

# Data Dictionary

## NYS Streets

### NYS GIS Program Office

#### Document Description

This document contains the attribute field names and descriptions for the NYS GIS Program Office's *NYS Streets* layer. Appendix A includes a list of valid Field Domains and additional descriptive information for Field Names in bold.

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#### StreetSegment

| Field Name         | Field Type | Field Length | Field Description  | Domain Names |
|--------------------|------------|--------------|--|--------------|
| OBJECT_ID          | OID        | -            | Unique feature record number.  | N/A          |
| Shape              | Geometry   | -            | Shape description, automatically assigned.   |              |
| DateModified       | Date       | -            | Last modified date.  | N/A          |
| NYSStreetID        | Integer    | -            | Unique ID of NYS Streets.  | N/A          |
| LeftFromAddress    | String     | 11           | The address on the left side of the NYS Streets linestring corresponding to the FROM node of the linestring.   | N/A          |
| LeftToAddress      | String     | 11           | The address on the left side of the NYS Streets linestring corresponding to the TO node of the linestring.   | N/A          |
| RightFromAddress   | String     | 11           | The address on the right side of the NYS Streets linestring corresponding to the FROM node of the linestring.  | N/A          |
| RightToAddress     | String     | 11           | The address number on the right side of the NYS Streets linestring corresponding to the TO node of the linestring.   | N/A          |
| CompleteStreetName | String     | 68           | Concatenation of PreModifier, CLDXF_PreDirectional, PreType, SeparatorElement, StreetName, CLDXF_PostType, CLDXF_PostDirectional, and PostModifier fields. | N/A          |
| PreModifier        | String     | 10           | A word or phrase that precedes and modifies the Street Name element, typically separated from it by a PreType, PreDirectional, or both.                    | N/A          |
| PreDirectional     | String     | 10           | A street direction that precedes the street name.  | Direction    |
| PreType            | String     | 20           | A word or phrase that precedes the Street Name element and identifies a type of thoroughfare.  | PreType      |
| SeparatorElement   | String     | 10           | A preposition or prepositional phrase that separates the PreType and StreetName elements.  | SepElem      |
| StreetName         | String     | 40           | The legal, authoritative name of the street.   | N/A          |

| Field Name             | Field Type | Field Length | Field Description  | Domain Names |
|------------------------|------------|--------------|--|--------------|
| PostType               | String     | 20           | An abbreviated street type that follows the StreetName element.  | StreetType   |
| PostDirectional        | String     | 10           | A street direction that follows the street name.   | Direction    |
| PostModifier           | String     | 25           | A descriptor that follows the street name and is not a suffix or a direction.  | N/A          |
| <b>Shield</b>          | String     | 6            | Route shield type.   | Shield       |
| HighwayNumber          | String     | 5            | A route number, which is assigned to a stretch of public road.   | N/A          |
| NavigationDirection    | String     | 6            | General travel direction along a divided highway.  | Direction    |
| <b>Jurisdiction</b>    | String     | 6            | Code representing owner of the street.   | Jurisdiction |
| <b>FCC</b>             | String     | 3            | Feature Class Code.  | FCC          |
| <b>ACC</b>             | String     | 1            | Arterial Classification Code.  | ACC          |
| Speed                  | Integer    | -            | Average travel speed in miles per hour.  | Speed        |
| <b>OneWay</b>          | String     | 6            | One way status/direction.  | OneWay       |
| <b>FromZlev</b>        | Integer    | -            | The elevation at the start of the segment where positive numbers go above grade and negative numbers go below grade. Zero is ground level. | N/A          |
| <b>ToZlev</b>          | Integer    | -            | The elevation at the end of the segment where positive numbers go above grade and negative numbers go below grade. Zero is ground level.   | N/A          |
| <b>FromToDirection</b> | String     | 6            | The general direction of travel along a divided road based on the digitalizing of the linestring.  | Direction    |
| <b>ToFromDirection</b> | String     | 6            | The general direction of travel along a divided road based on the digitalizing of the linestring.  | Direction    |
| <b>FromToCost</b>      | Double     | -            | From-To impedance in minutes.  | N/A          |
| <b>ToFromCost</b>      | Double     | -            | To-From impedance in minutes.  | N/A          |
| <b>LeftStateName</b>   | String     | 2            | Abbreviation of the State name on left side of the NYS Streets linestring.   | State        |
| <b>RightStateName</b>  | String     | 2            | Abbreviation of the State name on right side of the NYS Streets linestring.  | State        |
| <b>LeftCountyName</b>  | String     | 12           | Name of the County on left side of the NYS Street linestring.  | County       |
| <b>RightCountyName</b> | String     | 12           | Name of the County on right side of the NYS Street linestring.   | County       |
| LeftPostal             | String     | 5            | Postal code on the left side of the NYS streets linestring.  | N/A          |
| RightPostal            | String     | 5            | Postal code on the right side of the NYS streets linestring.   | N/A          |
| LeftZipName            | String     | 28           | Name of the Zip code area on left side of the NYS Street linestring.   | N/A          |
| RightZipName           | String     | 28           | Name of the Zip code area on right side of the NYS Street linestring.  | N/A          |
| LeftCityTownName       | String     | 30           | Name of the City or Town on left side of the NYS Street linestring.  | N/A          |

| Field Name                   | Field Type | Field Length | Field Description  | Domain Names    |
|------------------------------|------------|--------------|--|-----------------|
| RightCityTownName            | String     | 30           | Name of the City or Town on right side of the NYS Street linestring.   | N/A             |
| LeftPlaceName                | String     | 30           | Name of Village, Indian Reservation, CDP or Alternate Zip Name on left side of the NYS Streets linestring.               | N/A             |
| RightPlaceName               | String     | 30           | Name of Village, Indian Reservation, CDP or Alternate Zip Name on right side of the NYS Streets linestring.              | N/A             |
| LeftGNIS                     | String     | 10           | US Geographical Survey's Geographic Names unique identifier on left side of the NYS Streets linestring.                  | N/A             |
| RightGNIS                    | String     | 10           | US Geographical Survey's Geographic Names unique identifier on right side of the NYS Streets linestring.                 | N/A             |
| LeftCensusBlock              | String     | 16           | Census Block identifier on left side of the NYS Streets linestring.  | N/A             |
| RightCensusBlock             | String     | 16           | Census Block identifier on right side of the NYS Streets linestring.   | N/A             |
| <b>GeometryAccuracy</b>      | String     | 1            | T/F (True/False) value indicates if the geometry was verified against orthoimagery or other high resolution data source. | GeomAcc         |
| <b>GeometrySource</b>        | String     | 30           | The primary geometry data source used to align the linestring.   | GeometrySource  |
| <b>NameSource</b>            | String     | 30           | The street primary data source used to populate the street attributes on the linestring.                                 | NameSource      |
| <b>AddressSource</b>         | String     | 30           | The primary data source used to populate the address attributes on the linestring.                                       | AddressSource   |
| <b>Status</b>                | String     | 7            | Status of the record, either Active or Retired.  | Status          |
| <b>CLDXF_PreDirectional</b>  | String     | 10           | Fully spelled out PreDirectional element.  | CLDXF_Direction |
| <b>CLDXF_PostType</b>        | String     | 25           | Fully spelled out Street PostType element.   | CLDXF_PostType  |
| <b>CLDXF_PostDirectional</b> | String     | 10           | Fully spelled out PostDirectional element.   | CLDXF_Direction |
| Label                        | String     | 60           | Same as CompleteStreetName but with abbreviations for smaller labels.  | N/A             |
| CR_UserName                  | String     | 50           | NY.gov ID of the user creating the linestring (GeoLynx edit tracking field).   | N/A             |
| CR_DateTime                  | String     | -            | Date and Time the linestring was created (GeoLynx edit tracking field).  | N/A             |
| AT_UserName                  | String     | 50           | NY.gov ID of the user modifying an attribute on the linestring (GeoLynx edit tracking field).                            | N/A             |
| AT_DateTime                  | String     | -            | Date and Time the linestring was modified (GeoLynx edit tracking field).   | N/A             |
| SP_UserName                  | String     | 50           | NY.gov ID of the user spatially modifying an attribute on the linestring (GeoLynx edit tracking field).                  | N/A             |
| SP_DateTime                  | String     | -            | Date and Time a feature was spatially modified.  | N/A             |

| Field Name   | Field Type | Field Length | Field Description   | Domain Names |
|--------------|------------|--------------|---|--------------|
| USERNAME     | String     | 50           | NY.gov ID of the user modifying the linestring (ESRI edit tracking field).  | N/A          |
| GlobalID     | UUID       | -            | A field of type UUID (Universal Unique Identifier) in which values are automatically assigned by the geodatabase when a table row is created. | N/A          |
| LeftCountry  | String     | 2            | Country on the left side of the NYS streets linestring.   | N/A          |
| RightCountry | String     | 2            | Country on the right side of the NYS streets linestring.  | N/A          |
| LeftParity   | String     | 1            | Odd, Even, or Both addressing on the left side of the NYS streets linestring.   | N/A          |
| RightParity  | String     | 1            | Odd, Even, or Both addressing on the right side of the NYS streets linestring.  | N/A          |
| LeftESN*     | String     | 5            | Emergency Service Zone number on the left side of the NYS streets linestring.   | N/A          |
| RightESN*    | String     | 5            | Emergency Service Zone number on the right side of the NYS streets linestring.  | N/A          |

### AltStreetName\_Tbl

| Field Name              | Field Type | Field Length | Field Description                          | Domain Names |
|-------------------------|------------|--------------|--|--------------|
| OBJECTID                | OID        | -            | Unique feature record number               | N/A          |
| StName_ID               | Integer    | -            | Unique record identifier                   | N/A          |
| DateModified            | Date       | 8            | Last modified date                         | N/A          |
| NYSStreetID             | Integer    | -            | Join identifier to the StreetSegment Layer | N/A          |
| <b>Sequence</b>         | Integer    | -            | Street sequence number                     | N/A          |
| CompleteStreetName      | String     | 68           | Full/concatenated street name              | N/A          |
| PreModifier             | String     | 10           | Standardized street modifier               | N/A          |
| <b>PreDirectional</b>   | String     | 10           | Standardized street directional            | Direction    |
| <b>PreType</b>          | String     | 20           | Standardized street type                   | StreetType   |
| <b>SeparatorElement</b> | String     | 10           | Standardized separator elements            | SepElem      |
| StreetName              | String     | 40           | Standardized street                        | N/A          |
| <b>PostType</b>         | String     | 20           | Standardized street type                   | StreetType   |
| <b>PostDirectional</b>  | String     | 10           | Standardized street directional            | Direction    |
| PostModifier            | String     | 25           | Standardized street modifier               | N/A          |
| <b>Shield</b>           | String     | 6            | Route shield type                          | Shield       |
| HighwayNumber           | String     | 5            | Number, number with letter, or blank       | N/A          |
| <b>NameSource</b>       | String     | 30           | Name data source                           | NameSource   |

\* Population only upon a county's request, submission of source data to populate the fields, and their QA/QC of the initial population of the field.

# Appendix A

**Table 1 – Domain Values**

**ACC (See detailed descriptions in Table 2)**

**AddressSource**

| <i>Domain Value</i>         | <i>Description</i>          |
|-----------------------------|-----------------------------|
| NYSDP Build                 | NYSDP Build                 |
| Tele Atlas                  | Tele Atlas                  |
| NAVTEQ                      | NAVTEQ                      |
| County E911                 | County E911                 |
| County RPTS                 | County RPTS                 |
| NYC LION                    | NYC LION                    |
| NYSDOT HCC                  | NYSDOT HCC                  |
| NYSDP Maintenance           | NYSDP Maintenance           |
| NYSOPR                      | NYSOPR                      |
| Segment Validly Unaddressed | Segment Validly Unaddressed |

**County**

| Domain Value | Description |
|--------------|-------------|
| Albany       | Albany      |
| Allegany     | Allegany    |
| Bronx        | Bronx       |
| Broome       | Broome      |
| Cattaraugus  | Cattaraugus |
| Cayuga       | Cayuga      |
| Chautauqua   | Chautauqua  |
| Chemung      | Chemung     |
| Chenango     | Chenango    |
| Clinton      | Clinton     |
| Columbia     | Columbia    |
| Cortland     | Cortland    |
| Delaware     | Delaware    |
| Dutchess     | Dutchess    |
| Erie         | Erie        |
| Essex        | Essex       |
| Franklin     | Franklin    |
| Fulton       | Fulton      |
| Genesee      | Genesee     |
| Greene       | Greene      |
| Hamilton     | Hamilton    |
| Herkimer     | Herkimer    |
| Jefferson    | Jefferson   |
| Kings        | Kings       |
| Lewis        | Lewis       |
| Livingston   | Livingston  |
| Madison      | Madison     |
| Monroe       | Monroe      |
| Montgomery   | Montgomery  |
| Nassau       | Nassau      |
| New York     | New York    |

**County**

| Domain Value | Description |
|--------------|-------------|
| Niagara      | Niagara     |
| Oneida       | Oneida      |
| Onondaga     | Onondaga    |
| Ontario      | Ontario     |
| Orange       | Orange      |
| Orleans      | Orleans     |
| Oswego       | Oswego      |
| Otsego       | Otsego      |
| Putnam       | Putnam      |
| Queens       | Queens      |
| Rensselaer   | Rensselaer  |
| Richmond     | Richmond    |
| Rockland     | Rockland    |
| Saratoga     | Saratoga    |
| Schenectady  | Schenectady |
| Schoharie    | Schoharie   |
| Schuyler     | Schuyler    |
| Seneca       | Seneca      |
| St Lawrence  | St Lawrence |
| Steuben      | Steuben     |
| Suffolk      | Suffolk     |
| Sullivan     | Sullivan    |
| Tioga        | Tioga       |
| Tompkins     | Tompkins    |
| Ulster       | Ulster      |
| Warren       | Warren      |
| Washington   | Washington  |
| Wayne        | Wayne       |
| Westchester  | Westchester |
| Wyoming      | Wyoming     |
| Yates        | Yates       |

**Direction**

| <i>Domain Value</i> | <i>Description</i> |
|---------------------|--------------------|
| N                   | North              |
| S                   | South              |
| E                   | East               |
| W                   | West               |
| NE                  | Northeast          |
| NW                  | Northwest          |
| SE                  | Southeast          |
| SW                  | Southwest          |

**FCC (See detailed descriptions in Table 3)**

**GeomAcc**

| <i>Domain Value</i> | <i>Description</i> |
|---------------------|--------------------|
| T                   | T                  |
| F                   | F                  |

**GeometrySource**

| <b>Domain Value</b>  | <b>Description</b>   |
|----------------------|----------------------|
| NYSDP Build          | NYSDP Build          |
| NYC Orthoimagery     | NYC Orthoimagery     |
| USGS Orthoimagery    | USGS Orthoimagery    |
| Tele Atlas           | Tele Atlas           |
| NAVTEQ               | NAVTEQ               |
| County E911          | County E911          |
| County RPTS          | County RPTS          |
| NYS DOT HCC          | NYS DOT HCC          |
| NYSDP Maintenance    | NYSDP Maintenance    |
| Image Low Confidence | Image Low Confidence |
| NYSDOP Orthoimagery  | NYSDOP Orthoimagery  |

**Jurisdiction**

| <b>Domain Value</b> | <b>Description</b>       |
|---------------------|--------------------------|
| 1                   | State Route              |
| 2                   | County Road              |
| 3                   | Town Road                |
| 6                   | Thruway & Berkshire Spur |
| 9                   | Unknown Roadway Type     |
| 10                  | Parking Lot              |
| 12                  | City Street              |
| 13                  | Village Street           |
| 14                  | Private Road             |
| 15                  | Off Road                 |

**NameSource**

| <b>Domain Value</b> | <b>Description</b> |
|---------------------|--------------------|
| NYSDP Build         | NYSDP Build        |
| Tele Atlas          | Tele Atlas         |
| NAVTEQ              | NAVTEQ             |
| County E911         | County E911        |
| County RPTS         | County RPTS        |
| NYC LION            | NYC LION           |
| NYS DOT             | NYS DOT            |
| NYS DOT HCC         | NYS DOT HCC        |
| NYSDP Maintenance   | NYSDP Maintenance  |
| NYSOPR              | NYSOPR             |

**OneWay**

| <b>Domain Value</b> | <b>Description</b> |
|---------------------|--------------------|
| FT                  | FromTo             |
| TF                  | ToFrom             |

**SepElem**

| <b>Domain Value</b> | <b>Description</b> |
|---------------------|--------------------|
| At                  | At                 |
| De Las              | De Las             |
| In The              | In The             |
| Of                  | Of                 |
| Of The              | Of The             |
| On The              | On The             |
| To                  | To                 |
| To The              | To The             |

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**Shield**

| <b>Domain Value</b> | <b>Description</b>        |
|---------------------|---------------------------|
| C                   | County Road               |
| CT                  | County Touring            |
| I                   | Interstate                |
| IC                  | Interstate Connector      |
| P                   | Parkway                   |
| S                   | State Touring Route       |
| SC                  | State Highway Connector   |
| SH                  | State 900 Route           |
| U                   | US Highway                |
| UB                  | US Highway Business Route |
| UC                  | US Highway Connector      |

**Speed**

| <b>Domain Value</b> | <b>Description</b> |
|---------------------|--------------------|
| 5                   | 5                  |
| 15                  | 15                 |
| 25                  | 25                 |
| 35                  | 35                 |
| 45                  | 45                 |
| 55                  | 55                 |
| 65                  | 65                 |
| 85                  | 85                 |

**State**

| <b>Domain Value</b> | <b>Description</b> |
|---------------------|--------------------|
| NY                  | New York           |
| CT                  | Connecticut        |
| MA                  | Massachusetts      |
| NJ                  | New Jersey         |
| PA                  | Pennsylvania       |
| VT                  | Vermont            |

**StreetType**

| <b>Domain Value</b> | <b>Description</b> |
|---------------------|--------------------|
| Acrs                | Acres              |
| Aly                 | Alley              |
| Anx                 | Annex              |
| Apts                | Apartments         |
| Arc                 | Arcade             |
| Ave                 | Avenue             |
| Bay                 | Bay                |
| Bch                 | Beach              |
| Bg                  | Burg               |
| Bgs                 | Burges             |
| Blf                 | Bluff              |
| Blfs                | Bluffs             |
| Blvd                | Boulevard          |
| Bnd                 | Bend               |
| Br                  | Branch             |
| Brdwk               | Boardwalk          |
| Brg                 | Bridge             |
| Brk                 | Brook              |
| Brks                | Brooks             |
| Btm                 | Bottom             |
| Byp                 | Bypass             |
| Byu                 | Bayou              |
| Cay                 | Cay                |
| Centre              | Centre             |
| Chas                | Chase              |
| Cir                 | Circle             |
| Cirs                | Circles            |
| Clb                 | Club               |
| Clf                 | Cliff              |
| Clfs                | Cliffs             |
| Clos                | Close              |
| Cmn                 | Common             |
| Cmns                | Commons            |
| Concourse           | Concourse          |
| Cor                 | Corner             |
| Cors                | Corners            |
| Cp                  | Camp               |
| Cpe                 | Cape               |
| Cres                | Crescent           |
| Crk                 | Creek              |
| Crse                | Course             |
| Crst                | Crest              |
| Cswy                | Causeway           |
| Ct                  | Court              |
| Ctr                 | Center             |
| Ctrs                | Centers            |
| Cts                 | Courts             |
| Curv                | Curve              |
| Cv                  | Cove               |
| Cvs                 | Coves              |
| Cyn                 | Canyon             |
| DI                  | Dale               |
| Dm                  | Dam                |
| Dr                  | Drive              |
| Drs                 | Drives             |
| Drwy                | Driveway           |

**StreetType**

|      |            |
|------|------------|
| Dv   | Divide     |
| End  | End        |
| Esp  | Esplanade  |
| Est  | Estate     |
| Ests | Estates    |
| Expy | Expressway |
| Ext  | Extension  |
| Exts | Extensions |
| Fall | Fall       |
| Farm | Farm       |
| Fld  | Field      |
| Flds | Fields     |
| Fls  | Falls      |
| Flt  | Flat       |
| Flts | Flats      |
| Frd  | Ford       |
| Frds | Fords      |
| Frg  | Forge      |
| Frgs | Forges     |
| Frk  | Fork       |
| Frks | Forks      |
| Frst | Forest     |
| Fry  | Ferry      |
| Ft   | Fort       |
| Fwy  | Freeway    |
| Gate | Gate       |
| Gdn  | Garden     |
| Gdns | Gardens    |
| Gln  | Glen       |
| Glns | Glens      |
| Grds | Grounds    |
| Grn  | Green      |
| Grns | Greens     |
| Grv  | Grove      |
| Grvs | Groves     |
| Gtwy | Gateway    |
| Hbr  | Harbor     |
| Hbrs | Harbors    |
| HI   | Hill       |
| Hls  | Hills      |
| Holw | Hollow     |
| Hts  | Heights    |
| Hvn  | Haven      |
| Hwy  | Highway    |
| I    | Interstate |
| Inlt | Inlet      |
| Is   | Island     |
| Isle | Isle       |
| Iss  | Islands    |
| Jct  | Junction   |
| Jcts | Junctions  |
| KnI  | Knoll      |
| Knls | Knolls     |
| Ky   | Key        |
| Kys  | Keys       |
| Land | Land       |
| Lck  | Lock       |

**StreetType**

|       |           |
|-------|-----------|
| Lcks  | Locks     |
| Ldg   | Lodge     |
| Lf    | Loaf      |
| Lgt   | Light     |
| Lgts  | Lights    |
| Lk    | Lake      |
| Lks   | Lakes     |
| Ln    | Lane      |
| Lndg  | Landing   |
| Loop  | Loop      |
| Mall  | Mall      |
| Mdw   | Meadow    |
| Mdws  | Meadows   |
| Mews  | Mews      |
| MI    | Mill      |
| Mls   | Mills     |
| Mnr   | Manor     |
| Mnrs  | Manors    |
| Msn   | Mission   |
| Mt    | Mount     |
| Mtn   | Mountain  |
| Mtns  | Mountains |
| Mtwy  | Motorway  |
| Nck   | Neck      |
| Opas  | Overpass  |
| Orch  | Orchard   |
| Otlk  | Outlook   |
| Oval  | Oval      |
| Ovlk  | Overlook  |
| Park  | Park      |
| Pass  | Pass      |
| Path  | Path      |
| Pier  | Pier      |
| Pike  | Pike      |
| Pkwy  | Parkway   |
| Pkwys | Parkways  |
| Pl    | Place     |
| Pln   | Plain     |
| Plns  | Plains    |
| Plz   | Plaza     |
| Pne   | Pine      |
| Pnes  | Pines     |
| Pond  | Pond      |
| Pr    | Prairie   |
| Prom  | Promenade |
| Prt   | Port      |
| Prts  | Ports     |
| Psge  | Passage   |
| Pt    | Point     |
| Pts   | Points    |
| Radl  | Radial    |
| Ramp  | Ramp      |
| Rd    | Road      |
| Rdg   | Ridge     |
| Rdgs  | Ridges    |
| Rds   | Roads     |
| Rdwy  | Roadway   |

**StreetType**

|            |                 |
|------------|-----------------|
| Rise       | Rise            |
| Riv        | River           |
| Rnch       | Ranch           |
| Row        | Row             |
| Rpd        | Rapid           |
| Rpds       | Rapids          |
| Rst        | Rest            |
| Rte        | Route           |
| Rue        | Rue             |
| Run        | Run             |
| Shctr      | Shopping Center |
| Shls       | Shoals          |
| Sho        | Shoal           |
| Shr        | Shore           |
| Shrs       | Shores          |
| Skwy       | Skyway          |
| Slip       | Slip            |
| Smt        | Summit          |
| Spg        | Spring          |
| Spgs       | Springs         |
| Spur       | Spur            |
| Spurs      | Spurs           |
| Sq         | Square          |
| Sqs        | Squares         |
| St         | Street          |
| Sta        | Station         |
| State Pkwy | State Parkway   |
| Stra       | Stravenue       |
| Strm       | Stream          |
| Sts        | Streets         |
| Ter        | Terrace         |
| Tlpk       | Trailer Park    |
| Tpke       | Turnpike        |
| Trak       | Track           |
| Trce       | Trace           |
| Trfy       | Trafficway      |
| TrkTrl     | Truck Trail     |
| Trl        | Trail           |
| Trlr       | Trailer         |
| Trwy       | Thruway         |
| Tunl       | Tunnel          |
| Turn       | Turn            |
| Twr        | Tower           |
| Twrs       | Towers          |
| Un         | Union           |
| Uns        | Unions          |
| Upass      | Underpass       |
| Vale       | Vale            |
| Via        | Viaduct         |
| Vis        | Vista           |
| VI         | Ville           |
| Vlg        | Village         |
| Vlgs       | Villages        |
| Vls        | Villas          |
| Vly        | Valley          |
| Vlys       | Valleys         |
| Vw         | View            |

**StreetType**

|       |       |
|-------|-------|
| Vws   | Views |
| Walk  | Walk  |
| Walks | Walks |
| Wall  | Wall  |
| Way   | Way   |
| Ways  | Ways  |
| Wds   | Woods |
| Wels  | Wells |
| Whf   | Wharf |

**PreType**

| Domain                | Description           |
|-----------------------|-----------------------|
| Alley                 | Alley                 |
| Avenue                | Avenue                |
| Boulevard             | Boulevard             |
| Camp                  | Camp                  |
| Circle                | Circle                |
| County Highway        | County Highway        |
| County Road           | County Road           |
| County Route          | County Route          |
| Court                 | Court                 |
| Cove                  | Cove                  |
| Drive                 | Drive                 |
| Expressway            | Expressway            |
| Extension             | Extension             |
| Highway               | Highway               |
| Hill                  | Hill                  |
| Interstate            | Interstate            |
| Island                | Island                |
| Lake                  | Lake                  |
| Lane                  | Lane                  |
| Loop                  | Loop                  |
| Mount                 | Mount                 |
| New York City Highway | New York City Highway |
| New York State Route  | New York State Route  |
| NYS Route             | NYS Route             |
| Oval                  | Oval                  |

**StreetType**

|      |            |
|------|------------|
| Wl   | Well       |
| Wood | Wood       |
| Xing | Crossing   |
| Xrd  | Crossroad  |
| Xrds | Crossroads |

**PreType (cont)**

|                       |                       |
|-----------------------|-----------------------|
| Park                  | Park                  |
| Parkway               | Parkway               |
| Path                  | Path                  |
| Pike                  | Pike                  |
| Plaza                 | Plaza                 |
| Points                | Points                |
| Road                  | Road                  |
| Route                 | Route                 |
| Row                   | Row                   |
| Rue                   | Rue                   |
| State Highway         | State Highway         |
| State Route           | State Route           |
| Street                | Street                |
| Trail                 | Trail                 |
| Truck Trail           | Truck Trail           |
| United States Highway | United States Highway |
| United State Route    | United States Route   |
| Viaduct               | Viaduct               |
| Vista                 | Vista                 |

**CLDXF\_Direction**

| Domain    | Description |
|-----------|-------------|
| North     | North       |
| South     | South       |
| East      | East        |
| West      | West        |
| Northeast | Northeast   |
| Northwest | Northwest   |
| Southeast | Southeast   |
| Southwest | Southwest   |

**CLDXF\_PostType**

| Domain               | Description          |
|----------------------|----------------------|
| Acres                | Acres                |
| Alley                | Alley                |
| Annex                | Annex                |
| Apartments           | Apartments           |
| Arcade               | Arcade               |
| Avenue               | Avenue               |
| Bay                  | Bay                  |
| Beach                | Beach                |
| Burg                 | Burg                 |
| Burges               | Burges               |
| Bluff                | Bluff                |
| Bluffs               | Bluffs               |
| Boulevard            | Boulevard            |
| Bend                 | Bend                 |
| Branch               | Branch               |
| Boardwalk            | Boardwalk            |
| Bridge               | Bridge               |
| Brook                | Brook                |
| Brooks               | Brooks               |
| Bottom               | Bottom               |
| Bypass               | Bypass               |
| Bayou                | Bayou                |
| Cay                  | Cay                  |
| Canyon               | Canyon               |
| Centre               | Centre               |
| Chase                | Chase                |
| Circle               | Circle               |
| Circles              | Circles              |
| Club                 | Club                 |
| Cliff                | Cliff                |
| Cliffs               | Cliffs               |
| Close                | Close                |
| Common               | Common               |
| Commons              | Commons              |
| Concourse            | Concourse            |
| Corner               | Corner               |
| Corners              | Corners              |
| County Road          | County Road          |
| County Touring Route | County Touring Route |
| Camp                 | Camp                 |
| Cape                 | Cape                 |
| Crescent             | Crescent             |
| Creek                | Creek                |
| Crossing             | Crossing             |

|            |            |
|------------|------------|
| Crossroad  | Crossroad  |
| Crossroads | Crossroads |
| Course     | Course     |
| Crest      | Crest      |
| Causeway   | Causeway   |
| Court      | Court      |
| Center     | Center     |
| Centers    | Centers    |
| Courts     | Courts     |
| Curve      | Curve      |
| Cove       | Cove       |
| Coves      | Coves      |
| Dale       | Dale       |
| Dam        | Dam        |
| Drive      | Drive      |
| Drives     | Drives     |
| Driveway   | Driveway   |
| Divide     | Divide     |
| End        | End        |
| Esplanade  | Esplanade  |
| Estate     | Estate     |
| Estates    | Estates    |
| Expressway | Expressway |
| Extension  | Extension  |
| Extensions | Extensions |
| Fall       | Fall       |
| Farm       | Farm       |
| Field      | Field      |
| Fields     | Fields     |
| Falls      | Falls      |
| Flat       | Flat       |
| Flats      | Flats      |
| Ford       | Ford       |
| Fords      | Fords      |
| Forge      | Forge      |
| Forges     | Forges     |
| Fork       | Fork       |
| Forks      | Forks      |
| Forest     | Forest     |
| Ferry      | Ferry      |
| Fort       | Fort       |
| Freeway    | Freeway    |
| Gate       | Gate       |
| Garden     | Garden     |
| Gardens    | Gardens    |
| Glen       | Glen       |
| Glens      | Glens      |
| Grounds    | Grounds    |
| Green      | Green      |
| Greens     | Greens     |
| Grove      | Grove      |
| Groves     | Groves     |
| Gateway    | Gateway    |
| Harbor     | Harbor     |
| Harbors    | Harbors    |
| Hill       | Hill       |
| Hills      | Hills      |

**CLDXF\_PostType (con't)**

|            |            |
|------------|------------|
| Hollow     | Hollow     |
| Heights    | Heights    |
| Haven      | Haven      |
| Highway    | Highway    |
| Interstate | Interstate |
| Inlet      | Inlet      |
| Island     | Island     |
| Isle       | Isle       |
| Islands    | Islands    |
| Junction   | Junction   |
| Junctions  | Junctions  |
| Knoll      | Knoll      |
| Knolls     | Knolls     |
| Key        | Key        |
| Keys       | Keys       |
| Land       | Land       |
| Lock       | Lock       |
| Locks      | Locks      |
| Lodge      | Lodge      |
| Loaf       | Loaf       |
| Light      | Light      |
| Lights     | Lights     |
| Lake       | Lake       |
| Lakes      | Lakes      |
| Lane       | Lane       |
| Landing    | Landing    |
| Loop       | Loop       |
| Mall       | Mall       |
| Meadow     | Meadow     |
| Meadows    | Meadows    |
| Mews       | Mews       |
| Mill       | Mill       |
| Mills      | Mills      |
| Manor      | Manor      |
| Manors     | Manors     |
| Mission    | Mission    |
| Mount      | Mount      |
| Mountain   | Mountain   |
| Mountains  | Mountains  |
| Motorway   | Motorway   |
| Neck       | Neck       |
| Overpass   | Overpass   |
| Orchard    | Orchard    |
| Outlook    | Outlook    |
| Oval       | Oval       |
| Overlook   | Overlook   |
| Park       | Park       |
| Pass       | Pass       |
| Path       | Path       |
| Pier       | Pier       |
| Pike       | Pike       |
| Parkway    | Parkway    |
| Parkways   | Parkways   |
| Place      | Place      |
| Plain      | Plain      |
| Plains     | Plains     |
| Plaza      | Plaza      |

|                 |                 |
|-----------------|-----------------|
| Pine            | Pine            |
| Pines           | Pines           |
| Pond            | Pond            |
| Prairie         | Prairie         |
| Promenade       | Promenade       |
| Port            | Port            |
| Ports           | Ports           |
| Passage         | Passage         |
| Point           | Point           |
| Points          | Points          |
| Radial          | Radial          |
| Ramp            | Ramp            |
| Road            | Road            |
| Ridge           | Ridge           |
| Ridges          | Ridges          |
| Roads           | Roads           |
| Roadway         | Roadway         |
| Rise            | Rise            |
| River           | River           |
| Ranch           | Ranch           |
| Row             | Row             |
| Rapid           | Rapid           |
| Rapids          | Rapids          |
| Rest            | Rest            |
| Route           | Route           |
| Rue             | Rue             |
| Run             | Run             |
| Shopping Center | Shopping Center |
| Shoals          | Shoals          |
| Shoal           | Shoal           |
| Shore           | Shore           |
| Shores          | Shores          |
| Skyway          | Skyway          |
| Slip            | Slip            |
| Summit          | Summit          |
| Spring          | Spring          |
| Springs         | Springs         |
| Spur            | Spur            |
| Spurs           | Spurs           |
| Square          | Square          |
| Squares         | Squares         |
| Street          | Street          |
| Station         | Station         |
| State Parkway   | State Parkway   |
| Stravenue       | Stravenue       |
| Stream          | Stream          |
| Streets         | Streets         |
| Terrace         | Terrace         |
| Trailer Park    | Trailer Park    |
| Turnpike        | Turnpike        |
| Track           | Track           |
| Trace           | Trace           |
| Trafficway      | Trafficway      |
| Truck Trail     | Truck Trail     |
| Trail           | Trail           |
| Trailer         | Trailer         |
| Thruway         | Thruway         |
| Tunnel          | Tunnel          |

**CLDXF\_PostType (con't)**

|                     |                     |
|---------------------|---------------------|
| Turn                | Turn                |
| Tower               | Tower               |
| Towers              | Towers              |
| Union               | Union               |
| Unions              | Unions              |
| Underpass           | Underpass           |
| United States Route | United States Route |
| Vale                | Vale                |
| Viaduct             | Viaduct             |
| Vista               | Vista               |
| Ville               | Ville               |
| Village             | Village             |
| Villages            | Villages            |
| Villas              | Villas              |

|         |         |
|---------|---------|
| Valley  | Valley  |
| Valleys | Valleys |
| View    | View    |
| Views   | Views   |
| Walk    | Walk    |
| Walks   | Walks   |
| Wall    | Wall    |
| Way     | Way     |
| Ways    | Ways    |
| Woods   | Woods   |
| Wells   | Wells   |
| Wharf   | Wharf   |
| Well    | Well    |
| Wood    | Wood    |

## Supplementary Attribute Description

**ACC:** Arterial Classification Codes (ACCs) that categorize roads according to the level of travel mobility that they provide in the road network. Mobility refers to the volume of traffic that a stretch of road carries and the length of trip that it serves. Roads at the highest level of mobility serve the greatest number of trips and the longest trips. Conversely, high-mobility roads provide the lowest level of access to property. Low-level, local roads serve that function.

This system uses a six-level system, with 6 as the lowest level, 1 as the highest. A list of the Arterial Classification Codes is in Table 2 below. Ascending through the levels, each step represents an increase in relative importance to routing – an increase in the number and length of routes using the road. In general, a step up also represents an increase in traffic-volume capacity of the road, an increase in vehicle operating speed, and a decrease in travel time. (This system is similar to, but not tied to, the Federal Highway Administration’s Highway Functional Classification System.)

The primary use of ACCs is in automated routing. Using ACCs, a routing program calculates the maximum use of the highest-level roads that are appropriate to the scale of the desired trip. This is analogous to the route planning of a typical driver, who uses the highest-speed road available, within the geographic range established by the origin and destination points. The hierarchical nature of the ACC levels allows for more efficient access to relevant routing networks for a given route, and in turn reduces system requirements.

The implementation of ACC also supports its usage for map rendering. Using ACC as a cartographic tool allows for a variety of enhancements including:

1. The display of “important” roads.
2. Reduction of line density and visual clutter based on scale of map
3. "Visual Routing" on paper maps (the end user chooses a route based on ACC display)
4. Effective zoom layering in digital applications

**FCC:** Feature classification code used to identify the most noticeable characteristics of a road including whether the road has limited access or is divided, gated, seasonal, a ramp, a traffic circle, a service road, a cul-de-sac, a trail/off road, a walkway, an alley, a parking area, or a planned road.

This series of Feature Class Codes (FCC) provides more detailed information on the classification of a line segment. A list of the Feature Class Codes is in Table 3 below.

**AddressSource:** Indicates the address resource used to populate that segment.

**FromToDirection and ToFromDirection:** These fields convey information about the described direction of travel along roads. This directional is distinct from the existing directional suffix field in that it is not part of the recognized street name. While the navigation direction can correspond to the actual geographic direction of the street, it can and does deviate. For example, I-90 Westbound runs south along Lake Erie. To accommodate single carriageway streets, two fields are used. Values are: N, S, E, W, NE, SE, NW, SW.

**FromToCost and ToFromCost:** Represents From-To impedance in minutes where cost is calculated by dividing the distance by the speed. Distance is stored in the Shape\_Leng field in meters and average travel speed is stored in the Speed field in miles per hour. Therefore travel time (Cost) is calculated as:

$$\text{Cost} = [\text{Shape\_leng}] / [\text{Speed}]$$

The following formula is used to calculate the time cost in meters per minute which is how the data is stored in these fields:

$$\text{FromToCost or ToFromCost} = [\text{Shape\_leng}] * 60 / [\text{Speed}] * 1609$$

**FromZlev and ToZlev:** All segments will contain node elevation (segment-end elevation) values to indicate planar connectivity. The default value is 0, but can range from -8 to 99 as needed. Negative Zlev values (except -9, which is reserved for alternate names), represent features which are underground. A feature at Zlev=0 is on the surface of the Earth, whether or not it is under a manmade structure. For example, a bridge

spanning a river or street would have a Zlev >=1. Multi-level bridges, such as the George Washington Bridge, will be represented by multiple chains. Chains will be duplicated as necessary to maintain traffic flow for each level. Node elevation values will be used to distinguish each layer from the next. These segments will each have unique NYSSStreetID, not equal to layers above or below them. This will be represented by parallel segments with a separation of .00003 (30 micro degrees, approximately 10 feet.).

**GeometryAccuracy:** In most cases, when GeometryAccuracy = T, the street segment has a positional accuracy error of less than or equal to 12 meters. If GeometryAccuracy = F, then the street segment was not found on the orthoimagery or other high resolution data source used for realignment but has been confirmed to exist. This only indicates that its accuracy is unknown.

**GeometrySource:** Indicates the geometry resource used to align the segment.

**NameSource:** Indicates the street name resource used to populate the segment.

**OneWay:** The direction of traffic movement along a road in relation to the FROM node and TO node of the line segment representing the road in the GIS data where "TF" is one-way in the To-From direction, "FT" is one-way in the From-To direction, and <null> indicates that travel is permitted in both directions.

**Sequence:** This number represents the number of alternate names a segment has. It will start at 1 and increase to the number of the last alternate name. For example, if the segment has five alternate names then the sequence number will be 1- 5 for that segment id.

**Shield:** Indicates the type of route shield where "I" = Interstate, "IC" = Interstate Connector, "U" = US Highway, "UB" = US Highway Business Route, "UC" = US Highway Connector, "S" = State Touring Route, "SH" = State 900 Route, "SC" = State Highway Connector, "P" = Parkway, "C" = County Road, "CT" = County Touring Route.

**Jurisdiction:** Code representing the ownership of a street segment. Missing codes (04, 05, 07, 08, 11) are codes that have been retired.

**Table 2 – Generalized ACC Level Descriptions**

| Approach         |   |   |   |   |                        |  |
|------------------|---|---|---|---|------------------------|--|
|                  | Feature Guidelines<br><small>(95% Rule)</small> | Geographic Significance   | Routing Importance  | Cities Connected<br><small>(Ranked by Population)</small>   | Intersection Controls  |  |
| <b>ACC Class</b> | <b>1</b>  | <ul style="list-style-type: none"> <li>- Limited Access</li> <li>- Divided</li> <li>- 1 &amp; 2 Digit Interstates</li> <li>- 4+ Lanes</li> <li>- 65+ MPH Maximum Speed Limit</li> <li>- 45+ MPH Minimum Speed Limit</li> <li>- Dedicated HOV Lanes</li> <li>- Allows Truck / Commercial Traffic</li> <li>- May Have Tolls</li> <li>- Non-Commercial POI's</li> </ul>  | - North America / Continental   | <ul style="list-style-type: none"> <li>- Largest / Longest Highways</li> <li>- Connect Major / Largest Cities</li> <li>- "Coast-to-Coast" Origin to Destination</li> <li>- Interstate Commerce / Travel</li> <li>- Intrastate Commerce / Travel</li> </ul>        | 150                    | - Limited Access   |
|                  | <b>2</b>  | <ul style="list-style-type: none"> <li>- Limited Access</li> <li>- Divided</li> <li>- 3 Digit Interstates, Freeways, Expressways &amp; Beltways</li> <li>- 4+ Lanes</li> <li>- 55+ MPH Maximum Speed Limit</li> <li>- 45+ MPH Minimum Speed Limit</li> <li>- Dedicated HOV Lanes</li> <li>- Allows Truck / Commercial Traffic</li> <li>- May Have Tolls</li> <li>- Non-Commercial POI's</li> <li>- Regulated Access / Ramp Controls</li> </ul>                          | <ul style="list-style-type: none"> <li>- State / Region</li> <li>- Inter-Metropolitan Area</li> </ul> | <ul style="list-style-type: none"> <li>- Long / Large Highways</li> <li>- Beltways / Secondary Freeways</li> <li>- Connect Major Cities</li> <li>- Connect Major Suburbs with Metro Core</li> <li>- Intrastate Commerce</li> <li>- Recreational Travel</li> </ul> | 600                    | - Limited Access   |
|                  | <b>3</b>  | <ul style="list-style-type: none"> <li>- Dedicated Turn Lanes</li> <li>- 2-6 Lanes</li> <li>- 45-55 MPH Maximum Speed Limit</li> <li>- Numerous Intersections / Maintains Right-of-Way</li> <li>- Scenic Highways</li> <li>- Commercial / Non-Commercial POI's</li> <li>- Allows Truck / Commercial Traffic</li> <li>- Dedicated Turn Lanes</li> <li>- Overwhelmingly Commercial</li> </ul>   | <ul style="list-style-type: none"> <li>- Intra-State</li> <li>- Intra-Metropolitan Area</li> </ul>    | <ul style="list-style-type: none"> <li>- Medium Highways</li> <li>- US/State Highway Network</li> <li>- Connect Minor Cities</li> <li>- Intrastate Commerce</li> <li>- Recreational Travel</li> </ul>   | 20,000                 | - Traffic Lights   |
|                  | <b>4</b>  | <ul style="list-style-type: none"> <li>- 2-4 Lanes</li> <li>- 35-45 MPH Maximum Speed Limit</li> <li>- Dedicated Turn Lanes</li> <li>- Numerous Intersections / Numerous Stops</li> <li>- Defined "Grid"</li> <li>- Commercial / Non-Commercial POI's</li> <li>- Connects the Non-Limited &amp; Limited Access Network</li> <li>- Restricted Truck / Commercial Traffic</li> <li>- Rarely Dirt</li> <li>- Predominately Mixed Use (Commercial / Residential)</li> </ul> | - City / County   | <ul style="list-style-type: none"> <li>- Local Arteries</li> <li>- Retail Commerce</li> <li>- Recreational Activities</li> <li>- Initial Route Origin / Final Destination</li> </ul>  | - Every town / village | <ul style="list-style-type: none"> <li>- Traffic Lights</li> <li>- Stop Signs</li> </ul> |
|                  | <b>5</b>  | <ul style="list-style-type: none"> <li>- Rarely Divided</li> <li>- 2 Lanes</li> <li>- 25-35 MPH Maximum Speed Limit</li> <li>- Few Dedicated Turn Lanes</li> <li>- Restricted Truck / Commercial Traffic</li> <li>- Commercial / Non-Commercial POI's</li> <li>- "Every Fourth Street"</li> <li>- Predominately Residential</li> </ul>  | - Neighborhood  | <ul style="list-style-type: none"> <li>- Neighborhood / Community Access</li> <li>- Initial Route Origin / Final Destination</li> </ul>   | N/A                    | - Stop Signs   |
|                  | <b>6</b>  | <ul style="list-style-type: none"> <li>- Very Rarely Divided</li> <li>- 1-2 Lanes</li> <li>- 15-25 MPH or Unposted Maximum Speed Limit</li> <li>- Highly Restricted Truck / Commercial Traffic</li> <li>- Lacks Dedicated Turn Lanes</li> <li>- Rarely has POI's</li> <li>- Includes Apartment Developments / Private Drives</li> <li>- Overwhelming Residential</li> <li>- Includes "Business Parks" / Commercial Developments</li> </ul>                              | - Residential   | <ul style="list-style-type: none"> <li>- Intra-neighborhood Travel</li> <li>- Initial Route Origin / Final Destination</li> </ul>   | N/A                    | <ul style="list-style-type: none"> <li>- Stop Signs</li> <li>- Uncontrolled</li> </ul>   |

**Table 3 – Feature Class Codes (FCC) Descriptions**

| A          | ROADS   |
|------------|---|
| <b>A00</b> | Road, major and minor categories unknown  |
| <b>A01</b> | Road, unseparated   |
| <b>A02</b> | Road, unseparated, in tunnel  |
| <b>A03</b> | Road, unseparated, underpassing   |
| <b>A04</b> | Road, unseparated, with rail line in center   |
| <b>A05</b> | Road, separated   |
| <b>A06</b> | Road, separated, in tunnel  |
| <b>A07</b> | Road, separated, underpassing   |
| <b>A08</b> | Road, separated, with rail line in center   |
| <b>A09</b> | <i>not used</i>   |
|            |   |
| <b>A1</b>  | <b>PRIMARY HIGHWAY WITH LIMITED ACCESS</b>  |
| <b>A10</b> | Primary road with limited access, major category                                    |
| <b>A11</b> | Primary road with limited access or interstate hwy, unseparated                     |
| <b>A12</b> | Primary road with limited access or interstate hwy, unseparated in tunnel           |
| <b>A13</b> | Primary road with limited access or interstate hwy, unseparated underpassing        |
| <b>A14</b> | Primary road with limited access or interstate hwy, unseparated rail line in center |
| <b>A15</b> | Primary road with limited access or interstate hwy, separated                       |
| <b>A16</b> | Primary road with limited access or interstate hwy, separated in tunnel             |
| <b>A17</b> | Primary road with limited access or interstate hwy, separated underpassing          |
| <b>A18</b> | Primary road with limited access or interstate hwy, separated rail line in center   |
| <b>A19</b> | <i>not used</i>   |
|            |   |
| <b>A2</b>  | <b>PRIMARY ROAD WITHOUT LIMITED ACCESS</b>  |
| <b>A20</b> | Primary Highways without limited access, major category                             |
| <b>A21</b> | Primary Highways without limited access, unseparated                                |
| <b>A22</b> | Primary Highways without limited access, unseparated in tunnel                      |
| <b>A23</b> | Primary Highways without limited access, unseparated underpassing                   |
| <b>A24</b> | Primary Highways without limited access, unseparated rail line in center            |
| <b>A25</b> | Primary Highways without limited access, separated                                  |
| <b>A26</b> | Primary Highways without limited access, separated in tunnel                        |
| <b>A27</b> | Primary Highways without limited access, separated underpassing                     |
| <b>A28</b> | Primary Highways without limited access, separated rail line in center              |
| <b>A29</b> | <i>not used</i>   |
|            |   |
| <b>A3</b>  | <b>SECONDARY and CONNECTING ROAD</b>  |
| <b>A30</b> | Secondary state and county highways, major category                                 |
| <b>A31</b> | Secondary state and county highways, unseparated                                    |
| <b>A32</b> | Secondary state and county highways, unseparated in tunnel                          |
| <b>A33</b> | Secondary state and county highways, unseparated underpassing                       |
| <b>A34</b> | Secondary state and county highways, unseparated rail line in center                |
| <b>A35</b> | Secondary state and county highways, separated                                      |
| <b>A36</b> | Secondary state and county highways, separated in tunnel                            |
| <b>A37</b> | Secondary state and county highways, separated underpassing                         |
| <b>A38</b> | Secondary state and county highways, separated rail line in center                  |
| <b>A39</b> | Secondary state and county highways, seasonal *                                     |

|            |  |
|------------|--|
| <b>A4</b>  | <b>LOCAL, NEIGHBORHOOD, and RURAL ROAD</b>   |
| <b>A40</b> | Local, neighborhood, rural road, city street, major category                             |
| <b>A41</b> | Local, neighborhood, rural road, city street, unseparated                                |
| <b>A42</b> | Local, neighborhood, rural road, city street, unseparated in tunnel                      |
| <b>A43</b> | Local, neighborhood, rural road, city street, unseparated underpassing                   |
| <b>A44</b> | Local, neighborhood, rural road, city street, unseparated rail line in center            |
| <b>A45</b> | Local, neighborhood, rural road, city street, separated                                  |
| <b>A46</b> | Local, neighborhood, rural road, city street, separated in tunnel                        |
| <b>A47</b> | Local, neighborhood, rural road, city street, separated underpassing                     |
| <b>A48</b> | Local, neighborhood, rural road, city street, separated rail line in center              |
| <b>A49</b> | Local, neighborhood, rural road, city street, seasonal *                                 |
|            |  |
| <b>A5</b>  | <b>VEHICULAR TRAIL</b>   |
| <b>A50</b> | Vehicular (4WD) Trail, major category  |
| <b>A51</b> | Vehicular (4WD) Trail, unseparated   |
| <b>A52</b> | Vehicular (4WD) Trail, unseparated in tunnel   |
| <b>A53</b> | Vehicular (4WD) Trail, unseparated underpassing  |
| <b>A54</b> | Gated, all vehicles *  |
| <b>A55</b> | Gated, 4WD Only *  |
| <b>A56</b> | Gated, seasonal, all vehicles *  |
| <b>A57</b> | Gated, seasonal, 4WD Only *  |
| <b>A58</b> | <i>not used</i>  |
| <b>A59</b> | Vehicular (4WD) Trail, seasonal *  |
|            |  |
| <b>A6</b>  | <b>ROADS with SPECIAL CHARACTERISTICS</b>  |
| <b>A60</b> | At-grade ramp or connecting road not associated with a limited access highway            |
| <b>A61</b> | Cul-de-Sac, the closed end of a road that forms a loop or turn around                    |
| <b>A62</b> | Traffic Circle, the portion of a road or intersection of roads forming a roundabout      |
| <b>A63</b> | Access Ramp, the portion of a road that forms a cloverleaf or limited access interchange |
| <b>A64</b> | Service Road, provides access to businesses and rest areas                               |
| <b>A65</b> | Ferry Crossing, Passenger, Seasonal  |
| <b>A66</b> | Ferry Crossing, Passenger, Year-Round  |
| <b>A67</b> | <i>not used</i>  |
| <b>A68</b> | Ferry Crossing, Vehicular, Seasonal  |
| <b>A69</b> | Ferry Crossing, Vehicular, Year-Round  |
|            |  |
| <b>A7</b>  | <b>ROAD as OTHER THOROUGHFARE</b>  |
| <b>A70</b> | Other Thoroughfare major category  |
| <b>A71</b> | Walkway, for pedestrians, usually unnamed  |
| <b>A72</b> | Stairway, stepped road for pedestrians, usually unnamed                                  |
| <b>A73</b> | Alley, road for service vehicles, located at the rear of buildings                       |
| <b>A74</b> | Driveway, usually privately owned and unnamed  |
| <b>A75</b> | Road, parking area   |
| <b>A76</b> | Non-motorized Trail *  |
| <b>A77</b> | Snowmobile Trail *   |
| <b>A78</b> | Planned Road – unknown construction start date *   |
| <b>A79</b> | <i>not used</i>  |

\* Codes added in January 2013 and are not complete statewide. They are being updated as counties provide the changes.

## **FCC Code Definitions**

**Gated:** Any transportation corridor where motorized vehicular traffic is intentionally restricted by the presence of a physical barrier.

**Seasonal:** A transportation corridor that is not open year-round for motorized vehicular use (e.g. closed in winter; restricted by easement), with posted signs indicating seasonal status.

**Snowmobile Trail:** A transportation corridor that is seasonally accessible by snowmobiles, but otherwise not accessible to motorized transportation.

**Non-motorized Trail:** Any transportation corridor that is open only to non-motorized uses (e.g. foot, bicycle or horse trail).

**4WD:** 4WD Roads are dirt roads that do not have a name or addressing. They will carry a Jurisdiction of 15 (Off-Road) unless it is a Private road; then it would be a Jurisdiction of 14.