Interchanges - Feature 252

Owning Office: Planning TranStat

CROSRDNM | Crossing Roadway Name
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Roadside: C | Feature Type: Point | Interlocking: Yes

**Responsible Party for Data Collection:** District Planning

**Required For:** Principal arterials – interstate, freeways, expressways, and other limited access facilities

**Who/What uses this Information:** Central Planning, District Planning, Traffic Engineering, Operations Office

**How to Gather this Data:** Code the milepoint and roadway name of the facility being crossed. Refer to Feature 114 for standard naming convention guidelines. If the roadway name sign is missing or if the roadway name is unknown or if the roadway is determined to be unnamed, then code “unsigned.”

**NOTE:** If Feature 122 RDACCESS is coded as either code 1-Full Control or 2-Partial Control, then Feature 252 must also be coded for these same milepoint ranges.

**Value for Crossing Roadway Name:** 20 Bytes: XXXXXXXXXXXXXXXXXXXX

EXITNO | Interchange/Exit Number
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Roadside: C | Feature Type: Point | Interlocking: Yes

**Responsible Party for Data Collection:** District Planning

**Required For:** Principal arterials – interstate, freeways, expressways, and other limited access facilities

**Who/What uses this Information:** Central Planning, District Planning, Traffic Engineering, Operations Office

**How to Gather this Data:** Code the interchange exit number posted in the field. Code the location of these characteristics at the center of the facility being crossed. Exit #28 would be coded as 028. Exit #3A would be coded as 003A. It is not necessary to code every on and off ramps. It is sufficient to code the exit number once for each interchange, unless it is a complex interchange with different parts of it serving different crossroads. For example, on I-10 since Exits 296A and 296B both serve I-75, they should be coded together as Exit 296, at the milepoint where I-75 crosses I-10. However on I-95 in Duval County, Exits 352A and Exit 352B should be coded separately since they serve two different streets; Exit 352A is for Myrtle Avenue and Exit 352B is for Forsyth Street.

**Special Situations:** If two limited access facilities cross each other, then code an interchange and an exit number for each facility. For example, I-75 crosses I-10. Both I-75 and I-10 would have an interchange and exit number coded under each facility, since both facilities are limited access.

**Value for Interchange/Exit Number:** 4 Bytes: XXXX – Record the exit number and letter if applicable, referring to the examples above.

**NOTE:** If Feature 122 RDACCESS is coded as either code 1-Full Control or 2-Partial Control, then Feature 252 must also be coded for these same milepoint ranges.

**Examples:** Exit location to be taken at the midpoint of bridge span or the interchange.
INTERCHG | Type of Interchange
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Roadside: C | Feature Type: Point | Interlocking: Yes

**Definition/Background:** An interchange is a system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways or highways on different levels.

**Responsible Party for Data Collection:** District Planning

**Required For:** Principal arterials – interstate, freeways, expressways, and other limited access facilities

**NOTE:** This is the minimum requirement. Districts may choose to go beyond the minimum requirement and code Feature 252 on other types of roadways that have interchanges that are not limited access facilities.

**Who/What uses this Information:** Central Planning, District Planning

**How to Gather this Data:** Record the code value that best describes the type of interchange. Code the location of this characteristic at the centerline of the interchange by obtaining the midpoint from an aerial. INTERCHG is coded once for each interchange, at the center of the primary crossroad. Type of interchange can be determined from viewing aerials. If type of interchange is coded for the roadway, then Feature 122 Access Control Type 1– Full Control should be coded for the limits of the interchanges.

**Special Situations:** If two limited access facilities cross each other, then code an interchange for each facility. For example, I-75 crosses I-10. I-75 would have a type of interchange coded and I-10 would also have a type of interchange coded.

**Codes:**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Diamond</td>
</tr>
<tr>
<td>02</td>
<td>Partial Diamond</td>
</tr>
<tr>
<td>03</td>
<td>Trumpet</td>
</tr>
<tr>
<td>04</td>
<td>Y-Intersection</td>
</tr>
<tr>
<td>05</td>
<td>2 Quadrant Cloverleaf or Partial Cloverleaf</td>
</tr>
<tr>
<td>06</td>
<td>4 Quadrant Cloverleaf with Collector Road</td>
</tr>
<tr>
<td>07</td>
<td>4 Quadrant Cloverleaf</td>
</tr>
<tr>
<td>08</td>
<td>Direct Connection Design</td>
</tr>
<tr>
<td>09</td>
<td>Other</td>
</tr>
</tbody>
</table>

**NOTE:** If Feature 122 RDACCESS is coded as either code 1-Full Control or 2-Partial Control, then Feature 252 must also be coded for these same milepoint ranges.
Examples:

01 – Diamond

02 – Partial Diamond

03 – Trumpet

04 – Y-Intersection

05 – 2 Quadrant Cloverleaf or Partial Cloverleaf

07 – 4 Quadrant Cloverleaf

09 – Other