

**U.S. DOT CROSSING INVENTORY
FORM**

DATA FILE STRUCTURE

AND

FIELD INPUT SPECIFICATIONS

FORMAT FOR FRA INVENTORY FIELDS

DATA ENTRY FIELD DESCRIPTION

INVENTORY FIELD ORDER

U.S. DOT CROSSING INVENTORY FORM
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| FIELD/FORM 6180.71 NO. | FIELD NAME | DESCRIPTION | SIZE/ TYPE | START(END) (For ASCII) | DEFINITIONS, VALID VALUES, RANGES, & COMMENTS (CURRENT/NEW FIELDS ARE TO BE PROVIDED. PREVIOUS FIELDS ARE SHOWN IN THIS TABLE FOR INFORMATION ONLY.) {CONVERSIONS – FRA INTERNAL USE} | |
|------------------------------|---------------|-------------|------------------------------------|---------------------------|---|---|
| 1 | B. | CROSSING | Crossing No. | 7 C | 1 (7) | Valid Crossing I.D. No. Must be 6 numeric characters followed by 1 alphabetic character. |
| 2 | D. | EFFDATE | Effective Date | 6 C | 8 (13) | Entered in form as MM/DD/YYYY (stored in EFFDATE field as YYMMDD) End date for the most current record is always '999999'. When the crossing is updated with a new record, the end date of the previous current record is set to one day before the effective date of the new current record. |
| 3 | | EDATE | End Date | 6 C | 14 (19) | |
| 4 | C. | REASON | Reason for Update | 1 C | 20 | EDATE is stored as YYMMDD. 1=Changes in Existing Crossing Data 2=New Crossing 3=Closed Crossing or Abandoned |
| 5 | I.2. | STATE | State | 2 C | 21 (22) | Use 2-character state code. Click here to go to Valid State FIPS Code . |
| 6 | I.3. | CNTYCD | County | 4 C | 23 (26) | Use 4-character county code. Click here to go to Valid County FIPS Code |
| 7 | | STATE2 | State | 2 C | 27 (28) | Use 2-character state code. Click here to go to Valid State FIPS Code |
| 8 | I.12. | CITYCD | City | 4 C | 29 (32) | Use 4-character city code. Click here to go to Valid City FIPS Code |
| 9 | I.12. | NEAREST | In or Near City | 1 C | 33 | 0 = In City 1=Near City |
| 10 | I.1. | RAILROAD | Railroad Operating Company | 4 C | 34 (37) | Valid Railroad Code <u>For valid railroad codes, refer to current list of railroad codes provided by FRA Office of Safety</u> |
| 11 | I.4. | RRDIV | RR Division | 14 C | 38 (51) | Railroad Division Name or Blank |
| 12 | I.5. | RRSUBDIV | RR Subdivision | 14 C | 52 (65) | Railroad Subdivision or Blank |
| 13 | I.14. | HIGHWAY | Highway type and No. | 7 C | 66 (72) | Any Alphanumeric Data or Blank |
| 14 | I.13. | STREET | Street or Road Name | 17 C | 73 (89) | Any Alphanumeric Data or Blank |
| 15 | I.8. | RRID | RR I.D. No. | 10 C | 90 (99) | |
| 16 | I.9. | TTSTN | Nearest RR Timetable Station | 6 C | 100 (105) | Valid Timetable Station |
| 17 | I.6. | BRANCH | Branch or Line Name | 15 C | 106 (120) | Branch/Line Name or Blank |

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| 18 | I.7. | MILEPOST | RR Milepost | 6 C | 121 (126) | The first two spaces can be alphanumeric, and the next four spaces numeric. There is an implied decimal point after the first 4 characters. |
| 19 | I.22. | MAPREF | County Map Ref. No. | 10 C | 127 (136) | Any Alphanumeric Data or Blank 1=Pedestrian, 2=Private Vehicle, 3=Public Vehicle (The following is the key for the crossing type and position: |
| 20 | I.17 | TYPEXING | Type of Crossing | 1 C | 137 | 11 - Pedestrian at grade 23 - Private RR over 12 - Pedestrian RR under 31 - Public at grade 13 - Pedestrian RR over 32 - Public RR under 21 - Private at grade 33 - Public RR over 22 - Private RR under |
| 21 | I.18. | POSXING | Position of Crossing | 1 C | 138 | 1=At grade under 2=RR Under 3=RR over |
| 22 | I.27.A | PRVCAT | Private Xing Category | 1 C | 139 | 1=Farm 3=Recreational 2=Residential 4=Industrial 5=Commercial Current Values: 1=signs 3=no signs or signals 2=signals 4=both signs and signals |
| 23 | I.27.C. | PRVIND | Signs/ Signals | 1 C | 140 | On Previous Version of Inventory Form: 8=Signs 9=Signals 0=None |
| 24 | I.27.C. | PRVSIGN | Signs-Specify | 15 C | 141 (155) | Any Alphanumeric Data (Reference Field 140, PRVSIGNL) 1. =Railroad 2. =State 3.=DOT 4. =Original FRA internal use. |
| 25 | A. | INIT | Initiating Agency | 1 C | 156 | Note: 3 & 4 are for internal FRA use only. Coded field, which is used for batch identification during update: The first character is the last character of the year; The second-fourth characters are the day of the year, and the fifth-sixth characters are the sequence number. |
| 26 | | BATCH | System coded Field | 6 C | 157 (162) | |
| 27 | | USERCD | | 1 C | 163 | This field is not currently used No Longer Used Previous: Coded date of update. |
| 28 | | UPDATE | | 2 C | 164 (165) | Refer to field 105 (UPDATDAT) |

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| 29 | LINK | | 5 C | 166 (170) | Not in use. Previous Value: 1.Used for High Speed Corridor. 2.This was the link identification code (LIC) from the rail network model for the line on which the crossing lies. The LIC is a five-digit code incorporating the alphabetical abbreviation of the owning railroad and a sequence number. | |
| 30 | II.1.C. | DAYTHRU | Day Thru Train Movements | 2 N | 171 (172) | Refer to field 89 (HSCORRID) 0 to 99 |
| 31 | | DAYSWT | Switching | 2 N | 173 (174) | (Previous Values: 0 to 99) Not in New Form-field No Longer Maintained in Inventory-obsolete (Reference Field135, TOTALTRN, and Field 136 TOTALSWT) |
| 32 | | NGHTTHRU | Night Thru Train Movements | 2 N | 175 (176) | (Previous Values: 0 to 99) Not in New Form-field No Longer Maintained in Inventory-obsolete (Reference Field 135, TOTALTRN) |
| 33 | | NGHTSWT | Night Switching Movements | 2 N | 177 (178) | (Previous Values: 0 to 99) Not in New Form-field No Longer Maintained in Inventory-obsolete (Reference Field 135, TOTALTRN, and Field 136 TOTALSWT) |
| 34 | II.1.D. | LT1MOV | Less Than One Movement Per Day? | 1 C | 179 | 0 = At least one train per day 1= Less than one train per day Enter a check if train frequency is less than one train per day. |
| 35 | II.2.A. | MAXTTSPD | Maximum Timetable Speed | 3 N | 180 (182) | Values are 1 to 150 |
| 36 | II.2.B | MINSPD | From Min: | 3 N | 183 (185) | Values are 1 to 150 |
| 37 | II.2.B. | MAXSPD | To Max: | 3 N | 186 (188) | Values are 1 to 150 |
| 38 | II.3. | MAINTRK | Main | 1 N | 189 | Values are 0 to 9 for main track |
| 39 | II.3. | OTHRTRK | Other | 2 N | 190 (191) | Values are 0 to 99 for other tracks |
| 40 | II.3. | OTHRDES | Specify | 10 C | 192 (201) | Description, if other tracks exist |

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| 41 | II.4. | SEPIND | Does Another RR Operate a Separate Trk. (Y/N)? | 1 C | 202 | 1=Yes 2=No |
| 42 | II.4. | SEPRR | Specify | 16 C | 203 (218) | Up to 4 valid RR codes Code should not be repeated |
| 43 | II.5. | SAMEIND | Does Another RR Operate Over Your Trk. (Y/N)? | 1 C | 219 | 1=Yes 2=No |
| 44 | II.5 | SAMERR | Specify | 16 C | 220 (235) | Up to 4 valid RR codes Code should not be repeated Highway warning device class at crossing. <u>New Values:</u> 1 - No signs or signals 2 - Other signs or signals 3 - Crossbucks 4 - Stop signs 5 - Special Active Warning Devices 6 - Highway traffic signals, wigwags, bells, or other activated 7. Flashing lights 8 - All other Gates 9 - Four Quad (full barrier) Gates |
| 45 | | WDCODE | Warning Device Code | 1 C | 236 | (Note: SPECPRO (Field 64) has WDCODE=6; and WARNACTO (Field 142) has WDCODE=6).: <u>Previous Values</u> 1 - No sign or signal 2 - Other signs or signals 3 - Stop signs 4 - Crossbucks 5 - Non-train activated special protection 6 - Highway traffic signals, wigwags, or bells 7 - Flashing lights 8 - Gates (Previous Values: 0 to 9) Not in New Form-field No Longer Maintained in Inventory-obsolete (Reference Field 138, XBUCK) |
| 46 | | XBUCKRF | Crossbucks- Reflectorized | 1 N | 237 | (Previous Values: 0 to 9) Not in New Form-field No Longer Maintained in Inventory-obsolete (Reference Field 138, XBUCK) |
| 47 | | XBUCKNRF | Crossbucks- Non- reflectorized | 1 N | 238 | (Previous Values: 0 to 9) Not in New Form-field No Longer Maintained in Inventory-obsolete (Reference Field 138, XBUCK) |

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|------------------------------|---------------|-------------|---|---------------------------|---|--|
| 48 | III.2.B. | STOPSTD | Highway Stop Signs | 1 N | 239 | 0 to 9 9 represents 9 or more Previous Values: (0 to 9, 9 represents 9 or more) Not in New Form-field No Longer Maintained in Inventory-obsolete Conversion: If at least one of the two "Other Signs: Specify" field sets (OTHSGN1 and OTHDES1, or OTHSGN2 and OTHDES2) are blank, the value for STOPOTH (Other Stop Sign) was placed in the blank OTHSGN1 (or OTHSGN2) field, and "OTHRSTPSGN" was entered in the corresponding OTHDES1 (or OTHDES2) field. |
| 49 | | STOPOTH | Other Stop Sign | 1 N | 240 | |
| 50 | III.2.F. | OTHSGN1 | Other Signs: | 1 N | 241 | 0 to 9 9 represents 9 or more |
| 51 | III.2.F. | OTHDES1 | Specify: | 10 C | 242 (251) | Any Alphanumeric Description |
| 52 | III.2.F. | OTHSGN2 | Other Signs: | 1 N | 252 | 0 to 9 9 represents 9 or more |
| 53 | III.2.F. | OTHDES2 | Specify: | 10 C | 253 (262) | Any Alphanumeric Description |
| 54 | | GATERW | Gates-Red & White | 1 N | 263 | Previous Values: 0 to 9 (9 represents 9 or more) Not in New Form-field No Longer Maintained in Inventory-obsolete (Reference Field 139, GATES) |
| 55 | | GATEOTH | Gates-Other | 1 N | 264 | (Previous Values: 0 to 9, (9 represents 9 or more) Not in New Form-field No Longer Maintained in Inventory-obsolete (Reference Field 139, GATES) |
| 56 | III.3.C. | FLASHOV | Canti-levered (or bridged) Flashing Lights- Over Traffic Lane | 1 N | 265 | 0 to 9 9 represents 9 or more |
| 57 | III.3.C. | FLASHNOV | Canti- levered (or bridged) Flashing Lights- Not Over Traffic | 1 N | 266 | 0 to 9 9 represents 9 or more |
| 58 | III.3.D. | FLASHMAS | Mast Mounted Flashing Lights: | 1 N | 267 | 0 to 9 9 represents 9 or more |
| 59 | III.3.F. | FLASHOTH | Other Flashing Lights: | 1 N | 268 | 0 to 9 9 represents 9 or more |

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| 60 | III.3.F. | FLASHDES | Specify: | 9 C | 269 (277) | Any Alphanumeric Description |
| 61 | III.3.G. | HWYSGNL | Hwy. Traffic. Signals | 1 N | 278 | 0 to 9 9 represents 9 or more |
| 62 | III.3.H. | WIGWAGS | Wigwags | 1 N | 279 | 0 to 9 9 represents 9 or more |
| 63 | III.3.J. | BELLS | Bells | 1 N | 280 | 0 to 9 9 represents 9 or more |
| 64 | III.4. | SPECPRO | Specify Warning Device: | 20 C | 281 (300) | Description of Non-train Activated Device |
| 65 | III.1. | NOSIGNS | No Signs or Signals | 1 C | 301 | Enter a check if no signs or signals are present. 1=No signs or signals 0=At least one sign or signal |
| 66 | IV.10. | COMPOWER | Commercial Power Available (Y/N)? Signaling for Train | 1 C | 302 | 1=Yes 2=No |
| 67 | III.7. | SGNLEQP | Operation: Is Track Equipped with Train Signals | 1 C | 303 | 1=Yes 2=No New Values: 1= Constant 3=DC/AFO Warning Time 4=other 2= Motion Detectors 5=none |
| 68 | III.6. | SPSEL | Train Detection | 1 C | 304 | (Previous Values: 1=Yes 2=No, 3=N/A) Conversion: Yes (1) CWT (1) No (2)-> DC/AFO(3) N/A (3)-> None (5) (Previous: Does Xing Signal Provide Speed Selection for Trains?) |
| 69 | IV.1. | DEVELTYP | Type of Development | 1 C | 305 | Values are 1 to 5 1=Open Space 2=Residential 3=Commercial 4=Industrial 5=Institutional |

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|------------------------------|----------|---------------|--|---------------|---------------------------|---|--|
| 70 | IV.5 | HWYPVED | Is Highway Paved? | 1 C | 306 | 1=Yes | 2=No |
| 71 | IV.7. | DOWNST | Does Track Run Down a Street (Y/N)? | 1 C | 307 | 1=Yes | 2=No |
| 72 | III.2.E. | PAVEMRK | Pavement Markings: | 1 C | 308 | Values are 1 to 4 1=Stop lines, 2=RR Xing Symbols, 3=No Markings New Values: 1=Less than 75ft 2=75 to 200ft | 4=Stop lines and RR Xing Symbols 3=200 to 500 ft 4=N/A |
| 73 | IV.8. | HWYNEAR | Nearby Intersecting Highway? | 1 C | 309 | Previous Values: Conversion: Yes >Less than 75 ft. (See Field 152, HWYNRSIG) | 1=Yes 2=No No >N/A |
| 74 | III.2.C. | ADVWARN | RR Advance Warning Signs | 1 C | 310 | 1=Yes | 2=No |
| 75 | IV.2. | XANGLE | Smallest Crossing Angle | 1 C | 311 | 1 to 3 (measurement is in degrees) 1=0-29 2=30-59 3=60-90 Conversion: | |
| 76 | IV.6. | SURFACE | Crossing Surface: | 1 C | 312 | New 1. Timber 2. Asphalt 3. Asphalt & Flange 4. Concrete 5. Concrete and Rubber 6. Rubber 7. Metal 8. Unconsolidated 9. Other (Specify) | Old 1. Sectional Treated Timber 2.Full Wood Plank 3.Asphalt 4.Concrete Slab 5.Concrete Pavement 6.Rubber 7.Metal Sections 8.Other Metal 9.Unconsolidated 0.Other (Specify) |
| | | | | | | (See Field 151, XSUROTHR) | |
| 77 | IV.3. | TRAFICLN | No. of Traffic Lanes Crossing RR: | 1 C | 313 | Values are 1 to 9 | |
| 78 | IV.4. | TRUCKLN | Are Truck Pullout Lanes Present (Y/N)? | 1 C | 314 | 1=Yes | 2=No |

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|------------------------------|---------------|-------------|---------------|---------------------------|---|
| 79 | V.2. | STHWY1 | 1 C | 315 | 1=Yes 2=No |
| 80 | V.1. | HWYSYS | 2 C | 316 (317) | 01=Interstate National Highway System 02=Other National Highway System 03=Other Federal-Aid Highway-Not NHS 08=Non Federal-Aid (NHS=National Highway System) 01, 02, 06, 07, 08, 09, 11, 12, 14, 16, 17, 19 01=R. Interstate, 02=R. Oth. Prin. Arterial, 06=R. Minor Arterial, 07=R. Major Collector, 08=R. Minor Collector, 09=R. Local, 11=U. Interstate, 12=U. Oth. Freeway and Expressway, 14=U. Oth. Prin. Arterial, 16=U. Minor Arterial, 17=U. Collector, 19=U. Local [R=Rural, U=Urban] |
| 81 | V.3. | HWYCLASS | 2 C | 318 (319) | 01=R. Interstate, 02=R. Oth. Prin. Arterial, 06=R. Minor Arterial, 07=R. Major Collector, 08=R. Minor Collector, 09=R. Local, 11=U. Interstate, 12=U. Oth. Freeway and Expressway, 14=U. Oth. Prin. Arterial, 16=U. Minor Arterial, 17=U. Collector, 19=U. Local [R=Rural, U=Urban] |
| 82 | V.5. | AADT | 6 C | 320 (325) | 000001 – 999999 Annual Average Daily Traffic (AADT) |
| 83 | V.6. | PCTTRUK | 2 C | 326 (327) | 00 – 99 Estimate of % of Trucks |
| 84 | I.23. | LATITUDE | 10 7 N | 328 (337) | Grade crossing latitudinal coordinate, from the center of the crossing. |
| 85 | I.24. | LONGITUD | 11 7 N | 338 (348) | Grade crossing longitudinal coordinate, from the center of the crossing. |
| 86 | I.25. | LLSOURCE | 1 C | 349 | 1 = actual 3. Federal Actual 2=estimated 4. Federal Derived –[For Blank=neither FRA Internal Use] New values: 0 = not interconnected 2 = advance preemption 1 = simultaneous 9 = n/a preemption |
| 87 | III.8. | INTRPRMP | 1 C | 350 | Previous values: 0 = not interconnected 2 = simultaneous 1 = interconnected 3 = advance preemption 9 = n/a Conversion: 1. (Interconnected)->1(simultaneous pre.) 2. (simulta. Pre.)->1(simultaneous pre.) 3. (adv.pre.)->2(adv pre.) |
| 88 | III.2.D. | HUMPSIGN | 1 C | 351 | 1=Yes 2=No 3=Unknown Is Hump crossing sign is installed? |
| 89 | I.21. | HSCORRID | 2 C | 352 (353) | Code must be in High Speed Corridor Table (obtain from FRA) |
| 90 | | DOTACPD | 8 6 N | 354 (361) | DOT Accident Prediction Value |

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| 91 | ACPDDATE | | 8 DATE | 362 (369) | Indicates when DOT ACPD was generated. |
| 92 | ACCCNT1 | | 2 N | 370 (371) | Accident history – current complete year |
| 93 | ACCCNT2 | | 2 N | 372 (373) | Accident history – prior year |
| 94 | ACCCNT3 | | 2 N | 374 (375) | Accident history – two years prior |
| 95 | ACCCNT4 | | 2 N | 376 (377) | Accident history – three years prior |
| 96 | ACCCNT5 | | 2 N | 378 (379) | Accident history – four years prior |
| 97 | HISTDATE | | 8 DATE | 380 (387) | Indicates when ACCCNT1- ACCCNT5 were generated |
| 98 | V.7. SCHLBUS | Avg. No of School Buses Passing Over the Crossing on a School Day | 3 N | 388 (390) | Value must be 0 through 999 |
| 99 | I.16 WHISTBAN | New: Whistle Ban (Quiet Zone) | 1 C | 391 | Valid values: 0=no 1=24 hour 2=partial 9=unknown |
| 100 | I.19 PASSCD | Type of Passenger Service | 1 C | 392 | Valid values: A = AMTRAK operates over crossing B = AMTRAK and other passenger train operates over crossing C = Other passenger train operates over crossing including Seasonal D = None |
| 101 | I.20 PASSCNT | Avg Passenger Train Count Per Day | 3 N | 393 (395) | Value must be 0 through 999. [Cannot exceed the total train movements] |
| 102 | I.10 RRMAIN | Parent RR | 4 C | 396 (399) | Valid Railroad Code |
| 103 | I.11 XINGOWNR | Crossing Owner | 4 C | 400 (403) | Valid Railroad or Company Code |
| 104 | SOURCE | | 1 C | 404 | This field will indicate the source of the last update. Valid values: H = other hard copy I = inventory form M = other magnetic media P = mass-update printout T = magnetic tape X = GX O = foreign files |
| 105 | UPDATDAT | | 8 DATE | 405 (412) | This field will contain the date that the last update to the record was posted. |

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| 106 | LONGBDAT | | 8 DATE | 413 (420) | This field will contain the same date as the field EFFDATE, in this file, except that the year will be four characters in this data element. | |
| 107 | LONGEDAT | | 8 DATE | 421 (428) | This field will contain the same date as the field EDATE, in this file, except that the year will be four characters in this data element | |
| 108 | III.3.B. | FOURQUAD | Four-quadrant gates present | 1 C | 429 | 1=Yes 2=No |
| 109 | | TWOQUAD | Two-quadrant gates present | 1 C | 430 | NOT USED IN NEW FORM |
| 110 | I.27.B. | OPENPUB | Private Crossing-Public Access | 1 C | 431 | 1=Yes 2=No Blank=Unknown |
| 111 | I.28.A. | RRNARR1 | Railroad Use | 20 C | 432 (451) | |
| 112 | I.28.B. | RRNARR2 | Railroad Use | 20 C | 452 (471) | |
| 113 | I.28.C. | RRNARR3 | Railroad Use | 20 C | 472 (491) | These fields will contain whatever the railroad desires to enter. |
| 114 | I.28.D. | RRNARR4 | Railroad Use | 20 C | 492 (511) | |
| 115 | I.29.A. | STNARR1 | State Use | 20 C | 512 (531) | |
| 116 | I.29.B. | STNARR2 | State Use | 20 C | 532 (551) | |
| 117 | I.29.C. | STNARR3 | State Use | 20 C | 552 (571) | These fields will contain whatever the State desires to enter. |
| 118 | I.29.D. | STNARR4 | State Use | 20 C | 572 (591) | |
| 119 | V.5 | AADTYEAR | Year for AADT | 4 C | 592 (595) | This field will contain the year of the last AADT update. |
| 120 | | AADTCALC | | 1 C | 596 | Not used. |
| 121 | | TRAINDAT | | 4 C | 597 600 | Not currently used. Was to contain the year of the last trains update. |
| 122 | | TRAINCAL | | 1 C | 601 | Not used. (This field was to identify how the last trains update was calculated: 1 = actual 2 = estimated Blank = neither) |
| 123 | III.9 | RESERVE1 | Reserved for Future Use | 1 C | 602 | Reserved for future use. (RESERVE1 is 1 C. RESERVE2, RESERVE3, RESERVE4. and RESERVE5 are 3 C each.) |

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| 124 | III.10 | RESERVE2 | Reserved for Future Use | 3 C | 603 (605) | |
| 125 | III.11 | RESERVE3 | Reserved for Future Use | 3 C | 606 (608) | |
| 126 | III.12 | RESERVE4 | Reserved for Future Use | 3 C | 609 (611) | |
| 127 | IV.11 | RESERVE5 | Reserved for Future Use | 3 C | 612 (614) | |
| 128 | | DOTCASPD | | 8 6 N | 615 (622) | DOT Predicted Casualty Rate |
| 129 | | DOTFATPD | | 8 6 N | 623 (630) | DOT Predicted Fatality Rate |
| 130 | | FUNCCAT | | 1 C | 631 | Not Used. |
| 131 | I.32. | RRCONT | Railroad Contact | 10 C | 632 (641) | This field contains the telephone number of the railroad contact associated with the crossing. |
| 132 | I.33. | HWYCONT | State Contact | 10 C | 642 (651) | This field contains the telephone number of the State highway contact associated with the crossing. |
| 133 | I.31. | POLCONT | Emergency Contact | 10 C | 652 (661) | This field contains the telephone number of the emergency contact associated with the crossing. Normally, this will be the ENS telephone number posted at the crossing or along the railroad branch line. |
| 134 | I.30. | NARR | Narrative | 100 C | 662 (761) | No editing will be done on this field |
| 135 | II.1.A. | TOTALTRN | Total Trains | 3 N | 762 (764) | 0-500 Conversion: TOTALTRN = (DAYTHRU + DAYSWT + NGHTTHRU + NGHTSWT) |
| 136 | II.1.B. | TOTALSWT | Total Switching Trains | 3 N | 765 (767) | 0-500 Conversion: TOTALSWT = DAYSWT + NGHTSWT |
| 137 | I.15. | ENSSIGN | ENS Sign | 1 C | 768 | 1 = Yes 2 = No |
| 138 | III.2.A. | XBUCK | Crossbucks | 2 N | 769 (770) | Conversion: XBUCK = XBUCKRF + XBUCKNRF |
| 139 | III.3.A. | GATES | Gates | 2 N | 771 (772) | Conversion: GATES = GATERW + GATEOTH |
| 140 | I.27.C. | PRVSIGNL | Signals -Specify | 15 C | 773 (787) | Conversion: If PRVIND = 2 then previous PRVSIGN value will be moved to PRVSGNL. (Refer to field 24 (PRVSIGN)) |

U.S. DOT CROSSING INVENTORY FORM
FORMAT FOR FRA INVENTORY FIELDS - DATA ENTRY FIELD DESCRIPTION
INVENTORY FIELD ORDER
 (Fields not in [Form 6180.71](#) are for FRA Internal Use)

| FIELD/FORM 6180.71 NO. | | FIELD NAME | DESCRIPTION | SIZE/ TYPE | START(END) (For ASCII) | | DEFINITIONS, VALID VALUES, RANGES, & COMMENTS (CURRENT/NEW FIELDS ARE TO BE PROVIDED. PREVIOUS FIELDS ARE SHOWN IN THIS TABLE FOR INFORMATION ONLY.) {CONVERSIONS – FRA INTERNAL USE} |
|------------------------------|----------|---------------|--|---------------|---------------------------|-------|---|
| 141 | III.3.E. | FLASHPAI | Number of flashing light pairs | 2 N | 788 | (789) | This field contains the number of flashing light pairs. |
| 142 | III.3.K. | WARNACTO | Other Train Activated Warning Devices | 9 C | 790 | (798) | This field contains other train activated warning devices. |
| 143 | III.5. | CHANNEL | Channelization Devices with Gates | 1 C | 799 | | 1=All Approaches 2=One Approach 3=None |
| 144 | I.26. | XINGADJ | Adjacent Xing with separate no.? | 1 C | 800 | | 1=Yes 2=No |
| 145 | I.26. | XNGADJNO | Adjacent Xing with separate no.? Provide no. | 7 C | 801 | (807) | Valid crossing number |
| 146 | IV.9. | ILLUMINA | Is Xing Illuminated? | 1 C | 808 | | 1=Yes 2=No |
| 147 | V.4. | HWYSPEED | Posted Hwy Speed | 3 N | 809 | (811) | This field contains the posted highway speed. |
| 148 | | CNTYNAM | County | 20 C | 812 | (831) | Valid County Name |
| 149 | | TTSTNNAM | Nearest RR Timetable Station | 25 C | 832 | (856) | Valid Timetable Station name |
| 150 | | CITYNAM | City | 20 C | 857 | (876) | Valid City Name |
| 151 | IV.6. | XSUROTHR | Crossing Surface: 9. Other | 20 C | 877 | (896) | Specify Other Crossing Surface |
| 152 | IV.8. | HWYNRSIG | Nearby Intersecting Highway? Is it signalized? | 1 C | 897 | | 1=Yes 2=No |

Note: Data file submissions, must, at a minimum, contain the following data fields:

- Initiating Agency (INIT),
- Crossing Number (CROSSING),
- Reason for Update (REASON),
- Effective Date (EFFDATE),
- State (FIPS Code) (STATE),

U.S. DOT CROSSING INVENTORY FORM
FORMAT FOR FRA INVENTORY FIELDS - DATA ENTRY FIELD DESCRIPTION
INVENTORY FIELD ORDER

(Fields not in [Form 6180.71](#) are for FRA Internal Use)

County (FIPS Code) (CNTYCD),
Railroad (RAILROAD),
Type of Crossing (TYPEXING),
Position of Crossing (POXING),
and the updated data fields