

FUNCTIONAL CLASSIFICATION

(Part 2)

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CONCEPT OF FUNCTIONAL CLASSIFICATION

- A. Roads are grouped according to basic type of service they provide.
- B. Individual roads and streets do not in any major way serve travel independently.
- C. Most travel involves movement through a network of roads.
- D. Travel movement must be channeled within the network in a logical and efficient manner.
- E. Functional classification specifies the purpose of each street or road through the highway network.
- F. With the exception of the interstate system, the classification is made without regard to jurisdiction.
- G. Functionally speaking, there are two basic purposes of streets and roads.
 - 1. Provide access to property.
 - 2. Provide travel mobility.
- H. Relationship between the Functional Classification System and these functions:
 - 1. Local roads primarily serve the land access function.
 - 2. Arterials emphasize the mobility function.
 - 3. Collectors offer somewhat more balanced service for both access and mobility functions.
- I. The Functional Classification System is made for a designated year, a future year, or a time span.
 - 1. It is based on the population, land use, and travel projections for the specified year or time period.
 - 2. Streets and roads anticipated to be in service by the future year are to be classified.

DEVELOPMENT OF THE FUNCTIONAL CLASSIFICATION SYSTEMS

- A. Separate the rural areas from urban areas.

1. Urban areas are those places with a population of 5,000 or more, according to the latest federal census.
 - a. Inside the Urban Area Boundary (UAB) is the area expected to exhibit urban characteristics by the future year or time span.
 - b. The Urban Area Boundary is established cooperatively by the county commissioners, the city officials, and the Indiana State Highway Commission's Division of Planning, and subsequently approved by the Federal Highway Administration.
 2. Rural areas comprise the areas outside the Urban Area Boundaries.
- B. Establish the Rural Functional Classification Systems.
1. Select the Rural Principal Arterial System.
 - a. Serve corridor movements indicative of statewide or interstate travel.
 - b. Serve urbanized areas of 50,000 or more and possibly urban areas in the 25-50,000 population range.
 - c. Provide an integrated network without stub ends.
 2. Select the Rural Minor Arterial System.
 - a. Link large traffic generators (such as cities, large towns, and major resort areas) to form an integrated network serving intercounty and interstate travel.
 - b. Provide service by arterials so that all developed areas are within a reasonable distance of an arterial (either principal or minor) highway.
 3. Select the Rural Major Collector System.
 - a. Provide service to county seats not on an arterial route.
 - b. Provide service to larger towns and other traffic generators of intracounty importance not served by higher classification systems.
 - c. Link these traffic generators with nearby cities or with routes of higher classification.
 - d. Serve important intracounty travel corridors.
 4. Select the Rural Minor Collector System.
 - a. Collect traffic from local roads and bring developed areas within a reasonable distance of a collector road.
 - b. Provide service to smaller communities.
 - c. Link the locally important traffic generators with their rural hinterland.

5. The remainder of the roads will comprise the Rural Local System.
 - a. Provide access to land adjacent to road.
 - b. Provide service to traffic movement travelling relatively short distances.
- C. Establish the Urban Functional Classification Systems.
1. The Urban Functional Classification System must be established in conjunction with the rural system in order to maintain continuity.
 2. Select the Urban Principal Arterial System.
 - a. Provides continuity through or into an urban area from a rural arterial highway.
 - b. Serves major centers of activity and carries a high proportion of the longer-length trips.
 - c. Service to adjacent land should be subordinate to providing travel service to major traffic movements.
 3. Select the Urban Minor Arterial System.
 - a. Interconnects with the urban principal arterials and provides service for moderate-length trips.
 - b. Distributes traffic to smaller geographic areas.
 - c. Provides good spacing in the urban area.
 4. Select the Urban Collector System.
 - a. Collects traffic from local streets and distributes it to arterial routes.
 - b. Provides both land access and some mobility for traffic movement within neighborhood, commercial, and industrial areas.
 5. The Urban Local System is comprised of the remaining streets inside the urban area.
 - a. Serves primarily direct access to adjacent land.
 - b. Through-traffic movement is not characteristically found on local streets.
- D. While developing both Rural and Urban Functional Classification systems, each classification should be within recommended ranges, as specified by the Federal Highway Administration.
- E. Systems are to be developed cooperatively between the Indiana State Highway Commission's Division of Planning and appropriate local officials.
1. Rural Functional Classification—County commissioners or a designated representative.

2. Small Urban (5-50,000) Functional Classification — Town board president, mayor, or designated representative.
3. Urbanized (50,000+) Functional Classification—3C planning agency.

REVISIONS TO FUNCTIONAL CLASSIFICATION SYSTEM

- A. The request for functional classification revisions must be initiated by appropriate local officials.
 1. Rural Functional Classification System revisions—County commissioners or a designated representative.
 2. Small Urban (5-50,000) Functional Classification System revisions—mayor, town board president, or a designated representative.
 3. Urbanized (50,000+) Functional Classification System revisions —3C planning agency.
- B. Functional Classification revision requests should be sent to:

E. M. Ames
 Chief, Division of Planning
 Room 1205, State Office Building
 100 North Senate Avenue
 Indianapolis, IN 46204
- C. The Needs Analysis Section of the Division of Planning reviews classification requests.

Questions regarding functional classification may be directed to:

David Deig	David Andrews
Needs Analysis Engineer	or Assistant Needs Analysis Engineer
(317/633-5706)	(317/633-5607)
- D. Justification for revision should be included.
- E. The Needs Analysis Section of the Division of Planning reviews the request for compliance with federal guidelines and to insure consistency throughout the state.
- F. The request is sent to the Federal Highway Administration for approval of the 1985 Functional Classification System revision.

INFORMATION ABOUT FUNCTIONAL CLASSIFICATION SYSTEMS FOR VARIOUS YEARS

- A. The 1968 Functional Classification System showed roads existing in 1968 and their function at that time.

- B. 1990 Functional Classification System.
 - 1. Developed in early 1970's.
 - 2. Delineated the anticipated functional classification for roads needed to be in service in 1990.
 - 3. Indiana's Arterial Road and Street Board adopted this system to determine eligibility for R & S funding. After June 30, 1977, this system will no longer be used for funding purposes.
- C. 1980-1985 Functional Classification System (referred to as the 1985 Functional Classification System).
 - 1. Approved by FHWA in 1976.
 - 2. Showed the functional classification of roads expected to be in service in the 1980 to 1985 time span.
 - 3. Used as the basis for establishing the new Federal-Aid systems.
 - a. Roads functionally classified as interstates are on the Federal-Aid Interstate (FAI) System.
 - b. Roads functionally classified as rural arterials and their ex-sions into the urban areas are eligible for inclusion on the Federal-Aid Primary (FAP) System.
 - c. Roads carrying a functional classification of "Rural Major Collectors" are eligible to be on the Federal-Aid Secondary (FAS) System.
 - d. Streets inside the urban areas and classified as arterials or collectors are eligible for inclusion on the Federal-Aid Urban (FAU) System, provided they tie into another street on a Federal-Aid System.
 - 4. In January of 1977, Indiana's Arterial Road and Street Board adopted this system for determining the eligibility of using R & S funds. Roads, other than those functionally classified as local, have been deemed eligible for receiving R & S funds.