIBE THE AREA OF PAVEMENT FLUSHED.
A DISTRICT MAY CHOOSE TO USE THESE CODES TO DESCRIBE THE SEVERITY OF THE FLUSHING INSTEAD OF THE AREA. IN EITHER CASE, THE CODES WILL REMAIN THE SAME.
RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_FLUSHING_CODE
Format / Length: String / 100
Unit:
Values: 0 - NO FLUSHING

-
- 1 - LOW (1-10 PERCENT OF WHEELPATH LENGTH WITH FLUSHING)
 - 2 - MEDIUM (11-50 PERCENT OF WHEELPATH LENGTH WITH FLUSHING)
 - 3 - HIGH (50-100 PERCENT OF WHEELPATH LENGTH WITH FLUSHING)
 - B - BLANK (VALUE WAS NOT FILLED IN)

Reference:

Comments: This is an optional field in PMIS. Starting in FY2004, Flushing will no longer be rated in PMIS, but should be approximated by PMIS Texture Measurements.

ACP LONGIT CRACKS LI

ACP LONGITUDINAL CRACKS LI. A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_LONGITUDE_CRACKS

Format / Length: Number / 3.4

Unit:

Values: 0.0000 THRU 100.0000

Reference:

Comments:

ACP LONGIT CRACKS UTIL

ACP LONGITUDINAL CRACKS UTILITY. A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_ACP_LONGITUDE_CRACKS

Format / Length: Number / 1.1

Unit:

Values: 0.0 THRU 1.0

Reference:

Comments:

ACP LONGITUDE CRACKING

INDICATES THE LENGTH IN FEET PER STATION OF VISUALLY OBSERVED LONGITUDINAL CRACKING ON THE SEGMENT IN THE RATED LANE OF THE DATA COLLECTION SECTION. A 'STATION' IS A CONSTRUCTION STATION (LENGTH = 100 FEET).

LONGITUDINAL CRACKING CONSISTS OF CRACKS OR BREAKS WHICH RUN APPROXIMATELY PARELLEL TO THE PAVEMENT CENTERLINE, EDGE CRACKS, JOINT OR SLAB CRACKS, AND REFLECTIVE CRACKING ON COMPOSITE PAVEMENT MAY ALL BE TREATED AS LONGITUDINAL CRACKING. DIFFERENTIAL MOVEMENT BENEATH THE SURFACE IS THE PRIMARY CAUSE OF LONGITUDINAL CRACKING.

RATED AND MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_LONGITUDE_CRACKING_PCT

Format / Length: Integer / 3

Unit: Feet

Values: 0 THRU 999

Reference:

Comments: From FY1985 to FY1992 this field was rated by codes, from FY1993 on it has been rated by length (feet) per station.

ACP PATCHING LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_PATCHING

Format / Length: Number / 3.4

Unit:

Values: 0.0000 THRU 100.0000

Reference:

Comments:

ACP PATCHING PCT

THE PERCENTAGE OF LANE AREA WITH PATCHING IN THE RATED LANE OF THE DATA COLLECTION SECTION.

PATCHES ARE REPAIRS MADE TO PAVEMENT DISTRESS. THE PRESENCE OF PATCHES INDICATES PRIOR MAINTENANCE ACTIVITY, AND IS USED AS A GENERAL MEASURE OF MAINTENANCE COST.

RATED AND MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_PATCHING_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100

Reference:

Comments:

ACP PATCHING UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_ACP_PATCHING

Format / Length: Number / 1.1

Unit:

Values: 0.0 THRU 1.0

Reference:

Comments:

ACP RAVELING CODE

RAVELING IS THE PROGRESSIVE DISINTEGRATION OF THE SURFACE DUE TO DISLODGE MENT OF AGGREGATE PARTICLES. PMIS CODES DESCRIBE THE AREA OF PAVEMENT RAVELED.

A DISTRICT MAY CHOOSE TO USE THESE CODES TO DESCRIBE THE SEVERITY OF THE RAVELING INSTEAD OF THE AREA. IN EITHER CASE, THE CODES WILL REMAIN THE SAME.

RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_RAVELING_CODE

Format / Length: String / 40

Unit:

Values: 0 - NO RAVELING

1 - LOW (1-10 PERCENT OF AREA RAVELED OR SEVERITY)

2 - MEDIUM (11-50 PERCENT OF AREA RAVELED OR SEVERITY)

3 - HIGH (>50 PERCENT OF AREA RAVELED OR SEVERITY)

B - BLANK (VALUE WAS NOT FILLED IN)

Reference:

Comments: This is an optional field in PMIS.

ACP RUT AUTO DEEP AVG PCT

INDICATES THE AVERAGE PERCENTAGE OF DEEP RUTTING FOR ALL DATA MEASURED BY AUTOMATED EQUIPMENT IN THE DATA COLLECTION SECTION.

A RUT IS A SURFACE DEPRESSION IN A WHEELPATH. RUTTING IN THE RATED LANE MAY BE OBSERVED IN ONE OR BOTH OF THE WHELLPATHS. RUTTING IS CAUSED BY CONSOLIDATION OR LATERAL MOVEMENT OF THE PAVEMENT AND INDICATES STRUCTURAL FAILURE OF THE SURFACE OR SUB-SURFACE PAVEMENT LAYERS.

MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_RUT_AUTO_DEEP_AVG_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100

Reference:

Comments: In FY1985 to FY2000 Deep Rutting was 1.00 to 2.99 inches, from FY2001 forward Deep Rutting was changed to 0.50 to 0.99 inches.

ACP RUT AUTO FAILURE AVG PCT

INDICATES THE AVERAGE PERCENTAGE OF FAILURE RUTTING FOR ALL DATA MEASURED BY AUTOMATED EQUIPMENT IN THE DATA COLLECTION SECTION.

A RUT IS A SURFACE DEPRESSION IN A WHEELPATH. RUTTING IN THE RATED LANE MAY BE OBSERVED IN ONE OR BOTH OF THE WHELLPATHS. RUTTING IS CAUSED BY CONSOLIDATION OR LATERAL MOVEMENT OF THE PAVEMENT AND INDICATES STRUCTURAL FAILURE OF THE SURFACE OR SUB-SURFACE PAVEMENT LAYERS.

MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_RUT_AUTO_FAILURE_AV_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100

Reference:

Comments: Not measured until FY2001 and was 2.00 inches or more, from FY2002 forward Failure Rutting was changed to 2.00 to 3.00 inches.

ACP RUT AUTO SEVERE AVG PCT

INDICATES THE AVERAGE PERCENTAGE OF SEVERE RUTTING FOR ALL DATA MEASURED BY AUTOMATED EQUIPMENT IN THE DATA COLLECTION SECTION.

A RUT IS A SURFACE DEPRESSION IN A WHEELPATH. RUTTING IN THE RATED LANE MAY BE OBSERVED IN ONE OR BOTH OF THE WHELLPATHS. RUTTING IS CAUSED BY CONSOLIDATION OR LATERAL MOVEMENT OF THE PAVEMENT AND INDICATES STRUCTURAL FAILURE OF THE SURFACE OR SUB-SURFACE PAVEMENT LAYERS.

MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_RUT_AUTO_SEVERE_AVG_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100

Reference:

Comments: Measurements started in FY2002 and is 1.00 TO 1.99 inches.

ACP RUT AUTO SHALLOW AVG PCT

INDICATES THE AVERAGE PERCENTAGE OF SHALLOW RUTTING FOR ALL DATA MEASURED BY AUTOMATED EQUIPMENT IN THE DATA COLLECTION SECTION.

A RUT IS A SURFACE DEPRESSION IN A WHEELPATH. RUTTING IN THE RATED LANE MAY BE OBSERVED IN ONE OR BOTH OF THE WHELLPATHS. RUTTING IS CAUSED BY CONSOLIDATION OR LATERAL MOVEMENT OF THE PAVEMENT AND INDICATES STRUCTURAL FAILURE OF THE SURFACE OR SUB-SURFACE PAVEMENT LAYERS.

MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_RUT_AUTO_SHALLOW_AV_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100

Reference:

Comments: In FY1985 to FY2000 Shallow Rutting was 0.50 to 0.99 inches, from FY2001 forward it was changed to 0.25 to 0.49 inches.

ACP RUT AVERAGE WP DEPTH (INCH)

AVERAGE RUT DEPTH OF THE LEFT AND RIGHT WHEELPATHS.

Column ID: TX_ACP_RUT_AVG_WP_DEPTH_MEAS

Format / Length: Number / 1.3

Unit: Inches

Values: 0.000 THRU 9.999

Reference:

Comments:

ACP RUT DEEP LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_RUT_AUTO_DEEP
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

ACP RUT DEEP UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_ACP_RUT_AUTO_DEEP
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

ACP RUT LEFT WP DEPTH (INCH)

THE AVERAGE DEPTH OF RUTTING MEASURED IN THE LEFT WHEELPATH, TYPICALLY FOR A 0.1 MILE LENGTH OF PAVEMENT (THESE MEASUREMENTS MAY BE AVERAGED TO REPORT THE AVERAGE LEFT WHEELPATH RUT DEPTH FOR A 0.5 MILE PMIS DATA COLLECTION SECTION). RUT DEPTH MEASUREMENTS ARE MADE BY AUTOMATED EQUIPMENT (RUTBAR) MEASURED IN INCHES; THEY ARE NOT ESTIMATED VISUALLY.

Column ID: TX_ACP_RUT_LFT_WP_DPTH_MEAS
Format / Length: Number / 1.3
Unit: Inches
Values: 0.000 THRU 9.999

Reference:
Comments:

ACP RUT RIGHT WP DEPTH (INCH)

THE AVERAGE DEPTH OF RUTTING MEASURED IN THE RIGHT WHEELPATH, TYPICALLY FOR A 0.1 MILE LENGTH OF PAVEMENT (THESE MEASUREMENTS MAY BE AVERAGED TO REPORT THE AVERAGE RIGHT WHEELPATH RUT DEPTH FOR A 0.5 MILE PMIS DATA COLLECTION SECTION). RUT DEPTH MEASUREMENTS ARE MADE BY AUTOMATED EQUIPMENT (RUTBAR) MEASURED IN INCHES; THEY ARE NOT ESTIMATED VISUALLY.

Column ID: TX_ACP_RUT_RIT_WP_DPTH_MEAS
Format / Length: Number / 1.3
Unit: Inches
Values: 0.000 THRU 9.999
Reference:
Comments:

ACP RUT SHALLOW LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_RUT_AUTO_SHALLOW
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

ACP RUT SHALLOW UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_ACP_RUT_AUTO_SHALLOW
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

ACP TRANSVERSE CRACKING QTY

THE NUMBER OF VISUALLY OBSERVED TRANSVERSE CRACKS PER STATION IN THE MEASURED LANE OF THE DATA COLLECTION SECTION. A 'STATION' IS A CONSTRUCTION STATION (LENGTH = 100 FEET).

TRANSVERSE CRACKS ARE MEASURED AS THE NUMBER OF EQUIVALENT FULL LANE WIDTH CRACKS. FOR EXAMPLE, TWO CRACKS THAT EACH GO HALFWAY ACROSS THE LANE WILL BE MEASURED AS ONE TRANSVERSE CRACK.

MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_TRANSVERSE_CRACKING_QTY
Format / Length: Integer / 2
Unit: Each
Values: 0 THRU 99
Reference:
Comments:

ACP TRANSVERSE CRACKS LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_TRANSVERSE_CRACKS
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

ACP TRANSVERSE CRACKS UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_ACP_TRANSVERSE_CRACKS
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

BASE THICKNESS (MM)

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

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

BEGINNING DFO

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

Column ID: OFFSET_FROM
Format / Length: Number / 4.3
Unit: Miles
Values: 0.000 THRU 9999.999
Reference:
Comments:

BEGINNING TRM DISPLACEMENT

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

Column ID: TX_BEG_REF_MRKR_DISP
Format / Length: Number / 2.3
Unit: Miles
Values: 0.000 THRU 99.999
Reference:
Comments:

BEGINNING TRM NUMBER

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

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

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

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

Column ID: TX_BEG_REF_MARKER_NBR
Format / Length: String / 5
Unit:
Values: HIGHWAY NUMBER VALUES:
0000 THRU 9999

HIGHWAY SUFFIX VALUES:
BLANK = ORIGINAL LOCATION

A = FIRST LOCATION CHANGE
B - Z = FURTHER LOCATION CHANGES

Reference:

Comments:

CALCULATED LENGTH

THE CALCULATED LENGTH OF THE DATA COLLECTION SECTION OBTAINED BY SUBTRACTING THE OFFSET_FROM (BEG_DFO) FROM THE OFFSET_TO (END_DFO) VALUES OBTAINED VIA THE LOCATION ID.

Column ID: TX_LENGTH

Format / Length: Number / 2.3

Unit: Miles

Values: 0.001 THRU 99.999

Reference:

Comments: This field is roughly the same as the sum of CALCULATED_DISTANCE_MEAS values from the Automated Rutting Table.

COMMENTS

COMMENTS ON THE WORK ORDER (FROM WORK ORDERS).

Column ID: COMMENT_STR

Format / Length: String / 4000

Unit:

Values:

Reference:

Comments: Currently set to NULL.

CONDITION SCORE

THIS FIELD DESCRIBES THE OVERALL CONDITION OF THE DATA COLLECTION SECTION IN TERMS OF SURFACE DISTRESS AND RIDE QUALITY. THE CONDITION SCORE RESEMBLES THE

AVERAGE PERSON'S PERCEPTION OF PAVEMENT QUALITY –
WHAT YOU SEE (DISTRESS) AND WHAT YOU FEEL (RIDE).
CONDITION SCORE IS DEFINED FOR EACH OF THE PMIS BROAD
PAVEMENT TYPES:

ACP - ASPHALT CONCRETE PAVEMENT

CRCP - CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

JCP - JOINTED CONCRETE PAVEMENT

Column ID: TX_CONDITION_SCORE

Format / Length: Integer / 3

Unit:

Values: 1 THRU 100

CONDITION SCORE VALUES WHICH CALCULATE
LESS THAN 1 (FOR EXAMPLE, 0.450) ARE ROUNDED UP
TO A VALUE OF 1.

A SCORE OF 0 INDICATES A NULL CONDITION SCORE
(THIS HAPPENS FOR A DATA COLLECTION SECTION
THAT IS WAS NOT COLLECTED OR IS MISSING ONE OR
MORE OF THE VALUES REQUIRED TO CALCULATE THE
CONDITION SCORE).

Reference:

Comments:

CONDITION SCORE CLASSIFICATION

A METHOD THAT INDICATES HOW DATA COLLECTION SECTIONS
FALL WITHIN THE RANGE OF THE CONDITION SCORE VALUES.
FOR EXAMPLE, CONDITION SCORES RANGE FROM 1 TO 100, BUT
SINCE DATA COLLECTION SECTIONS HAVE DIFFERENT CONDITION
SCORES, THESE SCORES ARE GROUPED INTO FIVE CLASSES TO
IDENTIFY THE GENERAL CONDITION OF A SPECIFIC DATA
COLLECTION SECTION AND TO PROVIDE A MEANS TO COMPARE
DIFFERENT DATA COLLECTION SECTIONS.

Column ID: TX_CONDITION_SCORE_CLASS

Format / Length: String / 400

Unit:

Values: A = VERY GOOD 90-100

B = GOOD 70-89
C = FAIR 50-69
D = POOR 35-49
F = VERY POOR 1-34
NULL = A CONDITION SCORE OF 0

Reference:

Comments:

CONDITION SCORE WITHOUT PATCHES

THIS FIELD DESCRIBES THE OVERALL CONDITION OF THE DATA COLLECTION SECTIONS THAT DO NOT CONTAIN PATCHES, IN TERMS OF SURFACE DISTRESS AND RIDE QUALITY. THE CONDITION SCORE RESEMBLES THE AVERAGE PERSON'S PERCEPTION OF PAVEMENT QUALITY – WHAT YOU SEE (DISTRESS) AND WHAT YOU FEEL (RIDE).

CONDITION SCORE IS DEFINED FOR EACH OF THE PMIS BROAD PAVEMENT TYPES:

ACP - ASPHALT CONCRETE PAVEMENT

CRCP - CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

JCP - JOINTED CONCRETE PAVEMENT.

Column ID: TX_CONDITION_SCORE_NO_PATCHES

Format / Length: Integer / 3

Unit:

Values: 1 THRU 100

CONDITION SCORE VALUES WHICH CALCULATE LESS THAN 1 (FOR EXAMPLE, 0.450) ARE ROUNDED UP TO A VALUE OF 1.

A SCORE OF 0 INDICATES A NULL CONDITION SCORE (THIS HAPPENS FOR A DATA COLLECTION SECTION THAT IS WAS NOT COLLECTED OR IS MISSING ONE OR MORE OF THE VALUES REQUIRED TO CALCULATE THE CONDITION SCORE).

Reference:

Comments:

CONDITION SUMMARY HISTORY

SHOWS THE HISTORICAL CONDITION DATA OF THE SECTION.

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

COUNTY

THIS FIELD IDENTIFIES ONE OF THE 254 GEOGRAPHIC DIVISIONS WITHIN THE STATE OF TEXAS (TXDOT COUNTY NUMBER). NOT THE SAME AS FIPS (FEDERAL INFORMATION PROCESSING SYSTEM) COUNTY CODE USED IN MANY FEDERAL PROGRAMS SUCH AS HPMS.

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

Column ID: TX_COUNTY_ID
Format / Length: String / 50
Unit:
Values: 1 THRU 254 FOLLOWED BY THE COUNTY NAME
Reference: SEE RHiNo COUNTY-NBR.
Comments:

CRCP ACP PATCHES LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_CRCP_ACP_PATCHES

Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

CRCP ACP PATCHES QTY

INDICATES THE NUMBER OF ASPHALT PATCHES IN THE RATED LANE OF THE DATA COLLECTION SECTION.
AN ASPHALT PATCH IS A LOCALIZED AREA OF ASPHALT CONCRETE WHICH HAS BEEN PLACED TO THE FULL DEPTH OF THE SURROUNDING CONCRETE SLAB, AS A TEMPORARY MEHOD OF CORRECTING SURFACE OR STRUCTURAL DEFECTS.
RATED ON CONTINUOUSLY REINFORCED CONCRETE (CRCP) ONLY.

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

CRCP ACP PATCHES UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_CRCP_ACP_PATCHES
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

CRCP AVG CRACK SPACING QTY

THE AVERAGE OBSERVED SPACING, IN FEET, BETWEEN TRANSVERSE CRACKS IN THE RATED LANE OF THE DATA COLLECTION SECTION.

AVERAGE SPACE CRACKING IS NOT, IN ITSELF, A PAVEMENT DISTRESS TYPE. IT IS RATED AS A METHOD OF OBTAINING THE PERCENTAGE OF TRANSVERSE CRACKS THAT ARE SPALLED. HOWEVER, AVERAGE CRACK SPACING IS VALUABLE AS A MEASURE OF WHETHER OR NOT THE CRCP SLAB IS BEHAVING AS DESIGNED. A CRCP SECTION WITH A SMALL AVERAGE CRACK SPACING MAY DETERIORATE RAPIDLY INTO A SERIES OF SMALL PUNCHOUTS IF THE PROPER CORRECTIVE PROCEDURES ARE NOT APPLIED.

RATED ON CONTINUOUSLY REINFORCED CONCRETE (CRCP) ONLY.

Column ID: TX_CRCP_AVG_CRACK_SPACING_QTY

Format / Length: Integer / 2

Unit: Feet

Values: 0 THRU 99

Reference:

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

CRCP PCC PATCHES LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_CRCP_PCC_PATCHES

Format / Length: Number / 3.4

Unit:

Values: 0.0000 THRU 100.0000

Reference:

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

CRCP PCC PATCHES QTY

INDICATES THE NUMBER OF VISUALLY OBSERVED CONCRETE (PCC) PATCHES IN THE DATA COLLECTION SECTION.
A CONCRETE PATCH IS A LOCALIZED AREA OF NEWER CONCRETE WHICH HAS BEEN PLACED TO THE FULL DEPTH OF THE EXISTING SLAB AS A METHOD OF CORRECTING SURFACE OR STRUCTURAL DEFECTS.
RATED ON CONTINUOUSLY REINFORCED CONCRETE (CRCP) ONLY.

Column ID: TX_CRCP_PCC_PATCHES_QTY
Format / Length: Integer / 3
Unit: Each
Values: 0 THRU 999
Reference:
Comments: This field is not displayed on the screen in PA.

CRCP PCC PATCHES UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_CRCP_PCC_PATCHES
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments: This field is not displayed on the screen in PA.

CRCP PUNCHOUT QTY

INDICATES THE NUMBER OF PUNCHOUTS AND FAILURES IN THE RATED LANE OF THE DATA COLLECTION SECTION.
A PUNCHOUT IS A FULL-DEPTH BLOCK OF PAVEMENT FORMED WHEN ONE LONGITUDINAL CRACK CROSSES TWO TRANSVERSE CRACKS AND THOSE THREE CRACKS HAVE EITHER SPALLED OR

FAULTED. ALTHOUGH USUALLY RECTANGULAR IN SHAPE, PUNCHOUTS MAY APPEAR IN OTHER SHAPES. RATED ON CONTINUOUSLY REINFORCED CONCRETE (CRCP) ONLY.

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

CRCP PUNCHOUTS LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_CRCP_PUNCHOUT
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

CRCP PUNCHOUTS UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE..

Column ID: TX_UTIL_CRCP_PUNCHOUT
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

CRCP SPALLED CRACKS LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_CRCP_SPALLED_CRACKS
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

CRCP SPALLED CRACKS QTY

INDICATES THE NUMBER OF SPALLED TRANSVERSE CRACKS IN THE RATED LANE OF THE DATA COLLECTION SECTION.
A SPALLED CRACK IS A CRACK WHICH HAS WIDENED, SHOWING SIGNS OF CHIPPING ON EITHER SIDE, ALONG SOME OR ALL OF ITS LENGTH.
RATED ON CONTINUOUSLY REINFORCED CONCRETE (CRCP) ONLY.

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

CRCP SPALLED CRACKS UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_CRCP_SPALLED_CRACKS
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0

Reference:
Comments:

CURRENT 18KIP ESALS

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

Column ID: TX_CURRENT_18KIP_MEAS
Format / Length: Integer / 6
Unit: 1000
Values: 0 THRU 999999
Reference: Use RHiNo FLEX-18KIP-ESAL when the pavement is flexible (ACP).
Use RHiNo RIGID-18KIP-ESAL when the pavement is rigid (JCP OR CRCP).
Comments:

DATASOURCE FILE

CURRENTLY NOT DEFINED.

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

DATE UPDATE

DATE A RECORD IS STORED OR MODIFIED.

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

DEEP DISTRESS SCORE

DESCRIBES THE OVERALL AMOUNT OF DEEP SURFACE DISTRESS (ALLIGATOR CRACKING, LONGITUDINAL CRACKING, DEEP RUTTING, FAILURES FOR ACP; PUNCHOUTS AND ASPHALT PATCHES FOR CRCP; FAILURES, SHATTERED SLABS, AND SLABS WITH LONGITUDINAL CRACKS FOR JCP) ON THE DATA COLLECTION SECTION.

DEEP-DISTRESS-SCORE IS DEFINED FOR EACH OF THE PMIS BROAD PAVEMENT TYPES.

THE DEEP DISTRESS SCORE IS A PRODUCT CALCULATED FROM UTILITY VALUES FOR EACH DEEP DISTRESS EVALUATED ON A PAVEMENT TYPE. THE UTILITY VALUE REPRESENTS THE VALUE OF SERVICE PROVIDED BY THE DAMAGED PAVEMENT FROM 0.000 (WORST) TO 1.000 (BEST). THIS ALLOWS DIFFERENT PAVEMENT TYPES TO BE COMPARED.

Column ID: TX_DEEP_DISTRESS_SCORE

Format / Length: Integer / 3

Unit:

Values: 1 (MOST DISTRESS) THRU 100 (LEAST DISTRESS)
DISTRESS SCORE VALUES WHICH CALCULATE LESS THAN 1 (FOR EXAMPLE, 0.450) ARE ROUNDED UP TO A VALUE OF 1.

A SCORE OF 0 INDICATES A NULL DEEP DISTRESS SCORE (THIS HAPPENS FOR A DATA COLLECTION SECTION THAT IS WAS NOT COLLECTED).

Reference:

Comments:

DEFLECTION AT ONE AND HALF PAVEMENT THICKNESS (MILS)

A MEASUREMENT OF THE SURFACE DEFLECTION MEASURED AT AN OFFSET OF ONE AND HALF OF THE TOTAL PAVEMENT THICKNESS FROM THE PEAK DEFLECTION INDEX (POINT OF DROP). THIS VALUE MEASURES THE AMOUNT OF DEFLECTION THAT ORIGINATED FROM WITHIN THE PAVEMENT STRUCTURE ONLY (DOES NOT INCLUDE THE SUBGRADE).

Column ID: TX_W15_HP
Format / Length: Number / 2.2
Unit: MILS
Values: 0.00 THRU 99.99
Reference:
Comments:

DETAILED PVMNT TYPE ROAD LIFE

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

Column ID: TX_PVMNT_TYPE_DTL_RD_LIFE_CODE
Format / Length: String / 100
Unit:
Values: 01 - CONTINUOUSLY REINFORCED CONCRETE (CRCP)
02 - JOINTED REINFORCED CONCRETE (JRCP)
03 - JOINTED PLAIN CONCRETE (JPCP)
04 - THICK ASPHALTIC CONCRETE (GREATER THAN 5.5")
05 - MEDIUM THICKNESS ASPHALTIC CONCRETE (2.5 - 5.5")
06 - THIN ASPHALTIC CONCRETE (LESS THAN 2.5")
07 - COMPOSITE (ASPHALT SURFACED CONCRETE OR ACP ON TOP OF HEAVILY STABILIZED BASE)
08 - WIDENED COMPOSITE PAVEMENT
09 - OVERLAID AND WIDENED ASPHALTIC CONCRETE PAVEMENT

10 – THIN SURFACED FLEXIBLE PAVEMENT (SURFACE TREATMENT OR SEAL COAT)
99 - UNPAVED

Reference:
Comments:

DIRECTION

THE PRIMARY DIRECTION OF TRAVEL, IN ASCENDING REFERENCE MARKER ORDER, FOR A SECTION OF HIGHWAY.

Column ID: LANE_DIR_NAME

Format / Length: String / 10

Unit:

Values: Asc. = Ascending (R and A Roadbeds)
Both = Traffic moves in both directions (K Roadbeds)
Desc. = Descending (L and X Roadbeds)

Reference: SETUP_LANE_DIR.LANE_DIR_NAME

Comments: Only the part to the left (Asc., Desc. And Both) are displayed on the screen in PA.

DISTRESS SCORE

DESCRIBES THE OVERALL AMOUNT OF SURFACE DISTRESS ON THE DATA COLLECTION SECTION. DISTRESS-SCORE IS DEFINED FOR EACH OF THE PMIS BROAD PAVEMENT TYPES. THE DISTRESS SCORE IS A PRODUCT CALCULATED FROM UTILITY VALUES FOR EACH DISTRESS EVALUATED ON A PAVEMENT TYPE. THE UTILITY VALUE REPRESENTS THE VALUE OF SERVICE PROVIDED BY THE DAMAGED PAVEMENT FROM 0.000 (WORST) TO 1.000 (BEST). THIS ALLOWS DIFFERENT PAVEMENT TYPES TO BE COMPARED.

Column ID: TX_DISTRESS_SCORE

Format / Length: Integer / 3

Unit:

Values: 1 (MOST DISTRESS) THRU 100 (LEAST DISTRESS)

DISTRESS SCORE VALUES WHICH CALCULATE LESS THAN 1 (FOR EXAMPLE, 0.450) ARE ROUNDED UP TO A VALUE OF 1.

A SCORE OF 0 INDICATES A NULL DISTRESS SCORE (THIS HAPPENS FOR A DATA COLLECTION SECTION THAT IS WAS NOT COLLECTED).

Reference:

Comments:

DISTRESS SCORE AUDIT

SAME AS DISTRESS SCORE WITHOUT THE RUTTING UTILITY.

Column ID: TX_AUDIT_DISTRESS

Format / Length: Integer / 3

Unit:

Values: 1 (MOST DISTRESS) THRU 100 (LEAST DISTRESS)
DISTRESS SCORE VALUES WHICH CALCULATE LESS THAN 1 (FOR EXAMPLE, 0.450) ARE ROUNDED UP TO A VALUE OF 1.

A SCORE OF 0 INDICATES A NULL DISTRESS SCORE (THIS HAPPENS FOR A DATA COLLECTION SECTION THAT IS WAS NOT COLLECTED).

Reference:

Comments:

DISTRESS SCORE CLASSIFICATION

A METHOD THAT INDICATES HOW DATA COLLECTION SECTIONS FALL WITHIN THE RANGE OF THE DISTRESS SCORE VALUES. FOR EXAMPLE, DISTRESS SCORES RANGE FROM 1 TO 100, BUT SINCE DATA COLLECTION SECTIONS HAVE DIFFERENT DISTRESS SCORES, THESE SCORES ARE GROUPED INTO FIVE CLASSES TO IDENTIFY THE GENERAL DISTRESS OF A SPECIFIC DATA COLLECTION SECTION AND TO PROVIDE A MEANS TO COMPARE DIFFERENT DATA COLLECTION SECTIONS.

Column ID: TX_DISTRESS_SCORE_CLASS

Format / Length: String / 100
Unit:
Values: A - VERY GOOD 90-100
B - GOOD 80-89
C - FAIR 70-79
D - POOR 60-69
F - VERY POOR 1-59
NULL = A DISTRESS SCORE OF 0
Reference:
Comments:

DISTRESS SCORE WITHOUT PATCHES

DESCRIBES THE AMOUNT OF SURFACE DISTRESS THAT DOES NOT INCLUDE PATCHING ON THE DATA COLLECTION SECTION. DISTRESS-SCORE IS DEFINED FOR EACH OF THE PMIS BROAD PAVEMENT TYPES.

THE DISTRESS SCORE IS A PRODUCT CALCULATED FROM UTILITY VALUES FOR EACH DISTRESS EVALUATED ON A PAVEMENT TYPE. THE UTILITY VALUE REPRESENTS THE VALUE OF SERVICE PROVIDED BY THE DAMAGED PAVEMENT FROM 0.000 (WORST) TO 1.000 (BEST). THIS ALLOWS DIFFERENT PAVEMENT TYPES TO BE COMPARED.

Column ID: TX_DISTRESS_SCORE_NO_PATCHES
Format / Length: Integer / 3
Unit:
Values: 1 (MOST DISTRESS) THRU 100 (LEAST DISTRESS)
DISTRESS SCORE VALUES WHICH CALCULATE LESS THAN 1 (FOR EXAMPLE, 0.450) ARE ROUNDED UP TO A VALUE OF 1.
A SCORE OF 0 INDICATES A NULL DISTRESS SCORE (THIS HAPPENS FOR A DATA COLLECTION SECTION THAT IS WAS NOT COLLECTED).

Reference:
Comments:

D_A

A VALUE THAT INDICATES THE DEFLECTION VALUE ASSOCIATED WITH THE FIRST OF 3 SENSOR OFFSETS USED TO CALCULATE THE DEFLECTION VALUE AT AN OFFSET OF 1.5 TIMES THE TOTAL PAVEMENT THICKNESS.

Column ID: TX_DA
Format / Length: Number / 2.2
Unit: MILS
Values: 0.00 THRU 99.99
Reference:
Comments:

D_B

A VALUE THAT INDICATES THE DEFLECTION VALUE ASSOCIATED WITH THE SECOND OF 3 SENSOR OFFSETS USED TO CALCULATE THE DEFLECTION VALUE AT AN OFFSET OF 1.5 TIMES THE TOTAL PAVEMENT THICKNESS.

Column ID: TX_DB
Format / Length: Number / 2.2
Unit: MILS
Values: 0.00 THRU 99.99
Reference:
Comments:

D_C

A VALUE THAT INDICATES THE DEFLECTION VALUE ASSOCIATED WITH THE THIRD OF 3 SENSOR OFFSETS USED TO CALCULATE THE DEFLECTION VALUE AT AN OFFSET OF 1.5 TIMES THE TOTAL PAVEMENT THICKNESS.

Column ID: TX_DC
Format / Length: Number / 2.2
Unit: MILS
Values: 0.00 THRU 99.99

Reference:
Comments:

ENDING DFO

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

Column ID: OFFSET_FROM
Format / Length: Number / 4.3
Unit: Miles
Values: 0.000 THRU 9999.999
Reference:
Comments:

ENDING TRM DISPLACEMENT

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

Column ID: TX_END_REF_MRKR_DISP
Format / Length: Number / 2.3
Unit: Miles
Values: 0.000 THRU 99.999
Reference:
Comments:

ENDING TRM NUMBER

THE TEXAS REFERENCE MARKER ASSOCIATED WITH THE ENDING OF A DATA COLLECTION SECTION.
THE TEXAS REFERENCE MARKER NUMBER IS A COMBINATION OF THE REFERENCE MARKER NUMBER AND THE REFERENCE MARKER SUFFIX.
THE MARKER NUMBER IS A NUMBER THAT IDENTIFIES THE LOCATION ON A HIGHWAY. IT IS ASSIGNED TO A PHYSICAL MARKER ON THE HIGHWAY OR THE NUMBER IS A VIRTUAL

(IMAGINARY) MARKER AT THE HIGHWAY'S ORIGIN AND IS ASSIGNED A VALUE OF 0000. PHYSICAL MARKERS ARE NUMBERED FROM THE STATE-LINE TO STATE-LINE AND FROM WEST TO EAST OR NORTH TO SOUTH (SOUTH TO NORTH FOR INTERSTATE HIGHWAYS). THE MARKER SUFFIX IS A CHARACTER ASSIGNED TO A REFERENCE MARKER NUMBER WHEN IT IS PHYSICALLY MOVED IN THE FIELD OR ITS LOCATION CHANGES.

Column ID: TX_END_REF_MARKER_NBR

Format / Length: String / 5

Unit:

Values: HIGHWAY NUMBER VALUES:
0000 THRU 9999

HIGHWAY SUFFIX VALUES:

BLANK = ORIGINAL LOCATION

A = FIRST LOCATION CHANGE

B - Z = FURTHER LOCATION CHANGES

Reference:

Comments:

FISCAL YEAR

INDICATES THE YEAR PAVEMENT CONDITION DATA ARE COLLECTED.

Column ID: EFF_YEAR

Format / Length: Integer / 4

Unit:

Values: 9999

Reference:

Comments: Basic year format of YYYY

HIGHWAY ROADBED ID

TXDOT ROADBED IDENTIFIER ID VALUE - A CODE IDENTIFYING SEPARATE ROADBEDS THAT CONSTITUTE A HIGHWAY SECTION.

Column ID: TX_RDBD_ID

Format / Length: String / 1

Unit:

Values:

A = RIGHT FRONTAGE/SERVICE/ACCESS ROAD
(ASCENDING)

K = SINGLE MAINLANE ROAD

L = LEFT MAINLANE ROAD (DESCENDING)

R = RIGHT MAINLANE ROAD (ASCENDING)

X = LEFT FRONTAGE/SERVICE/ACCESS ROAD
(DESCENDING)

Reference:

Comments: The PA screens show the single character value. The balance of the value descriptions are provided for reference only.

IMAGE LINK 1

THIS IS A LINK TO A DATABASE THAT CONTAINS DATA AND VARIOUS IMAGE PERSPECTIVES RELATED TO THAT DATA COLLECTION SECTION DISTRESSES.

Column ID: TX_IMAGE_LINK

Format / Length: String / 100

Unit:

Values:

Reference:

Comments: For FY2017, PATHWAY collected the data for about half the districts; for FY2018, PATHWAY collected the data for all districts. Image data is not available prior to FY2017.

IMAGE LINK 2

THIS IS A LINK TO A FUGARO DATABASE THAT CONTAINS DATA AND VARIOUS IMAGE PERSPECTIVES RELATED TO THAT DATA COLLECTION SECTION

Column ID: TX_IMAGE_LINK_2

Format / Length: String / 4000

Unit:

Values:

Reference:

Comments: FUGARO collected the data for about half the districts for FY2017 only.

IRI AVERAGE SCORE (IN/MILE)

THE AVERAGE IRI (INTERNATIONAL ROUGHNESS INDEX), IN INCHES PER MILE, OF THE IRI-RIGHT-WHEELPATH-QTY AND THE IRI-LEFT-WHEELPATH-QTY FOR ALL IRI DATA COLLECTED IN THE DATA COLLECTION SECTION.

THIS VALUE IS THE LENGTH-WEIGHTED AVERAGE OF THE AVERAGE OF THE RAW IRI-LEFT-WHEELPATH-QTY AND IRI-RIGHT-WHEELPATH-QTY VALUES MEASURED IN THE DATA COLLECTION SECTION.

(IRI-AVERAGE-SCORE = SUM OF OF (IRI-LEFT-WHEELPATH-QTY + IRI-RIGHT-WHEELPATH-QTY) / 2)

DISTRANCE-TRAVELED-MEAS IS USUALLY, BUT NOT ALWAYS, 0.1 MILES FOR EACH MEASUREMENT, SO THE LENGTH-WEIGHTED AVERAGE IS NEEDED TO GIVE AN ACCURATE DESCRIPTION OF THE DATA COLLECTION SECTION'S AVERAGE WHEELPATH IRI. THE IRI-AVERAGE-SCORE IS DEFINED FOR EACH OF THE PMIS BROAD PAVEMENT TYPE. IRI MEASURES THE PAVEMENT'S LONGITUDINAL PROFILE (RIDE QUALITY). IT IS USED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND OTHER WORLDWIDE HIGHWAY ORGANIZATIONS TO PROVIDE A UNIFORM MEASURE OF PAVEMENT RIDE QUALITY. IRI IS ALSO USED IN TXDOT SMOOTHNESS SPECIFICATIONS FOR RIGID AND FLEXIBLE PAVEMENTS.

IRI IS CALCULATED AT THE SAME POINTS AS RIDE-SCORE.

Column ID: TX_IRI_AVERAGE_SCORE

Format / Length: Integer / 4

Unit: Inches/mile

Values: 1 (SMOOTHEST) THRU 950 (ROUGHEST)

THEORETICALLY, IRI CAN BE ZERO (NO INCHES OF ROUGHNESS PER MILE – PERFECTLY SMOOTH SURFACE), BUT THAT IS VERY UNLIKELY FOR PAVEMENT. ALSO, IRI CAN BE MUCH LARGER THAN 950, BUT TXDOT EXPERIENCE HAS SHOWN THAT SUCH HIGH VALUES ARE TYPICALLY CAUSED BY ERROR IN THE MEASUREMENT.

Reference:

Comments: IRI is not measured prior to FY1999.

IRI LEFT SCORE (IN/MILE)

THE AVERAGE IRI (INTERNATIONAL ROUGHNESS INDEX), IN INCHES PER MILE, OF THE IRI-LEFT-WHEELPATH-QTY FOR ALL IRI DATA COLLECTED IN THE DATA COLLECTION SECTION. THIS VALUE IS THE LENGTH-WEIGHTED AVERAGE OF THE RAW IRI-LEFT-WHEELPATH-QTY VALUES MEASURED IN THE DATA COLLECTION SECTION.

(IRI-LEFT-SCORE = SUM OF OF (DISTANCE-TRAVELED-MEAS * IRI-LEFT-WHEELPATH-QTY) / SUM OF (DISTANCE-TRAVELED-MEAS))

DISTRANCE-TRAVELED-MEAS IS USUALLY, BUT NOT ALWAYS, 0.1 MILES FOR EACH MEASUREMENT, SO THE LENGTH-WEIGHTED AVERAGE IS NEEDED TO GIVE AN ACCURATE DESCRIPTION OF THE DATA COLLECTION SECTION'S LEFT WHEELPATH IRI.

THE IRI-LEFT-SCORE IS DEFINED FOR EACH OF THE PMIS BROAD PAVEMENT TYPE. IRI MEASURES THE PAVEMENT'S LONGITUDINAL PROFILE (RIDE QUALITY). IT IS USED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND OTHER WORLDWIDE HIGHWAY ORGANIZATIONS TO PROVIDE A UNIFORM MEASURE OF PAVEMENT RIDE QUALITY. IRI IS ALSO USED IN TXDOT SMOOTHNESS SPECIFICATIONS FOR RIGID AND FLEXIBLE PAVEMENTS.

IRI IS CALCULATED AT THE SAME POINTS AS RIDE-SCORE.

Column ID: TX_IRI_LEFT_SCORE

Format / Length: Integer / 4

Unit: Inches/mile

Values: 1 (SMOOTHEST) THRU 950 (ROUGHEST)

THEORETICALLY, IRI CAN BE ZERO (NO INCHES OF ROUGHNESS PER MILE – PERFECTLY SMOOTH SURFACE), BUT THAT IS VERY UNLIKELY FOR PAVEMENT. ALSO, IRI CAN BE MUCH LARGER THAN 950, BUT TXDOT EXPERIENCE HAS SHOWN THAT SUCH HIGH VALUES ARE TYPICALLY CAUSED BY ERROR IN THE MEASUREMENT.

Reference:

Comments: IRI is not measured prior to FY1999.

IRI RIGHT SCORE (IN/MILE)

THE AVERAGE IRI (INTERNATIONAL ROUGHNESS INDEX), IN INCHES PER MILE, OF THE IRI-RIGHT-WHEELPATH-QTY FOR ALL IRI DATA COLLECTED IN THE DATA COLLECTION SECTION.

THIS VALUE IS THE LENGTH-WEIGHTED AVERAGE OF THE RAW IRI-RIGHT-WHEELPATH-QTY VALUES MEASURED IN THE DATA COLLECTION SECTION.

(IRI-RIGHT-SCORE = SUM OF OF (DISTANCE-TRAVELED-MEAS * IRI-RIGHT-WHEELPATH-QTY) / SUM OF (DISTANCE-TRAVELED-MEAS))

DISTRANCE-TRAVELED-MEAS IS USUALLY, BUT NOT ALWAYS, 0.1 MILES FOR EACH MEASUREMENT, SO THE LENGTH-WEIGHTED AVERAGE IS NEEDED TO GIVE AN ACCURATE DESCRIPTION OF THE DATA COLLECTION SECTION'S RIGHT WHEELPATH IRI.

THE IRI-RIGHT-SCORE IS DEFINED FOR EACH OF THE PMIS BROAD PAVEMENT TYPE. IRI MEASURES THE PAVEMENT'S LONGITUDINAL PROFILE (RIDE QUALITY). IT IS USED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND OTHER WORLDWIDE HIGHWAY ORGANIZATIONS TO PROVIDE A UNIFORM MEASURE OF PAVEMENT RIDE QUALITY. IRI IS ALSO USED IN TXDOT SMOOTHNESS SPECIFICATIONS FOR RIGID AND FLEXIBLE PAVEMENTS.

IRI IS CALCULATED AT THE SAME POINTS AS RIDE-SCORE.

Column ID: TX_IRI_RIGHT_SCORE

Format / Length: Integer / 4

Unit: Inches/mile

Values: 1 (SMOOTHEST) THRU 950 (ROUGHEST)
THEORETICALLY, IRI CAN BE ZERO (NO INCHES OF
ROUGHNESS PER MILE – PERFECTLY SMOOTH
SURFACE), BUT THAT IS VERY UNLIKELY FOR
PAVEMENT. ALSO, IRI CAN BE MUCH LARGER THAN
950, BUT TXDOT EXPERIENCE HAS SHOWN THAT
SUCH HIGH VALUES ARE TYPICALLY CAUSED BY
ERROR IN THE MEASUREMENT.

Reference:

Comments: IRI is not measured prior to FY1999.

IRI SCORE CLASS FHWA

A METHOD THAT INDICATES HOW DATA COLLECTION SECTIONS
FALL WITHIN THE RANGE OF THE IRI SCORE VALUES. FOR
EXAMPLE, IRI SCORES RANGE FROM 1 TO 999, BUT SINCE DATA
COLLECTION SECTIONS HAVE DIFFERENT IRI SCORES, THESE
SCORES ARE GROUPED INTO THREE CLASSES FOR FHWA TO
IDENTIFY THE GENERAL IRI OF A SPECIFIC DATA COLLECTION
SECTION AND TO PROVIDE A MEANS TO COMPARE DIFFERENT
DATA COLLECTION SECTIONS.

Column ID: TX_FHWA_IRI_SCORE_CLASS

Format / Length: String / 100

Unit:

Values: G - GOOD

F - FAIR

P - POOR

Reference:

Comments:

IRI SCORE CLASSIFICATION

A METHOD THAT INDICATES HOW DATA COLLECTION SECTIONS
FALL WITHIN THE RANGE OF THE IRI SCORE VALUES. FOR
EXAMPLE, IRI SCORES RANGE FROM 1 TO 999, BUT SINCE DATA
COLLECTION SECTIONS HAVE DIFFERENT IRI SCORES, THESE
SCORES ARE GROUPED INTO FIVE CLASSES TO IDENTIFY THE

GENERAL IRI OF A SPECIFIC DATA COLLECTION SECTION AND TO PROVIDE A MEANS TO COMPARE DIFFERENT DATA COLLECTION SECTIONS.

Column ID: TX_IRI_CLASSIFICATION

Format / Length: String / 100

Unit:

Values: A - VERY GOOD 1-59

B - GODD 60-119

C - FAIR 120-170

D - POOR 171-220

F - VERY POOR 221-999

Reference:

Comments:

JCP APPARENT JOINT SPACE

INDICATES ACTUAL VALUE IN FEET OF THE APPARENT JOINT SPACING FOR THE RATED LANE OF THE DATA COLLECTION SECTION.

SOME TRANSVERSE CRACKS MAY BECOME SO WIDE THAT THEY LOOK AND ACT LIKE JOINTS, THESE "APPARENT" JOINTS ARE IMPORTANT BECAUSE THEY SERVE TO DIVIDE THE ORIGINAL SLAB INTO SMALLER UNITS.

RATED ON JOINED CONCRETE (JCP) ONLY.

Column ID: TX_JCP_APPARENT_JNT_SPACE_MEAS

Format / Length: Number / 2.4

Unit: Feet

Values: 0.0000 THRU 99.9999

Reference:

Comments:

JCP FAILED JNTS CRACKS QTY

INDICATES THE NUMBER OF VISUALLY OBSERVED TRANSVERSE SPALLED CRACKS OR FAILED JOINTS AND CRACKS IN THE RATED LANE OF THE DATA COLLECTION SECTION.

THE DISTRESS TYPE "FAILED JOINTS AND CRACKS" COVERS TWO MAJOR ITEMS: SPALLED JOINTS OR TRANSVERSE CRACKS, AND ASPHALT PATCHES OF SPALLED JOINTS OR TRANSVERSE CRACKS. A SPALLED CRACK IS A CRACK WHICH HAS WIDENED, SHOWING SIGNS OF CHIPPING ON EITHER SIDE, ALONG SOME OR ALL OF ITS LENGTH.

RATED ON JOINED CONCRETE (JCP) ONLY.

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

JCP FAILED JOINTS LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_JCP_FAILED_JNTS_CRACKS
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

JCP FAILED JOINTS UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_JCP_FAILED_JNTS_CRACKS
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:

Comments:

JCP FAILURES LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_JCP_FAILURES

Format / Length: Number / 3.4

Unit:

Values: 0.0000 THRU 100.0000

Reference:

Comments:

JCP FAILURES QTY

INDICATES THE NUMBER OF VISUALLY OBSERVED FAILURES IN THE RATED LANE OF THE DATA COLLECTION SECTION. FAILURES ARE LOCALIZED AREAS IN WHICH TRAFFIC LOADS DO NOT APPEAR TO BE TRANSFERRED ACROSS THE REINFORCING BARS. FAILURES ARE TYPICALLY AREAS OF SURFACE DISTORTION OR DISINTEGRATION. RATED ON JOINED CONCRETE (JCP) ONLY.

Column ID: TX_JCP_FAILURES_QTY

Format / Length: Integer / 3

Unit: Each

Values: 0 THRU 999

Reference:

Comments:

JCP FAILURES UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_JCP_FAILURES

Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

JCP PCC PATCHES LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_JCP_PCC_PATCHES
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

JCP PCC PATCHES QTY

INDICATES THE NUMBER OF VISUALLY OBSERVED CONCRETE PCC PATCHES FOR THE RATED LANE OF THE DATA COLLECTION SECTION.
A CONCRETE PATCH IS A LOCALIZED AREA OF NEWER CONCRETE WHICH HAS BEEN PLACED TO THE FULL DEPTH OF THE EXISTING SLAB AS A METHOD OF CORRECTING SURFACE OR STRUCTURAL DEFECTS.
RATED ON JOINED CONCRETE (JCP) ONLY.

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

JCP PCC PATCHES UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_JCP_PCC_PATCHES
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

JCP SHATTERED SLABS LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_JCP_SHATTERED_SLABS
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

JCP SHATTERED SLABS QTY

INDICATES THE NUMBER OF VISUALLY OBSERVED SHATTERED SLABS IN THE RATED LANE OF THE DATA COLLECTION SECTION. A SHATTERED SLAB IS A SLAB WHICH IS SO BADLY CRACKED THAT IT WARRANTS COMPLETE REPLACEMENT. RATED ON JOINED CONCRETE (JCP) ONLY.

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

JCP SHATTERED SLABS UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_JCP_SHATTERED_SLABS
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

JCP SLABS WITH LONG CRACKS LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_JCP_LONGITUDE_CRACKS
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments:

JCP SLABS WITH LONG CRACKS UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_JCP_LONGITUDE_CRACKS
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

JCP SLABS WITH LONGITUDINAL CRACKS

INDICATES THE NUMBER OF SLABS THAT HAVE VISUALLY OBSERVED SPALLED OR FAULTED LONGITUDINAL CRACKS OR FAILURES IN THE RATED LANE OF THE DATA COLLECTION SECTION.

A LONGITUDINAL CRACK IS A CRACK WHICH ROUGHLY PARALLELS THE ROADBED CENTERLINE.

RATED ON JOINED CONCRETE (JCP) ONLY.

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

K1

A REGRESSION COEFFICIENT USED TO CALCULATE THE EFFECTIVE STRUCTURAL NUMBER (SNEFF) AND THE REQUIRED STRUCTURAL NUMBER (SNREQ).

Column ID: K1
Format / Length: Number / 2.4
Unit:
Values: 0.0000 THRU 99.9999
Reference:
Comments:

K2

A REGRESSION COEFFICIENT USED TO CALCULATE THE EFFECTIVE STRUCTURAL NUMBER (SNEFF) AND THE REQUIRED STRUCTURAL NUMBER (SNREQ).

Column ID: K2

Format / Length: Number / 2.4
Unit:
Values: 0.0000 THRU 99.9999
Reference:
Comments:

K3

A REGRESSION COEFFICIENT USED TO CALCULATE THE EFFECTIVE STRUCTURAL NUMBER (SNEFF) AND THE REQUIRED STRUCTURAL NUMBER (SNREQ).

Column ID: K3
Format / Length: Number / 2.4
Unit:
Values: 0.0000 THRU 99.9999
Reference:
Comments:

LANE CODE

CODE INDICATING PRIMARY LANE THAT WAS COLLECTED FOR PAVEMENT CONDITION INFORMATION.

Column ID: LANE_ID
Format / Length: Integer / 1
Unit:
Values: 0 THRU 9
Reference: SETUP_LANE_ID_LANE_ID
Comments:

LAST CHANGE DATE

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

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

MEAN PROFILE DEPTH (MPD) LEFT

DESCRIBES THE OVERALL SURFACE FRICTION (TEXTURE) OF THE LEFT WHEELPATH OF THE MEASURED LANE OF THE DATA COLLECTION SECTION.

TEXTURE-LEFT-SCORE IS DEFINED FOR EACH OF THE PMIS BROAD PAVEMENT TYPES.

TEXTURE-LEFT-SCORE IS BASED ON MEASUREMENTS MADE BY A TXDOT OR VENDOR PROFILER, WHICH USES A LASER TO MEASURE PAVEMENT SURFACE TEXTURE AND CONVERTS THOSE MEASUREMENTS INTO 'RAW' EQUIVALENT-SKID-LEFT-NBR VALUES FOR THE LEFT WHEELPATH.

Column ID: TX_TEXTURE_LEFT_SCORE
Format / Length: Integer / 2
Unit: mm
Values: 0 THRU 99
Reference:
Comments: Populated in PA with a value of '0' or NULL; not measured prior to FY2002.

MEAN PROFILE DEPTH (MPD) RIGHT

DESCRIBES THE OVERALL SURFACE FRICTION (TEXTURE) OF THE RIGHT WHEELPATH OF THE MEASURED LANE OF THE DATA COLLECTION SECTION.

TEXTURE-RIGHT-SCORE IS DEFINED FOR EACH OF THE PMIS BROAD PAVEMENT TYPES.

TEXTURE-RIGHT-SCORE IS BASED ON MEASUREMENTS MADE BY A TXDOT OR VENDOR PROFILER, WHICH USES A LASER TO

MEASURE PAVEMENT SURFACE TEXTURE AND CONVERTS THOSE MEASUREMENTS INTO 'RAW' EQUIVALENT-SKID-RIGHT-NBR VALUES FOR THE RIGHT WHEELPATH.

Column ID: TX_TEXTURE_RIGHT_SCORE
Format / Length: Integer / 2
Unit: mm
Values: 0 THRU 99
Reference:
Comments: Populated in PA with a value of '0' or NULL; not measured prior to FY2002.

MR

THE RESILIENT MODULUS IS A CALCULATED VALUE USED TO MEASURE THE SUBGRADE MATERIAL STIFFNESS.

Column ID: TX_MR
Format / Length: Number / 22. 4
Unit: PSI
Values:
Reference:
Comments: Currently set to NULL.

OFFSET ROADBED

THE PHYSICAL ROADBED.

Column ID: TX_OFFSET_RDBD
Format / Length: String / 1
Unit:
Values: A = RIGHT FRONTAGE/SERVICE/ACCESS ROAD
K = SINGLE MAINLANE -TWO-WAY ROAD
L = LEFT MAINLANE ROAD
R = RIGHT MAINLANE ROAD
X = LEFT FRONTAGE/SERVICE/ACCESS ROAD
Reference:
Comments:

ONE AND HALF PAVEMENT THICKNESS (MM)

1.5* TOTAL PAVEMENT THICKNESS, (THE COMBINED TOTAL THICKNESS OF THE SUBBASE, BASE, ORIGINAL SURF and OVERLAY). THIS MEASUREMENT IS USED AS AN OFFSET FROM THE PEAK DEFLECTION INDEX (POINT OF DROP) TO ISOLATE THE AMOUNT OF DEFLECTION THAT ORIGINATED FROM WITHIN THE PAVEMENT STRUCTURE ONLY.

Column ID: TX_15_HP
Format / Length: Number / 5.4
Unit: INCHES
Values: 0.0000 THRU 99999.9999
Reference:
Comments:

ORIGINAL SURF THICKNESS (MM)

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

Column ID: TX_ORIGINAL_SURF_THICK_MEAS
Format / Length: Number / 3.1
Unit: Inches
Values: 0.0 THRU 999.9
Reference:
Comments:

PARTIALLY SEALED CRACKING FLAG

INDICATES IF SOME, BUT NOT ALL, OF THE CRACKING IN A DATA COLLECTION SECTION IS SEALED.

Column ID: TX_PART_SEALED_CRACKING_FLAG
Format / Length: Integer / 1

Unit:
Values: YES = TRUE
 NULL / BLANK = FALSE
Reference:
Comments: This field is displayed as a checkbox in PA. Currently set to
 NULL for all records.

RATER'S NOTES

ONE OR MORE RATER'S CODES AND / OR A NARRATIVE COMMENT.

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

RATING CYCLE CODE

TXDOT RATING CYCLE CODE ID VALUE. THE TYPE OF RATING (OR MEASUREMENT) WHICH WAS DONE ON THE ROAD. THE ANNUAL RATING IS THE REQUIRED PMIS RATING WHICH WILL BE DONE ON THE ROAD EACH YEAR (OR BIENNIALLY). THE ANNUAL RATING CYCLE IS THE ONE TYPICALLY USED FOR THE STATEWIDE REPORTS.

Column ID: TX_RTG_CYCLE_ID
Format / Length: String / 30
Unit:
Values: P - PMIS ANNUAL RATING
 1 - SUPPLEMENTAL RATING 1
 2 - SUPPLEMENTAL RATING 2
 3 - SUPPLEMENTAL RATING 3
 A - AUDIT RATING
Reference:
Comments:

RESPONSIBLE DISTRICT

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

Column ID: TX_DISTRICT_NUM_ID

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

Unit:

Values: 01 - PARIS
02 - FORT WORTH
03 - WICHITA FALLS
04 - AMARILLO
05 - LUBBOCK
06 - ODESSA
07 - SAN ANGELO
08 - ABILENE
09 - WACO
10 - TYLER
11 - LUFKIN
12 - HOUSTON
13 - YOAKUM
14 - AUSTIN
15 - SAN ANTONIO
16 - CORPUS CHRISTI
17 - BYRAN
18 - DALLAS
19 - ATLANTA
20 - BEAUMONT
21 - PHARR
22 - LAREDO
23 - BROWNWOOD
24 - EL PASO
25 - CHILDRESS

Reference:

Comments:

RESPONSIBLE MAINTENANCE SECTION

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

Column ID: TX_RESPONSIBLE_MAINT_SECT_ID

Format / Length: String / 50

Unit:

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

Reference: SETUP_MAINTENANCE_SECTIONS

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

RIDE LI

A VALUE THAT MEASURES THE NORMALIZED RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_RIDE

Format / Length: Number / 3.4

Unit:

Values: 0.0000 THRU 100.0000

Reference:

Comments:

RIDE ROW COUNT

THE NUMBER OF RECORDS ON THE RIDE DETAIL FILE THAT APPLY TO A DATA COLLECTION SECTION.

Column ID: TX_RIDE_ROW_CNT

Format / Length: Integer / 2

Unit:

Values: 0 THRU 99

Reference:

Comments:

RIDE SCORE

DESCRIBES THE OVERALL RIDE QUALITY OF THE DATA COLLECTION SECTION.

Column ID: TX_RIDE_SCORE

Format / Length: Number / 1.1

Unit:

Values: 0.1 THRU 5.0

Reference:

Comments:

RIDE SCORE CLASSIFICATION

A METHOD THAT INDICATES HOW DATA COLLECTION SECTIONS FALL WITHIN THE RANGE OF THE RIDE SCORE VALUES. FOR EXAMPLE, RIDE SCORES RANGE FROM 0.1 TO 5, BUT SINCE DATA COLLECTION SECTIONS HAVE DIFFERENT RIDE SCORES, THESE SCORES ARE GROUPED INTO FIVE CLASSES TO IDENTIFY THE GENERAL RIDE QUALITY OF A SPECIFIC DATA COLLECTION SECTION AND TO PROVIDE A MEANS TO COMPARE DIFFERENT DATA COLLECTION SECTIONS.

Column ID: TX_RIDE_SCORE_CLASSIFICATION

Format / Length: String / 100
Unit:
Values: A - VERY GOOD 4.0-5.0
B - GOOD 3.0-3.9
C - FAIR 2.0-2.9
D - POOR 1.0-1.9
F - VERY POOR 0.1-0.9
NULL = A DISTRESS SCORE OF 0 MEANING NO SCORE IS AVAILABLE.
Reference:
Comments:

RIDE SCORE TRAFFIC LEVEL

A METHOD THAT INDICATES THE LEVEL OF TRAFFIC FOR A DATA COLLECTION SECTION USED IN RIDE SCORE CALCULATION.

Column ID: TX_RIDE_TRAFFIC_LEVEL
Format / Length: String / 100
Unit:
Values: LOW, MEDIUM OR HIGH
Reference:
Comments:

RIDE UTILITY VALUE

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_RIDE
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments:

RUT ROW COUNT

THE NUMBER OF RECORDS ON THE RUT DETAIL FILE THAT APPLY TO A DATA COLLECTION SECTION.

Column ID: TX_RUT_ROW_CNT
Format / Length: Integer / 2
Unit:
Values: 0 THRU 99
Reference:
Comments:

SCI

THE STRUCTURAL CONDITION INDEX IS THE RATIO OF THE REQUIRED STRUCTURAL NUMBER (SNREQ) TO THE EXISTING STRUCTURAL NUMBER (SNEFF) THE OF A PAVEMENT. THIS VALUE IS USED AS AN INDICATOR FOR WHICH PAVEMENTS NEED STRUCTURAL REINFORCEMENT AND THOSE THAT DO NOT.

Column ID: TX_SCI
Format / Length: Number / 2.2
Unit:
Values: 0.01 THRU 99.99
Reference:
Comments:

SEALED CRACKING FLAG

INDICATES IF ALL CRACKING IS SEALED IN A DATA COLLECTION SECTION.

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

SENSOR 1 OFFSET

THE DISTRANCE FROM THE POINT OF IMPACT TO THE FIRST SENSOR. THE FIRST SENSOR IS USUALLY PLACED DIRECTLY UNDERNEATH THE FWD LOAD PLATE.

Column ID: SENSOR_1
Format / Length: Number / 2.4
Unit: Inches
Values: 0.0000 THRU 99.9999
Reference:
Comments:

SENSOR 2 OFFSET

THE DISTRANCE FROM THE POINT OF IMPACT TO THE SECOND SENSOR. THE SECOND SENSOR IS USUALLY PLACED ABOUT 12 INCHES AWAY FROM THE FWD LOAD PLATE.

Column ID: SENSOR_2
Format / Length: Number / 2.4
Unit: Inches
Values: 0.0000 THRU 99.9999
Reference:
Comments:

SENSOR 3 OFFSET

THE DISTRANCE FROM THE POINT OF IMPACT TO THE THIRD SENSOR. THE THIRD SENSOR IS USUALLY PLACED ABOUT 24 INCHES AWAY FROM THE FWD LOAD PLATE.

Column ID: SENSOR_3
Format / Length: Number / 2.4
Unit: Inches
Values: 0.0000 THRU 99.9999
Reference:

Comments:

SENSOR 4 OFFSET

THE DISTRANCE FROM THE POINT OF IMPACT TO THE FOURTH SENSOR. THE FOURTH SENSOR IS USUALLY PLACED ABOUT 36 INCHES AWAY FROM THE FWD LOAD PLATE.

Column ID: SENSOR_4
Format / Length: Number / 2.4
Unit: Inches
Values: 0.0000 THRU 99.9999
Reference:
Comments:

SENSOR 5 OFFSET

THE DISTRANCE FROM THE POINT OF IMPACT TO THE FIFTH SENSOR. THE FIFTH SENSOR IS USUALLY PLACED ABOUT 48 INCHES AWAY FROM THE FWD LOAD PLATE.

Column ID: SENSOR_5
Format / Length: Number / 2.4
Unit: Inches
Values: 0.0000 THRU 99.9999
Reference:
Comments:

SENSOR 6 OFFSET

THE DISTRANCE FROM THE POINT OF IMPACT TO THE SIXTH SENSOR. THE SIXTH SENSOR IS USUALLY PLACED ABOUT 60 INCHES AWAY FROM THE FWD LOAD PLATE.

Column ID: SENSOR_6
Format / Length: Number / 2.4
Unit: Inches
Values: 0.0000 THRU 99.9999

Reference:
Comments:

SENSOR 7 OFFSET

THE DISTANCE FROM THE POINT OF IMPACT TO THE SEVENTH SENSOR. THE SEVENTH SENSOR IS USUALLY PLACED ABOUT 72 INCHES AWAY FROM THE FWD LOAD PLATE.

Column ID: SENSOR_7
Format / Length: Number / 2.4
Unit: Inches
Values: 0.0000 THRU 99.9999
Reference:
Comments:

SIGNED HIGHWAY ROADBED ID

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

Column ID: TX_SIGNED_HIGHWAY_RDBD_ID
Format / Length: String / 8
Unit:
Values: HIGHWAY SYSTEM VALUES - 1ST TO 2ND CHARACTERS:
 IH = INTERSTATE HIGHWAY
 US = US HIGHWAY
 UA = US HIGHWAY ALTERNATE

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

HIGHWAY NUMBER VALUES - 3RD TO 6TH CHARACTERS:
0001 THRU 9999
OSR = OLD SPANISH ROAD
NASA = NASA ROAD

HIGHWAY SUFFIX VALUES - 8TH CHARACTER:
N = NORTH
S = SOUTH
E = EAST
W = WEST
PR ROUTES = BLANK OR A TO Z AS REQUIRED
BI, BU, SS, AND BF ROUTES = A TO Z (EXCEPT I OR O)
AS REQUIRED

ROADBED IDENTIFICATION VALUES:
K = SINGLE MAINLANE ROAD

A = RIGHT FRONTAGE/SERVICE/ACCESS ROAD
R = RIGHT MAINLANE ROAD
X = LEFT FRONTAGE/SERVICE/ACCESS ROAD
L = LEFT MAINLANE ROAD

Reference: SETUP_ROUTE

Comments: (HWY SYS + HWY NUM + BLANK SPACE + SUFFIX)

SIGNON ID

THE SIGNON KEY OF THE USER WHO RATED THE HIGHWAY SECTION USING THE VISUAL ONLINE PROGRAM. THIS FIELD WILL HELP PROVIDE AN ACTION REPORT FOLLOWING A DATA ENTRY SESSION.

Column ID: TX_SIGNON_ID

Format / Length: String / 7

Unit:

Values:

Reference:

Comments:

SKID SCORE

DESCRIBES THE OVERALL SKID RESISTANCE OF THE DATA COLLECTION SECTION.

Column ID: TX_SKID_SCORE

Format / Length: Integer / 3

Unit:

Values: 1 (MOST SKID) THRU 100 (LEAST SKID)
SKID SCORE VALUES WHICH CALCULATE LESS THAN 1 (FOR EXAMPLE, 0.450) ARE ROUNDED UP TO A VALUE OF 1.

A SCORE OF 0 INDICATES A NULL SKID SCORE (THIS HAPPENS FOR A DATA COLLECTION SECTION THAT IS WAS NOT COLLECTED).

Reference:

Comments:

SNEFF

THE EFFECTIVE (OR EXISTING) STRUCTURAL NUMBER. THIS VALUE IS USED TO CALCULATE THE STRUCTURAL CONDITION INDEX (SCI).

Column ID: TX_SNEFF
Format / Length: Number / 22.4
Unit:
Values:
Reference:
Comments:

SNREQ

THE REQUIRED STRUCTURAL NUMBER. THIS VALUE IS USED TO CALCULATE THE STRUCTURAL CONDITION INDEX (SCI).

Column ID: SNREQ
Format / Length: Number / 22.4
Unit:
Values:
Reference:
Comments:

SPEED LIMIT MAX

THE MAXIMUM LEGAL SPEED LIMIT, IN MILES PER HOUR, POSTED FOR AUTOS OVER THE GREATER PART OF A SECTION OF ROADBED.

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

Comments:

SSI DEFLECTION 1 (MILS)

THE PAVEMENT DEFLECTION VALUE OF THE FIRST GEOPHONE READING (W1) OF THE FALLING WIGHT DEFLECTOMETER (FWD) TAKEN AT THE DROP POINT. THIS IS A 'RAW' VALUE THAT IS USED TO CALCULATE THE SSI SCORE FOR A DATA COLLECTION SECTION. THE W1 DEFLECTION PROVIDES INFORMATION ABOUT THE STRENGTH OF THE SURFACE AND BASE LAYERS OF THE PAVEMENT.

Column ID: TX_SSI_DEF_1_MEAS
Format / Length: Number / 2.2
Unit: MILS
Values: 0.01 (STRONGEST) TO 99.99 (WEAKEST)
Reference:
Comments:

SSI DEFLECTION 2 (MILS)

THE PAVEMENT DEFLECTION VALUE OF THE SECOND GEOPHONE READING (W2) OF THE FALLING WIGHT DEFLECTOMETER (FWD), USUALLY 12 INCHES AWAY FROM THE FWD PLATE. THIS IS A 'RAW' VALUE THAT IS USED TO CALCULATE THE SSI SCORE FOR A DATA COLLECTION SECTION. THE W1 DEFLECTION PROVIDES INFORMATION ABOUT THE STRENGTH OF THE SURFACE AND BASE LAYERS OF THE PAVEMENT.

Column ID: TX_SSI_DEF_2_MEAS
Format / Length: Number / 2.2
Unit: MILS
Values: 0.01 (STRONGEST) TO 99.99 (WEAKEST)
Reference:
Comments:

SSI DEFLECTION 3 (MILS)

THE PAVEMENT DEFLECTION VALUE OF THE THIRD GEOPHONE READING (W3) OF THE FALLING WIGHT DEFLECTOMETER (FWD), USUALLY 24 INCHES AWAY FROM THE FWD PLATE. THIS IS A 'RAW' VALUE THAT IS USED TO CALCULATE THE SSI SCORE FOR A DATA COLLECTION SECTION. THE W1 DEFLECTION PROVIDES INFORMATION ABOUT THE STRENGTH OF THE SURFACE AND BASE LAYERS OF THE PAVEMENT.

Column ID: TX_SSI_DEF_3_MEAS
Format / Length: Number / 2.2
Unit: MILS
Values: 0.01 (STRONGEST) TO 99.99 (WEAKEST)
Reference:
Comments:

SSI DEFLECTION 4 (MILS)

THE PAVEMENT DEFLECTION VALUE OF THE FOURTH GEOPHONE READING (W4) OF THE FALLING WIGHT DEFLECTOMETER (FWD), USUALLY 36 INCHES AWAY FROM THE FWD PLATE. THIS IS A 'RAW' VALUE THAT IS USED TO CALCULATE THE SSI SCORE FOR A DATA COLLECTION SECTION. THE W1 DEFLECTION PROVIDES INFORMATION ABOUT THE STRENGTH OF THE SURFACE AND BASE LAYERS OF THE PAVEMENT.

Column ID: TX_SSI_DEF_4_MEAS
Format / Length: Number / 2.2
Unit: MILS
Values: 0.01 (STRONGEST) TO 99.99 (WEAKEST)
Reference:
Comments:

SSI DEFLECTION 5 (MILS)

THE PAVEMENT DEFLECTION VALUE OF THE FIFTH GEOPHONE READING (W5) OF THE FALLING WIGHT DEFLECTOMETER (FWD), USUALLY 48 INCHES AWAY FROM THE FWD PLATE. THIS IS A 'RAW'

VALUE THAT IS USED TO CALCULATE THE SSI SCORE FOR A DATA COLLECTION SECTION. THE W1 DEFLECTION PROVIDES INFORMATION ABOUT THE STRENGTH OF THE SURFACE AND BASE LAYERS OF THE PAVEMENT.

Column ID: TX_SSI_DEF_5_MEAS
Format / Length: Number / 2.2
Unit: MILS
Values: 0.01 (STRONGEST) TO 99.99 (WEAKEST)
Reference:
Comments:

SSI DEFLECTION 6 (MILS)

THE PAVEMENT DEFLECTION VALUE OF THE SIXTH GEOPHONE READING (W6) OF THE FALLING WIGHT DEFLECTOMETER (FWD), USUALLY 60 INCHES AWAY FROM THE FWD PLATE. THIS IS A 'RAW' VALUE THAT IS USED TO CALCULATE THE SSI SCORE FOR A DATA COLLECTION SECTION. THE W1 DEFLECTION PROVIDES INFORMATION ABOUT THE STRENGTH OF THE SURFACE AND BASE LAYERS OF THE PAVEMENT..

Column ID: TX_SSI_DEF_6_MEAS
Format / Length: Number / 2.2
Unit: MILS
Values: 0.01 (STRONGEST) TO 99.99 (WEAKEST)
Reference:
Comments:

SSI DEFLECTION 7 (MILS)

THE PAVEMENT DEFLECTION VALUE OF THE SEVENTH GEOPHONE READING (W7) OF THE FALLING WIGHT DEFLECTOMETER (FWD), USUALLY 72 INCHES AWAY FROM THE FWD PLATE. THIS IS A 'RAW' VALUE THAT IS USED TO CALCULATE THE SSI SCORE FOR A DATA COLLECTION SECTION. THE W1 DEFLECTION PROVIDES INFORMATION ABOUT THE STRENGTH OF THE SURFACE AND BASE LAYERS OF THE PAVEMENT.

Column ID: TX_SSI_DEF_7_MEAS
Format / Length: Number / 2.2
Unit: MILS
Values: 0.01 (STRONGEST) TO 99.99 (WEAKEST)
Reference:
Comments:

SSI LOAD WEIGHT (LBS)

STRUCTURAL STRENGTH FALLING WEIGHT LOAD IN POUNDS FOR THE DROP.

Column ID: TX_SSI_LOAD_WEIGHT
Format / Length: Integer / 5
Unit: Pounds
Values: 6000 THRU 12000
Reference:
Comments:

STRUCTURAL INDEX OF PAVEMENT

A STATISTICAL METHOD OF MEASURING THE STRUCTURAL STRENGTH AND DEFICIENCY ASSOCIATED WITH THE PAVEMENT LAYERS AND SUBGRADE OF A DATA COLLECTION SECTION. A STRUCTURAL PAVEMENT INDEX IS USED TO INDICATE WHICH PAVEMENTS NEED ONLY A SURFACE TREATMENT AND WHICH REQUIRE ADDITIONAL STRENGTH THROUGH OVERLAYS, REHABILITATION OR RECONSTRUCTION. TXDOT USES THE STRUCTURAL STRENGTH INDEX (SSI).

Column ID: TX_SIP
Format / Length: Number / 22.4
Unit: MICRONS
Values:
Reference:
Comments:

SUBBASE THICKNESS (MM)

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

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

TOTAL OVERLAY THICKNESS (MM)

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

Column ID: TX_TOTAL_OVERLAY_THICK_MEAS
Format / Length: Number / 2.1
Unit: Inches
Values: 0.0 thru 99.9
Reference: SEE RLS LAYER-THICKNESS-MEAS.
Comments:

TOTAL PATCHPUN

A VALUE THAT MEASURES THE TOTAL NORMALIZED LEVEL OF ACP AND CRCP PATCHING. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_CRCP_PATCH_PUNCH_SUM
Format / Length: Number / 3.4
Unit:
Values: 0.0000 thru 999.9999
Reference:
Comments:

TOTAL PAVEMENT THICKNESS (MM)

SUM OF THE:
TX_BASE_THICK_MEAS,
TX_ORIGINAL_SURF_THICK_MEAS,
TX_SUBBASE_THICK_MEAS
AND TX_TOTAL_OVERLAY_THICK_MEAS.

Column ID: TX_HP
Format / Length: Number / 10.1
Unit: Inches
Values: 0.0 THHRU 9999999999.9
Reference:
Comments:

TX IMAGE LINK URL

THE LOCATION DATA FOR AN IMAGE: INCLUDES THE FISCAL YEAR,
DISTRICT SIGNED HIGHWAY WITH ROADBED, REFERENCE
MARKER AND DISPLACEMENT.

Column ID: TX_IMAGE_LINK_URL
Format / Length: String / 200
Unit:
Values:
Reference:
Comments:

TX RA

A VALUE THAT INDICATES THE FIRST OF 3 SENSOR OFFSETS
USED TO CALCULATE THE DEFLECTION VALUE AT AN OFFSET OF
1.5 TIMES THE TOTAL PAVEMENT THICKNESS.

Column ID: TX_RA
Format / Length: Number / 2.4
Unit: Inches
Values: 0.0000 THRU 99.9999
Reference:

Comments:

TX RB

A VALUE THAT INDICATES THE SECOND OF 3 SENSOR OFFSETS USED TO CALCULATE THE DEFLECTION VALUE AT AN OFFSET OF 1.5 TIMES THE TOTAL PAVEMENT THICKNESS.

Column ID: TX_RB
Format / Length: Number / 2.4
Unit: Inches
Values: 0.0000 THRU 99.9999
Reference:
Comments:

TX RC

A VALUE THAT INDICATES THE THIRD OF 3 SENSOR OFFSETS USED TO CALCULATE THE DEFLECTION VALUE AT AN OFFSET OF 1.5 TIMES THE TOTAL PAVEMENT THICKNESS.

Column ID: TX_RC
Format / Length: Number / 2.4
Unit: Inches
Values: 0.0000 THRU 99.9999
Reference:
Comments:

USER UPDATE

USER UPDATE - METHOD OR PERSON USED TO ENTER DATA INTO PAVEMENT ANALYST.

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

Comments:

VIS FILE RECORD HEADER

INDICATES THE RECORD TYPE USED FOR THE VISUAL DISTRESS HEADER RECORD.

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

VIS RECORD TYPE

INDICATES THE RECORD TYPE USED FOR THE VISUAL DISTRESS HEADER DATA.

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

VISUAL DATE

THE DATE THE VISUAL DISTRESS DATA WAS RATED.

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

VISUAL LANE CODE

THE LANE OF THE DATA COLLECTION SECTION FOR WHICH THE VISUAL DISTRESS DATA WAS COLLECTED.

Column ID: TX_VISUAL_LANE_CODE
Format / Length: Integer / 1
Unit:
Values: 0 THRU 9
Reference:
Comments:

VISUAL RATER 1 NAME

THE NAME OF THE FIRST PERSON PERFORMING THE VISUAL RATING.

Column ID: TX_VISUAL_RATER_1_NAME
Format / Length: String / 25
Unit:
Values:
Reference:
Comments:

VISUAL RATER 2 NAME

THE NAME OF THE SECOND PERSON PERFORMING THE VISUAL RATING.

Column ID: TX_VISUAL_RATER_2_NAME
Format / Length: String / 25
Unit:
Values:
Reference:
Comments:

VISUAL RATER COMMENT CODE

CODE FOR OBSERVATION MADE BY VISUAL EVALUATION TEAM OF THE DATA COLLECTION SECTION. IF MORE THAN ONE, THE MOST IMPORTANT IS ENTERED.

Column ID: TX_VISUAL_RATER_COMMENT_CODE

Format / Length: String / 100

Unit:

Values:

- 00 - NO COMMENTS
- 01 - CONCRETE PAVEMENT WITH ASPHALTIC LEVEL-UP
- 02 - NEW PAVEMENT
- 03 - MULTI-FUNCTIONAL VEHICLE DATA
- 5 - PERCENT OF IMAGES RATED IS RIGHT OUT
- 9 - AUTOMATED EQUIPMENT FAILURE
- 12 - AGRICULTURAL ENCROACHMENT
- 13 - ADVERTISEMENT ENCROACHMENT
- 21 - SECTION IS UNDER CONSTRUCTION FOR MORE THAN ½ OF ITS LENGTH (RATERS NOT PAID)
- 31 - IMPROPER SPEED SIGNING OF CURVE
- 32 - IMPROPER STRIPING OF NO PASSING ZONE
- 40 - ROADSIDE HAZARD
- 41 - DANGEROUS SIGN SUPPORT
- 42 - DANGEROUS TREE
- 43 - DANGEROUS SLOPE
- 99 - SECTION IS UNDER CONSTRUCTION FOR MORE THAN ½ OF ITS LENGTH (RATERS GET PAID)
- 50 - BRIDGE
- 51 - NARROW BRIDGE
- 52 - DAMAGED BRIDGE RAIL
- 53 - DAMAGED BRIDGE SUPERSTRUCTURE
- 60 - ALL CRACKING IS SEALED
- 61 - SOME CRACKING IS SEALED
- 70 - MISSING REFERENCE MARKER-ROUTE MARKER SIGN IN PLACE
- 71 - MISSING ROUTE MARKER SIGN-REFERENCE MARKER IN PLACE

72 - MISSING REFERENCE MARKER AND ROUTE
MARKER SIGN
73 - DIVIDED HIGHWAY - REFERENCE MARKERS NOT
ACROSS FROM EACH OTHER
74 - DMI DISTANCE NOT EQUAL TO SECTION LENGTH
76 - "K" ROADBED, NOT "R" AND "L"
77 - "R" AND "L" ROADBED, NOT "K"
78 - REFERENCE MARKER NUMBER INCORRECT
79 - REFERENCE MARKER IN WRONG LOCATION
80 - RUTTING > 2" (NO EXPOSED BASE MATERIAL)
81 - RUTTING > 2" (EXPOSED BASE MATERIAL)
82 - SMALL (<12"X12") ISOLATED POTHOLES
83 - ISOLATED SHORT (1'-20') FAILED AREAS
84 - ISOLATED LONG (20'-40') FAILED AREAS
85 - CONTINUOUS LONG (>40') FAILED AREAS
86 - ERODED PAVEMENT EDGES
87 - EDGE DROP OFF
88 - SEVERE SHOIVING
89 - > 2" WIDE LONGITUDINAL CRACK
90 - > 2" FAULTED LONGITUDINAL CRACK
91 - SEVERE ALLIGATOR CRACKING
92 - ANY COMBINATION OF COMMENT CODES 80 - 91
99 - SECTION IS UNDER CONSTRUCTION FOR MORE
THAN 1/2 OF ITS LENGTH, RATERS WILL BE PAID FOR
THIS SECTION.

Reference:

Comments:

APPENDIX A: ADDITIONAL CONDITION SUMMARY TABLE FIELDS NOT DISPLAYED ON THE SCREEN IN PA

ACP ALLIG CRK AUTO SMRY PCT

THE PERCENTAGE OF WHEELPATH LENGTH WITH ALLIGATOR CRACKING IN THE MEASURED LANE OF THE DATA COLLECTION SECTION.

ALLIGATOR CRACKING CONSISTS OF INTERCONNECTING CRACKS WHICH FORM SMALL, IRREGULARLY SHAPED BLOCKS WHICH RESEMBLE THE PATTERNS FOUND ON AN ALLIGATOR'S SKIN. BLOCKS FORMED BY ALLIGATOR CRACKS ARE LESS THAN 1 FOOT BY 1 FOOT (LARGER BLOCKS SHOULD BE RATED AS BLOCK CRACKING). ALLIGATOR CRACKS ARE FORMED WHENEVER THE PAVEMENT SURFACE IS REPEATEDLY FLEXED UNDER TRAFFIC LOADS. AS A RESULT, ALLIGATOR CRACKING MAY INDICATE IMPROPER DESIGN, WEAK STRUCTURAL LAYERS, OR HEAVILY-LOADED VEHICLES. ALLIGATOR CRACKING IS MEASURED AND RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_ALLIG_CRK_AUTO_SMRY_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100

THIS VALUE IS THE LENGTH-WIGHTED AVERAGE OF THE RAW ACP-ALLIG-CRACKS-AUTO-PCT VALUES MEASURED IN THE DATA COLLECTION SECTION.

(ACP ALLIG CRACKS AUTO SMRY PCT = (SUM OF (DISTANCE-TRAVELED-MEAS * ACP-ALLIG-CRACKS-AUTO-PCT) / SUM OF DISTANCE-TRAVELED-MEAS))

DISTRANCE-TRAVELED-MEAS IS USUALLY, BUT NOT ALWAYS, 0.1 MILES FOR EACH MEASUREMENT, SO

THE LENGTH-WEIGHTED AVERAGE IS NEEDED TO GIVE AN ACCURATE DESCRIPTION OF THE DATA COLLECTION SECTION'S ACP ALLIGATOR CRACKING VALUE.

Reference:

Comments: From FY1985 to FY2003 this field was rated, not measured. First used as a distress measurement in FY2004. This field is not displayed on the screen in PA.

ACP BLOCK CRACK SEALED LI

FOR ACP BLOCK CRACKING THAT HAS BEEN SEALED WITH TAR. A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE.

Column ID: TX_LI_ACP_BLK_CRK_SEALED

Format / Length: Number / 3.4

Unit:

Values: 0.0000 THRU 100.0000

Reference:

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

ACP BLOCK CRACK UNSEALED LI

FOR ACP BLOCK CRACKING THAT HAS NOT BEEN SEALED WITH TAR. A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_BLK_CRK_UNSEALED

Format / Length: Number / 3.4

Unit:

Values: 0.0000 THRU 100.0000

Reference:

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

ACP BLOCK CRACKING SEALED PCT

THE PERCENTAGE OF LANE AREA WITH BLOCK CRACKING THAT HAS BEEN SEALED WITH TAR IN THE MEASURED LANE OF THE DATA COLLECTION SECTION.

Column ID: TX_ACP_BLK_CRK_SEALED_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 THRU 100
Reference:
Comments: This field is not displayed on the screen in PA.

ACP BLOCK CRACKING UNSEALED PCT

THE PERCENTAGE OF LANE AREA WITH BLOCK CRACKING THAT HAS NOT BEEN SEALED WITH TAR IN THE MEASURED LANE OF THE DATA COLLECTION SECTION.

Column ID: TX_ACP_BLK_CRK_UNSEALED_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 THRU 100
Reference:
Comments: This field is not displayed on the screen in PA.

ACP BLOCK CRK AUTO SMRY PCT

THE PERCENTAGE OF LANE AREA WITH BLOCK CRACKING IN THE MEASURED LANE OF THE DATA COLLECTION SECTION. BLOCK CRACKING CONSISTS OF INTERCONNECTING CRACKS THAT DIVIDE THE PAVEMENT SURFACE INTO APPROXIMATE RECTANGULAR PIECES, VARYING IN SIZE FROM 1 FOOT BY 1 FOOT UP TO 10 FEET BY 10 FEET, ALTHOUGH SIMILAR IN APPEARANCE TO ALLIGATOR CRACKING, BLOCK CRACKS ARE MUCH LARGER. BLOCK CRACKING IS NOT LOAD-ASSOCIATED. INSTEAD, IT IS COMMONLY CAUSED BY SHRINKAGE OF THE ASPHALT CONCRETE (ACP) OR BY SHRINKAGE OF CEMENT – OR LIME – STABILIZED BASED COURSES.

RATED AND MEASURED ON ASPHALT CONCRETE PAVEMENT
(ACP) ONLY.

Column ID: TX_ACP_BLOCK_CRK_AUTO_SMRY_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 THRU 100
Reference:
Comments: From FY1985 to FY2003 this field was rated, not measured.
First used as a distress measurement in FY2004.
This field is not displayed on the screen in PA.

ACP CRK BET WP AVG AUTO PCT

THE AVERAGE PERCENTAGE OF CRACKING BETWEEN THE RIGHT
AND LEFT WHEELPATH OF THE MEASURED LANE OF THE DATA
COLLECTION SECTION.
THIS IS A CALCULATED FIELD TO BE USED WITH AASHTO
DISTRESS MEASUREMENT PROTOCOLS.

Column ID: TX_ACP_CRK_BET_WP_AVG_AUTO_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 THRU 100
Reference:
Comments: This field is not displayed on the screen in PA.

ACP CRK LWP AVG AUTO PCT

THE AVERAGE PERCENTAGE OF CRACKING IN THE LEFT
WHEELPATH IN THE MEASURED LANE OF THE DATA COLLECTION
SECTION.
THIS IS A CALCULATED FIELD TO BE USED WITH AASHTO
DISTRESS MEASUREMENT PROTOCOLS.
MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_CRCK_LWP_AVG_AUTO_PCT
Format / Length: Integer / 3

Unit: Percentage
Values: 0 THRU 100
THIS VALUE IS THE LENGTH-WIGHTED AVERAGE OF THE RAW ACP-CRCK-LWP-AUTO-PCT VALUES MEASURED IN THE DATA COLLECTION SECTION.

(ACP-CRCK-LWP-AVG-AUTO-PCT =
(SUM OF (DISTANCE-TRAVELED-MEAS * ACP-CRCK-LWP-AUTO-PCT) / SUM OF DISTANCE-TRAVELED-MEAS))

DISTRANCE-TRAVELED-MEAS IS USUALLY, BUT NOT ALWAYS, 0.1 MILES FOR EACH MEASUREMENT, SO THE LENGTH-WEIGHTED AVERAGE IS NEEDED TO GIVE AN ACCURATE DESCRIPTION OF THE DATA COLLECTION SECTION'S LEFT WHEELPATH ACP CRACKING VALUE.

Reference:

Comments: Not used prior to FY2004.

This field is not displayed on the screen in PA.

ACP CRK OUT WP AVG AUTO PCT

THE AVERAGE PERCENTAGE OF CRACKING OUTSIDE OF THE WHEELPATHS OF THE MEASURED LANE OF THE DATA COLLECTION SECTION.

MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_CRK_OUT_WP_AVG_AUTO_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100

THIS VALUE IS THE LENGTH-WIGHTED AVERAGE OF THE RAW ACP-CRCK-OUT-WP-AUTO-PCT VALUES MEASURED IN THE DATA COLLECTION SECTION.

(ACP-CRCK-OUT-WP-AVG-AUTO-PCT =

(SUM OF (DISTANCE-TRAVELED-MEAS * ACP-CRCK-
OUT-WP-AUTO-PCT) / SUM OF DISTANCE-TRAVELED-
MEAS))

DISTRANCE-TRAVELED-MEAS IS USUALLY, BUT NOT
ALWAYS, 0.1 MILES FOR EACH MEASUREMENT, SO
THE LENGTH-WEIGHTED AVERAGE IS NEEDED TO
GIVE AN ACCURATE DESCRIPTION OF THE DATA
COLLECTION SECTION'S OUT-WHEELPATH ACP
CRACKING VALUE.

Reference:

Comments: Not used prior to FY2004.

This field is not displayed on the screen in PA.

ACP CRK RWP AVG AUTO PCT

THE AVERAGE PERCENTAGE OF CRACKING IN THE RIGHT
WHEELPATH OF THE MEASURED LANE OF THE DATA COLLECTION
SECTION.

THIS IS A CALCULATED FIELD TO BE USED WITH AASHTO
DISTRESS MEASUREMENT PROTOCOLS.

MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_CRCK_RWP_AVG_AUTO_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100

THIS VALUE IS THE LENGTH-WIGHTED AVERAGE OF
THE RAW ACP-CRCK-RWP-AUTO-PCT VALUES
MEASURED IN THE DATA COLLECTION SECTION.

(ACP-CRCK-RWP-AVG-AUTO-PCT =
(SUM OF (DISTANCE-TRAVELED-MEAS * ACP-CRCK-
RWP-AUTO-PCT) / SUM OF DISTANCE-TRAVELED-
MEAS))

DISTRANCE-TRAVELED-MEAS IS USUALLY, BUT NOT
ALWAYS, 0.1 MILES FOR EACH MEASUREMENT, SO

THE LENGTH-WEIGHTED AVERAGE IS NEEDED TO GIVE AN ACCURATE DESCRIPTION OF THE DATA COLLECTION SECTION'S RIGHT WHEELPATH ACP CRACKING VALUE.

Reference:

Comments: Not used prior to FY2004.

This field is not displayed on the screen in PA.

ACP LONG CRACK SEALED LI

FOR ACP LONGITUDINAL CRACKING THAT HAS BEEN SEALED WITH TAR. A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_LONG_CRK_SEALED

Format / Length: Number / 3.4

Unit:

Values: 0.0000 THRU 100.0000

Reference:

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

ACP LONG CRACK UNSEALED LI

FOR ACP LONGITUDINAL CRACKING THAT HAS NOT BEEN SEALED WITH TAR. A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_LONG_CRK_UNSEALED

Format / Length: Number / 3.4

Unit:

Values: 0.0000 THRU 100.0000

Reference:

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

ACP LONG CRK AUTO SUMMARY

THE AVERAGE LENGTH, IN FEET PER STATION, OF LONGITUDINAL CRACKING IN THE MEASURED LANE OF THE DATA COLLECTION SECTION. A 'STATION' IS A CONSTRUCTION STATION (LENGTH = 100 FEET).

LONGITUDINAL CRACKING CONSISTS OF CRACKS OR BREAKS WHICH RUN APPROXIMATELY PARELLEL TO THE PAVEMENT CENTERLINE, EDGE CRACKS, JOINT OR SLAB CRACKS, AND REFLECTIVE CRACKING ON COMPOSITE PAVEMENT MAY ALL BE TREATED AS LONGITUDINAL CRACKING. DIFFERENTIAL MOVEMENT BENEATH THE SURFACE IS THE PRIMARY CAUSE OF LONGITUDINAL CRACKING.

RATED AND MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_LONG_CRK_AUTO_SMRY_MEAS

Format / Length: Integer / 3

Unit: Feet

Values: 0 THRU 999

THIS VALUE IS THE LENGTH-WIGHTED AVERAGE OF THE RAW ACP-CRCK-LWP-AUTO-PCT VALUES MEASURED IN THE DATA COLLECTION SECTION.

(ACP-LONG-CRACKS-AUTO-SMRY-MEAS =
(SUM OF (ACP-LONG-CRACKS-AUTO-MEAS FOR A
DATA COLLECTION SECTION) / ((5280 * SECT-LGNTH-
RDBD-OLD-MEAS) / 100))

Reference:

Comments: This field was first used in FY2004. Previously,
Longitudinal Cracks were rated not measured.
This field is not displayed on the screen in PA.

ACP LONGITUDINAL CRACKING SEALED PCT

INDICATES THE AVERAGE LENGTH IN FEET PER STATION OF LONGITUDINAL CRACKING ON THE SEGMENT IN THE RATED LANE OF THE DATA COLLECTION SECTION THAT IS SEALED WITH TAR. A 'STATION' IS A CONSTRUCTION STATION (LENGTH = 100 FEET).

Column ID: TX_ACP_LONG_CRK_SEALED_PCT
Format / Length: Integer / 3
Unit: Feet
Values: 0 THRU 999
Reference:
Comments: This field is not displayed on the screen in PA.

ACP LONGITUDINAL CRACKING UNSEALED PCT

INDICATES THE AVERAGE LENGTH IN FEET PER STATION OF LONGITUDINAL CRACKING ON THE SEGMENT IN THE RATED LANE OF THE DATA COLLECTION SECTION THAT IS NOT SEALED WITH TAR. A 'STATION' IS A CONSTRUCTION STATION (LENGTH = 100 FEET).

Column ID: TX_ACP_LONG_CRK_UNSEALED_PCT
Format / Length: Integer / 3
Unit: Feet
Values: 0 THRU 999
Reference:
Comments: This field is not displayed on the screen in PA.

ACP POTHOLES AUTO SMRY QTY

THE TOTAL NUMBER OF POTHOLES IN THE MEASURED LANE OF THE DATA COLLECTION SECTION.
MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_POTHOLES_AUTO_SMRY_QTY
Format / Length: Integer / 2
Unit: EACH
Values: 0 THRU 99
Reference:
Comments: This field is not displayed on the screen in PA.

ACP RUT SEVERE LI

A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_SEVERE_RUTTING
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000
Reference:
Comments: This field is not displayed on the screen in PA.

ACP RUT SEVERE UTIL

A UTILITY VALUE IS A WEIGHTING FACTOR THAT PROVIDES A MEASUREMENT OF THE SERVICE PROVIDED BY THE PAVEMENT IN USE WITH A PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_UTIL_ACP_SEVERE_RUTTING
Format / Length: Number / 1.1
Unit:
Values: 0.0 THRU 1.0
Reference:
Comments: This field is not displayed on the screen in PA.

ACP RUT VISUAL DEEP PCT

THE PERCENTAGE OF WHEELPATH LENGTH WITH DEEP RUTTING IN THE RATED LANE OF THE DATA COLLECTION SECTION. A RUT IS A SURFACE DEPRESSION IN A WHEELPATH. RUTTING IN THE RATED LANE MAY BE OBSERVED IN ONE OR BOTH OF THE WHELLPATHS. RUTTING IS CAUSED BY CONSOLIDATION OR LATERAL MOVEMENT OF THE PAVEMENT AND INDICATES STRUCTURAL FAILURE OF THE SURFACE OR SUB-SURFACE PAVEMENT LAYERS.
RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_RUT_VISUAL_DEEP_PCT
Format / Length: Integer / 3

Unit: Percentage
Values: 0 thru 100
Reference:
Comments: This field is not displayed on the screen in PA.

ACP RUT VISUAL FAILURE PCT

PERCENT THAT INDICATES PERCENTAGE OF WHEELPATH LENGTH VISUALLY OBSERVED WITH FAILURE RUTTING IN THE RATED LANE OF THE DATA COLLECTION SECTION.

A RUT IS A SURFACE DEPRESSION IN A WHEELPATH. RUTTING IN THE RATED LANE MAY BE OBSERVED IN ONE OR BOTH OF THE WHELLPATHS. RUTTING IS CAUSED BY CONSOLIDATION OR LATERAL MOVEMENT OF THE PAVEMENT AND INDICATES STRUCTURAL FAILURE OF THE SURFACE OR SUB-SURFACE PAVEMENT LAYERS.

RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_RUT_VISUAL_FAILURE_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 thru 100
Reference:
Comments: This field is not displayed on the screen in PA.

ACP RUT VISUAL SEVERE PCT

PERCENT THAT INDICATES PERCENTAGE OF WHEELPATH LENGTH VISUALLY OBSERVED WITH SEVERE RUTTING IN THE RATED LANE OF THE DATA COLLECTION SECTION.

A RUT IS A SURFACE DEPRESSION IN A WHEELPATH. RUTTING IN THE RATED LANE MAY BE OBSERVED IN ONE OR BOTH OF THE WHELLPATHS. RUTTING IS CAUSED BY CONSOLIDATION OR LATERAL MOVEMENT OF THE PAVEMENT AND INDICATES STRUCTURAL FAILURE OF THE SURFACE OR SUB-SURFACE PAVEMENT LAYERS.

RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_RUT_VISUAL_SEVERE_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 thru 100
Reference:
Comments: This field is not displayed on the screen in PA.

ACP RUT VISUAL SHALLOW PCT

THE PERCENTAGE OF WHEELPATH LENGTH WITH SHALLOW RUTTING IN THE RATED LANE OF THE DATA COLLECTION SECTION.

A RUT IS A SURFACE DEPRESSION IN A WHEELPATH. RUTTING IN THE RATED LANE MAY BE OBSERVED IN ONE OR BOTH OF THE WHELLPATHS. RUTTING IS CAUSED BY CONSOLIDATION OR LATERAL MOVEMENT OF THE PAVEMENT AND INDICATES STRUCTURAL FAILURE OF THE SURFACE OR SUB-SURFACE PAVEMENT LAYERS.

RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_RUT_VISUAL_SHALLOW_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 thru 100
Reference:
Comments: This field is not displayed on the screen in PA.

ACP TRANS CRACK SEALED LI

FOR ACP TRANSVERSE CRACKING THAT HAS BEEN SEALED WITH TAR. A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_TRANS_CRK_SEALED
Format / Length: Number / 3.4
Unit:
Values: 0.0000 THRU 100.0000

Reference:

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

ACP TRANS CRACK UNSEALED LI

FOR ACP TRANSVERSE CRACKING THAT HAS NOT BEEN SEALED WITH TAR. A VALUE THAT MEASURES THE NORMALIZED PARTICULAR LEVEL OF DISTRESS OR RIDE DAMAGE. PARTICULAR LEVEL OF DAMAGE.

Column ID: TX_LI_ACP_TRANS_CRK_UNSEALED

Format / Length: Number / 3.4

Unit:

Values: 0.0000 THRU 100.0000

Reference:

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

ACP TRANS CRK AUTO SMRY QTY

THE NUMBER OF TRANSVERSE CRACKS PER STATION IN THE MEASURED LANE OF THE DATA COLLECTION SECTION. A 'STATION' IS A CONSTRUCTION STATION (LENGTH = 100 FEET). TRANSVERSE CRACKS ARE MEASURED AS THE NUMBER OF EQUIVALENT FULL LANE WIDTH CRACKS. FOR EXAMPLE, TWO CRACKS THAT EACH GO HALFWAY ACROSS THE LANE WILL BE MEASURED AS ONE TRANSVERSE CRACK.

TRANSVERSE CRACKING CONSISTS OF CRACKS OR BREAKS WHICH TRAVEL AT RIGHT ANGLES TO THE PAVEMENT CENTERLINE. JOINT CRACKS AND REFLECTIVE CRACKS MAY ALSO BE MEASURED AS TRANSVERSE CRACKING. TRANSVERSE CRACKS ARE USUALLY CAUSED BY DIFFERENTIAL MOVEMENT BENEATH THE PAVEMENT SURFACE. THEY MAY ALSO BE CAUSED BY SURFACE SHRINKAGE DUE TO EXTREME TEMPERATURE VARIATIONS.

MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_TRANS_CRK_AUTO_SMRY_QTY

Format / Length: Integer / 2

Unit: Each
Values: 0 THRU 99
THIS VALUE IS THE LENGTH-WIGHTED AVERAGE OF THE RAW ACP-TRANS-CRACKS-AUTO-QTY VALUES MEASURED IN THE DATA COLLECTION SECTION.

(ACP-TRANS-CRACKS-AUTO-SMRY-QTY =
SUM OF (DISTANCE-TRAVELED-MEAS * ACP-TRANS-CRACKS-AUTO-QTY) / (SUM OF (DISTANCE-TRAVELED-MEAS) * 100))

DISTRANCE-TRAVELED-MEAS IS USUALLY, BUT NOT ALWAYS, 0.1 MILES FOR EACH MEASUREMENT, SO THE LENGTH-WEIGHTED AVERAGE IS NEEDED TO GIVE AN ACCURATE DESCRIPTION OF THE DATA COLLECTION SECTION'S ACP TRANSERSE CRACKING VALUE.

Reference:

Comments: Field name changed in FY2004 – distress is still rated.
This field is not displayed on the screen in PA.

ACP TRANSVERSE CRACK SEALED

THE NUMBER OF TRANSVERSE CRACKS, SEALED WITH TAR, PER STATION IN THE MEASURED LANE OF THE DATA COLLECTION SECTION. A 'STATION' IS A CONSTRUCTION STATION (LENGTH = 100 FEET).

TRANSVERSE CRACKS ARE MEASURED AS THE NUMBER OF EQUIVALENT FULL LANE WIDTH CRACKS. FOR EXAMPLE, TWO CRACKS THAT EACH GO HALFWAY ACROSS THE LANE WILL BE MEASURED AS ONE TRANSVERSE CRACK.

TRANSVSERSE CRACKING CONSISTS OF CRACKS OR BREAKS WHICH TRAVEL AT RIGHT ANGLES TO THE PAVEMENT CENTERLINE. JOINT CRACKS AND REFLECTIVE CRACKS MAY ALSO BE MEASURED AS TRANSVERSE CRACKING. TRANSVERSE CRACKS ARE USUALLY CAUSED BY DIFFERENTIAL MOVEMENT BENEATH THE PAVEMENT SURFACE. THEY MAY ALSO BE CAUSED

BY SURFACE SHRINKAGE DUE TO EXTREME TEMPERATURE VARIATIONS.
MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_TRANS_CRK_SEALED

Format / Length: Integer / 2

Unit: Each

Values: 0 THRU 99

THIS VALUE IS THE LENGTH-WIGHTED AVERAGE OF THE RAW ACP-TRANS-CRACKS-AUTO-QTY VALUES MEASURED IN THE DATA COLLECTION SECTION.

(ACP-TRANS-CRACKS-AUTO-SMRY-QTY =
SUM OF (DISTANCE-TRAVELED-MEAS * ACP-TRANS-
CRACKS-AUTO-QTY) / (SUM OF (DISTANCE-
TRAVELED-MEAS) * 100))

DISTRANCE-TRAVELED-MEAS IS USUALLY, BUT NOT ALWAYS, 0.1 MILES FOR EACH MEASUREMENT, SO THE LENGTH-WEIGHTED AVERAGE IS NEEDED TO GIVE AN ACCURATE DESCRIPTION OF THE DATA COLLECTION SECTION'S ACP TRANSERSE CRACKING VALUE.

Reference:

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

ACP TRANSVERSE CRACKING SEALED PCT

THE PERCENTAGE OF LANE AREA WITH TRANSVERSE CRACKS, SEALED WITH TAR, PER STATION IN THE MEASURED LANE OF THE DATA COLLECTION SECTION.

A 'STATION' IS A CONSTRUCTION STATION (LENGTH = 100 FEET).

TRANSVERSE CRACKS ARE MEASURED AS THE NUMBER OF EQUIVALENT FULL LANE WIDTH CRACKS. FOR EXAMPLE, TWO CRACKS THAT EACH GO HALFWAY ACROSS THE LANE WILL BE MEASURED AS ONE TRANSVERSE CRACK.

TRANSVSERSE CRACKING CONSISTS OF CRACKS OR BREAKS WHICH TRAVEL AT RIGHT ANGLES TO THE PAVEMENT

CENTERLINE. JOINT CRACKS AND REFLECTIVE CRACKS MAY ALSO BE MEASURED AS TRANSVERSE CRACKING. TRANSVERSE CRACKS ARE USUALLY CAUSED BY DIFFERENTIAL MOVEMENT BENEATH THE PAVEMENT SURFACE. THEY MAY ALSO BE CAUSED BY SURFACE SHRINKAGE DUE TO EXTREME TEMPERATURE VARIATIONS.

RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_TRANS_CRK_SEALED_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100

Reference:

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

ACP TRANSVERSE CRACKING UNSEALED PCT

THE PERCENTAGE OF LANE AREA WITH TRANSVERSE CRACKS, NOT SEALED WITH TAR, PER STATION IN THE MEASURED LANE OF THE DATA COLLECTION SECTION.

A 'STATION' IS A CONSTRUCTION STATION (LENGTH = 100 FEET). TRANSVERSE CRACKS ARE MEASURED AS THE NUMBER OF EQUIVALENT FULL LANE WIDTH CRACKS. FOR EXAMPLE, TWO CRACKS THAT EACH GO HALFWAY ACROSS THE LANE WILL BE MEASURED AS ONE TRANSVERSE CRACK.

TRANSVERSE CRACKING CONSISTS OF CRACKS OR BREAKS WHICH TRAVEL AT RIGHT ANGLES TO THE PAVEMENT CENTERLINE. JOINT CRACKS AND REFLECTIVE CRACKS MAY ALSO BE MEASURED AS TRANSVERSE CRACKING. TRANSVERSE CRACKS ARE USUALLY CAUSED BY DIFFERENTIAL MOVEMENT BENEATH THE PAVEMENT SURFACE. THEY MAY ALSO BE CAUSED BY SURFACE SHRINKAGE DUE TO EXTREME TEMPERATURE VARIATIONS.

RATED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_TRANS_CRK_UNSEALED_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100
Reference:
Comments: This field is not displayed on the screen in PA.

ATTACHMENT

THE ID VALUE OF THE ATTACHMENT.

Column ID: COMMENT_ID
Format / Length: Integer / 0
Unit:
Values:
Reference:
Comments: Currently set to NULL.
This field is not displayed on the screen in PA.

GEOMETRY

A GROUP OF ARRAYS CONTAINING GEOGRAPHIC COORDINATES.

Column ID: GEOM
Format / Length: Geometry
Unit:
Values:
Reference:
Comments: This field is not displayed on the screen in PA.

ISN

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

Column ID: TX_ISN
Format / Length: Integer / 9
Unit:
Values: 0 THRU 999999999

Reference:

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

LOCATION ID#

LOCATION RECORD IDENTIFIER.

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

Column ID: LOC_IDENT

Format / Length: Integer / 10

Unit:

Values: 0 THRU 9999999999

Reference:

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

PCC AVG CRK SPACING AUTO QTY

THE AVERAGE SPACING, IN FEET, BETWEEN TRANSVERSE CRACKS OR JOINTS IN THE MEASURED LANE OF THE DATA COLLECTION SECTION. MEASURED ON RIGID PAVEMENT (CRCP OR JCP) ONLY.

$PCC_AVG_CRACK_SPACING_AUTO_QTY =$

$(5280 * LENGTH OF DCS) /$

$SUM OF ALL PCC_TRANS_CRACKS_AUTO_QTY IN DCS.$

Column ID: TX_PCC_AV_CRK_SPACING_AUTO_QTY

Format / Length: Integer / 2

Unit: Feet

Values: 0 THRU 99

Reference:

Comments: Not used before 2004.

This field is not displayed on the screen in PA.

PCC CRK BET WP AVG AUTO PCT

THE AVERAGE PERCENTAGE OF CRACKING BETWEEN THE RIGHT AND LEFT WHEELPATHS OF THE MEASURE LANE OF THE DATA COLLECTION SECTION. THIS IS A CALCULATED FIELD TO BE USED WITH A POSSIBLE AASHTO-LIKE DISTRESS MEASUREMENT PROTOCOL FOR RIGID (PCC) PAVEMENTS.

Column ID: TX_PCC_CRCK_BET_WP_AV_AUTO_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 THRU 100
Reference:
Comments: Populated for FY2006 thru FY2009 only.
This field is not displayed on the screen in PA.

PCC CRK LWP AVG AUTO PCT

THE PERCENTAGE OF CRACKING IN THE LEFT WHEELPATH OF THE MEASURED LANE OF THE DATA COLLECTION SECTION.

Column ID: TX_PCC_CRCK_LWP_AVG_AUTO_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 THRU 100
Reference:
Comments: Populated for FY2006 thru FY2009 only.
This field is not displayed on the screen in PA.

PCC CRK OUT WP AVG AUTO PCT

THE AVERAGE PERCENTAGE OF CRACKING OUTSIDE OF THE WHEELPATHS OF THE MEASURED LANE OF THE DATA COLLECTION SECTION.

Column ID: TX_PCC_CRCK_OUT_WP_AV_AUTO_PCT
Format / Length: Integer / 3
Unit: Percentage
Values: 0 THRU 100

Reference:

Comments: Populated for FY2006 thru FY2009 only.
This field is not displayed on the screen in PA.

PCC CRK RWP AVG AUTO PCT

THE AVERAGE PERCENTAGE OF CRACKING IN THE RIGHT WHEELPATH OF THE MEASURED LANE OF THE DATA COLLECTION SECTION.

Column ID: TX_PCC_CRCK_RWP_AVG_AUTO_PCT

Format / Length: Integer / 3

Unit: Percentage

Values: 0 THRU 100

Reference:

Comments: Populated for FY2006 thru FY2009 only.
This field is not displayed on the screen in PA.

PCC LONG CRK AUTO SUMMARY

THE AVERAGE LENGTH IN FEET PER STATION, OF LONGITUDINAL CRACKING IN THE MEASURED LANE OF DATA COLLECTION SECTION. A 'STATION' IS A CONSTRUCTION STATION (LENGTH = 100 FEET).
MEASURED ON RIGID PAVEMENT (CRCP OR JCP) ONLY.

Column ID: TX_PCC_LONG_CRK_AUTO_SMRY_MEAS

Format / Length: Integer / 3

Unit: Feet

Values: 0 THRU 999

Reference:

Comments: Populated for FY2006 thru FY2009 only and then only with a '0' or null.
This field is not displayed on the screen in PA.

PCC PUNCHOUT AUTO SMRY QTY

THE NUMBER OF PUNCHOUTS IN THE MEASURED LANE OF THE DATA COLLECTION SECTION.

A PUNCHOUT IS A FULL-DEPTH BLOCK OF PAVEMENT FORMED WHEN ONE LONGITUDINAL CRACK CROSSES TWO TRANSVERSE CRACKS AND THOSE THREE CRACKS HAVE EITHER SPALLED OR FAULTED. ALTHOUGH USUALLY RECTANGULAR IN SHAPE, PUNCHOUTS MAY APPEAR IN OTHER SHAPES.

MEASURED ON RIGID PAVEMENT (CRCP OR JCP) ONLY.

Column ID: TX_PCC_PUNCHOUT_AUTO_SMRY_QTY

Format / Length: Integer / 3

Unit: Each

Values: 0 THRU 999

Reference:

Comments: Populated for FY2006 thru FY2009 only and then only with a '0' or null.

This field is not displayed on the screen in PA.

PCC SPALL CRK AUTO SMRY QTY

INDICATES THE NUMBER OF SPALLED TRANSVERSE CRACKS IN THE RATED LANE OF THE DATA COLLECTION SECTION.

A SPALLED CRACK IS A CRACK WHICH HAS WIDENED, SHOWING SIGNS OF CHIPPING ON EITHER SIDE, ALONG SOME OR ALL OF ITS LENGTH.

MEASURED ON RIGID PAVEMENT (CRCP OR JCP) ONLY.

Column ID: TX_PCC_SPALL_CRK_AUTO_SMRY_QTY

Format / Length: Integer / 3

Unit: Each

Values: 0 THRU 999

Reference:

Comments: Populated for FY2006 thru FY2009 only and then only with a '0' or null.

This field is not displayed on the screen in PA.

POTHOLE

THE TOTAL NUMBER OF POTHOLES IN THE MEASURED LANE OF THE DATA COLLECTION SECTION.
MEASURED ON ASPHALT CONCRETE PAVEMENT (ACP) ONLY.

Column ID: TX_ACP_POTHOLES_QTY
Format / Length: Integer / 2
Unit: Each
Values: 0 THRU 99
Reference:
Comments: This field is not displayed on the screen in PA.

SSI DEFLECTION 7 ADJ (MILS)

THE PAVEMENT DEFLECTION, IN MILES, AT THE SEVENTH GEOPHONE (27) OF THE FWD, NORMALIZED TO A 9000-POUND LOAD. 9000 POUNDS IS USED TO SIMULATE ON TIRE OF AN 18-KIP (18,000 POUNDS) SINGLE-AXLE LOAD. SSI-REFLECT-7-ADJ ISs ONE OF THE FACTORS USED TO CALCULATE THE SSI-SCORE.

Column ID: TX_SSI_DEFLECT_7_ADJ
Format / Length: Number / 2.2
Unit: MILS
Values: 0.01 (STRONGEST) TO 99.99 (WEAKEST)
Reference:
Comments: This field is not displayed on the screen in PA.

SSI SCORE

DESCRIBES THE OVERAL STRUCTURAL STRENGTH OF THE DATA COLLECTION SECTION.

Column ID: TX_SSI_SCORE
Format / Length: Integer / 3
Unit:
Values: 0 (WEAKEST) TO 100 (STRONGEST)
Reference:
Comments: This field is not displayed on the screen in PA.

VIS LOCATION ID

VISUAL LOCATION RECORD IDENTIFIER.

Column ID: VIS_LOCATION_ID

Format / Length: String / 50

Unit:

Values:

Reference:

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