FEATURE 146
ACCESS MANAGEMENT

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	A representative from each district will gather, update, and input this data into RCI as needed.				

Definition/Background: A designation for each FDOT roadway. This classification reflects the desired access management standards to be followed in each classification. These are standards for restrictive medians, median opening separation, and driveway separation. The ranges are from 00-07 and 99. Code 01 is the highest amount of access management control (freeways) and code 07 is the lowest. Code 07 is usually found on suburban built-out corridors.

For further reference, please read ***FAC Rule 14-97 Access Management Classification System and Standards***. This can be obtained from the District Systems Implementation Office. For further assistance, please contact Systems Implementation Office at (850) 414-4912.

See Assignment of Access Management Classifications to the SHS, Procedure Number Topic No. 525-030-155. This procedure gives guidance on RCI input as follows:

1. Once a classification or reclassification is final, the District Planning Office, or those delegated this task, will enter the Access Management Classification (ACMANCLS) into RCI. The codes are 00-07 and 99.

2. The District Planning Office, or the office designated by the District Secretary, will take no longer than 15 days on re-classifications to enter the data.

3. The District Planning Office, or the office designated by the District Secretary, should send the District connection application staff (usually in Maintenance) the most up-to-date information on the classifications within five working days of the final agency action.

ACMANCLS | ACCESS MANAGEMENT CLASSIFICATION

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Planning Offices	All Active on System roads.	N/A	N/A

Codes	Descriptions
00	Class would not be applicable
01	Access Class 01
02	Access Class 02
03	Access Class 03
04	Access Class 04
05	Access Class 05
06	Access Class 06
07	Access Class 07
99	Special Corridor Access Management Plan

Class 1—Limited Access, i.e., interstate, Turnpike, Lee Roy Selmon, Suncoast Pkwy, Ingress and egress are only via interchanges.

Class 2—Has frontage roads or a system of interconnections making frequent driveways and median openings not needed.

Class 3-6—Has less strict spacing than class 2 due to multiple factors such as speed, strategic importance of roadway, and surrounding land uses.

Class 7—The least strict; usually found in older, densely developed strip suburban areas.

The following information is used to determine roadway access to the SHS network. This table is an excerpt from *Florida Administrative Code (FAC), Rule Chapter 14-97.003, Access Management Classification System and Standards.*

Table 1
Access Management Standards for Limited Access Facilities

Access Class	Segment Location	Applicable Interchange Spacing Standard
1	Area Type 1 – CBD & CBD Fringe for Cities in Urbanized Areas	1 Mile
	Area Type 2 – Existing Urbanized Areas Other Than Area Type 1	2 Miles
	Area Type 3 – Transitioning Urbanized Areas and Urban Areas Other Than Area Type 1 OR 2	3 Miles
	Area Type 4 – Rural Areas	6 Miles

Table 2
Access Management Standards for Controlled Access Facilities

Access Class	Median	Median Opening Spacing Standard (feet)		Signal Spacing Standard (feet)	Connection Spacing Standard (feet)	
		Full	Directional		Posted Speed Greater than 45 MPH	Posted Speed of 45 MPH or less
2	Restrictive	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive			2,640	660	440
5	Restrictive	2,640 Posted Speed Greater than 45 MPH 1,320 Posted Speed of 45 MPH or less	660	2, 640 Posted Speed Greater than 45 MPH 1,320 Posted Speed of 45 MPH or less	440	245
6	Non-Restrictive			1,320	440	245
7	Both Median Types	660	330	1,320	125	125

FIGURE 2

CONTROLLED ACCESS FACILITIES

ACCESS CLASS	FACILITY DESIGN FEATURES (MEDIAN TREATMENT AND ACCESS ROADS)	MINIMUM CONNECTION SPACING (FEET)	MINIMUM MEDIAN OPENING SPACING DIRECTIONAL (FEET)	MINIMUM MEDIAN OPENING SPACING FULL (MILE)	MINIMUM SIGNAL SPACING (MILE)
2	Restrictive with Service Roads	1320/660	1320'	0.5	0.5
3	Restrictive	660/440	1320'	0.5	0.5
4	Non-Restrictive	660/440	N/A	N/A	0.5
5	Restrictive	440/245	660'	0.5/0.25	0.5/0.25
6	Non-Restrictive	440/245	N/A	N/A	0.25
7	Both	125	330'	0.125	0.25

(Greater than 45 MPH/ Less than or = 45 MPH)

NOTE: * Section 14-97.003 and 14-97.004, FAC, contain supplementary and more detailed instrictions for the use of these standards.

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and Standards

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Access Class 1, Limited Access Highways. Class 1 is the most restrictive. These highways do not provide direct property connections. Accessibility to highways in this class is provided by grade-separated interchanges. Interstate highways and the Turnpike are typical of this class. The interchange spacing standards, based on the area type the highway is passing through.

Access Classes 2-7, General Description. The ACMANCLS for controlled access highways (classes 2-7) are arranged from the most restrictive (class 2) to the least restrictive (class 7). Generally, the highways serving areas without existing extensive development or properties without subdivided frontages will be classified at the top of the range (classes 2, 3, and 4). Those roadways serving areas with existing moderate to extensive development or subdivided properties will generally be classified in the lower classes of the range (classes 5, 6, and 7). The standards for each class are further defined where the posted speed limit is greater than 45 mph or where the posted speed limit is 45 mph or less.