

**Appendix 10: Functional Classification Criteria for Urban and Rural
Roads, Streets, and Highways**

Functional Classification Criteria for Rural Roads and Highways

Rural Principal Arterials					
Basic Criteria				Supplemental Criteria	Mileage Percent of System Range
Must meet any 2 of these				OR Must meet both of these plus 90% of Traffic Volume	
<i>Population Service</i>	<i>Land Use Service</i>	<i>Spacing</i>	<i>Traffic Volume</i>		
Connect places $\geq 50,000$ with other places of $\geq 50,000$. Connect places 5,000 -49,999 with places of $\geq 50,000$.	Provide access to major recreation areas of the state	Maximum 30 miles between principal arterials	$\geq 6,000$	None	2.0-4.0% statewide
Rural Minor Arterials					
Connect places 1,000 – 4,999 with places of $\geq 50,000$. Connect places 5,000-49,999 to other places of 5,000-49,999. Connect places with 1,000-49,999 with places 5,000-49,999 or with principal arterials.	Serve all traffic generating activities with an annual visitation of 300,000 if not served by a principal arterial.	Maximum 30 miles between arterials	$>2,000$ $>1,000$	1. Alternate population connection 2. Major river crossing/restrictive topography	4.0-8.0% statewide
Rural Major Collectors					
Basic Criteria				OR Must meet 2 of these plus 90% of Traffic Volume	Mileage Percent of System Range
Must meet any 2 of these					
Connect places 100-4,999 to places 1,000-4,999. Connect places 500-999 to places 500-999. Connect places 100-999 to places 5,000-49,999. Connect places 100-999 to places $\geq 50,000$. Connect places 100-499 to places 500-999, or higher function route.	Land Use Service Index ≥ 16 .	Maximum 10 miles between major collectors	$\geq 1,000$ ($\geq 4,000$)	1. Alternative population connection 2. Major river crossing 3. Restrictive topography 4. Interchanges with a freeway 5. Parallel to a principal arterial	5.0-18.0% countywide Most counties should be at 7.0-14.0%
Rural Minor Collectors					
Connect places 50-99 to places 500- $\geq 50,000$. Connect places 50-99 to other places 100-999. Connect places 50-99 to places 100-499, or with higher function routes.	Land Use Service Index ≥ 8 .	Maximum 10 miles between minor collectors	≥ 400 ($\geq 1,600$)	1. Alternative population connection 2. Major river crossing 3. Restrictive topography 4. Interchanges with a freeway 5. Parallel to a principal arterial	5.0-10.0% countywide
Local Roads					
All public roads not classified as arterials or collectors.				65.0-75.0% countywide Most counties should be at 68.0-72.0%	

Source: Wisconsin Department of Transportation, Functional Classification Criteria, 2003

Functional Classification Criteria for Urban Streets and Highways

Urban Principal Arterials						
Basic Criteria					Supplemental Criteria	Mileage Percent of System Range
System Continuity (rural-urban interface)		Must meet land use service or spacing plus traffic volume or parenthetical Current ADT Alone				
Population Service						
Current ADT Alone	Intersects with an Urban Arterial plus Current ADT				Land Use Service	Spacing
≥ 15,000	≥9,000	A principal arterial should be within one mile of the following land uses: a. Main central business district of the urban area b. Type 1 or 2 airports c. Regional shopping centers d. Major colleges and universities e. Community and regional parks f. Industrial parks g. large stadiums, arena, or civic centers	Maximum 1 mile in central business district; 3 to 5 miles in other parts of urbanized area	≥9,000 (≥30,000)	None	5.0-10.0% statewide
Urban Minor Arterials						
≥ 9,000	≥4,500	A principal arterial should be within one mile of the following land uses: a. Central business districts of each satellite community b. Type 3, 4, 5 airports c. Community shopping centers d. Junior or community colleges and universities e. Large industrial plants f. High schools g. Large office buildings h. Community hospitals i. Clinics j. Sub-community parks k. Golf courses All commercial retail strip development over one quarter mile in length not on a principal arterial. Interconnection of the main central business district with satellite community central business districts	Maximum: One half mile in central business district; two miles in other parts of urbanized area	≥4,500 (≥15,000)	1. Bus Route 2. Truck Route 3. Signalization 4. Interchanges with a freeway 5. Major river crossing/restrictive topography	10.0-15.0% statewide
Urban Collectors						
Basic Criteria					Must meet 2 of these plus 90% of Current ADT	Mileage Percent of System Range
Must meet one of the below criteria plus Current ADT or the Parenthetical Current ADT Alone						
May penetrate each residential neighborhood and connect to nearby arterial	May include the logical street system for traffic circulation in the central business district (relative to land use service).	A rural connector remains a collector when crossing into an urbanized area unit it meets the urban minor arterial criteria.	A collector should be within a quarter mile of the following land uses: a. Elementary, intermediate, or middle schools b. Small industrial parks c. Large warehousing d. Neighborhood shopping centers e. Small office buildings f. Neighborhood parks g. Marinas	Maximum: One quarter mile in central business district; one mile in other parts of urbanized area		
				≥2,250 (≥9,000)	1. Bus Route 2. Truck Route 3. Signalization 4. Interchanges with a freeway 5. Major river crossing/restrictive topography	5.0-10.0%
Urban Local Streets						
All public streets not classified as arterials or collectors.					65.0-80.00%	
					68.0-73.0% in most urbanized areas	