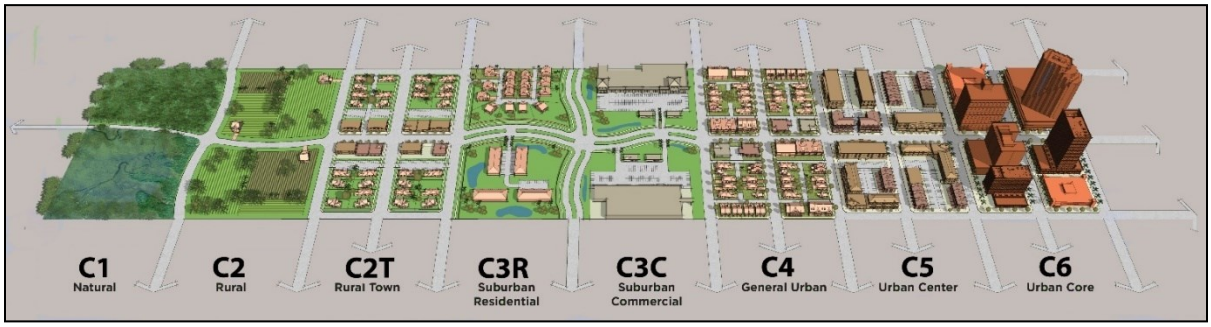
FEATURE 126
PRELIMINARY CONTEXT CLASSIFICATION

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	The District Complete Streets Coordinator will determine the current and future context classification designation, along with the dates, and coordinate with the District RCI staff to get this information into the RCI database.				

Definition/Background: Denotes the preliminary Context Classification assigned by the district to each roadway segment. For final context classification to be used at the project level, contact the District Complete Streets Coordinator. The Preliminary Context Classification contained in RCI is sufficient for research and general information purposes. The context classification denotes the criteria for roadway design elements for safer streets that promote safety, economic development, and quality of life. All non-limited access state highways will be evaluated and assigned a preliminary current context classification. For growth development and design purposes, a future context classification also will be assigned.



CCTXTCLS | PRELIMINARY CURRENT CONTEXT CLASSIFICATION
FCTXTCLS | FUTURE CONTEXT CLASSIFICATION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
2	N/A	Planning Offices, Roadway Design, Transportation Development, Program Management, Traffic Operations	All roadways on the SHS.	N/A	N/A

Cross-Reference/Tolerance: Verify the roadway ID and milepoint limits in the RCI database are consistent with the limits of the context classification.

How to Gather this Data: Code the highest context classification for the composite limits of the roadway. All non-limited access state highways are evaluated using the FDOT Context Classification February 2022 document as a guide (https://nflr2.com/CS/Context%20Classification%20Guide%202022_lo-res.pdf). Limited access facilities are assigned only one code—LA—Limited Access. Any questions regarding this information should be directed to the State Complete Streets Program Manager.

Codes	Descriptions	Additional Information
C1	Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
C2	Rural	Sparsely settled lands, may include agricultural land, grassland, woodland, and wetlands.
C2T	Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
C3R	Suburban Residential	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
C3C	Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
C4	Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor and/or behind the uses fronting the roadway.
C5	Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the civic or economic center of a community, town, or city.
C6	Urban Core	Areas with the highest densities and building heights and within FDOT classified Large Urbanized Areas (population> 1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadways, and are within a well-connected roadway network.
LA	Limited Access	This code (and only this code) is used for roadways with grade separation and limited access such as Interstates and Expressways.

Special District codes are for areas that due to their unique characteristics and function, do not adhere to standard measures identified in the Context Classification Matrix. The codes for Special Districts are:

Codes	Descriptions
SDC1	Special District/Natural
SDC2	Special District/Rural
SDC2T	Special District/Rural Town
SDC3R	Special District/Suburban Residential
SDC3C	Special District/Suburban Commercial
SDC4	Special District/Urban General
SDC5	Special District/Urban Center
SDC6	Special District/Urban Core

CCTXTDTE | PRELIMINARY CURRENT CONTEXT CLASSIFICATION DATE
FCTXTDTE | FUTURE CONTEXT CLASSIFICATION DATE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A	N/A	Planning Offices, Roadway Design, Transportation Development, Program Management, Traffic Operations	All roadways on the SHS.	N/A	N/A

Definition/Background: The date the preliminary current and future context classification were assigned.

Responsible Party for Data Collection: The District Complete Streets Coordinator will assign the preliminary current and future context classification designation date and coordinate with the District RCI staff to populate this information into the RCI database.

How to Gather this Data: Code the date for the preliminary current and future context classification.

Cross-Reference/Tolerance: Verify the format of the date was entered correctly.

Date Assigned: MM/DD/YYYY

Example: December 1, 2017 = 12/01/2017