

211 Limited Access Facilities

211.1 General

This chapter includes criteria for Limited Access (LA) Facilities (tolled and non-tolled), including:

- (1) Interstates
- (2) Freeways
- (3) Expressways
- (4) Interchange ramps servicing high speed LA Facilities
- (5) Collector-distributor roads (C-D) servicing high speed LA Facilities

Managed lanes design is an iterative process best performed in a collaborative environment involving various disciplines (e.g., managed lanes planning, PD&E, construction, maintenance, traffic operations, transportation systems management and operations). Coordinate with the Turnpike Toll Systems and Tolls Design Offices in Phase I of the design process. An explanation of the process and considerations is given in the [FDOT Managed Lanes Guidebook](#).

Many design criteria are related to design speed (e.g., vertical and horizontal geometry, sight distance). When the minimum design values are not met, an approved Design Exception or Design Variation is required. See **FDM 201.5** for information on Design Speed. See **FDM 122** for information on Design Exceptions and Design Variations.

The following manuals and documents provide additional information for the design of LA Facilities:

- [General Tolling Requirements \(GTR\)](#) -Use this document for design criteria and requirements for tolling on Turnpike and Non-Turnpike projects.
- **AASHTO's A Policy on Geometric Design of Highways and Streets (AASHTO Green Book)**
- **A Policy on Design Standards – Interstate System, 2016 Edition (AASHTO)**
- [FDOT Managed Lanes Guidebook](#)
- [Turnpike Design Handbook \(TDH\)](#)
- [Traffic Engineering Manual \(TEM\)](#) - This manual is used to supplement the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#)'s standards and