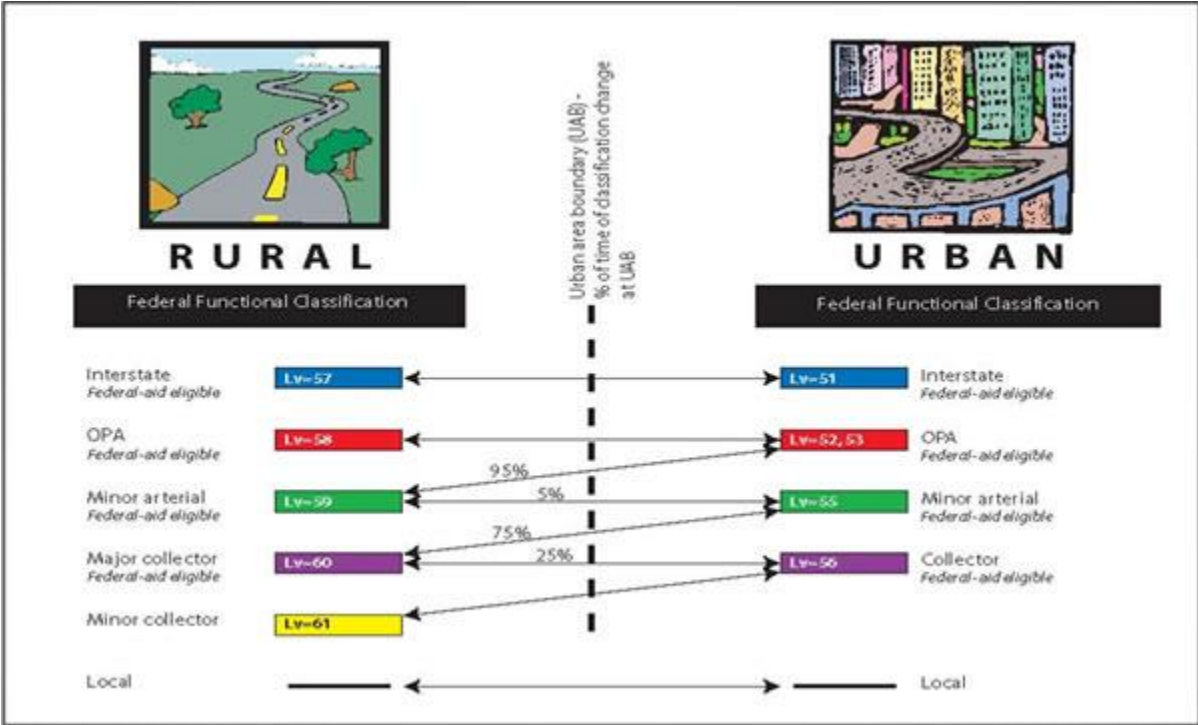


# FEDERAL FUNCTIONAL CLASSIFICATION



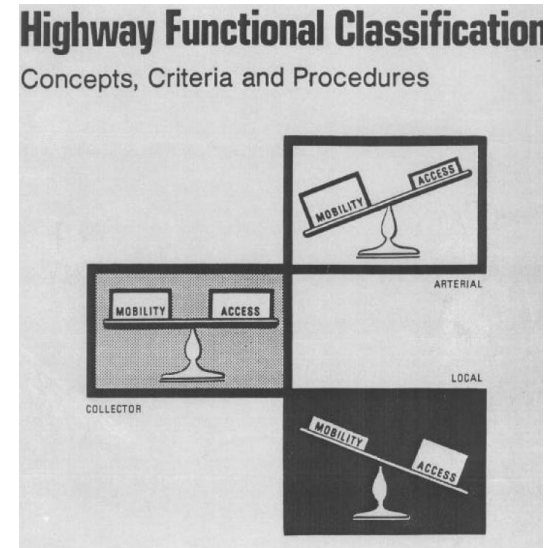
# ITEMS COVERED

- Brief Overview/History of FFC
- Iowa DOT FFC Administration
- Who and How to Request FFC Changes
- FFC Guidance Document
- Limits on classification
- Classification Process

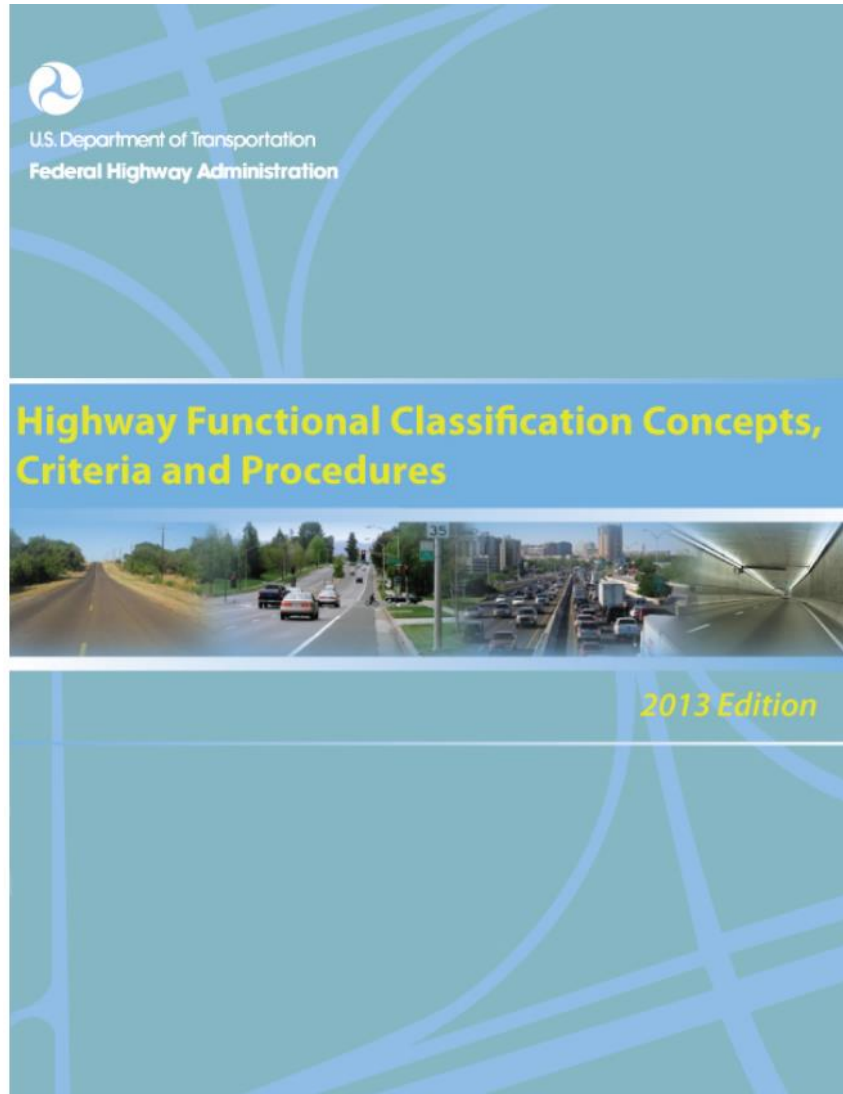


# WHY FFC?

- Federal-Aid Highway Act of 1973 required the use of functional highway classification to update and modify the Federal-aid highway systems



# FEDERAL FUNCTIONAL CLASSIFICATION



# FEDERAL FUNCTIONAL CLASSIFICATION

- **Initial Uses**

- Defines a roadway's role in moving traffic through a network
  - Serving neighborhood travel to shopping centers
  - Commuters traveling to work
  - Long-distance freight movements

- **Expanding Role**

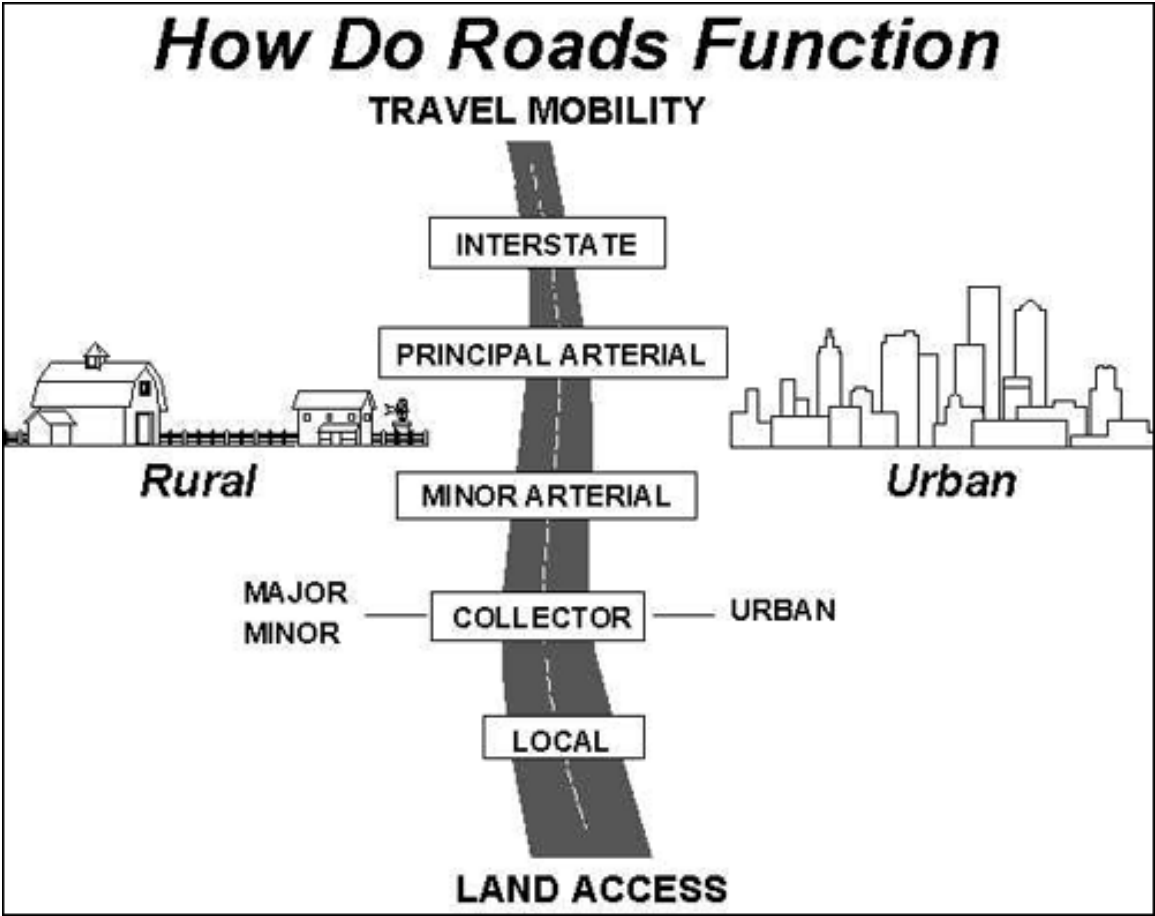
- Expectations on road design, speed, capacity
- Categorizes in relationship to land use access
- Helps to determine federal funding eligibility

- **Future Role**

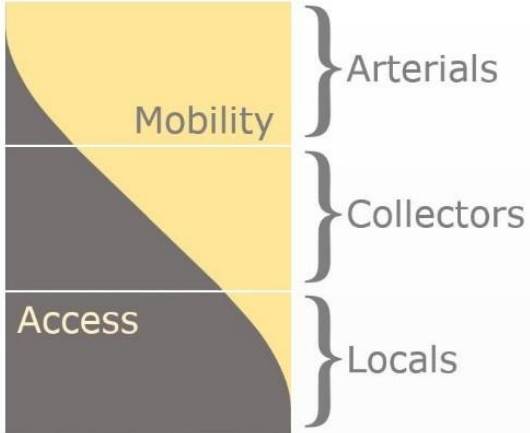
- Roadway System Performance Measurement



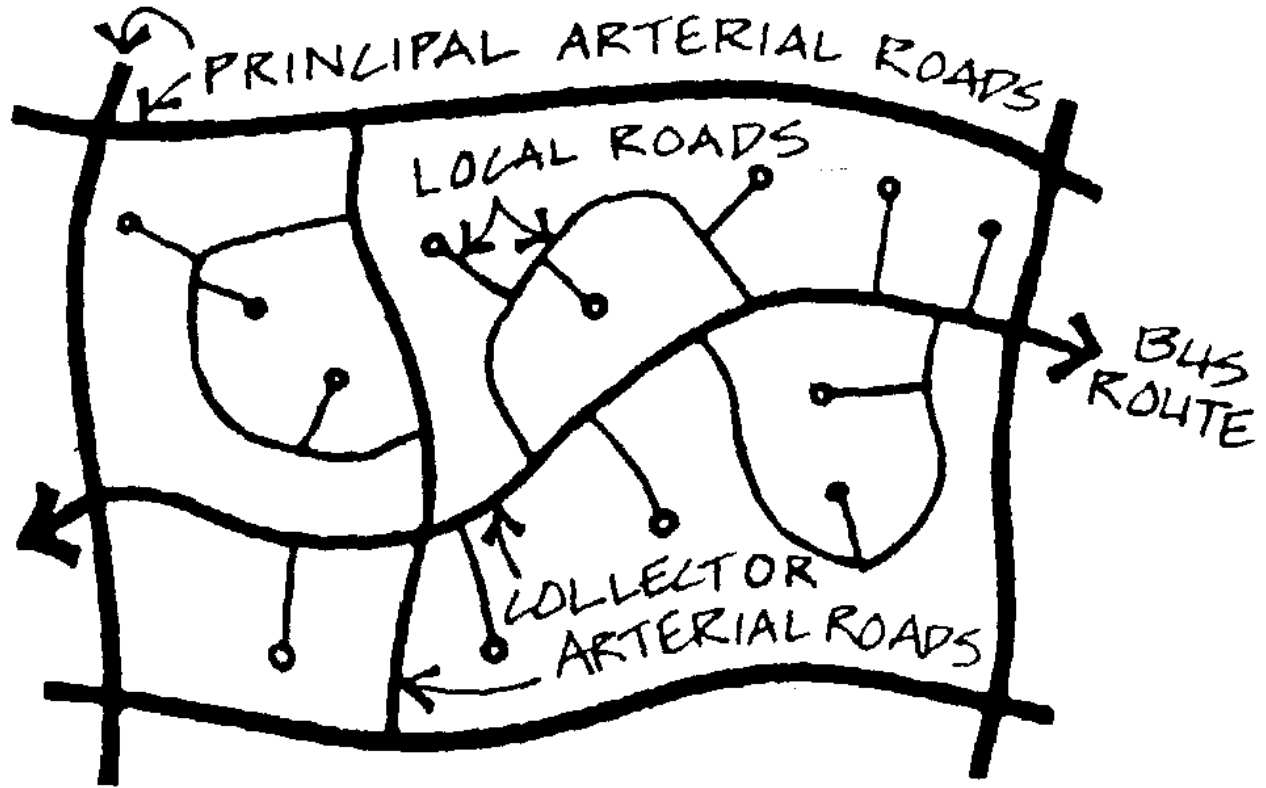
# FUNCTIONAL HIERARCHY



- Access vs Mobility

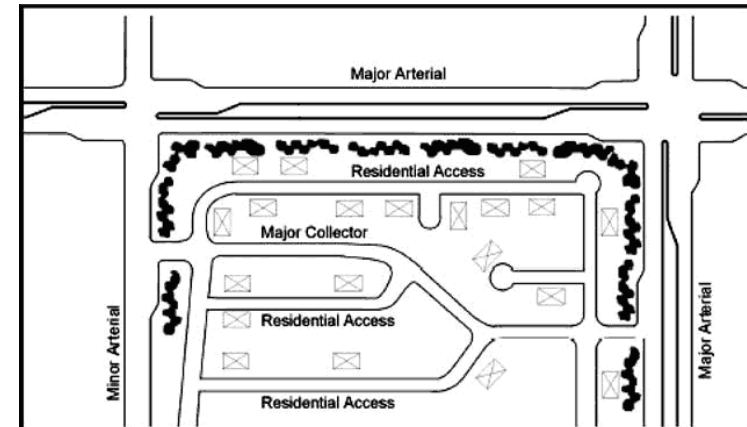


# CLOSER LOOK AT FUNCTION



# ROUTE SPACING/CONNECTIVITY/CONTINUITY

- Spacing
  - All roads cannot be classified
  - Logical spacing should exist
  - Spacing is directly proportional to classification
    - $>\text{Class} = >\text{Spacing}$
- Connectivity/ Continuity
  - The FFC system is mostly a closed system
  - No dead-ends unless connected to traffic generator
  - Lower FFC routes feed traffic to higher FFC routes
  - Exceptions do exist but minimized





# LIMITATIONS OF CLASSIFICATION

- The amount of roadway miles classified is limited in Iowa
  - Counties may have no more than 37%
  - Urban areas may have no more than 35%
  - Exceptions exist
  - When requests are received we often barter routes
- DOT has a list of each County and Urban Area mileages



# WHO CAN REQUEST A FFC CHANGE?

- Government agencies through:
  - Metropolitan Planning Organization
  - City – Population 5,000 – 49,999
  - County
    - Other regional entities (RPA) can submit
    - Most all we receive are MPO or County
- City in MPO or MPO Urban Area = MPO
- City (5,000 – 49,999) outside MPO but Urban Area = City
- City (< 5,000) = County
- \*\*\* Concurrence with other jurisdictions sometimes required
- DOT District Planners are source for coordination



# Requesting changes to the Federal Functional Classification (FFC)

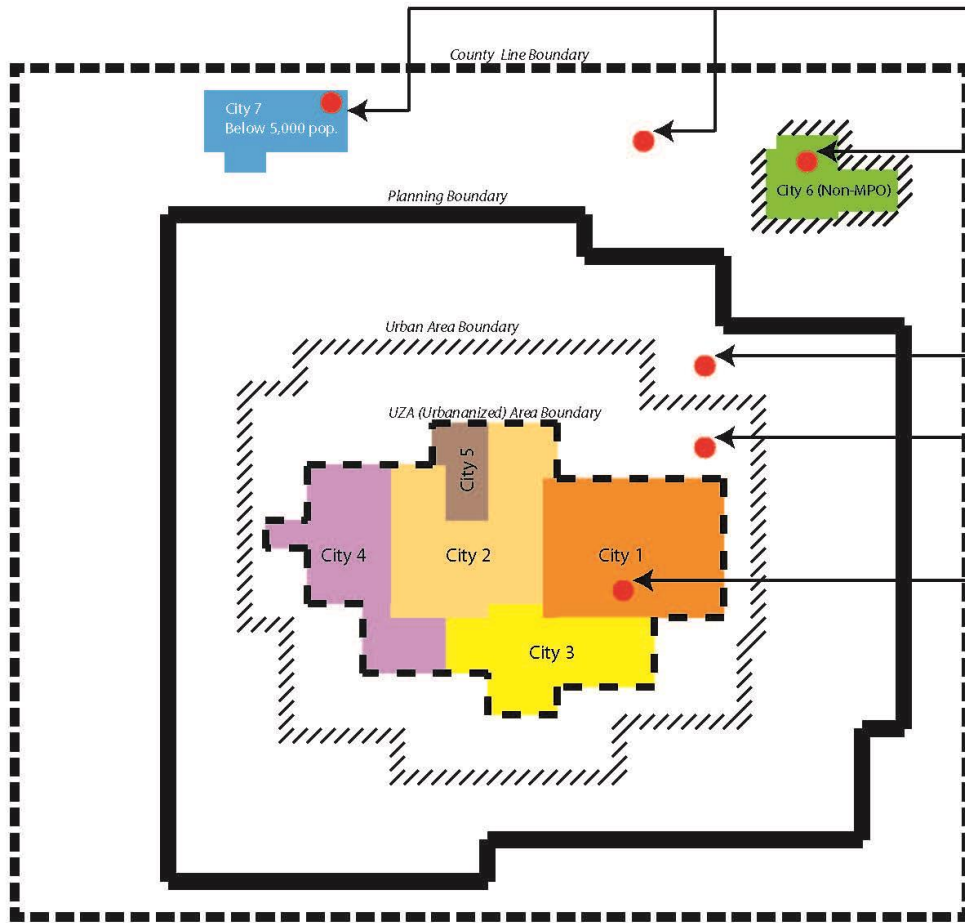
Who initiates the resolution and what other correspondance in needed?

Requesting Rural FFC modification.  
 Location: Inside the County Line Boundary but outside of any Urban Area Boundary or MPO Planning Area Boundary.  
 Resolution: County  
 Note: Concurrence from local jurisdiction is requested.

Requesting Urban FFC modification (from a Non-MPO, population 5,000 - 49,999).  
 Location: Inside the Urban Area Boundary  
 Resolution: City  
 Note: Concurrence from smaller attached communities is requested.

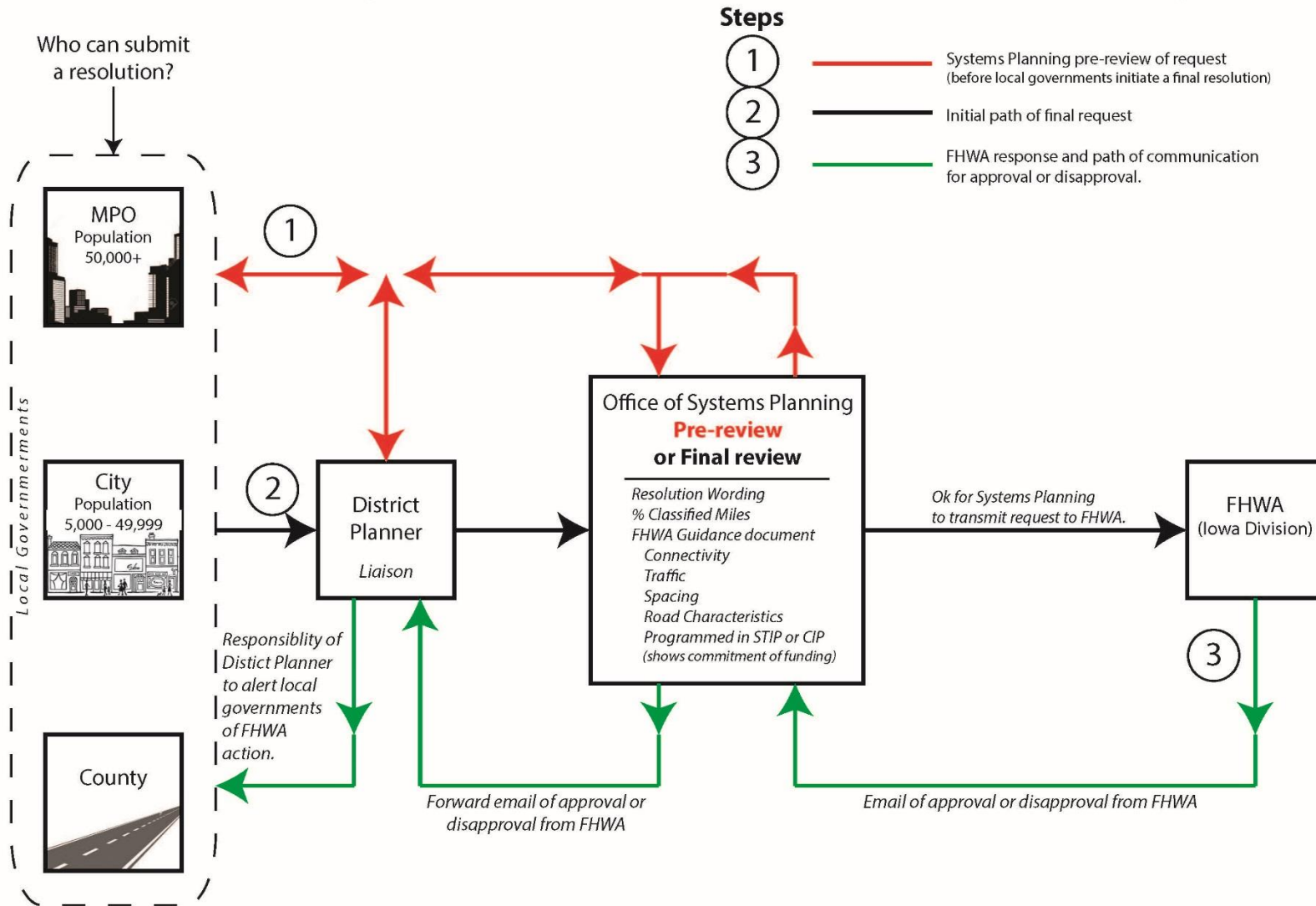
Requesting Rural FFC modification.  
 Location: Inside the MPO Planning Area Boundary but outside of the MPO Urban Area Boundary.  
 Resolution: County  
 Note: County should coordinate with the MPO (FHWA Guidance)

Requesting Urban FFC modification.  
 Location: Inside the MPO Urban Area Boundary  
 Resolution: MPO  
 Note: Concurrence from a local jurisdiction is requested if within that city's corporation limits.



- Cities that makeup the Urban Area
- UZA (Urbanized) Area Boundary
- Urban Area Boundary
- 20 Year Planning Boundary

# Procedure in requesting a modification of the Federal Functional Classification System



March 2016

Procedure\_FFC\_request.pdf

# WHAT CAN BE CLASSIFIED?

- Existing roads
- Proposed roads that are programmed
  - (Not necessarily in an MPO TIP or DOT STIP) as guidance suggests
  - Idea is to make sure a project is going to get built
  - We don't want to assign a classification for a project that never gets constructed
  - Classification depends on roadway being constructed and future connections to the existing FFC system



# REASON FOR CLASSIFICATION

- To align classification to the operating characteristics of a roadway
- Not to make a road eligible for federal aid.



# RECOMMENDED PROCESS

- Local government contacts appropriate City/County/MPO with location and termini of road under consideration along with desired classification
- City/County/MPO Contacts Iowa DOT District Planner
- District Planner reviews and then submits informally to Systems Planning
- District Planner coordinates with Systems Planning to refine request if needed
- Systems Planning gives OK to begin formal process
- Locals prepare formal resolution and supporting material for DOT and submits through the District Planner
- DOT reviews request before submitting to FHWA
- DOT forwards to FHWA for formal approval
- \*\*Additional work is needed if National Highway System is included



# RESOURCES

- FHWA -  
[https://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/section00.cfm](https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section00.cfm)
- Iowa DOT -  
<http://www.iowadot.gov/maps/msp/pdfview/counties.html>

