

2025 Statewide Functional Reclassification Process

Duluth Superior Metropolitan Interstate Council - Technical Advisory Committee

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- ❖ Process Purpose – Why a Statewide Review?
- ❖ Functional Classification 101 – Hierarchy & MnDOT Methodology
- ❖ 2025 Process Timeline
- ❖ Concerns and Questions

Purpose of the Statewide Functional Classification Update



Objective: Ensure Minnesota's road classifications align with federal standards following recent census changes.



FHWA requirement after urban boundary changes due to decennial census.

Why The Statewide Review?

Federal law requires that Highway Urban (and Urbanized) Area (HUA) boundaries be reviewed and adjusted as necessary after each US decennial census.

FHWA also requires a statewide functional classification review following adjustments to HUAs.

FHWA Classification Guidelines ([23 CFR 470](#)):

- States must maintain consistency with FHWA criteria when classifying roads
- Updated classifications must be submitted to FHWA for approval

⦿ § 470.105 Urban area boundaries and highway functional classification.

- (a) *Urban area boundaries.* Routes on the Federal-aid highway systems may be designated in both rural and urban areas. Guidance for determining the boundaries of urbanized and nonurbanized urban areas is provided in the FHWA's Functional Classification Guidelines.^[1]
- (b) *Highway functional classification.*
 - (1) The State transportation agency shall have the primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of the existing roads and streets. Guidance criteria and procedures are provided in the FHWA's Functional Classification Guidelines. The State shall cooperate with responsible local officials, or appropriate Federal agency in the case of areas under Federal jurisdiction, in developing and updating the functional classification.
 - (2) The results of the functional classification shall be mapped and submitted to the Federal Highway Administration (FHWA) for approval and when approved shall serve as the official record for Federal-aid highways and the basis for designation of the National Highway System.

Why it Matters - FHWA Standards and Legal Guidelines

Functional Classification hierarchy is tied to funding eligibility and design standards

Federal Funding Implications:

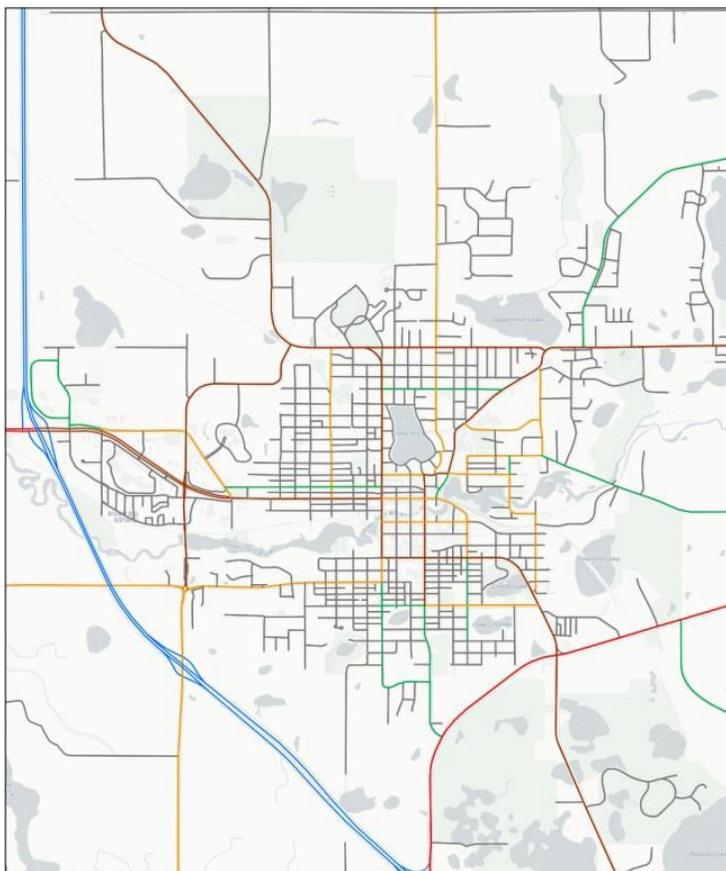
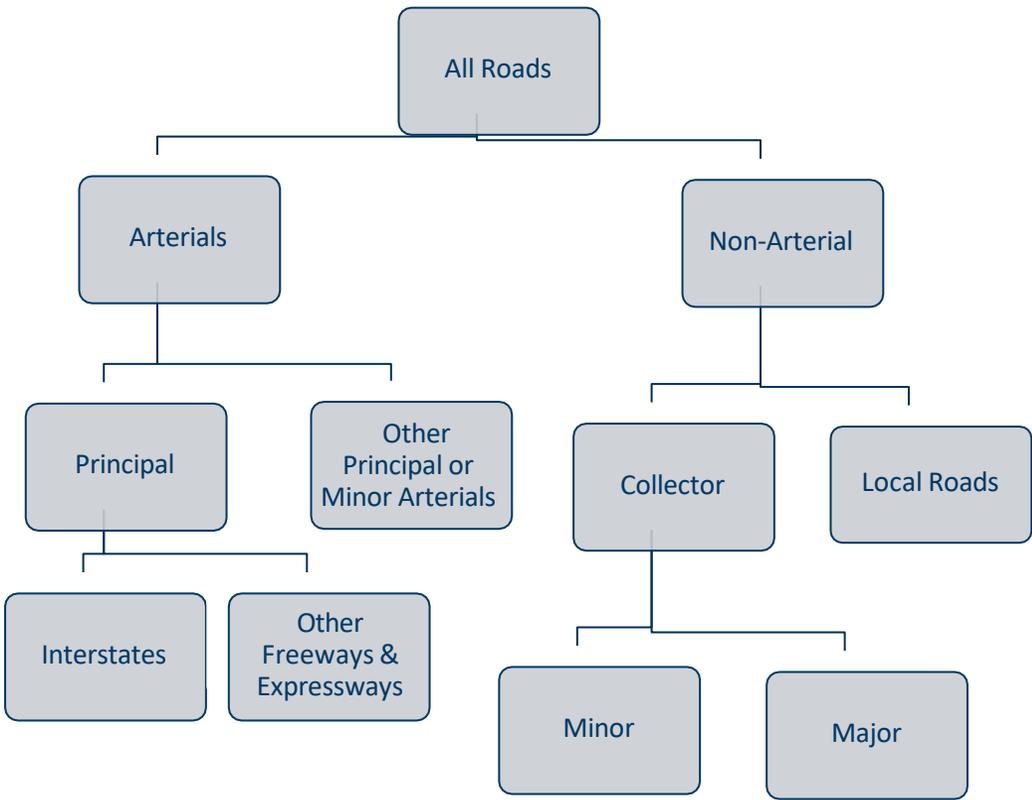
- Certain roadway classifications (i.e., local roads) are ineligible for federal highway funds
- Higher classifications (e.g., arterials) can qualify for additional funding

Design Standards

- Road design standards (e.g., lane width, speed limits) depend on functional classification

Proper classification ensures that each road serves the right function for the local and regional community.

Road Classification Network



Functional Classification Categories

Principal Arterials:

Connect major urban centers and regions, accommodate long-distance travel

Minor Arterials:

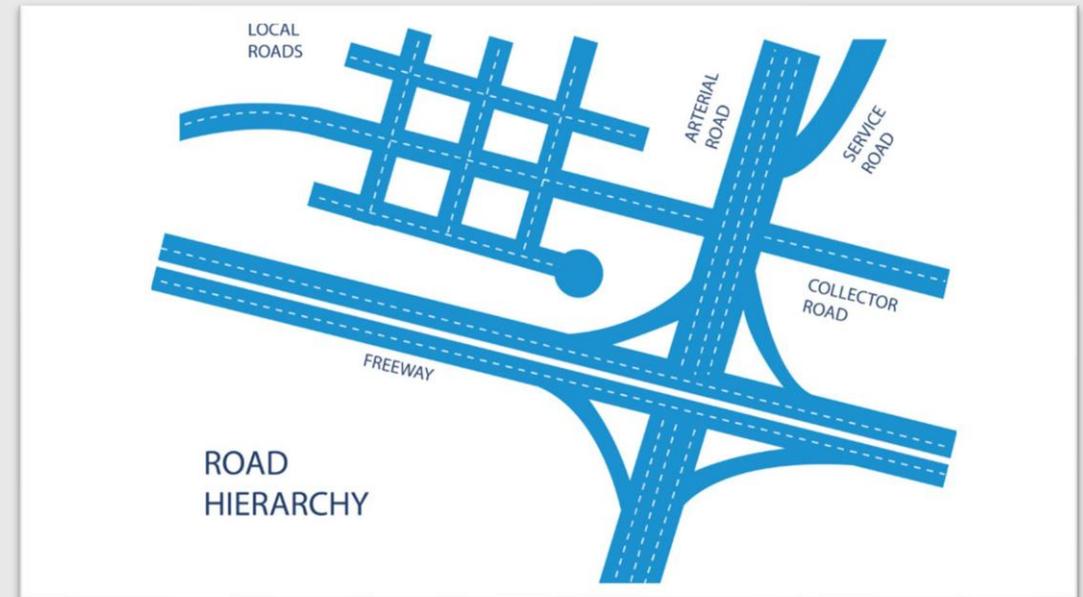
Serve inter-regional travel and distribute traffic to smaller networks

Collectors (Major and Minor):

Provide connections between local roads and arterials, balancing access and mobility

Local Roads:

Primarily serve adjacent land and carry minimal through traffic



Congress for the New Urbanism. (n.d.). Street networks 101 [Illustration of street network design]. Congress for the New Urbanism. Retrieved December 6, 2024, from <https://www.cnu.org/our-projects/street-networks/street-networks-101>

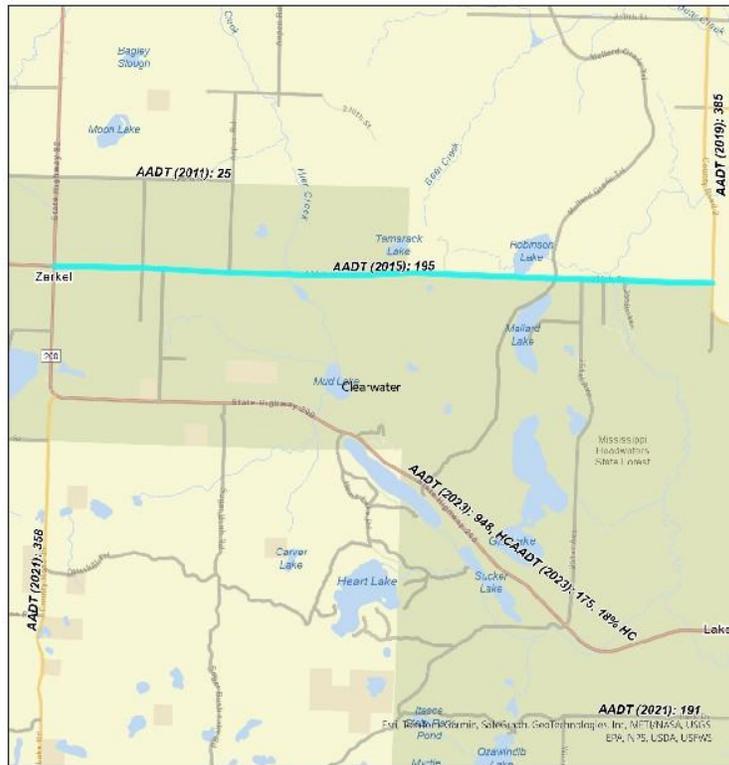
2023 FHWA Functional Class Guidebook

“States should assign functional classifications according to how the roadway is **functioning in the current year only**. Regarding future routes, roads should be functionally classified with the existing system if they are included in an approved Statewide Transportation Improvement Program (STIP) and are expected to be under construction within the **STIP timeframe of 4 years or less**. Where applicable, the same classification should be given to both the future route and the existing route it replaces until the future route is constructed.”

Roadway Takeaways:

- Functional Classification is based on actual performance, not anticipated function or connection.
- If it is in the STIP, it requires a Functional Classification.

Data Informed, Not Data Driven



Functional Class

- Interstate
- Other Freeway or Expressway
- Principal Arterial - Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Name: CSAH-37 ID: 0400006594600037-I
 Current Classification: Local
 Recommended Classification: Minor Collector
 AADT: 195 Miles: 7.51



ROUTE_ID	Road Description	AAADT	BEGPT	ENDPT	Length (miles)	Connection Type	RS_REPORT	AAADT Points	Length Points	Connectivity Points	Road Type Points	Total Score	Preliminary Classification	FUNC	Adjusted Classification	Match Yes No
0400006594600036-I	CSAH-36	168	0.00	6.83	6.83	Minor Connection	State Aid	5	6	10	15	36	6 Minor Collector	6	6 Minor Collector	Match
0400006594600036-I		113	6.83	8.33	1.50	Minor Connection	State Aid	5	4	10	15	34	6 Minor Collector	6	6 Minor Collector	Match
0400006594600037-I	CSAH-37	193	0.00	7.51	7.51	Minor Connection	State Aid	5	6	10	15	36	6 Minor Collector	7	6 Minor Collector	Not Match *
0400006594600039-I	CSAH-39	296	0.00	2.81	2.81	Moderate Connection	State Aid	5	4	15	15	39	5 Major Collector	5	5 Major Collector	Match
0400006594600039-I		356	2.81	10.43	7.62	Moderate Connection	State Aid	5	6	15	15	41	5 Major Collector	5	5 Major Collector	Match
0400006594600040-I	CSAH-40	303	0.00	2.16	2.16	Moderate Connection	State Aid	5	4	15	15	39	5 Major Collector	5	5 Major Collector	Match
0400006594600041-I		496	0.00	0.35	0.35	Local Connection	State Aid	5	2	5	15	27	6 Minor Collector	7	6 Minor Collector	Not Match *
0400006594600041-I	CSAH-41	469	0.35	0.42	0.07	Local Connection	State Aid	5	2	5	15	27	6 Minor Collector	7	6 Minor Collector	Not Match *
0400006594600041-I		269	0.42	0.49	0.07	Local Connection	State Aid	5	2	5	15	27	6 Minor Collector	7	7 Local Road	Match
0400006594600042-I		640	0.00	0.22	0.22	Local Connection	State Aid	15	2	5	15	37	6 Minor Collector	7	7 Local Road	Match
0400006594600042-I	CSAH-42	750	0.22	0.45	0.23	Local Connection	State Aid	15	2	5	15	37	6 Minor Collector	7	7 Local Road	Match
0400006594600043-I		892	0.00	0.16	0.16	Local Connection	State Aid	15	2	5	15	37	6 Minor Collector	7	6 Minor Collector	Not Match *
0400006594600043-I	CSAH-43	291	0.16	0.26	0.10	Local Connection	State Aid	5	2	5	15	27	6 Minor Collector	7	6 Minor Collector	Not Match *



Information Table for Functional Classification Changes										
JURISDICTION		Clearwater County								
Correction Number	ROAD ID	Road Name	Start Cross Street	End Cross Street	Current FC	Proposed FC	Reason For Change	Agree/Disagree	Reason	
1	0400006594600037-I	210th St	CR-2	MN-200	Local	Minor Collector	Length & Several Local Roads Filer to Segment			
2	0400006594600043-I	Main St	MN-92	North Ave	Local	Minor Collector	AAADT & Connections			
3	0400006594600054-I	Getchell Ave NE	US-2	6th St NE	Local	Minor Collector	AAADT & Connections			
4	0400006594600041-I	Bagley/CSAH -41	US-2	4th St	Local	Minor Collector	Land Context (connects School and Medical Center)			

Statewide Review Classification Scoring System (Non-Metro MPO)

AADT

- AADT \geq 20,000 (30)
- $10,000 \leq$ AADT $<$ 20,000 (20)
- $5,000 \leq$ AADT $<$ 10,000 (10)
- AADT $<$ 5,000: (5)

Land Use Context

- Regional Center (15)
- Activity Corridor (11)
- Community Center (8)
- Neighborhood Center (4)
- Residential/Industrial (2)

Connectivity

- Regional Connector (30)
- Metro Area Connector (20)
- District Connector (15)
- Neighborhood Connector (10)
- Local Access (5)

Road Type

- US-Highway (15)
- State Highway (10)
- State Aid Road (5)
- Other (5)

Access Management

- Fully Controlled (10)
- Highly Managed (7)
- Partially Managed (4)
- Unmanaged (1)

Statewide Review Classification Scoring System

Total Score \geq 80	Principal Arterial
$60 \leq$ Total Score $<$ 80	Minor Arterial
$40 \leq$ Total Score $<$ 60	Major Collector
$22 \leq$ Total Score $<$ 40	Minor Collector
Total Score $<$ 22	Local Road

State-Aid Routes are automatically a minimum of collector until proven otherwise.

Process Timeline - Four Evaluation Buckets



County



Non-MPO Urban Areas

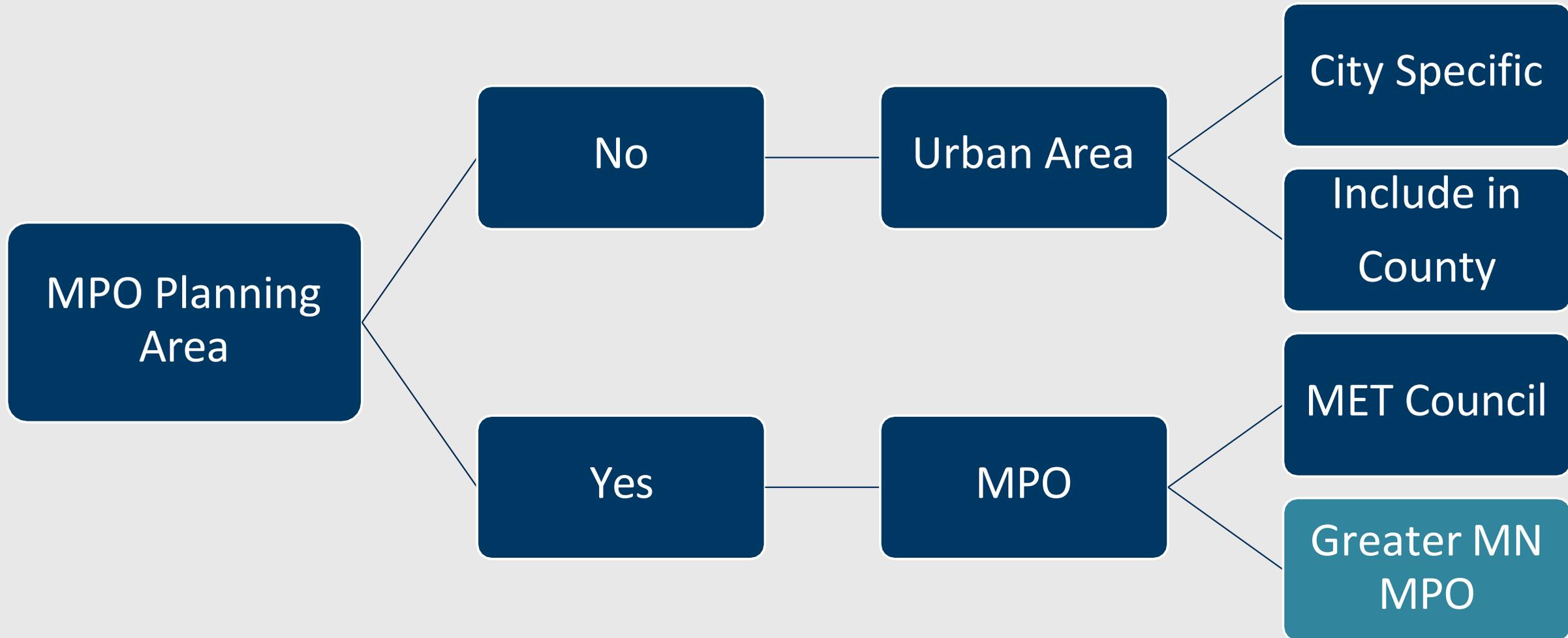


Greater MPO Areas

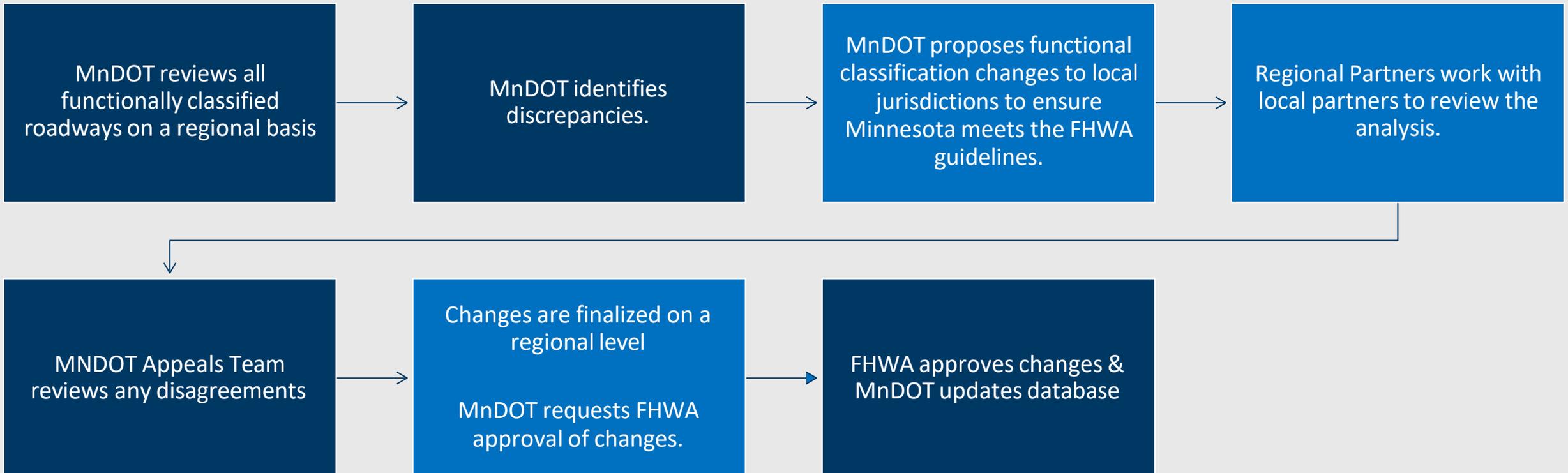


Seven County Metro

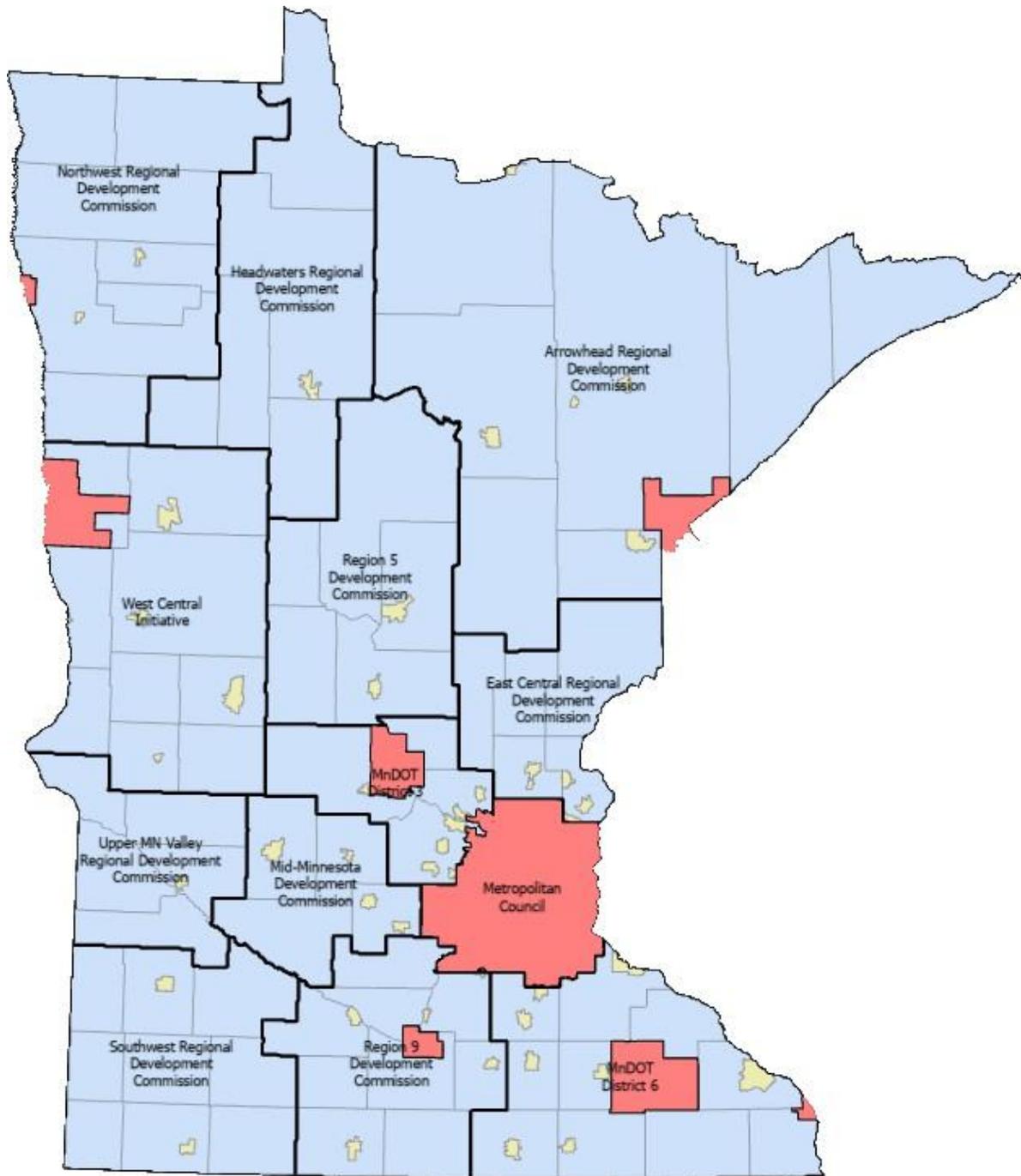
What Jurisdictions/Process?



The non-MPO Classification Update Process



Timeline



- Region by Region Review
- June 2nd: Regional Timeline Finalized
- Estimated Completion Date of late 2025/early 2026

- FHWA required process
- Roads sent for local review are **RECOMMENDATIONS**
- Class is based on **CURRENT** use, not future use
- Local context is important in determining final classification
- FHWA strongly discourages classification based on financial considerations

Thank you!

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Arterial Interstates and Freeways

Purpose and Role

High Mobility & Connectivity: Supports long-distance travel with minimal interruptions.

Efficient Movement: Connects regions, states, and metro areas for people and goods.

High Capacity: Handles large traffic volumes

Characteristics

Controlled Access: Limited entry/exit via ramps; no direct property access.

High-Speed Design: Wide lanes, shoulders, and barriers ensure efficient travel.

Traffic Separation: Median barriers and grade-separated interchanges reduce conflicts.



I-35, Near Rush City

Other Principal Arterials

Purpose and Role

Regional and Urban Connectivity: Links major urban areas, towns, and activity centers.

Support for Mobility: Complements interstates by providing alternative routes for medium to long-distance travel.

Traffic Flow: Facilitates movement between key destinations and distributes traffic to lower classifications.

Characteristics

Moderate Access Control: Some direct land access allowed but limited to maintain mobility.

Traffic Volume: High volumes, typically less than interstates but significant for regional travel

Urban vs. Rural:

- **Urban:** Connects downtowns to suburban areas and commercial hubs.
- **Rural:** Links towns, significant rural generators, and regional centers.



MN-65, Mora

Minor Arterial

Purpose and Role

Supplement Major Arterials: Provide secondary connections within the arterial network.

Link Regional Destinations: Connect towns, neighborhoods, and activity centers to principal arterials.

Facilitate Medium-Length Trips: Focus on travel within regions rather than long-distance trips

Characteristics

Balance Mobility and Access: Greater land access than principal arterials but still prioritizes traffic flow.

Moderate Traffic Volume: Serves moderate to high traffic but lower than principal arterials.

Urban vs. Rural:

- **Urban:** Distributes traffic within cities, connecting residential, commercial, and industrial areas.
- **Rural:** Links smaller towns and supports intra-county travel.



MN-65, Near Grandy

Major Collector

Purpose and Role

Traffic Distribution: Connect local roads to arterials, ensuring efficient traffic flow.

Access to Key Destinations: Serve schools, shopping centers, parks, and other important community locations.

Intra-County Travel: Facilitate travel between small towns and nearby regional centers.

Characteristics

Balanced Function: Equally supports land access and traffic circulation.

Urban vs. Rural

- **Urban:** Links residential neighborhoods to commercial and industrial areas.
- **Rural:** Provides access to larger towns, farms, and rural traffic generators.

Moderate Volumes: Handles a mix of local and regional traffic with moderate vehicle counts.

Key Features

Longer routes than minor collectors, with some signalized intersections and moderate speeds.



Kanabec CR-3

Minor Collector

Purpose and Role

Local Access and Circulation: Connect neighborhoods, small communities, and local roads to major collectors or arterials.

Support Shorter Trips: Primarily used for shorter, intra-community travel.

Access to Smaller Traffic Generators: Serve schools, local businesses, and recreational areas.

Characteristics

Greater Land Access: Prioritizes access over mobility compared to major collectors.

Lower Traffic Volume: Serves fewer vehicles than major collectors, focusing on local use.

Urban vs. Rural

- **Urban:** Links lower-density residential and commercial areas.
- **Rural:** Provides access to smaller towns and less significant rural destinations.

Key Features

Shorter routes, fewer signalized intersections, and slower speeds to accommodate local access needs



Sylvan Ave, Lindstrom

Local Roads

Purpose and Role

Traffic Distribution: Provide access to individual properties, connecting residential, commercial, and agricultural areas to higher-functioning roads.

Access to Key Destinations: Serve neighborhoods, local businesses, and small rural or urban properties.

Local Travel: Primarily used for short trips within neighborhoods or rural areas.

Characteristics

Land Access Focus: Prioritizes property access over traffic movement.

Low Traffic Volumes: Handles primarily local traffic with lower speeds and vehicle counts.

Urban vs. Rural

- **Urban:** Includes streets within neighborhoods, providing access to homes and community facilities.
- **Rural:** Serves individual farms, small businesses, and dispersed residences

Key Features

Shorter routes compared to collectors, often with stop signs, limited markings, and designed for slower speeds.



13th Ave NW, Austin