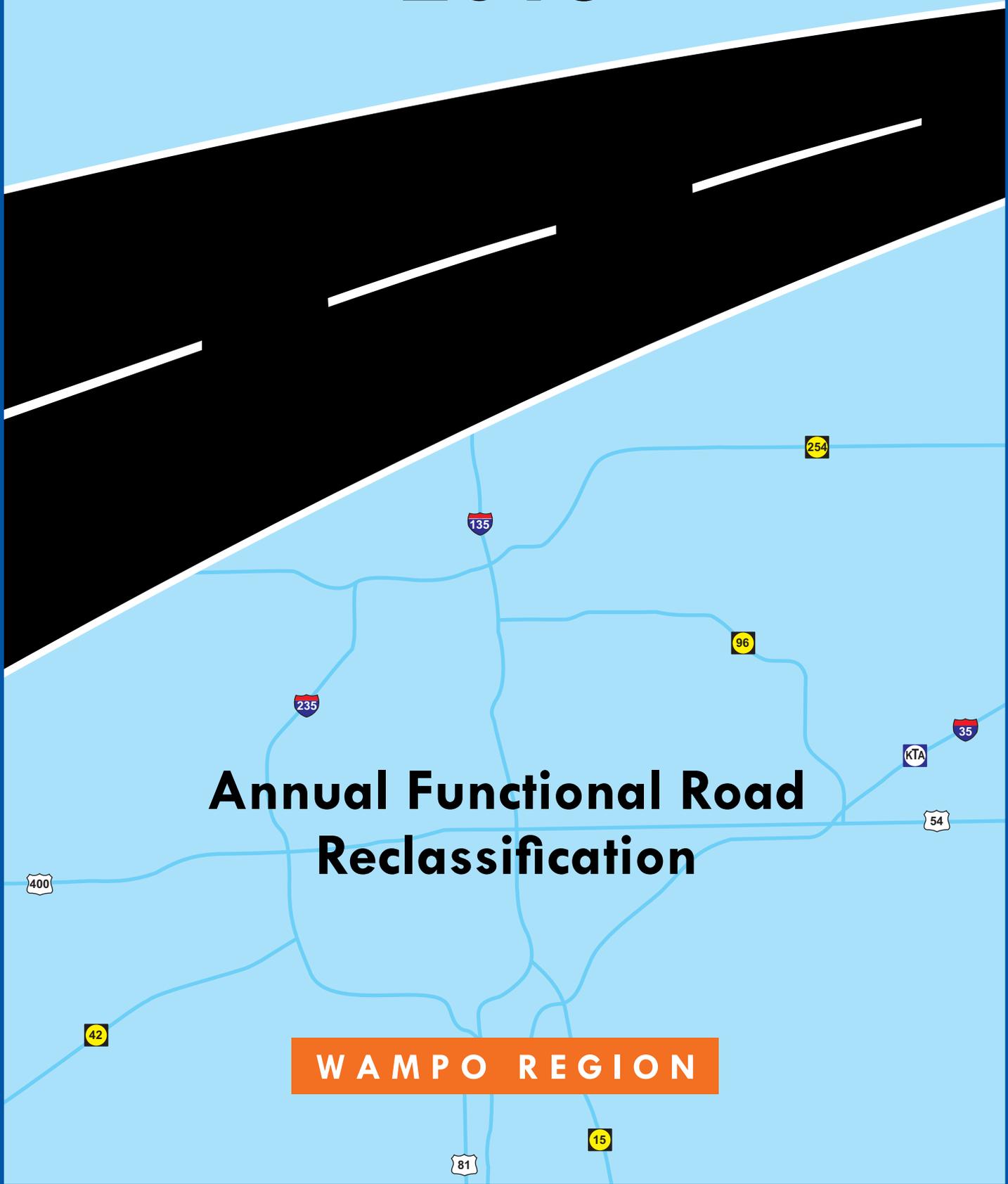


2015



Annual Functional Road Reclassification

WAMPO REGION

2015 Annual Functional Road Reclassification- WAMPO Region



2015

Contents

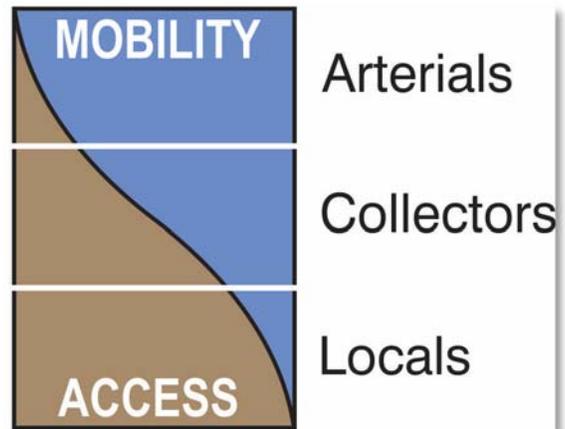
Introduction:	2
Definitions:	3
System Continuity:	5
Ranges for Classification:	5
Functional Classification and the NHS:	6
Road Counts and Functional Classification:	7
Emergency Aid and Functional Classification:	8
Process for the Functional Road Classification:	8

Introduction:

Functional Road Classification is defined by the Federal Highway Administration (FHWA) as “is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.” Functional classification is used extensively by both FHWA and Kansas Department of Transportation (KDOT) to help decide which roads in a road system obtain funding.

The Functional Classification has a major update every ten years after census data is received. Additional smaller changes can take place in the timeframe between these ten year major reclassifications. WAMPO is starting a process to make these minor changes be carried out in a more orderly fashion.

The classification of roads generally follows a concept of “Mobility vs. Land Access”. Some roads, like Interstates, provide a high amount of mobility, while giving little or no access to the land that it travels along. Local roads, while not providing mobility, give easy access to the land along the road. As someone travels to a location that is a distance away, generally the traveler goes to roads that provide high mobility to travel near their destination, and then transfer to roads that provide greater access so they can reach their destination.



The major categories of road classification are arterials, collectors, and locals. Arterials are interstates, freeways, and other major roads that individuals use to travel from point A to Point B. Collectors Travel though major residential areas and route the traffic from the local roads to the arterial roads. While locals make up a large percentage of the roads, but are generally not traveled heavily as they provide easy access to homes, small businesses, and other destinations.

These three major categories are split into subgroups for classification. Arterials are split into interstates, freeways, other principle arterials (OPAs), and minor arterials. Collectors are split into major and minor collectors. In addition, all these categories

(Including local) are further split into urban and rural, depending on the location inside or outside the urban boundaries, as determined by US Census data.

The functional road classification network works similar to the human bodies' circulatory system. Much like how blood flows through the body, traffic flows through a network, switching from high capacity systems to smaller and smaller networks until they reach the destination, and then return by going into increasingly larger networks to quickly travel.



Definitions:

The following road classifications definitions from “Highway Functional Classification Concepts, Criteria and procedures 2012 edition.”

Interstate - Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Since their inception in the 1950's, the Interstate System has provided a superior network of limited access, divided

highways offering high levels of mobility while linking the major urban areas of the United States.

Freeways and Expressways- Roadways in this functional classification category look very similar to Interstates; their directional travel lanes are separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.

Other Principle Arterials – These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways.

Minor Arterials - Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

Major and Minor Collectors - Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, this division was considered only in the rural environment. Currently, all Collectors, regardless of whether they are within a rural area or an urban area, must be sub-stratified into *major* and *minor* categories. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network.... The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts.

Local - Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting

land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year.

Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads

Classification	Eligible FHWA Funds	Part of NHS	KDOT Road counts	FEMA eligible	Example In WAMPO region
Interstate	Yes	Yes	2 Years	No	I-35
Freeway & Expressway	Yes	Yes	2 Years	No	Kellogg
Other Principle Arterial	Yes	Yes	3 years	No	Southwest Blvd.
Minor Arterial	Yes	No	3 Years	No	Rock Rd
Major Collector	Yes	No	3 Years	No	71 st St.
Minor Collector	Yes	No	6 Years	No	2 nd Street
Local	No	No	9 Years	Yes	Santa Fe Ave

* Collectors Qualify for Federal funding, but funding opportunities in Kansas are very limited.

System Continuity:

One of the basic rules of functional road classification is that roads of a higher classification should not terminate at a single road of lower classification. For example, arterials should only terminate at other arterials, while a collector could terminate at an arterial or a collector (but not a local road). There are many exemptions to this basic rule; the most noteworthy is that it is okay for an Arterial to terminate at a major airport.

One of the major challenges in doing a functional road classification is making sure that system continuity exist in on the map.

Ranges for Classification:

Each region has its own road network. The following table has the classifications in the WAMPO region.

Classification	2010 FFC miles	Percentage	2014 FFC miles	Percentage
Freeway	5.666	.128%	5.666	.128%
Other Principal Arterial	214.833	4.86%	1.023	.023%
Minor Arterial	465.965	10.53%	231.244	5.23%
Major Collector	536.302	12.12%	686.858	15.52%
Minor Collector	36.757	.831%	312.313	7.05%
Local	3164.76	71.53%	3187.18	72.04%
Total	4424.28	100%	4424.25	100%

Functional Classification and the National Highway System (NHS):

Historically, roads classified as an interstate and freeway & expressways have been placed in the National Highway System (NHS). Roads placed in the NHS, require additional reporting and standards of maintenance. In addition, roads placed in the NHS place additional rulemaking on local land uses such as sign control and junkyards. In October of 2012, the Moving Ahead for Progress in the 21st Century Act (Map-21) placed all other principle arterials into the NHS. As part of the 2014 update the WAMPO region lowered many of the roads from Other Principal Arterials to Minor Arterials, which more closely matched their actual use. In February of 2015, the federal government agreed to the changes to the NHS and only three roads owned by local jurisdictions are part of the NHS. These roads are Southwest Blvd., Southeast Blvd., and the roads from Kellogg to the air freight terminal at Eisenhower National Airport (ICT).



Road Counts and Functional Classification:

KDOT carries out a regular road count of the road network in the state of Kansas. The timeframe between counts is directly determined by the functional classification.

- The State Highway System, including “City Connecting Links”, is counted every two years regardless of functional classification.
- All urban classified routes (excluding minor collectors) are counted on a 3-year cycle.
- Rural major collectors are also counted every three years.
- Rural and urban minor collectors are counted every six years.
- Rural and urban local roads are counted on a nine year cycle.

Emergency Aid and Functional Classification:

In cases of disaster, many times the road network is damaged and requires repair. Local roads, which do not qualify for normal federal funds, can receive money from the Federal Emergency Management Agency (FEMA). Roads Classified above local in the functional classification do not qualify for FEMA assistance. Instead they are qualified under the FHWA Emergency Relief (ER) program. FEMA disaster programs and the ER program do not have the same price share, timeframe on money reimbursement, and scope of work allowed under the grants.

2015 Federal Functional Classification Change Process:

WAMPO will call for proposed changes to the functional classification in April 2015 starting at the TAC meeting on April 26, 2015. It will close on May 27, 2015. Any jurisdiction or planning partners in the WAMPO region can request changes to roads in the network at this time. In addition, WAMPO staff may be in contact with jurisdictions or planning partners to discuss technical changes to the system in their region. From May 27, 2015 to the July TAC meeting, WAMPO staff will be reviewing the proposed changes and discuss with Federal Highway Administration (FHWA) and Kansas Department of Transportation (KDOT) on proposed changes. At the July TAC meeting WAMPO staff will present proposed changes that meet regulatory and design standards. Pending TAC recommendation, the TPB will vote on the proposed changes in the August meeting of the TPB. If approved by the TPB it will be submitted to FHWA for final approval.

If a jurisdiction wishes to propose a change to the Federal functional classification, they need to contact WAMPO staff by email before May 27, 2015 at 5pm.

If you have any questions, please contact Zach Edwardson at ZEdwardson@wichita.gov