

# ILLINOIS HIGHWAY INFORMATION SYSTEM

## ROADWAY INFORMATION AND PROCEDURE MANUAL

ITEM NAME	FUNCTIONAL CLASSIFICATION (ILLINOIS 5-YEAR)				ITEM NO. 57	PAGE 1 of 2
ENTERED BY	STATE	NON-STATE	HPMS	MUNI	EFFECTIVE DATE	
<b>OP&amp;P</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>7/1/2014</b>	
UPDATE	GIS NAME				DATABASE NAME	
<b>Operations</b>	<b>FC</b>				<b>FunctionalClassification</b>	

### DESCRIPTION AND PURPOSE OF ITEM

This item indicates the character of service provided by a highway.

This information is used to group highway data by character of service for funding purposes.

This item may be determined by referring to the appropriate 5-Year Classification Map. If in question, contact the Central Bureau of Statewide Program Planning.

Note: This item is recorded on IRIS and automatically transferred to ISIS, Railroad, and PPS.

### CODE AND SCREEN ENTRY INSTRUCTIONS

A 1-digit numeric code.

Note: Appurtenances (except Frontage Roads) are the same functional class as the mainline route.

<u>Code</u>	<u>Classification</u>
1	Interstate (PAS)
2	Freeway and Expressway (PAS)
3	Other Principal Arterial (PAS)
4	Minor Arterial
5	Major Collector
6	Minor Collector
7	Local Road or Street

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### Historical Notes

Prior to March 2012, IDOT was utilizing a two digit functional classification scheme:

<u>Code</u>	<u>Classification</u>
10	Interstate
20	Freeway and Expressway (Urban Only)
30	Other Principal Arterial
40	Minor Arterial (Non-Urban)
50	Major Collector (Non-Urban)
55	Minor Collector (Non-Urban)
60	Local Road or Street (Non-Urban)
70	Minor Arterial (Urban)
80	Collector (Urban)
90	Local Road or Street (Urban)

With the previous functional classification scheme, changes in the functional class or the urban/rural boundary sometimes resulted in corresponding changes in the key route type (FAP, FAS, FAU, TR, MUNI) number to continue the relationship between functional class, key route type, and urban/rural. Future changes in functional class or urban areas will not require a subsequent change to the key route type.

The key route number is used for road inventory purposes as a unique identifier to monitor specific routes. Since the passage of ISTEA in December 1991, the description prefixes are no longer used to determine a route's federal funding eligibility. Eligibility for federal funding is based on a route's functional classification.