

IOWA

ROADS AND STREETS

FUNCTIONAL CLASSIFICATION

MANUAL

PREPARED BY

THE IOWA STATE

HIGHWAY COMMISSION

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CHAPTER I - INTRODUCTION

This manual provides a set of procedural rules and regulations for use in functionally classifying all roads and streets in Iowa according to the character of service they are intended to provide.

Functional classification is a requirement of the 1973 Code of Iowa (Chapter 306) as amended by Senate File 1062 enacted by the 2nd session of the 65th General Assembly of Iowa. Functional classification is defined as the grouping of roads and streets into systems according to the character of service they will be expected to provide, and the assignment of jurisdiction over each class to the governmental unit having primary interest in each type of service.

Stated objectives of the legislation are:

"Functional classification will serve the legislator by providing an equitable basis for determination of proper source of tax support and providing for the assignment of financial resources to the governmental unit having responsibility for each class of service.

Functional classification promotes the ability of the administrator to effectively prepare and carry out long range programs which reflect the transportation needs of the public."

✓ All roads and streets in legal existence will be classified.

Instructions are also included in this manual for a continuous reporting to the Highway Commission of changes in classification and/or jurisdiction resulting from new construction, corporation line changes, relocations, and deletions. This continuous updating of records is absolutely essential for modern day transportation planning as it is the only possible way to monitor the status of existing road systems, and consequently determine adequacy and needs with accuracy.

CHAPTER II - ORGANIZATION

The functional classification of Iowa roads and streets is to be a joint enterprise of state and local governments.

Board Members

The functional classification is to be done by county classification boards appointed for each individual county. The board in each county shall consist of three members and shall operate under the procedural rules and regulations promulgated by the State Highway Commission under the provisions of Chapter Seventeen A (17A) of the Code of Iowa.

Board Selection and Term

The selection of the board members is specified in Chapter 306, Code of Iowa:

"The State Highway Commission shall appoint one member from the staff of the State Highway Commission, the county board of supervisors shall appoint one member which shall be either the county engineer or one of its own members, and the third member shall be a municipal official from within the county who shall be appointed by a majority of the mayors of the cities and towns of the county. The mayors shall meet at the call of the chairman of the county boards of supervisors who shall act as chairman of the meeting without vote. In the event the mayors cannot agree to and appoint this member within thirty days after the call of the meeting by the chairman, the two members previously appointed shall select the third member."

In the event that a board member vacates his position, it shall be the responsibility of the remaining board members to notify the appropriate appointing authority and then the original procedure will be followed to appoint the new member.

If all of the positions are vacated, selection of a new board will be initiated by the chairman of the county board of supervisors under the original selection procedures.

Procedure for Calling Board Meetings

The procedure for calling board meetings is to be as follows:

The county board of supervisors will initiate action to select board members from the counties and cities according to the aforementioned procedures, and then will notify the Highway Commission member through the appropriate Highway Commission District Office that the rest of the Board has been selected, whereupon the Board will meet and select their chairman. Subsequent meeting dates will be set at the discretion of the Chairman of the Board.

After the original classification of roads and streets, the Boards will meet when necessary to reclassify for changes such as new corporation lines and new construction, as they receive notice of changes or at periodical meetings not to exceed one year between meetings.

Designation of a Recording Secretary

The designation of a recording secretary, who shall provide the minutes for each Board meeting, will be the responsibility of the Classification Board.

Public Hearing

Each respective county shall be responsible for the publishing of hearing information, for providing the place of the hearing and for recording the proceedings of the hearing.

Form of Public Notice of the Hearing

It will be the responsibility of the Classification Board to hold public hearings as stated in Chapter 306, Code of Iowa:

"File a copy of the proposed road classification in the office of county engineer for public information and hold a public hearing before final approval of any road classification action. Notice of the date, the time, and the place of such hearing, and the filing of such proposed road classification for public information shall be published in an official newspaper in general circulation throughout the affected area at least twenty days prior to the established date of the hearing."

The form to be used for the public notice of the hearing is included in Appendix III of this manual.

Transcripts of Hearings

Transcripts of hearings, tape recorded or typed, will be the responsibility of the Classification Boards and will be retained in their files.

Hearing Procedures

The public hearing procedure is used to present factual information about the proposed classification, to hear the views of the public, and to correlate these facts into a final functional highway and street classification.

The following procedure will be used in the public hearing:

1. Presentation of the Classification Board's statement.
2. Presentation of the statements, written or oral, in favor of or opposed to the classification.
3. Questions from people in attendance relating to the classification.

State Functional Classification Review Board

Senate File 1062 enacted by the 2nd session of the 65th General Assembly of Iowa specified the creation of a state functional classification review board ... "which shall consist of one state senator appointed by the president of the senate, one state representative appointed by the speaker of the house of representatives, one supervisor appointed by the Iowa state association of county supervisors, one engineer appointed by the Iowa county engineers' association, two persons appointed by the league of Iowa municipalities, one of which shall be a licensed professional engineer, and two persons appointed by the state highway commission, one of which shall be a commissioner and the other a staff member. This board shall select a permanent chairman from among its members by majority vote of the total membership. The chairman and all members of the board shall serve without additional compensation.

It shall be the responsibility of the state functional classification review board to hear any and all appeals from classification boards or board members, relative to disputes arising out of the functional classification of any segment of highway or street. The state functional classification review board shall have the authority and the responsibility to make final administrative determinations based on sound functional classification principles for all disputes relative to functional classification. The review board shall also serve, when requested jointly by state and local jurisdictions, as an advisory committee for review and adjustment of construction and maintenance guidelines used in updating road and street needs studies."

RESPONSIBILITIES

The responsibilities for each governmental agency outlined below are those explicitly stated in the Classification Act.

Highway Commission

1. Appoint one commissioner and one staff member to the state functional classification review board.
2. Appoint a staff member to each County Classification Board.

3. The Highway Commission member of the board and the county member of the board shall appoint a third member to the board if the mayors of the cities within a county fail to select this third member within the 30 days specified in the Act.
4. Review reports submitted to them by the County Classification Boards and:
 - a) Alter the classification of roads coinciding with or crossing county lines to provide continuity of the various county systems.
 - b) Adjust mileage of roads classified in the Trunk System or Trunk Collector System to assure equitable distribution among the counties of the total mileage of such systems.
5. Classify all roads not classified as provided for in the Act.

Counties - Boards of Supervisors

1. Appoint one member of the Board of Supervisors or the County Engineer to the County Classification Board.
2. The chairman of the Board of Supervisors will be responsible for calling a meeting of the mayors within the county for the purpose of appointing a municipal member to the Classification Board, and serving as chairman of that meeting without vote.
3. The county member of the board and the Highway Commission member of the board shall appoint a third member to the board if the mayors of the cities within a county fail to select this third member within the 30 days specified in the Act.

Municipalities

1. The mayors of all cities and towns in the county will be requested by the chairman of the Board of Supervisors to meet and appoint, by a majority vote of those in attendance, a municipal official to the County Classification Board.

CHAPTER III - DEFINITIONS OF ROAD
AND STREET SYSTEMS FOR IOWA

The road and street systems defined in this chapter are those specified in the Code of Iowa (Chapter 306).

Freeway-Expressway System

The Freeway-Expressway System will include:

1. The National System of Interstate and Defense highways in Iowa.
2. All roads connecting and serving the major urban and regional areas of the state with high volume, long distance traffic movements, and generally connecting with like roads of adjacent states.

The Freeway-Expressway System will be limited to three thousand miles.

The Arterial System

The Arterial System will include those roads which connect the Freeway-Expressway System with the Arterial Connector System, or which serve long-distance movements of Traffic, or which serve as collectors of long-distance traffic from other systems to the Freeway-Expressway System. The Arterial System will be limited to three thousand five hundred miles.

The Arterial Connector System

The Arterial Connector System will consist of those roads providing service for short-distance intrastate and interstate traffic, or providing connections between highways classified as Arterial or Freeway-Expressway.

The Trunk System

The Trunk System will include the intracounty and intercounty roads which serve principal traffic generating areas and connect such areas to other trunk roads and roads on the Arterial or Freeway-Expressway System. The Trunk System will be limited to fifteen thousand miles.

This system will include, but not be limited to, the major Federal Aid Secondary roads of the state.

The Trunk Collector System

The Trunk Collector System will include the roads providing service for short-distance intracounty and intercounty traffic, or providing connections between roads classified as Trunk and Area Service. The Trunk Collector System will be limited to twenty thousand miles.

The Area Service System

The Area Service System shall consist of all other rural roads not otherwise classified.

The Municipal Arterial System

The Municipal Arterial System will consist of those streets within municipalities, not included in other classifications, which connect principal traffic generating areas or connect such areas with other systems. This system is limited to fifteen percent of the entire street mileage under the jurisdiction of the municipality, except in those municipalities with under 2,000 population, in which case the limitation may be exceeded.

The Municipal Collector System

The Municipal Collector System will consist of those streets within municipalities that collect traffic from the Municipal Service System and connect to other systems. The Municipal Collector System will be limited to twenty percent of the entire street mileage under the jurisdiction of the municipality, except in those municipalities under 2,000 population in which case the mileage limitation may be exceeded.

The Municipal Service System

The municipal service system shall consist of those streets and commercial alleys within municipalities which serve primarily as access to commercial and residential property and shall also include streets within municipal parks.

The Municipal Residential Alley System

The municipal residential alley system shall consist of those alleys which serve primarily as secondary access to residential property.

The State Park, State Institution and Other State Land Road System

The state park, state institution, and other state land road system shall consist of those roads and streets wholly within the boundaries of state lands operated as parks, institutions, or other state governmental agencies.

The County Conservation Parkway System

The county conservation parkway system shall consist of those parkways located wholly within the boundaries of county lands operated as parks, forests, or other public access areas.

Primary Road System

The following categories, both inside and outside the boundaries of municipalities, comprise the Primary Road System.

- a) The Freeway-Expressway System
- b) The Arterial System
- c) The Arterial Connector System

Secondary Road System

The following categories, outside the boundaries of municipalities, will comprise the Secondary Road System.

- a) The Trunk System
- b) The Trunk Collector System
- c) The Area Service System

Municipal Street System

"Municipal street system" means those streets within municipalities classified as trunk, trunk collector, municipal arterial, municipal collector, municipal service and municipal alleys.

Farm-To-Market System

"Farm-to-market roads" or "farm to market road system" means those rural secondary roads classified as trunk and trunk collector.

Extensions of The Primary, Trunk, and Trunk Collector Systems

Chapter 306, Code of Iowa specifies the following in regard to extensions:

The primary, trunk and trunk collector systems shall be continuous interconnected systems and provision shall be made for the continuity of such systems by the designation of extension within municipalities, state parks, state institutions, other state lands and county parks and conservation areas. The mileage of such extensions of these systems shall be included in the total mileage of a particular primary, trunk or trunk collector system and shall also be listed separately as an extension of such road system.

CHAPTER IV - CLASSIFICATION PROCEDURES

As stated earlier in this manual, functional classification is the process of classifying roads and streets into systems, according to the character of service they are intended to provide.

In this chapter, criteria and procedures are briefly outlined to facilitate this classification process. A more complete discussion of criteria and procedures for functional classification can be found in a guide prepared by a joint state-county committee on highways, titled, A Guide for Functional Highway Classification. The committee consisted of representatives from the American Association of State Highway Officials, the National Association of Counties, and the National Association of County Engineers. A copy of this guide can be obtained from the office of each county engineer.

Character of service in highway systems, range from high mobility-limited access highways on the highest systems to low-mobility unrestricted access roads on the lowest systems.

Since all levels of systems exist interconnected with all other levels, and not independently, functional classification is the process which identifies the different levels within the total network; in this case, all the roads in the state of Iowa.

Arterial roads and streets comprise the highest level system to be classified. Service roads and streets comprise the lowest level systems. Collectors then comprise the intermediate levels by providing a more balanced combination of mobility and access.

NETWORK MAPS AND MILEAGE LISTINGS

For the classification of all rural systems, it is suggested that a current county road map be used as a work map on which tentative classifications can be indicated.

The Highway Commission member of each County Classification Board will be furnished a map with suggested classifications by color code for the Freeway-Expressway, Arterial, and Arterial Connector Systems. These classifications are furnished because of the impossibility of classifying a network based on statewide criteria on a county-by-county basis.

In addition to the maps mentioned above, the Highway Commission will supply each County Classification Board with the most recent available listings of all rural roads in each county. These listings are for use by the Boards as an aid in determining mileages and route section descriptions. It will be the responsibility of the Boards to report any existing miles not included in these listings, and delete those miles not included in this classification process.

CLASSIFICATION OF EXTENSIONS OF RURAL SYSTEMS

Extensions of rural systems in municipalities (Freeway-Expressway, Arterial, Arterial Connector, Trunk and Trunk Collector), will be tabulated with Municipal systems and identified as extensions of rural systems by code in the data submitted. Instructions are included in Chapter V.

CLASSIFICATION OF COUNTY LINE ROADS

When classifying county line roads, each county will classify only the roads that border the county on the north and west. Roads on State line will be reported in the border counties regardless of direction. This procedure is for the purpose of eliminating confusion in record-keeping and for providing uniform classification plans.

CLASSIFICATION OF ROADS ON CORPORATION LINES

To eliminate double reporting of mileage, and provide uniform classification plans, all roads on corporation lines will be classified as municipal streets and considered to be within the corresponding municipality. Where streets occur on corporation lines common to two municipalities the street classification will be reported by the municipality on the south or east.

RURAL SYSTEMS CLASSIFICATION

Freeway-Expressway, Arterial, and Arterial Connector Systems

A suggested classification for these systems will be determined by the Highway Commission and shown by color code on the maps supplied to the County Classification Boards.

The Trunk System

The Trunk System will consist of those intracounty and intercounty roads which serve principal traffic generating areas, and connect such areas to other trunk roads and roads on the Arterial or Freeway-Expressway System.

This system will form the backbone network of important county roads, and will include, but not be limited to, the major Federal Aid secondary roads of the state.

The Trunk System, when fully classified should fit generally the following criteria:

- a) Connect any towns or population concentrations considered to be principal traffic generators in the county with the Freeway-Expressway, Arterial, or Arterial Connector Systems.
- b) Link other important local traffic generators to nearby towns or population concentrations or with this or a higher system.
- c) Serve the heavier-than-average corridor movements within the county.

Classification Procedure

1. Classify the network which will link travel generators and serve heavier-than-average corridor movements within the county.
2. Connect important local traffic generators not connected in Step 1 to nearby towns or the roads already classified.
3. Connect any towns, population concentrations, or other places considered to be principal traffic generators to other trunk roads or to the Freeway-Expressway or the Arterial System.

The Trunk Collector System

The Trunk Collector System will consist of those roads providing service for short-distance intracounty, and intercounty traffic or for providing connections between roads classified as Trunk or lower systems.

At this point in the classification process, routes serving cities, and towns, and population centers that are principal traffic generators have been classified. The Collector System now to be classified will collect traffic from local roads in the county and will carry this traffic to the Trunk and higher systems. The trip lengths on these roads should be less than on trunk roads, but substantially longer than on roads considered as local in nature.

Spacing of these routes must be given consideration. To function adequately, as collectors, these routes should be spaced approximately equidistant between Arterial, Trunk or Trunk Collector routes for areas with equal rural population densities.

The classification procedure is to add collector routes to the network already classified until all areas of the county warranting collector service, as judged from traffic generation, are served and the routes are logically and evenly distributed as dictated by population densities within the county.

Farm-To-Market Roads

The Trunk System is limited to fifteen thousand miles, and the Trunk Collector System is limited to twenty thousand miles.

The Functional Classification Act states that these two systems will constitute the Farm-To-Market road system of the state.

Since the limits stated above pertain to the state as a whole, it will not be known until all county classifications are summarized, whether these limits have been exceeded. It will be the responsibility of the Highway Commission to make this determination, and if necessary, adjust mileages on an equitable basis to within the limits stated in the Act.

The Area Service System

The Area Service System will consist of all other rural roads which provide access to farmsteads, or to land in rural areas developed for residential, commercial, or industrial purposes.

Because this system is much larger than the composite of all other systems classified, it will be classified as the remainder of all rural roads after all other roads are assigned a functional class. The only classification procedure here will be to verify the mileages shown for each section in this class on the listing supplied by the Highway Commission, before it is returned, and report the mileage totals as explained in the following chapter.

MUNICIPAL SYSTEMS CLASSIFICATION

Extensions of Freeway-Expressway, Arterial, Arterial Connector, Trunk, and Trunk Collector Systems

The classification of these systems in municipalities involves only determining which routes are providing the continuity, and tabulating in the manner explained in the data submittal Chapter (V) of this annual.

The Municipal Arterial System

This system will include those streets not included in other classifications (extensions), which connect principal traffic generating areas or connect such areas with other systems.

Principal traffic generating areas should generally include business districts, shopping centers, recreational facilities of more than neighborhood importance, transportation terminals, industrial centers, and large high-density residential developments.

Arterials do not have to pass directly through these areas in order to provide service, but should pass within close proximity so that only a very short trip must be made on a lower system.

The Municipal Arterial System should be completely integrated with stub ends occurring only at corporation lines, except where unusual traffic flow conditions dictate otherwise. The integration should include connections to the extensions of other systems.

The spacing of arterials should be logical, and provide for efficient channeling of trips on the existing network. This will require closer spacing of routes in the central city area, and wider spacing in the outer areas.

The extensions of the Freeway-Expressway System, Arterial, and Arterial Connector, Trunk and Trunk Collector Systems will serve the function of major arterials in the cities and towns through which they pass. It is intended here that these routes will be integrated completely with the Municipal Arterials to be classified using the procedures outlined herein.

Classification Procedure

1. Identify principal traffic-generating areas, and link these areas with streets showing heavier-than-average corridor movements, or connect these areas to the extensions of other systems.
2. Add routes as necessary to provide reasonable spacing to produce logical and efficient channeling of arterial trips.
3. Add streets as necessary to provide continuity and form as integrated network.

This step will be necessary in many cases for the purpose of forming a network consistent with proper classification. A vehicle should be able to traverse an arterial network without being forced to travel on a lower system street. Therefore, arterials should always connect with other arterials and not end at a junction with a collector or service system street.

The Municipal Arterial System is limited to fifteen percent of the total street mileage under the jurisdiction of the municipality, except in towns with under 2,000 population. It will be the responsibility of each County Classification Board to adhere to these limits.

A list of municipalities with populations of over 2,000 by latest official census is included in Appendix II of this manual.

The Municipal Collector System

The Municipal Collector System will consist of those streets within municipalities that collect traffic from the Municipal Service System and connect to other systems.

The most important consideration in classifying these streets is that they serve primarily to funnel traffic between the lowest system, in which land access is the dominant function, and the Municipal Arterial and other systems.

Spacing of collectors should be such that all areas of the municipality generating appreciable traffic are linked to the Arterial System via Collectors after only a short trip is made on local service system streets.

The Municipal Collector System is limited to twenty percent of the total street mileage under the jurisdiction of municipalities, except those towns of under 2,000 population. It will be the responsibility of each Functional Classification Board to adhere to these limits.

The Municipal Service System

The Municipal Service System will consist of those streets and commercial alleys within municipalities primarily providing access to residential and commercial property. This should include all remaining municipal streets not included in higher classifications, alleys serving business establishments, and streets within municipal parks.

The procedure necessary for classifying these streets is:

1. Verification of streets shown on each municipal maps.
2. Determination of total miles in each municipality for:
 - a) Municipal Service Streets
 - b) Commercial Alleys
 - c) Municipal Park Streets

It will be the responsibility of each county Functional Classification Board to make this verification and mileage determination.

The Municipal Residential Alley System

The Municipal Residential Alley System will consist of those alleys which serve primarily as secondary access to residential property. The only action necessary for classifying these alleys is the determination of the total miles in each municipality falling within this classification.

STATE PARK, STATE INSTITUTION, AND OTHER STATE LAND ROAD SYSTEM CLASSIFICATION

This system will consist of those roads and streets located wholly within the boundaries of state-owned lands and operated as parks, institutions, or other governmental agencies.

This classification involves only identifying and tabulating the miles of road within each park or institution. The Highway Commission presently possesses all information necessary for this determination and will, therefore, complete this classification.

The County Conservation Parkway System

The County Conservation Parkway System will consist of those roads and streets located wholly within the boundaries of county-owned lands and operated as parks, forests, or other public access areas.

The classification process involves the listing of county-owned parks, forests and other public access areas and tabulating the miles of roads within each of them.

CHAPTER V -- DATA SUBMITTAL

This chapter outlines requirements for submitting the necessary information concerning the classifications of all roads and streets in Iowa.

All submittals for functional classification will be submitted to the Iowa Highway Commission.

All submittals for altering jurisdictions and/or classifications will be made to the Highway Commission within one year after the cause for such alteration has occurred. Changes shall be shown on appropriate maps and forms indicating shifts in corporation lines and classifications. The following detailed instructions for data requirements shall apply to all submittals.

Data Submittal Requirements for Each County Classification Board

Instructions for preparing maps and forms are given in a later section of this chapter.

1. Letter of Transmittal
 - a) Summary of mileages by class.
 - b) Summary of hearings and Board meetings.
 - c) Discussion of unusual situations.
2. Network Maps
 - a) One county map, showing current corporation lines and all rural roads, on which the roads will be classified by proper color code as described in a later section of this chapter.
 - b) One map of each incorporated place showing all streets and current corporation lines, on which the streets will be classified by their proper color codes described in a later section of this chapter.
 - c) Road sections listings supplied by the Highway Commission shall be returned in a corrected form.
3. Functional Classification Forms (See Appendix I for examples.)
 - a) Rural Freeway-Expressway, Arterial, Arterial-Connector, Form 427
 - b) Rural Trunk, Trunk Collector, and Area Service, Form 428
 - c) Municipal Arterial, Municipal Collector, Municipal Service System, Municipal Residential Alley, and Extensions of Rural Systems - Form 429

- d) State Park, State Institution, and Other State Land roads, and extensions of Primary, Trunk, and Trunk Collector Systems within state parks, state institutions, and other state land areas - Form 430.
- e) County Conservation Parkways and extensions of Primary, Trunk, and Trunk Collector systems within county parks, county forests, and other county owned public access areas - Form 431.

4. Certification of Publication of Public Hearing Notice.

Letter of Transmittal

Mileage Summary. A mileage summary of all classes of roads within the county will be included.

Summary of Transcripts of Hearings and Board Meetings. This resume should include highlights of hearings and Board meetings that the Classification Board feels should be brought to the attention of the Highway Commission in its final review. Complete transcripts of hearings and minutes of Board meetings will be kept on file in the local county offices.

Discussion. Any situation that the Board members feel will be confusing in later classification analyses, should be clarified in the Letter of Transmittal.

Network Maps

One county map will be submitted for each county. The map will show all current corporation lines, and all rural roads in the county.

Rural Maps

The rural roads only, will be classified on this map. Extensions of the Primary System and Trunk System will also be shown to indicate continuity.

The following color codes will be used on the map:

Freeway-Expressway -----	Red
Arterial -----	Orange
Arterial Connector -----	Green
Trunk -----	Blue
Trunk Collector -----	Brown
County Conservation Parkway -----	Yellow
Area Service -----	Black (leave as delineated on map)

Municipal Maps

One map of each incorporated place in each county will be submitted. The map will show all current corporation lines, and all streets within the corporate limits.

The map will show street classification by color code, with the coding scheme being as follows:

Freeway-Expressway Extensions -----	Red	
Arterial Extensions -----	Orange	
Arterial Connector Extensions -----	Green	
Trunk Extensions -----	Blue	
Trunk Collector Extensions -----	Brown	
Municipal Arterial -----	Purple	
Municipal Collector -----	Yellow	
Municipal Service -----	Black	(leave as delineated
Municipal Residential Alley -----	Black	on map)

One-way streets will be indicated by the use of arrows to show direction of travel.

Functional Classification Forms

The Functional Classification forms to be submitted as part of the classification process are shown in Appendix I. The following instructions are to be used in filling out each form.

Form 427 - Rural Freeway-Expressway, Arterial, Arterial Connector.

As shown on Form 427, the information required on each section of road classified is: county number, route number, description or road section limits, and the classification.

The Highway Commission retains listings of all rural roads within the state. These listings will be supplied to each County Classification Board for use in determining section lengths and route descriptions.

Form 427 is to be used for rural road classifications only.

The following codes will be used to indicate the classification of each individual route segment.

Freeway-Expressway System

- a) Interstate I
- b) Freeway F
- c) Expressway E

Arterial System A

Arterial Connector System AC

All segments of all rural routes classified in the above systems will be shown on a section-by-section basis on Form 427.

The intent here is to make documentation as easy as is reasonably possible. The listings supplied by the Highway Commission showing the present Primary Road System lends itself to description on a geographical point-to-point basis. Therefore, a proper description of a section of route here might be; US 18, from Palo Alto County line to Hancock County line. Whenever an entry of this nature is made, it will be understood the mileages within municipalities along the route have not been included on the classification form.

If a route that is presently contained in the Secondary Road System is to be classified on Form 427 the Needs Section numbers along the route or any other route identification scheme will be entered on the form for each section, one entry per section. The limits of the route which is the composite of these sections will then be described in the area on the form to the right of the identifying numbers. This description can be of any form that will make apparent the location of this route on a map without personal knowledge of the area.

Form 428 - The Trunk, Trunk Collector, and Area Service Systems.

The same general procedures for filling out Form 427 will apply to form 428.

The Trunk and Trunk Collector Systems are the only systems to be classified on a segment-by-segment basis. The Area Service System total mileage will be shown only with the mileages by class on the first page of the form. It will be understood that any rural road in legal existence and not classified on a segment-by-segment basis is classified into the Area Service System. This procedure is for the purpose of eliminating the lengthy, and difficult job of tabulating and describing every segment of road within each county.

The following codes will be used in class designation for the roads classified in a segment-by-segment basis:

Trunk	T
Trunk Collector	TC

In filling out Form 428, it must be remembered that the mileages shown here are to reflect county line road classification using the procedures outlined in Chapter IV, pertaining to county line mileages.

Form 429 - Municipal Arterial, Municipal Collector, Municipal Service, and Municipal Residential Alley Systems, and Extensions of Freeway-Expressway, Arterial, Arterial Connector, Trunk and Trunk Collector Systems.

In filling out Form 429, the same general procedures apply as in Form 427 and Form 428.

The extensions of Freeway-Expressway, Arterial, Arterial Connector, Trunk, and Trunk Collector routes will be entered on the forms using the following codes:

Freeway-Expressway	
Interstate	EI
Freeway	EF
Expressway	EE
Arterial	EA
Arterial Connector	EAC
Trunk	ET
Trunk Collector	ETC

Columns for length in feet and length in miles, have both been provided on the form. The length in feet column is to be used to aid in recording municipal street lengths in the conventional manner, however, before this form is presented as part of a report, these lengths must be converted to miles.

The only municipal miles to be recorded on a segment-by-segment basis in Form 429 are those miles classified as the extensions noted above, and the Municipal Arterial System, and Municipal Collector System. As in the case of rural classifications, it will be understood that all streets not classified on a segment-by-segment basis, that are in legal existence, will be classified into the Municipal Service System. The total mileage of streets in this class, however, is required as indicated on the first page of the form. All one-way streets will be recorded on the same as if they were two-way streets.

The following codes will be used to designate classifications on Municipal Arterial and Municipal Collector Streets:

Municipal Arterial	MA
Municipal Collector	MC

It must be remembered in filling out Form 429, that the mileages recorded are to reflect the procedures outlined in Chapter IV, pertaining to corporation line roads.

Form 430 - State Park, State Institution, and Other State Land roads, and extensions of Freeway-Expressway, Arterial, Arterial Connector, Trunk, and Trunk Collector Systems. (The Highway Commission will complete this form.)

In filling out Form 430, all roads and streets within parks, institutions, and other state lands will be tabulated on a segment-by-segment basis. The extensions of Freeway-Expressway, Arterial, Arterial Connector, Trunk, and Trunk Collector Systems will be recorded using the following classification codes:

Freeway-Expressway	
Interstate	EI
Freeway	EF
Expressway	EE
Arterial	EA
Arterial Connector	EAC
Trunk	ET
Trunk Collector	ETC

State Park roads, State Institutional roads, and Other State Land roads will be classified as:

Park Road	P
Institutional Road	I
Other State Land Road	O

Form 431 - County Conservation Parkways and extensions of Primary, Trunk, and Trunk Collector systems within county parks, county forests, and other county owned public access areas.

Tabulate the extensions only on a segment-by-segment basis within county parks, county forests, and other county owned public access areas.

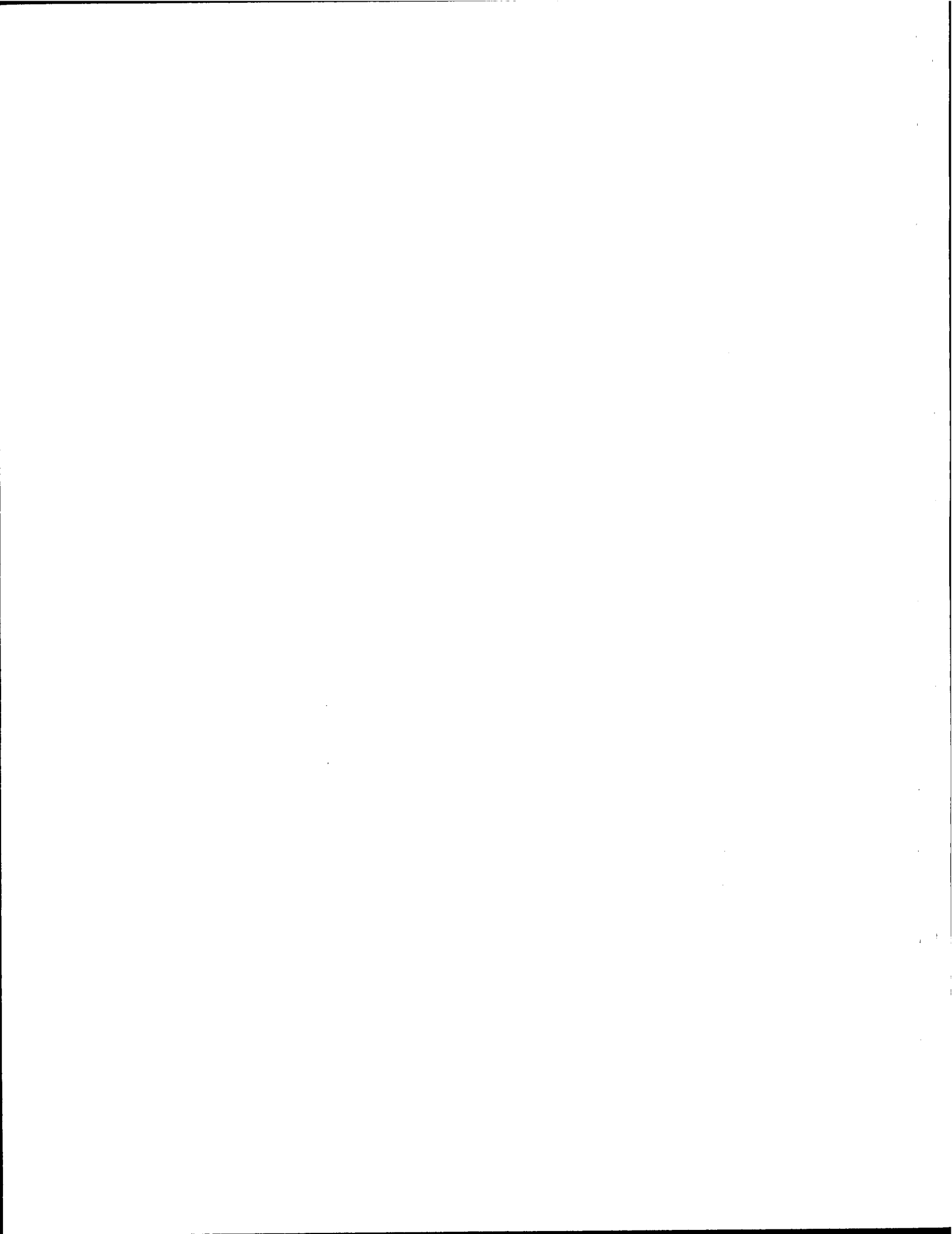
The following codes will be used to indicate the functional classification of each segment of the extensions of primary, trunk, and trunk collector system:

Freeway-Expressway	
Interstate	EI
Freeway	EF
Expressway	EE
Arterial	EA
Arterial Connector	EAC
Trunk	ET
Trunk Collector	ETC

The total length of County Conservation Parkways in miles (to the nearest hundredth) will be recorded in each county land area with the functional class designation of CP.

APPENDIX I

This appendix contains examples of the forms to be used for documentation of road and street classifications in each county.



STATE OF IOWA
IOWA ROAD AND STREET FUNCTIONAL CLASSIFICATION FOR MUNICIPALITIES

MUNICIPALITY _____

COUNTY _____

STREET SYSTEMS MILEAGES

As per the requirement of Chapter 306, Code of Iowa, Municipal Arterial, Municipal Collector, Municipal Service, and Municipal Residential Alley System, and the Municipal Extensions of Freeway-Expressway, Arterial, Arterial Connector, Trunk, and Trunk Collector mileages listed below are approved by this Functional Classification Board, after a public hearing on tentative classifications was held on _____, 19____.

The mileages of the approved systems are as follows:

MUNICIPAL SYSTEMS

ROAD CLASSIFICATIONS	MILES
MUNICIPAL ARTERIAL	
MUNICIPAL COLLECTOR	
Municipal Service Streets Commercial Alleys Municipal Park Streets	X
TOTAL MUNICIPAL SERVICE SYSTEM	
MUNICIPAL RESIDENTIAL ALLEY	
Subtotal	

EXTENSIONS

ROAD CLASSIFICATIONS	MILES
FREEWAY-EXPRESSWAY	
ARTERIAL	
ARTERIAL CONNECTOR	
TRUNK	
TRUNK COLLECTOR	
Subtotal	
TOTAL	

SIGNATURE: _____
CHAIRMAN OF THE COUNTY CLASSIFICATION BOARD

DATE: _____

NOTICE: List below all roads with the same classification in the above order. Record all roads classified as Municipal Arterial first, Municipal Collector second, then Extensions.

STREET NAME OR ROUTE	FROM	TO	CLASS	LENGTH IN FEET	MILES

APPENDIX II

The following alphabetical list of municipalities in Iowa are those which have over 2,000 population by the latest official census.

Adel	Eldora	Nevada
Albia	Emmetsburg	New Hampton
Algona	Estherville	Newton
Altoona	Evansdale	Oelwein
Ames	Fairfield	Onawa
Anamosa	Forest City	Orange City
Ankeny	Fort Dodge	Osage
Atlantic	Fort Madison	Osceola
Audubon	Garner	Oskaloosa
Belle Plaine	Glenwood	Ottumwa
Bellevue	Greenfield	Pella
Belmond	Grinnell	Perry
Bettendorf	Grundy Center	Pocahontas
Bloomfield	Guttenberg	Red Oak
Boone	Hampton	Rock Rapids
Britt	Harlan	Rock Valley
Burlington	Hawarden	Rockwell City
Camanche	Hiawatha	Sac City
Carlisle	Humboldt	Sergeant Bluff
Carroll	Ida Grove	Sheldon
Carter Lake	Independence	Shenandoah
Cedar Falls	Indianola	Sibley
Cedar Rapids	Iowa City	Sigourney
Centerville	Iowa Falls	Sioux Center
Chariton	Jefferson	Sioux City
Charles City	Johnston	Spencer
Cherokee	Keokuk	Spirit Lake
Clarinda	Knoxville	Storm Lake
Clarion	Lake Mills	Story City
Clear Lake	Lamoni	Sumner
Clinton	La Porte City	Tama
Clive	Le Claire	Tipton
Colfax	Le Mars	Toledo
Coralville	Leon	Urbandale
Corning	Madrid	Vinton
Council Bluffs	Manchester	Washington
Cresco	Maquoketa	Waterloo
Creston	Marengo	Waukon
Davenport	Marion	Waverly
Decorah	Marshalltown	Webster City
Denison	Mason City	W. Burlington
Des Moines	Missouri Valley	W. Des Moines
De Witt	Monticello	West Liberty
Dubuque	Mt. Pleasant	West Union
Dyersville	Mt. Vernon	Windsor Hts.
Eagle Grove	Muscatine	Winterset

APPENDIX III

NOTICE OF PUBLIC HEARING FOR FUNCTIONAL
CLASSIFICATION OF ROADS AND STREETS

IN RE: Proposed classification for all roads and streets in
(county name), county, Iowa.

TO WHOM IT MAY CONCERN:

Notice is hereby given to all interested persons that a public hearing will be held in (place), (city), Iowa on (month) (day), (year), at (time), at which you will be given the opportunity to be heard on the proposed Functional Classification for all roads and streets in (county name), county, Iowa.

Maps, drawings, and other pertinent materials developed by the board in the planning for this classification as well as any written correspondence received from the state's resources, recreation, and planning agencies, and any Federal or local agencies or public officials, and any public advisory groups that have expressed interest in or are affected by the proposed highway classifications will be available for public inspection and copying at the hearing and at (office where above documents are retained).

Provisions will be made for the submission of written statements and other exhibits in place of, or in addition to, oral statements at the public hearing. Statements or exhibits will be accepted after the public hearing by delivering said statements or exhibits with respect to the proposed classification to the _____.

The final date for receipt of these statements or exhibits will be (time), (month) (day), (year).

A copy of the rural classification maps, and municipal street classifications lists are on file at the _____.

It is desired that persons wishing to be heard write to the _____, and advise the time needed for their presentation.

(chairman's name)
Chairman
County Classification Board
(county name), county, Iowa

A certificate of publication of hearing notice will be required of all news media sources publishing the notice.

Rules for the Functional Classification of Highways, Amended and
Adopted by the Iowa Legislative Rules Committee on June 9, 1970

IOWA STATE HIGHWAY COMMISSION

Pursuant to House File 394, Second Session, 63rd General Assembly, as amended by House File 1103, Second Session, 63rd General Assembly, the following rules are adopted.

Chapter 3
FUNCTIONAL CLASSIFICATION OF HIGHWAYS

3.1 (63 G.A. ch. 1126) Roads and streets to be classified. All roads and streets in legal existence as of January 1, 1970, shall be classified. All roads and streets in the category of "proposed" will be excluded from this classification study.

3.2 Meeting dates for county classification boards. Following the selection of the classification board members for each county, the three-member board shall meet as soon as practical for the purpose of organization and establishment of schedules. Subsequent meeting dates will be set at the discretion of the board but shall include one meeting annually in all subsequent years following the initial classification process.

3.3 Recording secretary. The designation of a recording secretary, who shall provide the minutes for each Board meeting, will be the responsibility of each individual Classification Board.

3.4 Public Hearing. Each respective county shall be responsible for the publishing of hearing information, for providing the place of the hearing and for recording the proceedings of the hearing.

3.5 Transcripts of Hearings. Transcripts of hearings, tape recorded or typed, shall be the responsibility of the Classification Boards and will be retained in their files.

3.6 Order of classification. To achieve proper and logical functional classification it is necessary to select the highest order systems first and proceed from that point down through the hierarchy to the lowest order systems. System selection shall be carried out in the following order:

3.6 (1) Rural systems.

- (a) Freeway-Expressway
- (b) Arterial
- (c) Arterial Connector
- (d) Trunk
- (e) Trunk Collector
- (f) Area Service

3.6 (2) Municipal systems.

- (a) Freeway-Expressway Extensions
- (b) Arterial Extensions
- (c) Arterial Connector Extensions
- (d) Trunk Extensions
- (e) Trunk Collector Extensions
- (f) Municipal Arterial
- (g) Municipal Collector
- (h) Municipal Service

3.7 Classifications of county line roads. When classifying county line roads, each county shall classify only the roads that border the county on the north and west. This procedure is for the purpose of eliminating confusion in record-keeping and for providing uniform classification plans.

3.8 Classification of roads on corporation lines. To eliminate double reporting of mileage, and provide uniform classification plans, all roads on corporation lines shall be classified as municipal streets and considered to be within the corresponding municipality. Where streets occur on corporation lines common to two municipalities the street classification shall be reported by the municipality on the south or east.

3.9 State Park and Institutional Road system classification. This classification involves only identifying and tabulating the miles of roads within each park or institution. The Highway Commission presently possesses all information necessary for this determination and will, therefore, complete this classification. To provide continuity of other systems the County Classification Boards shall, however, determine the location of Extensions of Freeway-Expressways, Arterials, Arterial Connectors, Trunks, Trunk Collectors, Municipal Arterials, and Municipal Collectors within these areas.

3.10 Data submittal. Each County Classification Board shall submit the following data to the Highway Commission at the time they complete their initial classification and at any future time when adjustments in the classification are necessary.

3.10 (1) Letter of transmittal.

3.10 (2) Network maps. Each Board shall submit a map of their county and one map of each municipality in the county showing the selected classifications by the following color codes. When future adjustments are required only maps of the effected area are required.

3.10 (2) (a) County map showing rural systems.

Freeway-Expressway	Red
Arterial	Orange
Arterial Connector	Green
Trunk	Blue
Trunk Collector	Brown
Area Service	Black

3.10 (2) (b) Municipal Maps.

Freeway-Expressway Extensions	Red
Arterial Extensions	Orange
Arterial Connector Extensions	Green
Trunk Extensions	Blue
Trunk Collector Extensions	Brown
Municipal Arterial	Purple
Municipal Collector	Yellow
Municipal Service	Black

3.10 (3) Mileage summary forms. These forms will be furnished to the County Classification Boards by the Highway Commission with the requirement that each Board fill in the following data:

3.10 (3) (a) Summary of mileage making up each functional class within the appropriate county and the cities and towns therein.

3.10 (3) (b) Listing of each segment of road contained in the individual classes except for the Area Service System and the Municipal Service System.

These rules shall become effective as provided in Chapter 17A of the Code after filing in the office of the Secretary of State.

(Amendments approved on October 8, 1974)

IOWA STATE HIGHWAY COMMISSION

Pursuant to the authority of Section 306.6 of the Code, as amended by senate file 1062, 1974 session of the 65th general assembly, rules appearing in 1973 IDR, Highway Commission, Chapter 3, pages 511 and 512, relating to Functional Classification of Highways are amended as follows:

Item 1. Subrule 3.6 (1) is amended by inserting new paragraph "f. County conservation parkway" following paragraph e. and relettering old paragraph f. to "g. Area service".

Item 2. Subrule 3.6 (2) is amended by inserting new paragraph "i. Municipal residential alley" following paragraph h.

Item 3. Subrule 3.10 (2) paragraph a. is amended by inserting "County concervation parkway...Yellow" following "Trunk collector... Brown".

Further amend said rule, paragraph b. by inserting new line "Municipal residential alley...Black" following "Municipal service... Black."

Item 5. Subrule 3.10 (3) is amended by striking paragraph b. and inserting new paragraph "b. Listing of each segment of road contained in the individual classes except for the area service system, county conservation parkway system, municipal residential alley system, and the municipal service system."

These rules are intended to implement Chapter 306 of the Code.

These rules shall become effective immediately upon filing in the office of Secretary of State as provided in Chapter 17A of the Code.