



Policy Number: 2014-025  
Effective: 07/11/14  
Responsible Division: Planning  
Date: 07/11/2014

## **FUNCTIONAL CLASSIFICATION AMENDMENT POLICY**

### **POLICY STATEMENT:**

The Northeast Ohio Area Wide Coordinating Agency's (NOACA) functional classification policy requires all proposed functional classification revisions to be evaluated thoroughly prior to making a recommendation to the Ohio Department of Transportation. Evaluation is based on guidelines suggested by the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) with some criteria refined to reflect local conditions. Criteria evaluated includes:

- Lane widths
- Shoulder widths
- Average Annual Daily Traffic (AADT)
- Access
- Speed limit
- Parallel spacing of routes
- Area type
- Percentage of mileage by functional classification (by region, by county)
- Functional classification density analysis

### **AUTHORITY:**

Ohio Revised Code, Sections § 307  
23 U.S.C. 101(a) (2)

### **PURPOSE:**

Functional Classification is the grouping of roads, streets, and highways in a hierarchy based on the type of highway service they provide. Streets and highways are part of an interconnected network, and each one plays a role in moving traffic throughout the system. Generally, streets and highways provide either traffic mobility or land access and can be ranked in terms of the proportion of service they perform.

In addition to mobility and access, there are other factors that can help determine the proper category to which a particular roadway belongs such as trip length, speed limit, volume, and vehicle mix. Planners and engineers use this hierarchy of roadways to properly channel transportation movements through a highway network efficiently and cost effectively.



Functional classifications roadway categories are segregated into seven categories that apply in both urban and rural areas. The classification categories are:

- 01 Principal Arterial (Interstate)
- 02 Principal Arterial (Freeway and Expressway)
- 03 Principal Arterial (Other)
- 04 Minor Arterial
- 05 Major Collectors
- 06 Minor Collectors
- 07 Local

**ELIGIBILITY:**

All public roadways have a functional classification assigned to them. Currently all roadways classified as greater than a local road in urban areas, and roadways classified as greater than minor collector in rural areas are eligible for federal aid.

**DEFINITIONS:**

NOACA Board of Directors: NOACA is the metropolitan planning organization (MPO) and designated areawide water quality management agency for the counties of Cuyahoga, Geauga, Lake, Lorain, and Medina in Ohio directed by a 45-member Governing Board, representing all five NOACA counties, plus transit agencies, the Northeast Ohio Regional Sewer District, the Cleveland-Cuyahoga County Port Authority, Ohio EPA, and the Ohio Department of Transportation (ODOT).

Functional classification: is the process by which streets and highways are grouped into a hierarchy of classes, or systems, according to the character of traffic service that they are intended to provide.

Arterial: Include classes of highways emphasizing a high level of mobility for through movement of traffic. Land access is subordinate to this primary function. Generally, travel speeds and distances are greater on these facilities compared to other roadway classes. The highest class of arterials are limited access to allow the free flow of traffic.<sup>1</sup>

Collector: Collect traffic from the lower facilities and distribute it to higher classified roadways. Collectors provide both mobility and land access with trip lengths, speeds and volumes being moderate.<sup>2</sup>

Local: Primary function is to provide land access. Travel speeds, distance and volumes are generally low and through traffic is discouraged.<sup>3</sup>

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<sup>1</sup> *Ohio Roadway Functional Class Background Document*. Ohio Department of Transportation.  
<http://www.dot.state.oh.us/Divisions/Planning/SPPM/SystemsPlanning/Pages/RoadwayFunctionalClass.aspx>.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.