FEATURE 140

SECTION STATUS EXCEPTION

Roadway Side	Allows Tie	LRS Package	Feature Type	Interlocking	Secured
C	Yes	No	Length	Yes	Yes
Responsible Party for Data Collection	District Planning				

Definition/Background: This feature gives the date that the roadway ID or segment was taken off or added to the SHS, or the date of the last status change to the roadway ID or segment to accommodate maintenance, bridge number assignment or other needs which require data to be entered into RCI.

OSDATE | ON OR OFF-SYSTEM DATE

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
N/A		Safety (for crash records of SHS roadways after they are removed from the SHS), Central Planning, District Planning	All functionally classified roadways On or Off the SHS.	N/A	N/A

Definition/Background: The date a roadway is added or removed from the State Highway System is important.

How to Gather this Data: Record the date the section of roadway was added or removed from the SHS. The date format is MMDDYYYY, i.e., 01311997 is January 31, 1997.

Date of Revision in "MMDDYYYY"

e.g., 01311997

Value for On/Off-System Date: 8 Bytes: MMDDYYYY—Date roadway was officially added/deleted off the SHS (the effective date on the signed SHS paperwork). Example: 01311997 is January 31, 1997.

STATEXPT | SECTION STATUS (AKA UNDERLYING STATUS)

HPMS	MIRE	Who/What uses this Information	Required For	Offset Direction	Offset Distance
6		General info, wide use, Financial Management (FM), Central Planning, District Planning	All roadways, rails, and trails.	N/A	N/A

Definition/Background: Section status is a continuous feature and therefore must be coded for the complete roadway ID length without gaps, unless there is a physically deleted segment (Feature 138) and/or a stationing exception (Feature 141). Data for stationing exceptions is represented on another roadway ID to avoid duplicate reporting and exaggerated system mileage.

How to Gather this Data: Record status code 01-95. The sum of the drivable segments is the net length and must be coded for the complete roadway ID. If gaps are identified, code Features 138 and 141 accordingly.

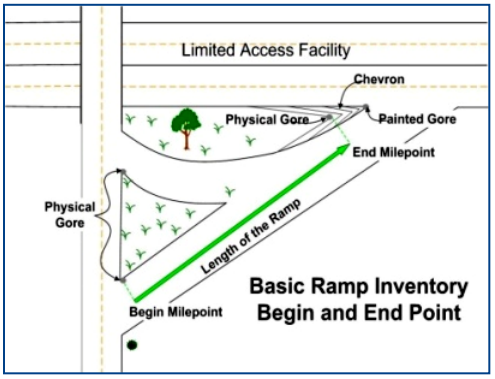
Roadway Codes	Descriptions	Additional Information
01	Pending	May be added to the roadway network.
02	Active On the SHS	Route owned and maintained by FDOT.
04	Inactive	Route must be kept indefinitely, for historic purposes.
05	Deleted	Route has been physically removed, but roadway ID and data must remain for a minimum of one year.
07	Active Exclusive	Ramps owned and maintained by FDOT.
08	Managed Lane	Lanes that are added to increase capacity along a route and have their own alignment that may run concurrent with a mainline route (e.g., I-95 Express).
09	Active Off the SHS	Routes owned by other jurisdictions (or private) and not part of the SHS, not maintained by FDOT.
10	GIS Route	Route used solely for the LRS, it uses the 800 series sub-section number, i.e., a roadway ID with the number 8 in the 6th position.
16	Local Roads with FM Projects	Used by the District Work Program Office to identify FM projects on local roadways off the SHS and off the Federal Aid System, it uses the 900-series section number, i.e., a roadway ID with the number 9 in the 3rd position.
17	Active Off Exclusive	Ramps owned by other jurisdictions (or private) and not maintained by FDOT.

Trail Codes	Descriptions	Additional Information
81	Pending Trails	New construction or anticipated to be added
82	Active Trails	Open for use
84	Inactive Trails	No longer open for use
85	Deleted Trails	Physically removed

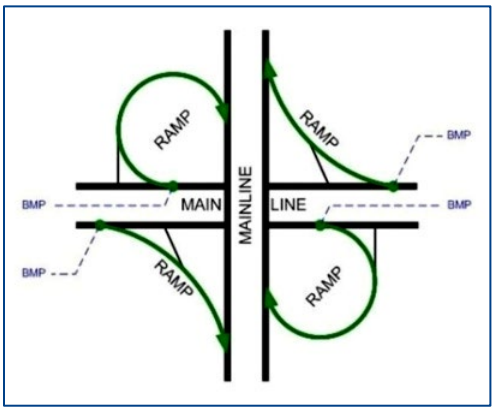
Rail Codes	Descriptions	Additional Information
91	Pending Rail Line	New construction or rail line transfers anticipated to be added
92	Active Rail Line	Rail line that is operational
94	Inactive Rail Line	Rail line that is no longer operational
95	Deleted Rail Line	Physically removed rail line

Special Situations: When it is necessary to have more than one status on a roadway, the overall status in the View/Update/Delete (VUD) screen must be changed to Active with Combination. When coding a roadway ID that has a physically deleted segment, the data from the old alignment should be retained for a minimum of one

year after the roadway has been physically deleted, then after the one-year anniversary date of the physical deletion the data may be removed from RCI.



Feature 140 should be coded Inactive or Deleted for segments of the roadway only. If the entire roadway becomes Inactive or Deleted, do not change Feature 140. Instead, change the overall status in the VUD screen and keep the section status of the roadway ID intact for historical purposes.

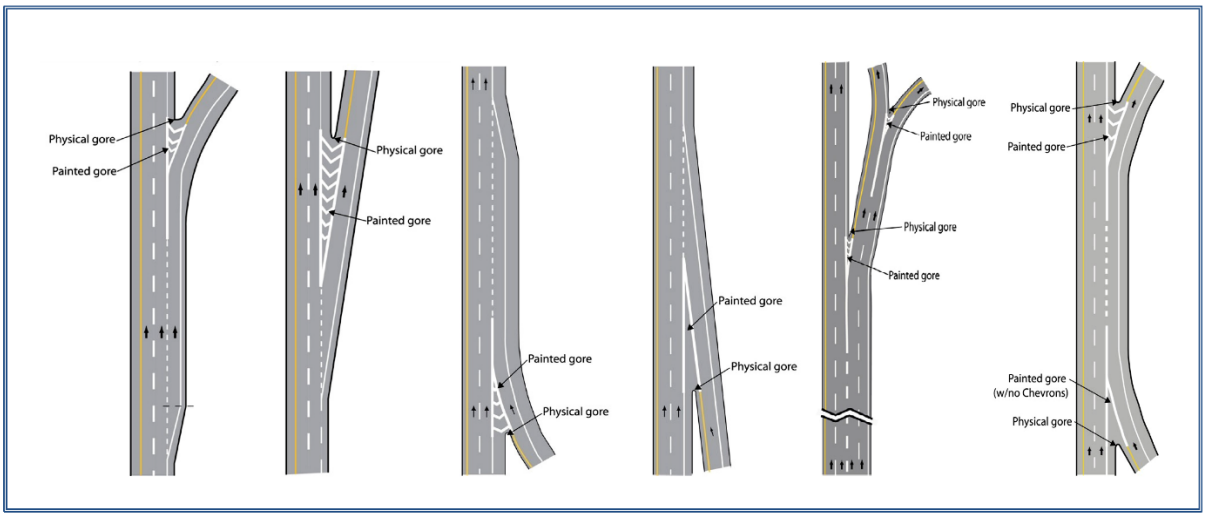


Active Exclusive Roadways: On and off ramps are concerned with documenting the existence and limits, such as the beginning and ending points of the ramp. On full access-controlled facilities, ramps usually abut or connect auxiliary lanes, i.e., acceleration and/or deceleration lanes, before reconnecting or completing a connection to through lanes or even to another ramp. When collecting ramps, Districts should not be concerned with picking up or accounting for raised concrete curbs or other non-painted separators, since the Office of Maintenance already collects these materials. We are mainly concerned with documenting the connectivity between mainlines, ramps, and auxiliary lanes.

With practice, determining the location of the physical gore or identifying the type of physical gore should become easier. The following considerations should be practiced.

- When a ramp intersects the roadway, measure from the physical gore. A physical gore is where the pavement of the ramp leaves or meets the pavement of the mainline. A painted gore is where the travel lane(s) of the ramp meet the travel lane(s) of the mainline and should be measured as an auxiliary lane.
- If a ramp is split at either end, the inventory route of the ramp (and its roadway ID) continues along the longest path, usually along the curve.
- If both pieces of the split-end ramp are about the same length, use the endpoint that terminates farthest from the interchange, which is usually along the curve and does not have a traffic control, i.e., signal.
- If a portion stub of a split-ramp is long enough that it merits its own roadway ID, the District may assign a roadway ID by submitting an LRS package.
- If the endpoint or the physical gore of the ramp is difficult to determine and joins the mainline in a widely paved area with only a painted gore in the vicinity of the ramp, use the engineering judgment to locate the approximate exact endpoint of the ramp. This is a very rare situation and requires a judgment call.

This diagram represents a general ramp configuration as an example.



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EXAMPLES

01: Pending

02: Active On the SHS

04: Inactive

05: Deleted

07: Active Exclusive

08: Managed Lane

09: Active Off the SHS

10: GIS Route

17: Active Off Exclusive