APPENDIX E

DEFINITION OF FSUTMS TWO-DIGIT CODING

(Source: FDOT Central Office, Systems Planning)

AREA TYPE DEFINITIONS

11 -- **Urbanized Area (over 500,000) Primary City Central Business District:** The central core of the principal city or cities in the FHWA urbanized area with population of at least 500,000 people. These areas generally are concentrations of service employment, predominantly government and business office activity, as well as some retail and high-density residential. They usually have very high land values, mid-rise and high-rise buildings, and intense pedestrian activity with sidewalks linking most areas.

Examples: the downtown core areas of Tampa, Orlando, Jacksonville, Miami

12 -- **Urbanized Area (under 500,000) Primary City Central Business District:** Same as Area Type 11 except that the urbanized area population is 500,000 or less. Usually these CBDs will be smaller, with fewer high-rise buildings and possibly less retail.

Examples: the downtown core areas of Pensacola, Tallahassee, Naples, Fort Myers

13 -- **Other Urbanized Area Central Business District and Small City Downtown:** The Central business core of smaller cities in the urbanized area. These areas, though much smaller than the Primary City CBDs, are still intensely developed with low and mid-rise commercial buildings, and noticeable pedestrian activity. In addition, the Primary CBDs of very small urban areas may be coded as area type 13.

Examples: the downtown areas of Tarpon Springs, Milton, Vero Beach, Stuart, Baldwin

14 -- **Non-Urbanized Area Small City Downtown:** The central business/retail core of small urban towns (over 5,000 population) outside the urbanized area boundary yet within the MPO coverage area.

Examples: the downtown areas of Plant City, Lake Wales, Immokalee, Crestview

21 -- **All Central Business District Fringe Areas:** The area immediately adjacent to the CBDs of primary cities. These areas often include small businesses, warehousing and light industrial activity, and extensive parking serving the CBD. The areas often form a buffer between the highly developed CBD and the less dense development of the surrounding area. Most of the traffic in these areas is either passing through or accessing parking areas that serve the CBD.

Examples: fringe areas of downtown Tampa, Miami, Orlando, Jacksonville

31 -- **Residential Areas of Urbanized Areas:** All developed areas within the FHWA urbanized area which are not included in the CBD areas, CBD Fringe areas, or the OBD areas. The predominant land use is residential.

Examples: Kendall (Miami), Avondale (Jacksonville), Spring Hill (Tampa Bay), Killearn (Tallahassee)

32 -- **Undeveloped Portions of Urbanized Areas:** Large areas within the FHWA urbanized area which are relatively undeveloped. These areas, which may include some agricultural lands, forests, large vacant/undeveloped parcels, wetlands, state and regional parks, and other open recreational spaces, are not likely to be developed in the future. It may also include areas bordering large developments with few access points such as airports and military bases, as well as bridges over major water bodies.

Examples: Gandy Bridge (Tampa Bay), Pensacola Bay Bridge, Key Biscayne (Miami), I-295/ Buckman Bridge (Jacksonville), Pineda Causeway (Melbourne)

33 -- **Transitioning Areas/Urban Areas over 5,000 Population:** Transitioning Areas are all areas outside the FHWA Urbanized Area that are expected to develop within the next twenty years. Criteria for development are either (1) the U.S. Bureau of the Census urbanized standard of a population density of at least 1,000 persons per square mile or (2) the development of intense commercial, retail, or industrial activity.

Examples: West of I-295 in Jacksonville, I-4 corridor between Tampa and Plant City, some areas southwest of Pensacola, southwest Broward County

Urban areas over 5,000 people and all places outside the FHWA urbanized area boundary with at least 5,000 persons not classified as Non-Urbanized Area Small City Downtowns.

Examples: Non-downtown areas of Plant City, Lake Wales, Immokalee, Crestview

34 -- **Residential Beach Areas:** Residential areas within the FHWA urbanized area located on or adjacent to the beach. These areas typically have higher densities than other residential areas and may include many mid-rise and high-rise buildings.

Examples: Santa Rosa Island in Fort Walton Beach, Miami Beach, St. Petersburg Beach

41 -- **High Density Outlying Business District:** Areas of major business and commercial activity outside of the CBD areas. These are highly developed concentrations of retail and service employment typified by higher land values and a range of building heights. In many aspects, these areas are similar to CBDs and may include some high density residential and hotel development and pedestrian activity. Trip generation in these areas may be very similar to those of CBD areas. These areas have been categorized as Asuburban downtowns@ or Aedge cities@ and are usually found in large cities and urbanized areas.

Examples: Tampa Westshore area, Jacksonville Baymeadows area, Maitland Center (north of Orlando), Cypress Creek area (Broward County), Miami Airport area

42 -- **Other Outlying Business District:** Areas of business and/or retail activity outside the CBD areas not classified as High Density OBDs. These include commercial strips, clusters of retail activity such as malls and supercenters, medical centers, and office/industrial parks. Major educational institutions such as universities and community colleges would also be considered as Other OBDs. These areas have significantly higher trip generation than the surrounding area.

Examples: U.S. 19 corridor (Tampa Bay), Apalachee Parkway (Tallahassee), Orange Blossom Trail (Orlando), Okeechobee Road (W. Palm Beach), Phillips Hwy (Jacksonville)

43 -- **Beach Outlying Business District:** Commercial strips, shopping centers, and other commercial activity located on or near the beach. These areas may have higher densities than Other OBDs, include moderate to heavy pedestrian activity, and may function in a similar manner to high density OBDs.

Examples: SR A1A in Jacksonville Beach, South Beach in Miami, SR A1A in Ft. Lauderdale, US 98A in Panama City Beach

51 -- **Developed Rural Areas/Small Cities under 5,000 Population:** Developed Rural Areas are clusters of residential development and/or industrial or commercial activity outside the FHWA urbanized area and transitioning area boundaries. These areas may have slightly lower traffic speeds than other rural areas.

Examples: Lacoochee (Tampa Bay)

Small Cities under 5,000 population are small incorporated towns or specific communities outside the FHWA urbanized area and transitioning area boundaries with fewer than 5,000 persons.

Examples: Ponte Vedra Boulevard (Jacksonville), Frostproof (Polk County)

52 -- **Undeveloped Rural Areas:** All areas not included in the FHWA urbanized area that are not Small City Downtowns, Urban Areas (over 5,000 population), or Developed Rural Areas. These areas are likely to still be largely rural in twenty years and consist primarily of agricultural and/or forest lands.

Examples: Central Pasco County, Duval County north of Jacksonville International Airport, southern Osceola County, US 27 corridor north of I-75 (Broward County)

FACILITY TYPE DEFINITIONS

Facility Type 1x (Freeways and Expressways)

11 -- **Freeway Group 1*:** Freeways which are within an urbanized area over 500,000 population and either leading to or within 5 miles of the primary city CBD.

12 -- **Other Freeway***: All other freeways not classified in Group 1.

15 -- **Collector/Distributor Lane:** Auxiliary lane(s) parallel to, but physically separated from, a freeway, usually between close interchanges. All access to the C/D lanes is provided via ramps.

16 -- **Controlled-Access Expressway:** High capacity, high speed facility with controlled access primarily through grade-separated interchanges. Expressways may also include a few at-grade intersections as well as slip ramps for access to and from frontage roads and side streets. Frontage road systems are often included within the corridor. Posted speed is generally lower, and access more frequent, than on a typical freeway.

Examples: US 19 (Pinellas County), 20th Street Expwy (Jacksonville), Apalachee Parkway (Tallahassee), New Warrington Road (Pensacola), Lehman Causeway (Miami)

17 -- **Controlled-Access Parkway:** Similar to Controlled-Access Expressway, but typically designed for more moderate speeds. Design may include more landscaping, more curving alignment, tighter access controls, and other features to make the facility more visually pleasing. Parkways generally are more compatible with residential, rural, or park-type land uses and/or less attractive for commercial development.

Examples: State Parkway System of New York, Natchez Trace Parkway (Mississippi and Tennessee), Suitland Parkway (Washington, DC), and Baltimore-Washington Parkway (Maryland)

Facility Type 2x, 3x (Arterials)

21,22,31,35 -- **Unsignalized*:** No signalized intersections. In some cases, unsignalized facilities may be further categorized by posted speed.

23,32,36 -- **Class Ia*:** Up to 2.49 signalized intersections per mile in urbanized areas or up to 1.50 signalized intersections in rural areas.

24,33,37 -- **Class Ib*:** 2.50 to 4.50 signalized intersections per mile in urbanized areas or more than 1.50 signalized intersections per mile in rural areas.

25,34,38 -- **Class II/III*:** More than 4.50 signalized intersections per mile. Class III applies to those facilities within the primary city CBD of an urbanized area with over 500,000 population.

Frontage Roads (FT 65-68): One-Way streets providing access to parallel freeways and expressways via slip ramps. Frontage Roads generally include driveway access and at-grade intersections with crossroads.

Facility Type 4x (Collectors)

41-43-- **Major Collector*:** Generally, collector facilities which primarily provide access between arterials and major activity centers. Further categorized by presence of medians and turn bays.

44-46-- **Other Collector*:** Generally, collector facilities which primarily provide access to major residential areas. Further categorized by presence of medians and turn bays.

47 -- **Low Speed Local*:** Generally, sub-collector facilities for internal circulation within residential and commercial developments.

48 -- **Very Low Speed Local*:** Generally, sub-collector facilities for internal circulation that exhibit traffic calming design characteristics such as speed bumps. Unpaved roadways are generally coded as Very Low Speed Local Collectors as well.

Facility Type 5x (Centroids)

51 -- **Basic:** All centroid connectors with the exception of those connecting external zones to the model network.

52 -- **External:** Those centroid connectors that provide access between external zones and the model network.

Facility Type 6x (One-Ways)

61,65-- **Unsignalized*:** No signalized intersections. In some cases, unsignalized facilities may be further categorized by posted speed.

62,66-- **Class Ia*:** Up to 2.49 signalized intersections per mile in urbanized areas or up to 1.50 signalized intersections in rural areas.

63,67-- **Class Ib*:** 2.50 to 4.50 signalized intersections per mile in urbanized areas or more than 1.50 signalized intersections per mile in rural areas.

64,68-- **Class II/III*:** More than 4.50 signalized intersections per mile. Class III applies to those facilities within the primary city CBD of an urbanized area with over 500,000 population.

Facility Type 7x (Ramps)

71,73,75,77 -- Ramps: Generally diamond and slip ramps (speeds generally greater than 30mph)

72,74,76,78 -- **Loop Ramps:** Generally loop & cloverleaf ramps with speeds generally less than 30mph

79 -- **Freeway-Freeway Ramps:** High capacity, high speed ramps providing connection between two freeways (generally flyover ramps)

Facility Type 8x (HOV Facilities)

81-82 -- **Barrier Separated**: Physically separated from general use lanes with some form of raised median

83-84 -- **Non-Separated:** HOV lane Apainted@ to distinguish from general use lanes

85 -- **Non-Freeway:** HOV lanes along expressways or divided arterials

86-89 -- **HOV Ramps:** Categorized by time-of-day restrictions (e.g., FT 86 would be restricted to HOVs during both AM and PM peak periods while FT 87 and FT 88 are restricted to HOVs during only AM and PM peak periods respectively).

Facility Type 9x (Toll Facilities)

94 -- **Divided Arterial Toll Facility:** Speeds/capacities assumed to be equivalent to FT 23 (Class Ia)

Examples: Bob Sikes Bridge (Pensacola Beach), Cape Coral Bridge (Fort Myers)

95 -- Undivided Arterial Toll Facility: Speeds/capacities assumed to be equivalent to FT 32 (Class Ia)

Examples: Navarre Bridge (Navarre Beach), Pinellas Bayway (Pinellas County), Card Sound Road (Key Largo)

97 -- **Toll On-Ramp:** Speeds/capacities assumed to be equivalent to FT 71 (Freeway On-Ramp). FT 97 should be used only for ramps with toll plazas on the ramp itself (if not, use FT 7x series). The toll plaza itself should be coded as FT 99.

98 -- **Toll Off-Ramp:** Speeds/capacities assumed to be equivalent to FT 75 (Freeway Off-Ramp). FT 98 should be used only for ramps with toll plazas on the ramp itself (if not, use FT 7x series). The toll plaza itself should be coded as FT 99.

99 -- **Toll Plazas**: All toll plazas need to be coded with three links per direction - a deceleration link, the toll plaza itself, and an acceleration link. The distances should be .02, .01, and .02 respectively. All links coded as FT 99 will automatically bypass the SPDCAP file and receive all necessary information from the TOLLLINK file.