

## **Road Classification: What it means to Towns**

- *What is a 'State Aid Road'?*
- *What is the difference between an arterial and a collector?*
- *Can a road classification be changed?*

The concepts of 'Highway Functional Classification' and 'State Highway Designation' can be confusing and are easily misinterpreted. The expressions 'local road' and 'townway' may sound interchangeable and are often used to describe the same road; however, they mean very different things. What is important to realize about these two terms is that the first describes the federal road classification and the second describes the corresponding state designation. The difference between the two categorizations is simple: Federal Functional Class (FFC) describes the functionality and geographical characteristics of a road based upon federal guidelines; and, State Highway Designation identifies which entity (State or local) is responsible for maintenance and capital expenditure of that road.

The proper classification of all roads is important to towns because it ensures that Federal, State, and local highway funds are spent on the proper roads. In addition, State "block grant" funds (Local Road Assistance Program (LRAP) are calculated using these classifications. State Highway Designations also establish highway and bridge maintenance responsibilities and determine authority on traffic ordinances and other related issues.

### *What are the Federal Functional Classifications and State Highway Designations?*

Functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide. Generally, highways fall into one of three broad categories:

**Arterials** serve countywide, statewide or interstate travel, linking cities and large towns to an integrated highway network. As a general rule of thumb, speeds on the arterial system are relatively high, although speeds may be lower through urban areas. Volumes of traffic typically range from thousands to tens of thousands of vehicles per day. Arterials are further divided between principal and minor arterial roads.

**Collectors** link smaller towns, villages, neighborhoods, and major facilities to the arterial network. Traffic is collected from local residential roads and delivered to the nearest arterial. Daily traffic volumes generally range in the thousands. Collectors are divided between rural and urban collector roads. As a further division, rural collectors are divided between major and minor collector roads.

**Local roads** provide direct access to residential neighborhoods, local businesses, agricultural properties and timberlands. Volumes typically range from less than one-hundred to possibly thousands of vehicles per day. Roads not classified as arterials or collectors are considered local roads.

While federal classification describes functionality, State Highway Designations determine maintenance responsibility. The State Highway System is grouped into three designations:

**State Highways** form a system of connected routes throughout the state that primarily serve intra- and interstate traffic. With the exception of compact areas, the MaineDOT has responsibility for the year-round maintenance of state highways. The State Highway Designation generally corresponds with the

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federal ‘arterial’ classification.

**State Aid Highways** connect local roads to the State Highway System and generally serve intracounty rather than intrastate traffic movement. With the exception of compact areas, state aid roads are usually maintained by MaineDOT in the summer and by the municipalities in the winter. The State Aid Highway Designation generally corresponds with the federal ‘collector’ classification.

**Townways** are all other highways not included in the State Highway or State Aid Highway classifications that are maintained by municipalities or counties. These roads are classified as federal ‘local’ roads.

*How does MaineDOT determine the functionality of a road?* As development occurs and populations shift, the functionality of roads may change. For this reason the MaineDOT has established guidelines, based upon Federal Highway Administration criteria, for the functional classification of all road types. The following guidelines are used to make a distinction between Collector (State Aid) and Local (Townway) Roads:

1. *Land Use: How is the land presently being used? Is it being used for business purposes that generate significant amounts of traffic or is it used for agricultural or residential purposes?*
2. *Relative Annual Average Daily Traffic (AADT): On an average day, how many, what type, and for what purposes are vehicles using this road?*
3. *Trip Length: Are a majority of travelers using this road for short trips originating or terminating at locations in the local area or as a road to pass through the region?*
4. *Network Configuration & Continuity: How does this particular road fit within the present road network? Does the present classification of roads in the surrounding geographical area allow for the efficient movement of traffic through the area?*
5. *Route Spacing: Is this particular road spaced correctly within the geographical area to provide good opportunities for travelers to reach, specific locations on well maintained and safe roadways?*

In order to qualify for collector status, a road must generally meet at least three of these five criteria and function as a collector on a regional basis. It should also be noted that traffic activity (AADT) accounts for only one of the criteria. Other factors like network configuration, land use, travel efficiency, and safety are given equal consideration during the functional class review of roads.

Addition information concerning functional classification can be found on the MaineDOT website at: <https://www.maine.gov/dot/programs-services/cslr/roadway-inventories-classifications-route-numbers-urban-compact>