

**INFORMATION ON THE NEW INTERCHANGE ACCESS
REQUEST PROCESS REQUIREMENTS**

DISCUSSION ITEM:

Attached is a Power Point that lays out the new process requirements for getting changed or new access to the Interstate that was presented by FDOT to the MPO Board on March 16th. Staff will provide information on the changes, as well as providing some of the discussion that occurred at the meeting. In addition, also **attached** are the Interchange spacing requirements that come from Chapter 14-97 access control requirements (that have not been changed but this question has been brought up recently).

Interchange Access Requests



March 16, 2018



Florida Department of
Transportation

Interchange Access Request
User's Guide

Systems Implementation Office

January 2018
Version 1.0



Interchange Access Request (IAR)

- » **Request for new or modified access to the Interstate Highway System and non-interstate limited access facilities on the State Highway System (SHS)**
 - Examples of Access Modification:
 - Reconfiguration of an interchange
 - Completion of basic movements at an existing partial interchange
 - Shortening the length of an off-ramp
 - Addition of lanes to an on-ramp
- » Requestor can be:
 - FDOT
 - Local government
 - MPO
 - Transportation authority

Types of Interchange Access Requests

- **Interchange Operational Analysis Report (IOAR)**
 - Minor modification to existing interchange
 - For example: signalization of an existing stop-controlled ramp terminal intersection
- **Interchange Modification Report (IMR)**
 - Significant modification to existing interchange
 - For example: conversion of a diamond interchange to a DDI, completion of basic movements at an existing partial interchange
- **Interchange Justification Report (IJR)**
 - Proposed new full or partial interchange
 - Requires highly detailed analysis and documentation for planning-level justification of need for and operational impact of proposed new access

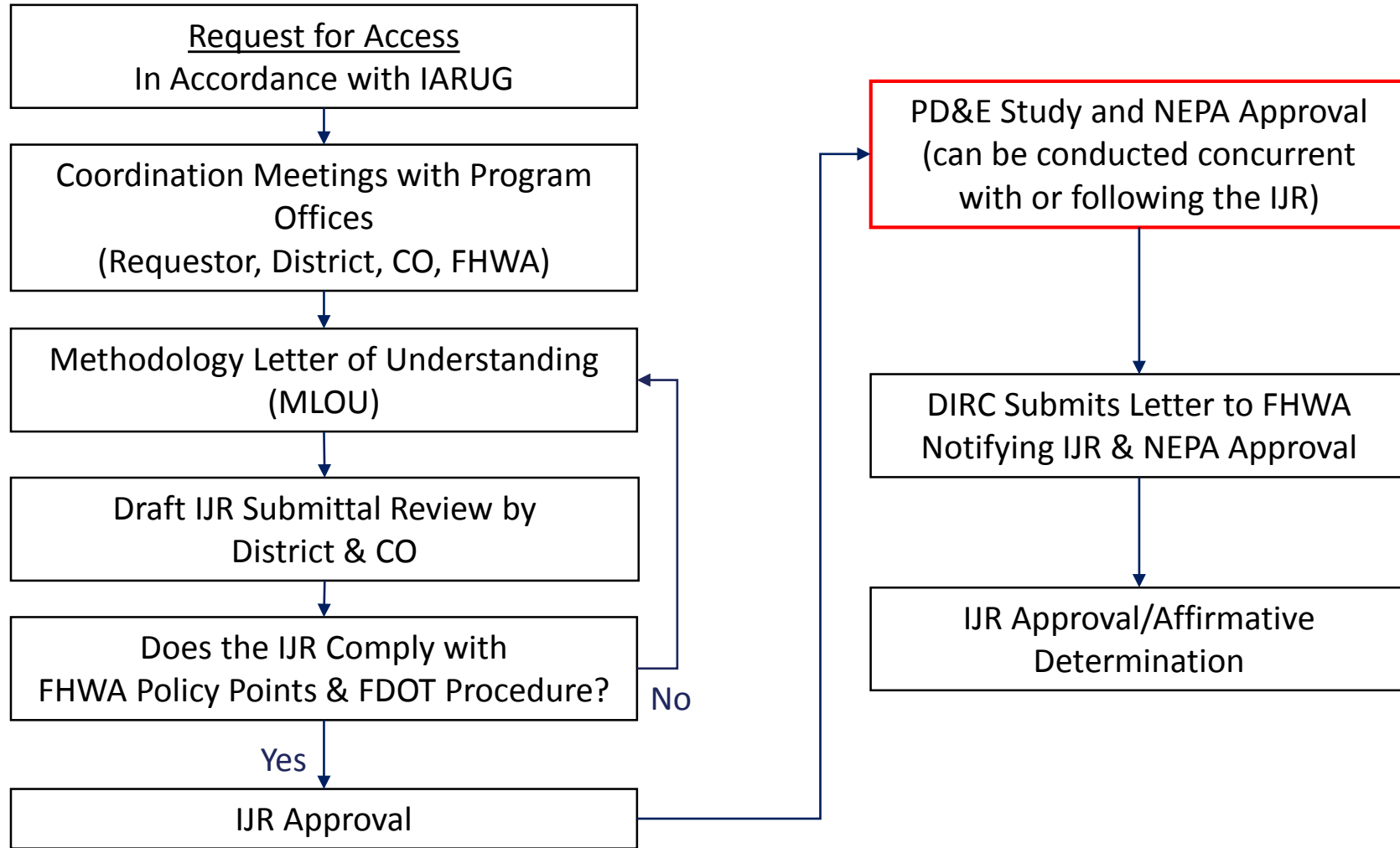
All New Interchange Proposals

- » Will require Interchange Justification Report (IJR)
 - All IJR's must address FHWA's two policy points for approval
 - Approval of IJR does not guarantee a project's construction
- » Will require Project Development & Environment (PD&E) Study to address remaining six FHWA policy points, leading to NEPA approval
- » PD&E/NEPA documents can be prepared concurrently with IJR, or following IJR approval
- » Initial steps required by the Requestor:
 - Project prioritization in MPO's LRTP
 - Define scope of project
 - Present to District Interchange Review Coordination team
 - Develop methodology in coordination with District Interchange Review Coordinator (DIRC), State IRC (SIRC) and FHWA (if applicable)

Comparison of 2009 and 2017 FHWA Policy on Access to the Interstate

	Previous FHWA Policy – August 27, 2009	Revised Policy – May 22, 2017
Policy Point 1	Existing roadway network cannot be improved to handle the current and/or future traffic demand. Note: This policy does not apply for Categorical Exclusion Type I projects	Not Applicable. Evaluated in the Purpose and Need during PD&E
Policy Point 2	The request cannot be adequately satisfied by reasonable transportation system management alternatives	Not Applicable. Addressed and evaluated the alternatives analysis during PD&E
Policy Point 3	The request does not have a significant adverse impact on the operation and safety of the freeway system	New Policy Point 1
Policy Point 4	The proposed access connects to a public road only and will provide for all traffic movements	New Policy Point 2
Policy Point 5	The proposal considers and is consistent with local and regional land use and transportation plans	Not Applicable. Addressed during PD&E through planning consistency (required in NEPA) and land use evaluation as part of socio-cultural effect evaluation During NEPA.
Policy Point 6	The proposed modification lies within the context of a long-range system or network Plan	Not Applicable. Addressed during NEPA during alternative development and planning consistency.
Policy Point 7	Appropriate coordination has occurred between the development and any proposed transportation system improvements	Not Applicable. Addressed during NEPA through public involvement process
Policy Point 8	The proposal does not have any fatal environmental flaws	Not Applicable. Addressed during NEPA through environmental analysis

IJR Overall Process



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FDOT Interchange Access Request website:

<http://www.fdot.gov/planning/systems/programs/sm/intjus/>

CHAPTER 14-97
STATE HIGHWAY SYSTEM ACCESS CONTROL CLASSIFICATION SYSTEM AND ACCESS MANAGEMENT STANDARDS

14-97.001	Purpose
14-97.002	Definitions
14-97.003	Access Control Classification System and Access Management Standards
14-97.004	Interim Access Management Standards
14-97.005	Review and Modification of Access Control Classifications

14-97.001 Purpose.

This rule chapter sets forth an access control classification system and access management standards to implement the State Highway System Access Management Act of 1988. The implementation of the access control classification system and access management standards will protect the public health, safety and welfare, provide for the mobility of people and goods, and preserve the functional integrity of the State Highway System.

Rulemaking Authority 334.044(2), 335.182, 335.184, 335.188 FS. Law Implemented 334.044(10)(a), 335.182-.188 FS. History—New 2-13-91, Amended 10-7-09.

14-97.002 Definitions.

For the purposes of this rule chapter the following definitions shall apply unless the context clearly shows otherwise:

(1) “Area Type” means one of four specific land use categories reflecting certain land use and intensity characteristics used in specifying the interchange spacing standards for limited access facilities.

(2) “Central Business District (CBD) and CBD Fringe” means the areas contained within a boundary designated as CBD and CBD fringe area type in the adopted MPO Long Range Transportation Plan. For the purpose of this rule chapter this area is designated as Area Type I and only applies to Access Class.

(3) “Connection” means as defined in Section 335.182, F.S. For the purpose of this rule chapter, two one-way connections to a property may constitute a single connection.

(4) “Connection Spacing Standard” means the distance between connections, measured from the closest edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of the traveled way.

(5) “Controlled Access Facility” means as defined in Rule 14-96.002, F.A.C.

(6) “Corridor Access Management Plan” means a strategy defining site specific access management and traffic control features for a particular roadway segment, developed in coordination with the affected local government and adopted by the Department in cooperation with the affected local government(s).

(7) “Department” means the Florida Department of Transportation.

(8) “Directional Median Opening” means as defined in Rule 14-96.002, F.A.C. Directional median openings for two opposing left or “U-turn” movements along one segment of road are considered one directional median opening.

(9) “Existing Urbanized Areas other than CBD and CBD Fringe” means the area between the CBD and CBD Fringe area boundary and the existing Urban Area Boundary for Urbanized Areas as reflected in the MPO Long Range Transportation Plan. For the purpose of this rule chapter, this area is designated as Area Type 2 and only applies to Access Class 1.

(10) “FHWA” means Federal Highway Administration.

(11) “Full Median Opening” means as defined in Rule 14-96.002, F.A.C.

(12) “Generally Accepted Professional Practice” means as defined in Rule 14-96.002, F.A.C.

(13) “Governmental Entities” means as set forth in Section 335.188, F.S.

(14) “Intersection” means an at-grade connection or crossing of a local road or state highway with a state highway.

(15) “Limited Access Facility” means as defined in Section 334.03, F.S.

(16) “Local Governmental Entity” means as defined in Section 334.03, F.S.

(17) “Median” means as defined in Rule 14-96.002, F.A.C.

(18) “Median Opening Spacing Standard” means the distance between openings in a restrictive median. The distance is measured from centerline to centerline of the openings along the traveled way.

(19) “Metropolitan Planning Organization (MPO)” means as described in Section 339.175, F.S.

(20) “Non-Restrictive Median” means as defined in Rule 14-96.002, F.A.C.

(21) “Reasonable Access” means as defined in Rule 14-96.002, F.A.C.

(22) “Restrictive Median” means as defined in Rule 14-96.002, F.A.C.

(23) “Rural Areas” means the area between the outer boundary of Area Type 3 and the next Area Type 3 outer boundary. For the purpose of this rule chapter, this area is designated as Area Type 4 and only applies to Access Class 1.

(24) “Service Road” means a public or private roadway providing access to parcels adjacent to a controlled access facility.

(25) “Signal Spacing Standard” means the spacing or distance between adjacent traffic signals on a controlled access facility measured from centerline to centerline of the signalized intersections along the traveled way.

(26) “Significant Change” means as defined in Section 335.182, F.S.

(27) “State Highway System (SHS)” means as defined in Section 334.03, F.S.

(28) “Transitioning Urbanized Area” means the area between the existing Urbanized Area Boundary and the future projected Urbanized Area Boundary anticipated within the next 20 years as established by the MPO and the Department. For the purpose of this rule chapter, this area is designated Area Type 3 and only applies to Access Class 1.

(29) “Traveled Way” means the portion of roadway for the movement of vehicles, exclusive of shoulders and auxiliary lanes.

(30) “Urban Area” means an area defined by the U.S. Census Bureau as having a population of at least 5,000 at specific urban densities.

(31) “Urbanized Area” means an area defined by the U.S. Census Bureau as having a population of at least 50,000 at specific urban densities.

Rulemaking Authority 334.044(2), 335.182, 335.184, 335.188 FS. Law Implemented 334.044(10)(a), 335.182, 335.188 FS. History—New 2-13-91, Amended 10-7-09.

14-97.003 Access Control Classification System and Access Management Standards.

(1) The following tables contain the access control classification and access management standards to be used in the planning, design, and permitting of connections, and the planning and design of medians, median openings, and signal spacing for roads on the SHS. The Department encourages the use of joint access driveways and service roads.

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			2, 640 Posted Speed Greater than 45 MPH	
					1,320 Posted Speed of 45 MPH or less	

		Speed Greater than 45 MPH				
		1,320 Posted Speed of 45 MPH or less				
6	Non-Restrictive			1,320	440	245
7	Both Median Types	660	330	1,320	125	125

The interim standards contained in subsection 14-97.004(1), F.A.C., shall be used for any unclassified segment of the SHS until replaced by an adopted access classification.

(2) Access Control Classification. The seven access classes are described as follows:

(a) Access Class 1 consists of limited access facilities, which roadways do not provide direct property connections. These roadways provide for high speed and high volume traffic movements serving interstate, interregional, and intercity, and, to a lesser degree, intracity, travel needs. Interstate highways and Florida's Turnpike are typical of this class. The interchange spacing standards, based on the Area Type the highway is passing through, are for the through lanes or main line of the facility. New interchanges to Access Class 1 facilities shall be based on an engineering analysis of the operation and safety of the system. These interchanges can only be approved through the interchange justification process. Approval by the Department and FHWA is required before any new interchange is constructed.

(b) Access Classes 2 through 7 consist of controlled access facilities and are arranged from the most restrictive (Access Class 2) to the least restrictive (Access Class 7) class based on development. Generally the roadways serving areas without existing extensive development are classified in the upper portion of the range (Access Class 2, 3 and 4). Those roadways serving areas with existing moderate to extensive development are generally classified in the lower portion of the range (Access Class 5, 6 and 7). The access management standards for each access class are further determined by the posted speed limit.

1. Access Class 2 roadways are highly controlled access facilities distinguished by the ability to serve high speed and high volume traffic over long distances in a safe and efficient manner. This access class is further distinguished by a highly controlled limited number of connections, median openings, and infrequent traffic signals. Segments of the SHS having this classification usually have access restrictions supported by local ordinances and agreements with the Department, and are generally supported by existing or planned service roads.

2. Access Class 3 roadways are controlled access facilities where direct access to abutting land is controlled to maximize the operation of the through traffic movement. The land adjacent to these roadways is generally not extensively developed and/or the probability of significant land use change exists. These roadways are distinguished by existing or planned restrictive medians.

3. Access Class 4 roadways are controlled access facilities where direct access to abutting land is controlled to maximize the operation of the through traffic movement. The land adjacent to these roadways is generally not extensively developed and/or the probability of significant land use change exists. These roadways are distinguished by existing or planned non-restrictive median treatments.

4. Access Class 5 roadways are controlled access facilities where adjacent land has been extensively developed and where the probability of major land use change is not high. These roadways are distinguished by existing or planned restrictive medians.

5. Access Class 6 roadways are controlled access facilities where adjacent land has been extensively developed, and the probability of major land use change is not high. These roadways are distinguished by existing or planned non-restrictive medians or centerlines.

6. Access Class 7 roadways are controlled access facilities where adjacent land is generally developed to the maximum feasible intensity and roadway widening potential is limited. This classification shall be assigned only to roadway segments where there is little intent or opportunity to provide high speed travel. Exceptions to access management standards in this access class may be allowed if the landowner substantially reduces the number of connections compared to existing conditions. These roadways can have either restrictive or non-restrictive medians.

(3) Access Management Standards.

(a) Connection permit applications, submitted pursuant to Rule Chapter 14-96, F.A.C., shall be reviewed subject to the standards of this rule chapter.

(b) Existing lawful connections, median openings, and signals are not required to meet the access management standards. Existing access management features will generally be allowed to remain in place, but shall be brought into conformance with access management standards when significant change occurs or as changes to the roadway design allow.

(c) A property that cannot meet the access management standards for a connection, as set forth herein, is eligible to be permitted by the Department for a single connection pursuant to Rule Chapter 14-96, F.A.C., where there is no other reasonable access to the SHS and the connection will not create a safety or operational hazard.

(d) Greater distances between connections and median openings will be required by the Department where necessary to meet operational and safety requirements. In these instances, the Department shall make such determination based on generally accepted professional practice standards.

(e) Adjacent properties under common ownership shall be considered one parcel for purposes of this rule. Persons requesting connections for one or more adjacent properties under common ownership may, however, as a part of the Rule Chapter 14-96, F.A.C., permit process, request that the properties be considered individually for connection permitting purposes. Such requests shall be included as part of the permit application and shall provide specific analyses and justification of potential safety and operational hazards associated with the compatibility of the volume, type or characteristics of the traffic using the connection. A contract for sale, a long term lease, or similar document shall constitute separate ownership from the parent tract for the purpose of this rule chapter, if the sale would not result in common ownership. A connection permit issued based on a contract for sale will be conditioned on transfer of the property to the buyer.

(f) The speed criteria referred to in Table 2, Access Management Standards for Controlled Access Facilities, and in the Interim Access Management Standards in Table 3, means the posted speed limit at the proposed connection location.

(g) Corridor Access Management Plans may be adopted by the Department in coordination with local governmental entities. These plans shall be based on an analysis by the Department using generally accepted professional practice standards and will provide corridor specific access management and traffic control features. Before the adoption of such plans, the Department shall notify affected local governments and abutting property owners and shall hold a public meeting, if requested. After consideration of public input, the Department shall, in cooperation with the affected local government, finalize the plan.

(h) Interchange Areas. Connections and median openings on a controlled access facility located up to 1/4 mile from an interchange area or up to the first intersection with an arterial road, whichever distance is less, shall be more stringently regulated to protect safety and operational efficiency of the SHS, as set forth below:

1. The 1/4 mile distance shall be measured from the end of the taper of the ramp furthest from the interchange.

2. With the exception of Access Class 2 facilities with posted speed limits over 45 MPH, the distance from the interchange ramp(s) to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 MPH, or at least 440 feet where the posted speed limit is 45 MPH or less. This distance will be measured from the end of the taper for that particular quadrant of the interchange on the controlled access facility. For Access Class 2 facilities with posted speed limits over 45 MPH, the distance to the first connection shall be at least 1,320 feet.

3. The standard distance to the first full median opening shall be at least 2,640 feet as measured from the end of the taper of the off ramp.

4. Greater distances between proposed connections and median openings will be required when the Department determines, based on generally accepted professional practice standards, that the engineering and traffic information provided in the Rule Chapter 14-96, F.A.C., permit application shows that the safety or operation of the interchange or the limited access highway would be adversely affected.

(i) Traffic signals, which are proposed at intervals closer than the access management standard for the designated access class, will only be approved where the need for such signal(s) is clearly demonstrated for the safety and operation of the roadway and approved through the signal warrant process.

14-97.004 Interim Access Management Standards.

(1) Interim access management standards shall be applied to unclassified roadways on the SHS, such as when a local government transfers a roadway to the Department to become part of the SHS. After a roadway has been classified pursuant to this rule chapter, the access management standards associated with the designated access control classification shall supersede these interim standards.

Posted Speed (MPH)	Connection Spacing Standard (Feet)	Median Opening Spacing Standard (Feet)	
		Full	Directional
35 or less	245	1,320	660
36 to 45	440	1,320	660
Over 45	660	1,320	1,320

(2) The assignment of an access control classification to all segments of the SHS shall be the responsibility of the Department. The Department shall provide notice by publication in a newspaper of general circulation of proposed access control classification and shall coordinate with and consider the comments of the affected governmental entities before assigning a final access control classification to a roadway segment. The Department will hold public meetings, if requested to seek comment before final access classification of a roadway segment. Upon assignment of access control classification, the Department will provide notice to affected governmental entities.

Rulemaking Authority 334.044(2), 335.182, 335.184, 335.188 FS. Law Implemented 334.044(10)(a), 335.188 FS. History—New 2-13-91, Amended 10-7-09.

14-97.005 Review and Modification of Access Control Classification.

(1) The Department will review access control classifications for specific segments of the SHS in consideration of the criteria listed in Section 335.188, F.S. Roadside development does not, in and of itself, necessarily constitute a reason to lower the access control classification. If reclassification of a roadway segment is necessary, the Department shall, prior to any change in classification, notify the affected governmental entities regarding the proposed reclassification and publish its intent to reclassify in a local newspaper of general circulation. The Department will hold a public meeting in the affected county, if requested, to seek comments on the proposed reclassification. The Department shall coordinate with, and will take into consideration, comments or concerns of the affected governmental entities and/or members of the public regarding the reclassification. The Department will notify the affected governmental entities of the final determination on the reclassification action(s).

(2) A written request may be made to the appropriate Department District Secretary that the Department review the access control classification of any specific segment(s) of the SHS. Such written request shall specify why the change of access control classification is sought, the desired access classification, and justification for the access classification change, based on the standards and criteria contained in Section 335.188, F.S., and in this rule chapter. The Department shall consider such requests, coordinating with the affected governmental entities and shall deny the request or publish notice of the Department’s intent to reclassify the roadway segment(s) in a local newspaper of general circulation. If requested, the Department will hold a public meeting.

Rulemaking Authority 334.044(2), 335.182, 335.184, 335.188 FS. Law Implemented 334.044(10)(a), 335.182, 335.188 FS. History—New 2-13-91, Amended 10-7-09.