200 Context Based Design

200.1 General

Designs for highway and bridge projects are based on established design controls for the various elements of the project such as width of roadway, side slopes, horizontal and vertical alignment, drainage considerations and intersecting roads.

The design criteria presented in this manual are based on:

- Functional Classification
- Design Speed
- Context Classification

200.2 Highway Functional Classification

Functional classification is the grouping of highways by the character of service and connectivity they provide. The ***AASHTO*** publication ***A Policy on Geometric Design of Highways and Streets*** presents an excellent discussion on highway functional classifications. ***Table 200.2.1*** summarizes the primary characteristics of each functional classification.

Table 200.2.1 Design Types

Functional Classification	Primary Characteristics
Interstates, Freeways, and Expressways	• Limited access • Through traffic movements • Primary freight routes • Guided by FHWA Design Standards
Principal Arterial	• Through traffic movements • Longer distance traffic movements • Primary freight routes
Minor Arterial	• Connections between local areas and network principal arterials • Connections for through traffic between arterial roads • Access to public transit and through movements • Pedestrian and bike movements
Collector	• Carry traffic with trips ending in a specific area • Access to commercial and residential centers • Access to public transportation • Pedestrian and bicycle movements
Local Roads	• Direct property access—residential and commercial • Pedestrian and bicycle movements

This manual provides design criteria for roads on the State Highway System (SHS) based on the following functional classification groups:

(1) Limited Access (LA) Facilities (Interstate, Freeways, and Expressways)

(2) Arterials and Collectors

The ***Florida Greenbook*** provides criteria for local roads.

200.3 Design Speed

See ***FDM 201*** for discussion on Design Speed.

200.4 Context Classification

Projects are uniquely planned and designed to be in harmony with the surrounding land use characteristics and the intended uses of the roadway. To this end, a context classification system comprising eight context classifications has been adopted. ***Table 200.4.1*** describes the context classifications that will determine key design criteria elements for arterials and collectors.

Criteria for LA Facilities are independent of the adjacent land uses; therefore, context classifications shown in ***Table 200.4.1*** do not apply to these facilities.

Additional information on context classifications and guidance on the determination of the context classification is provided in the ***FDOT Context Classification Document***.

Table 200.4.1 Context Classifications

Context Classification		Description of Adjacent Land Use
C1	**Natural**	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
C2	**Rural**	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
C2T	**Rural Town**	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
C3R	**Suburban Residential**	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
C3C	**Suburban Commercial**	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
C4	**Urban General**	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.
C5	**Urban Center**	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.
C6	**Urban Core**	Areas with the highest densities and with building heights typically greater than four floors within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.