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233 S. Wacker Dr Sears Tower Suite 800 · Chicago, Illinois 60606

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TROUT VALLEY
UNION
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McHENRY COUNTY COUNCIL of MAYORS

April 2006

Functional Classification Process and FAU Route Determination Workbook

Chalen Daigle
McHenry County Council of Mayors
16111 Nelson Rd
Woodstock, IL 60098
(815) 334-4970
(815) 334-4989
cldaigle@co.mchenry.il.us

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Please submit all correspondence to:

Chalen Daigle
McHenry County Council of Mayors
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Functional Classification Process

INTRODUCTION

Prior to 1995, Federal Aid Primary (FAP), Federal Aid Secondary (FAS) and Federal Aid Urban (FAU) were designations that referred to what type of funds to which a route was eligible. In 1995, the FHWA made changes and these designations no longer referred to a funding type. Federal funds were no longer distributed on the basis of FAP, FAS or FAU status. A roadway became eligible for federal funding based on its classification as a collector or above. So many computer systems were tied to these prefixes as part of the key route designation that it was decided to keep the label but they no longer had the meaning or relevance that they once had.

To request a functional classification change is to say that the roadway that used to be a local road has now taken on the characteristics of a collector. Similarly, if a roadway was once a collector and the demographics of the area changed and it is now acting as a minor arterial – that change would constitute a classification change.

DEFINITIONS

Rural

Local Street:

- Serve primarily to provide access to adjacent land
- Provide service to travel over relatively short distances as compared to collectors or other high systems

Collector Roads:

- Serve travel of primarily intracounty rather than statewide importance
- Constitute those routes on which predominant travel distances are shorter than on arterial routes

Major Collector Roads

- Provide service:
 - To any county seat not on an arterial route
 - To larger towns not directly served by the higher systems
 - To other traffic generators of equivalent intracounty importance

Minor Collector Roads

- Be spaced at intervals:
 - Consistent with population density
 - To collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road
 - Provide service to the remaining smaller communities
- Link the locally important traffic generators with their rural hinterland

Principal Arterial System

- Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel
- Serve all or virtually all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over.
- Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

Urban

Local Street

Local street system comprises all facilities not on one of the higher systems

- Serves:
 - Primarily to provide direct access to abutting land
 - Access to the higher order systems
- Offers the **lowest level of mobility**
- Service to through traffic movement usually is deliberately discouraged

Collector Roads

- Provides land access service and traffic circulation within:
 - Residential neighborhoods
 - Commercial
 - Industrial areas
- Facilities on the collector system may penetrate residential neighborhoods
- Distributing trips from the arterials through the area to the ultimate destination
- **Collector streets also collect traffic from local streets in residential neighborhoods and channels it into the arterial system.**
- Collector systems may include the street grid which forms a logical entity for traffic circulation

Minor Arterial

- Should interconnect with and augment the urban principal arterial system
- **Provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials**
- Distributes travel to geographic areas smaller than those identified with the higher system
- The minor arterial system includes:
 - All arterials not classified as a principal
 - Facilities that place more emphasis on land access than the higher system
 - Offer a lower level of traffic mobility
- Include urban connections to rural collector roads where such connections have not been classified as urban principal arterials
- The spacing of minor arterial streets may vary from 1/8 to 1/2 to 2-3 miles

Principal Arterial

- **Identified as unusually significant to the area** in terms of the nature and composition of travel it serves
- Serve the major centers of activity of a metropolitan area
- Highest traffic volume corridors
- Longest trip desires
- Carry a high portion of the total urban area travel on a minimum of mileage
- Carry the major portion of trips entering and leaving the urban area
- Carry the majority of through movements desiring to bypass the central city
- Significant intra-area travel
 - Such as:
 - Between central business districts and outlying residential areas
 - Between major inner city communities
 - Between major suburban city centers
- Almost all fully and partially controlled access facilities will be part of this function system
- Should provide continuity for all rural arterials which intercept the urban boundary

The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas. While no firm spacing rule can be established this will apply in all or even most circumstances.

How to Change a Roadways Functional Classification:

1. The municipality wishing to designate a roadway as part of the federally eligible system of roads (FAU System) must submit the attached form to the McHenry County Council of Mayors Planning Liaison seeking the council's support in changing the designation (classification) of the roadway.
 - The form includes justification for the request including:
 - Appropriate Endpoints
 - Current Classification with Functional Classification Numbers (FAU)
 - AADT and Projected AADT
 - Any other information justifying the change
 - Please note that justification for a change is NOT that it is necessary to acquire STP funding, etc. A road is added to the system because it meets the criteria to be classified as a collector or above, NOT to satisfy a funding requirement.
 - Map
 - Two copies of the relevant part of IDOT's current township Functional Classification map with the desired change drawn in color (see appendix)
 - Map is available from the Planning Liaison
 - A location map is also helpful
2. The Council has to pass a resolution approving ("requesting") a change in classification.
 - **The council will need to vote in support of the reclassification based on the recommended termini for re-designation, the annual average daily traffic (AADT) on that segment of the roadway, and other justification.**
3. The Planning Liaison will send the resolution from the council (and optional the municipal resolution) including township map to IDOT's District One, Bureau of Programming with an appropriate cover letter explaining and justifying the functional classification change.
4. After District One's review and approval, requests are then submitted to IDOT's Central office in Springfield where the request is reviewed and, if worthy, are formally submitted to the FHWA.
5. After their review, FHWA representatives inform IDOT of their decision. IDOT's Central Office will inform the District One Programming staff who will inform the Planning Liaison and the route will be added to the FAU list if eligible, and the Functional Classification will be changed.

APPENDIX
Functional classification revisions

requested by CATS Councils of Mayors

(7-8-2004)

FUNCTIONAL CLASSIFICATION COLOR CODES CHART

| | |
|---|--|
| (Urban or Rural) Interstate Highways..... | Blue |
| (Urban) Other Freeways and Expressways..... | Brown |
| (Urban or Rural) Other Principal Arterial | Red |
| (Urban or Rural) Minor Arterial | Green |
| (Rural) Major Collectors | Purple |
| (Rural) Minor Collectors | Yellow |
| (Urban) Collectors | Pink |
| Local Streets or Roads | All routes not colored |
| Future Routes | Dashed lines in appropriate color of future functional classification. |

NOTE

All functional classification/urban limit updates must be submitted on the most recent 5 year Functional Classification Map.

**FUNCTIONAL CLASSIFICATION REVISION
MCHENRY COUNTY COUNCIL OF MAYORS**

Name of Jurisdiction Requesting Revision:

Contact:

Township of Jurisdiction/Roadway:

Name of Roadway:

Current IDOT Roadway Classification:

| | |
|----------------------|----------------------------------|
| Endpoints of Roadway | North/East Endpoint: FAU/FAP: |
| | South/West Endpoint: FAU/FAP: |

AADT:

Spacing:

Route Continuity:

Route Length:

Signalization Along Route:
Please mark on map

Stop Sign Control of Cross-Streets:
Please mark on map

Access to Traffic Generators:

Application Justification:

Other Information: