

# Functional Road Reclassification Requests

ROAD #	LOCATION	ROAD NAME	ROAD SEGMENT	CURRENT FC	PROPOSED FC
960522	Eloise	1st Street	Snively Ave to Florence Ave (Vacated Right-Of-Way)	Local Residential (LR)	Local Commercial (LC)
941433	Highland City	3 <sup>rd</sup> Street SE	Clubhouse Rd to Central Ave SE	Local Residential (LR)	Local Commercial (LC)
941420	Highland City	Central Ave SE	3 <sup>rd</sup> Street SE to 4 <sup>th</sup> Street SE	Local Residential (LR)	Local Commercial (LC)
671701	Davenport	Grandview Pkwy	Ernie Caldwell Blvd to Dead End	Local Commercial (LC)	Urban Collector (UC)
671815	Davenport	Posner Blvd	US 27 to Grandview Pkwy	Local Commercial (LC)	Urban Collector (UC)

COUNTY ROAD FUNCTIONAL CLASSIFICATION

EXHIBIT A.

Adopted 08/05/97

ROAD SYSTEM	DEFINITION <i>Definition, volume, spacing and % mileage are used as presumptive guide in assigning functional class.</i>	TRIP PURPOSES <i>These trip purposes are used to determine functional classification. Road class is assigned where one or more of listed criteria is met.</i>	ROAD CLASS	VOLUME/ SPACING	% MILEAGE	
					Urban	Rural
ARTERIAL	<p>The arterial road system primarily serves through-traffic and provides access to abutting properties as a secondary function. Arterial roads provide the highest degree of mobility and serve the largest proportion of total travel, i.e. vehicle miles traveled (traffic volume x mileage). This system is composed of interstate highways, other principal arterials and minor arterials.</p> <p>Arterial roads serve trips between and through cities. Arterials should form a reasonably integrated system to handle trips between different areas of a city, and the length of a typical trip on the system should exceed one mile. Principal arterials interconnect the large activity centers within an urban area as well as important rural routes. Minor arterials interconnect with and augment the principal arterial system, distribute travel to smaller activity centers and geographic areas with the urban area, and connect to major collector roads.</p> <p><b>Travel Movement:</b> Main Movement (Principal Arterial) Distributor (Minor Arterial)</p>	<p>(a) <b>Travel to and through urbanized areas.</b> A primary route that connects one urbanized area to another.</p> <p>(b) <b>Travel to and through small urban areas.</b> The Primary route connecting one small urban area to an adjacent small urban area, an adjacent urbanized area, or to the network of roads connecting urbanized areas to each other.</p> <p>(c) <b>Interstate and regional commerce.</b> A route which has a United States Route designation granted by the American Association of State Highway Transportation Officials is considered to serve the primary purpose of interstate commerce. Those roads which serve the purpose of travel to and through urbanized areas are considered to serve the needs of regional commerce and thus meet both trip purposes.</p> <p>(d) <b>Access to municipal airports and major rail terminals or intermodal transfer facilities.</b></p> <p>(e) <b>Access to major public facilities.</b> The primary route providing access to the major point of entrance to a major public facility. Major public facilities are defined to include: universities or community colleges; regional medical centers; natural attractions, such as state parks, that draw from a regional area and serve an average daily attendance of 1,000 persons in a single area; manmade attractions, such as theme parks, that attract audiences from a regional area; publicly-owned cultural and historic facilities, such as performing arts centers, civic center, and museums, that attract from a regional area.</p> <p>(f) <b>Interconnection of major thoroughfares.</b> A route that provides a high volume cross-connection between roads that meet at least two of the above listed purposes. For this trip purpose, the term "high-volume" is defined as a road with at least 25% of the volume observed on the connected roads at a point within one-half mile of the applicable intersections.</p>	Principal Arterial Trip Purposes: (a) - (c)	≥ 25,000 ADT	5-10%	2-4%
			Minor Arterial Trip Purposes: (d) - (f)	≥ 10,000 and < 25,000  ½ mile (cbd) to 1 mile	15 - 25%  (Principal + Minor)	6-10%  (Principal + Minor)
COLLECTOR	<p>The collector road system provides land access and traffic circulation within residential neighborhoods - commercial and industrial areas. Collectors provide a mix of mobility and land access functions; however, the main function of collectors is to conduct traffic from local residential streets to arterials. Collectors do not handle long through- trips and are not, of necessity continuous for any great length. This system is composed rural major collector roads, rural minor collector roads, and urban collectors (differentiation between major and minor classes is not made in urban areas).</p> <p>In urban areas, collectors serve internal traffic movements within an area of the city, such as a subdivision, and connect this area with the arterial system. In rural areas, major collectors serve generators of intracounty importance, e.g. important mining and agricultural areas, and link these places with nearby larger towns or cities. Rural minor collectors provide service to the remaining small communities and link locally important generators with rural hinterland.</p> <p><b>Travel Movement:</b> Collection; Access</p>	<p>(g) <b>Access to minor public facilities.</b> The primary route providing access to the major point of entrance to a minor public facility. Minor public facilities are those which do not meet the requirements listed in Paragraph (e), above, and include manmade attractions and publicly-owned cultural and historical facilities that attract local audiences.</p> <p>(h) <b>Interconnection of minor thoroughfares.</b> A route that provides cross-connection between roads that meet at least one of the above listed purposes.</p> <p>(i) <b>Access to concentrated land use areas.</b> A route that connects major thoroughfares to concentrations of land use, such as the primary connection to a community, large residential subdivision, neighborhood shopping center, or a public facility serving a local audience.</p> <p>(j) <b>Access to diffuse land use areas.</b> A route that connects major thoroughfares to diffuse areas of a single or mixed land use, such as the primary connection to a farming area consisting of large acreage tracts or scattered small residential developments.</p>	Urban Collector Trip Purposes: (g) - (i)	≥ 1,500 and < 10,000  ½ mile	5-10%	20 - 25%
			Rural Major Collector Trip Purposes: (g) - (i)	≥ 1,500 and < 10,000		
			Rural Minor Collector Trip Purpose: (j)	< 1,500		
LOCAL	<p>This road system comprises all roadways not on the arterial or collector system. Local streets primarily provide direct access to abutting land uses such as homes, and through-traffic movement is deliberately discouraged. These streets make up a large percentage of the total street mileage but carry a small proportion of the vehicle miles in travel.</p> <p><b>Travel Movement:</b> Access; Termination</p>	<p>(k) <b>Travel between home and the nearest road on the primary road network composed of arterial and collector roads.</b> A route that connects residences to the roads serving longer trips, e.g., roads within a residential subdivision.</p> <p>(l) <b>Travel between commercial, industrial, and agricultural areas and the nearest road on the primary road network composed of arterial and collector roads.</b> A route that connects clusters of commercial, industrial, agricultural or mixed-residential land uses to the roads serving longer trips, e.g., roads within an industrial park.</p>	Local Residential Trip Purpose: (k)	< 1,500	65 - 80%	65 - 75%
			Local Commercial Trip Purpose: (l)	< 1,500		

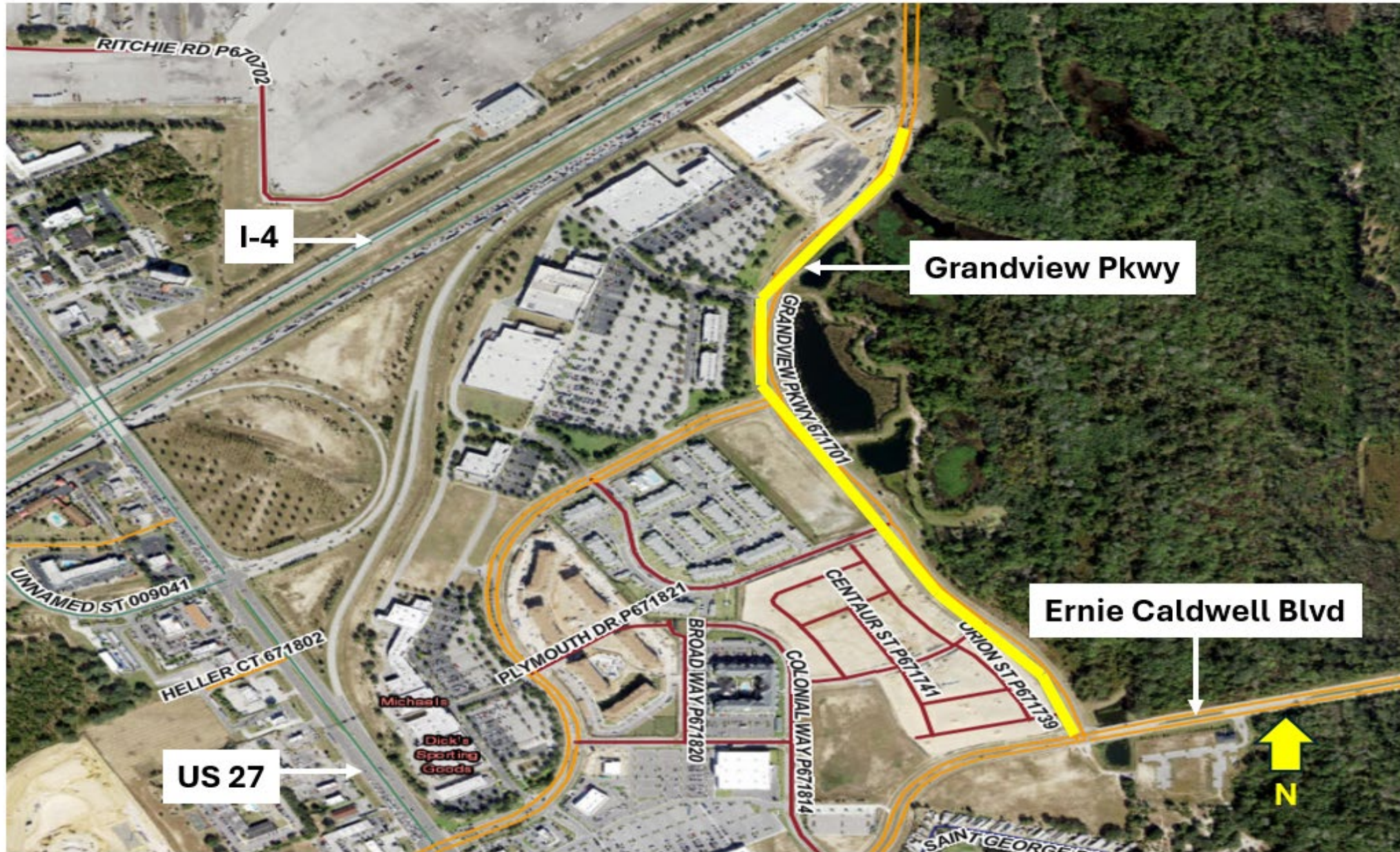
**1<sup>st</sup> Street from Snively Ave to Florence Ave (Vacated R-O-W)  
(LR to LC)**



**3<sup>rd</sup> Street SE & Central Ave SE from Clubhouse Rd to 4<sup>th</sup> Street SE  
(LR to LC)**



# Grandview Pkwy from Ernie Caldwell Blvd to Dead End (LC to UC)



Posner Blvd from US 27 to Grandview Pkwy  
(LC to UC)

