

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.

Date of Revision in
“MMDDYYYY”

e.g., 01311997

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.

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 EXCEPTION (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 exception 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 6 th 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 3 rd 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 |

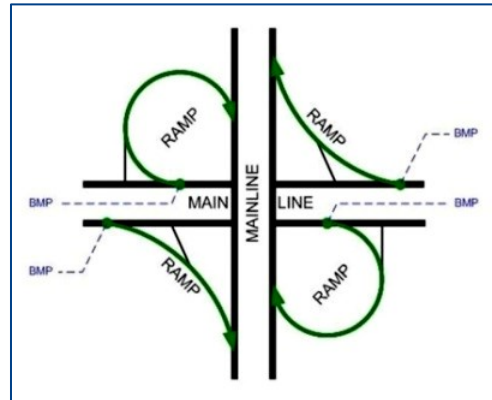
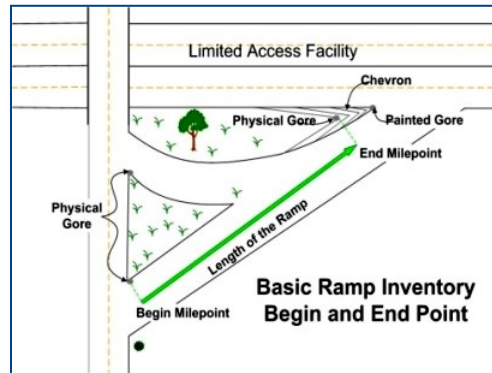
| Rail Codes | Descriptions | Additional Information |
|------------|--------------------|---|
| 91 | Pending Rail Line | New construction or rail line transfers anticipated to be added |
| 92 | Active Rail Line | Rail line that is operational |
| 94 | Inactive Rail Line | Rail line that is no longer 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 RCI View/Update/Delete (V/U/D) 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 RCI V/U/D screen and keep the section status of the roadway ID intact for historical purposes.

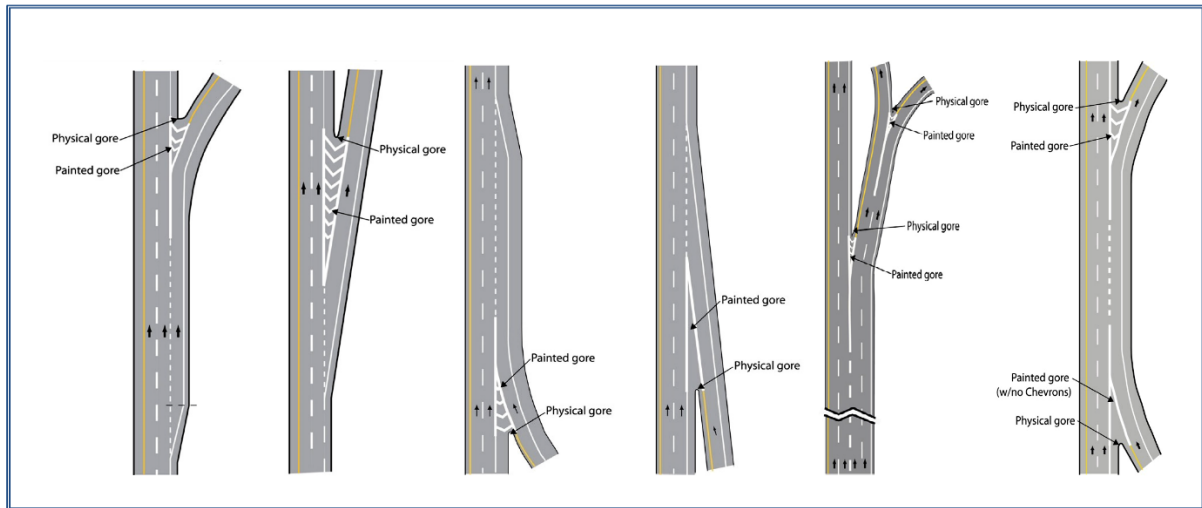
Active Exclusive Roadways: On and off ramps are concerned with documenting the existence and limits, such as the beginning and ending points of the ramp. On full access-controlled facilities, ramps usually abut or connect auxiliary lanes, i.e., acceleration and/or deceleration lanes, before reconnecting 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 a MyFloridaLRS 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



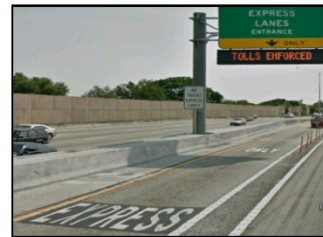
04: Inactive



05: Deleted



07: Active Exclusive



08: Managed Lane



09: Active Off the SHS



10: GIS Route



17: Active Off Exclusive