

FUNCTIONAL CLASSIFICATION REVIEW

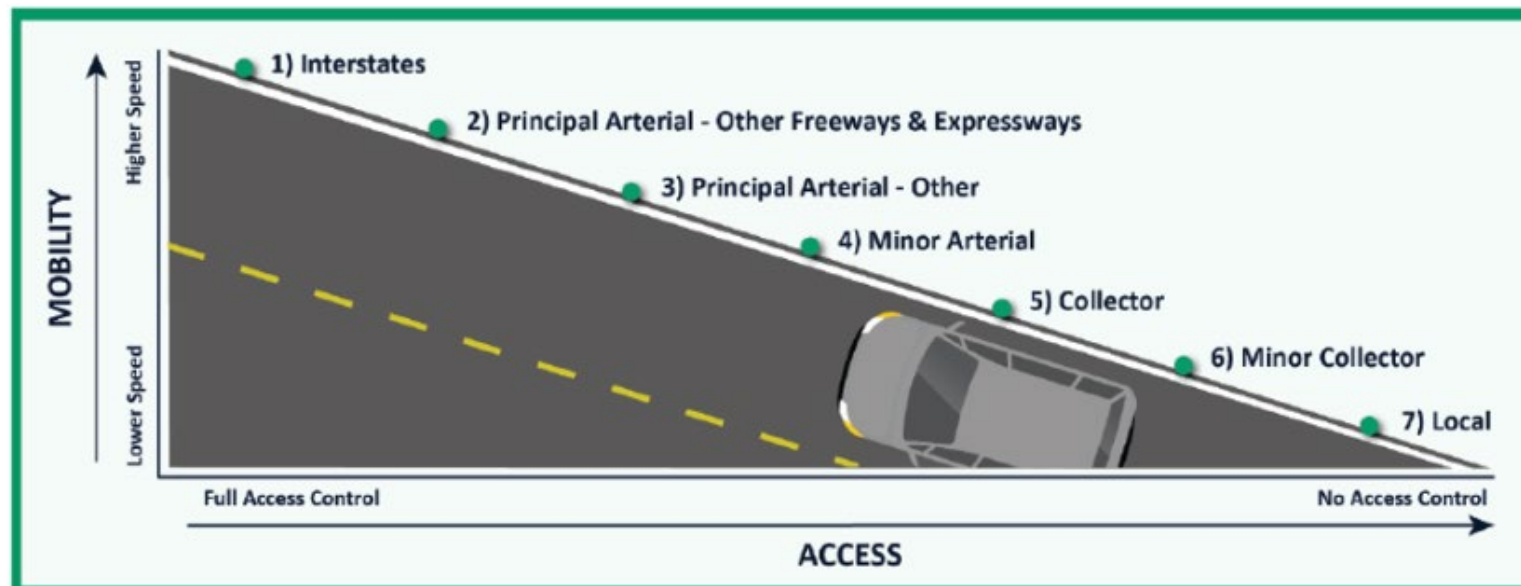
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MID-OHIO REGIONAL
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PLANNING COMMISSION

FUNCTIONAL CLASSIFICATION

- Functional Classification: defines the role that a roadway segment plays in serving the flow of traffic, ranging from high-volume freeways to local neighborhood streets
 - Used by FHWA, ODOT, and local governments as a formal designation of the roadway's purpose in the system
 - Each of the 7 functional class categories have different design criteria, levels of access, and speed
 - Functional class is reviewed for all roads **every 10 years** (out-of-cycle changes allowed in certain circumstances).



EXAMPLES BY CLASSIFICATION – ARTERIALS



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1 – Interstate

e.g. I-670 in Columbus

- Limited access
- High speed
- High volume
- Part of Interstate Highway System



3 – Principal Arterial

e.g. Summit St in Columbus

- Moderate speeds
- Highest non-freeway volume
- Some access points/driveways



2 – Freeway/ Expressway

e.g. SR-315 in Worthington

- Limited access
- High speed
- High volume
- All freeways except Interstates



4 – Minor Arterial

e.g. Post Rd in Dublin

- Moderate speeds
- Moderate volume
- Includes access points/driveways



EXAMPLES BY CLASSIFICATION – Collector/Local

5 – Major Collector

e.g. Washington St. in Canal Winchester

- Low speeds
- Access points
- “Collects” and “distributes” traffic from local streets
- Higher volume than “minor” collectors



6 – Minor Collector

e.g. Richard Ave in Grove City

- Low speeds
- Access points
- “Collects” traffic from local streets
- Lower volume than “major” collectors



7 – Local

e.g. Dresden St. in Columbus

- Low speeds
- Provides access to residences/businesses



IMPORTANCE OF FUNCTIONAL CLASS

- Roadway engineering design manuals include different requirements depending on the classification, including:
 - Lane widths
 - Shoulder types/widths
 - Intersection design
- Functional class can impact federal aid eligibility
 - In Urbanized Areas, all roadways except local streets are eligible
 - In Rural Areas, all except minor collectors and local roads are eligible

Federal Aid Eligibility

	Classification	Function	Federal-aid Eligible?
1	Interstate	Mobility	Yes
2	Other Freeways	Mobility	Yes
3	Other Principal Arterial	Mobility	Yes
4	Minor Arterial	Mobility/Access	Yes
5	Major Collector	Access/Mobility	Yes
6	Minor Collector	Access	<i>In urban area only</i>
7	Local	Access	No



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REVIEW METHODOLOGY



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- Federal Guidelines:
 - Continuity (*Functionally classified roads must connect to other functionally classified roads of equal or higher class, to form connected network*)
 - Proportion of transportation network (mileage)
 - Volume ranges
 - Roadway design elements
- MORPC will collect data for each roadway segment and propose revisions to the existing classifications
- Proposed changes will be brought to the appropriate city/county for review and feedback

Table 3-5: VMT and Mileage Guidelines by Functional Classifications - Arterials

Arterials:	Interstate	Other Freeways & Expressway	Other Principal Arterial	Minor Arterial
Typical Characteristics				
Lane Width	12 feet	11 - 12 feet	11 - 12 feet	10 feet - 12 feet
Inside Shoulder Width	4 feet - 12 feet	0 feet - 6 feet	0 feet	0 feet
Outside Shoulder Width	10 feet - 12 feet	8 feet - 12 feet	8 feet - 12 feet	4 feet - 8 feet
AADT ¹ (Rural)	12,000 - 34,000	4,000 - 18,500 ²	2,000 - 8,500 ²	1,500 - 6,000
AADT ¹ (Urban)	35,000 - 129,000	13,000 - 55,000 ²	7,000 - 27,000 ²	3,000 - 14,000
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)³				
Rural System				
Mileage Extent for Rural States ²	1% - 3%	0% - 2%	2% - 6%	2% - 6%
Mileage Extent for Urban States	1% - 2%	0% - 2%	2% - 5%	3% - 7%
Mileage Extent for All States	1% - 2%	0% - 2%	2% - 6%	3% - 7%
VMT Extent for Rural States ²	18% - 38%	0% - 7%	15% - 31%	9% - 20%
VMT Extent for Urban States	18% - 34%	0% - 8%	12% - 29%	12% - 19%
VMT Extent for All States	20% - 38%	0% - 8%	14% - 30%	11% - 20%
Urban System				
Mileage Extent for Rural States ²	1% - 3%	0% - 2%	4% - 9%	7% - 14%
Mileage Extent for Urban States	1% - 2%	0% - 2%	4% - 5%	7% - 12%
Mileage Extent for All States	1% - 3%	0% - 2%	4% - 5%	7% - 114%
VMT Extent for Rural States ²	17% - 31%	0% - 12%	16% - 33%	14% - 27%
VMT Extent for Urban States	17% - 30%	3% - 18%	17% - 29%	15% - 22%
VMT Extent for All States	17% - 31%	0% - 17%	16% - 31%	14% - 25%
Qualitative Description (Urban):	<ul style="list-style-type: none"> • Serve major activity centers, highest traffic volume corridors, and longest trip demands • Carry high proportion of total urban travel on minimum of mileage • Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area • Serve demand for intra-area travel between the central business district and outlying residential areas 		<ul style="list-style-type: none"> • Interconnect with and augment the principal arterials • Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials • Distribute traffic to smaller geographic areas than those served by principal arterials • Provide more land access than principal arterials without penetrating identifiable neighborhoods • Provide urban connections for rural collectors 	
Qualitative Description (Rural):	<ul style="list-style-type: none"> • Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel • Serve all or nearly all urbanized areas and a large majority of urban areas with 25,000 and over population • Provide an integrated network of continuous routes without stub connections (dead ends) 		<ul style="list-style-type: none"> • Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service • Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway • Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement 	

FUNCTIONAL CLASS REVIEW SCHEDULE



- 11/1/24: Stakeholder Input Starts
- 8/31/25: Stakeholder Input Ends
- 9/1/25: FHWA Evaluates Changes
- 12/31/25: Functional Class Changes Adopted

The screenshot shows the "ODOT's Functional Class Review" web application. The interface includes a search bar at the top with the text "Find address or place" and a magnifying glass icon. Below the search bar is a map of the Columbus, Ohio area, with various road segments highlighted in different colors (red, yellow, green, blue, purple). On the right side, there is an "Instructions" panel with a green header and a white background. The instructions panel contains the following text: "Every 10 years the highway Functional Classification system in Ohio is reviewed following the decennial census. The review is necessary to address urban boundary adjustments and changes in how roadways across the state function due to variations in travel patterns and demand brought on by changes in land use and development, population shifts, demographics, and other socio-economic factors." Below this, it says "To submit a Functional Class Change Request please click the Functional Class Change Request tool in the upper right and follow the directions below." followed by a numbered list: "1. Zoom into the map, turning on the Current Functional Class Layer.", "2. Click any point along a Current Functional Class segment to bring up its NLFID and Begin and End Points.", "3. Adjust the Begin Points (Green Pin) & End Points (Red Pin) as needed for each request.", "4. Fill in each of the Fields and hit submit." Below the list, it says "To propose a Functional Class on a new road please click the Proposed Functional Class Request tool in the upper right and follow the directions below." The bottom of the screenshot shows the "Ohio Department of Transportation" logo and the text "Office of Data Governance".

*After coordination with stakeholders, MORPC will submit changes to ODOT via web map application (must be submitted before 8/31)

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