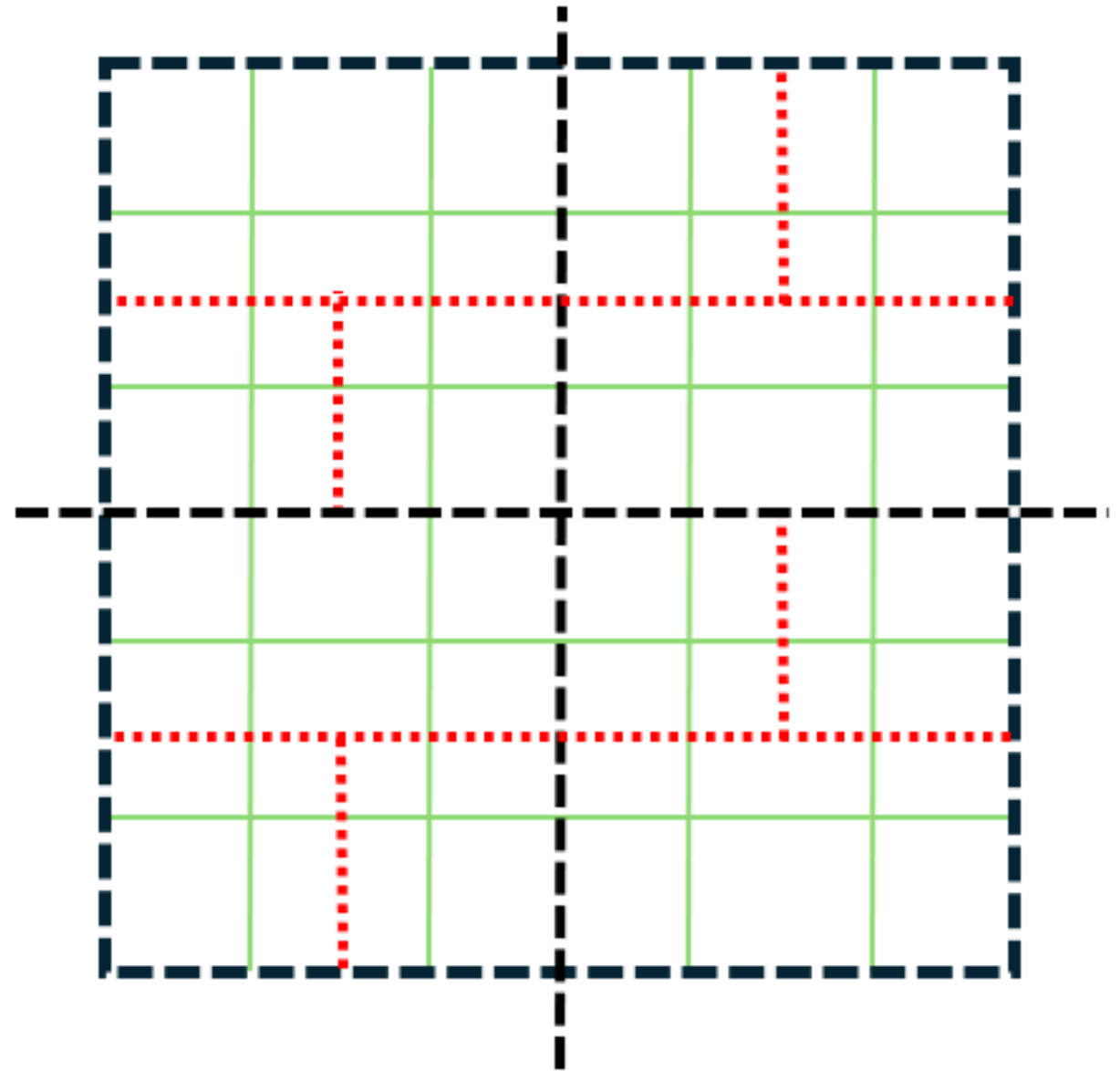


2026 Minnesota Functional Classification Changes



What is Functional Classification?

The grouping of streets and highways into classes according to how they are used, or the “character of service” they currently provide



--- Arterials
... Collectors
— Locals

Image via:
[Maryland Department of Transportation](#)

Real World Example

Real road networks are not perfect square grids.

Fitting this onto real cities looks different

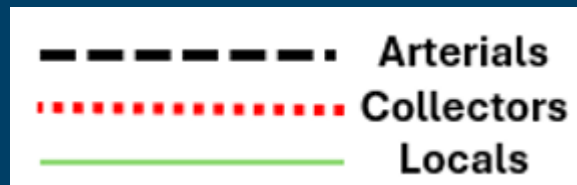
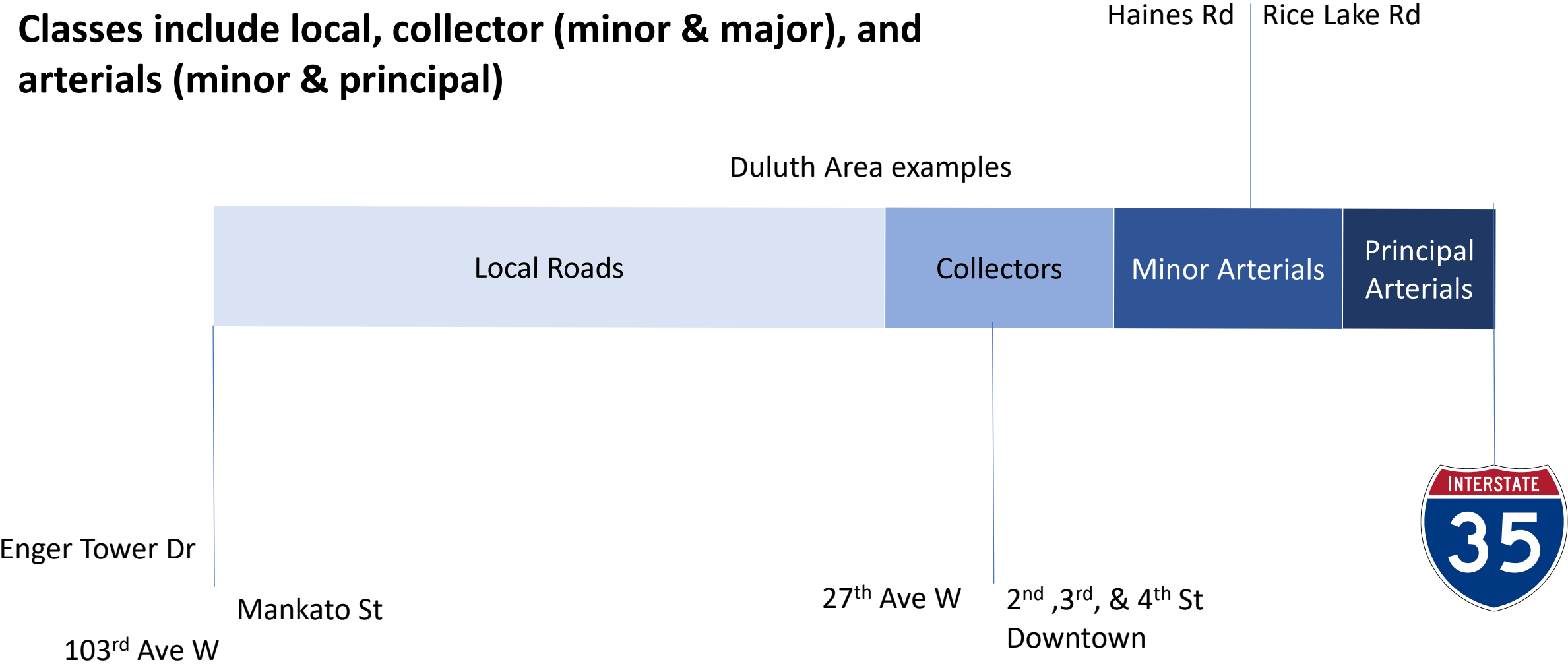


Image via:
Google maps

The Functional Classification Hierarchy

Classes include local, collector (minor & major), and arterials (minor & principal)



Many driveways
and cross streets

Functional Classification

Roads are characterized by two main aspects: access and mobility

ACCESS

Local Roads

Collectors

Minor

Major

Minor Arterials

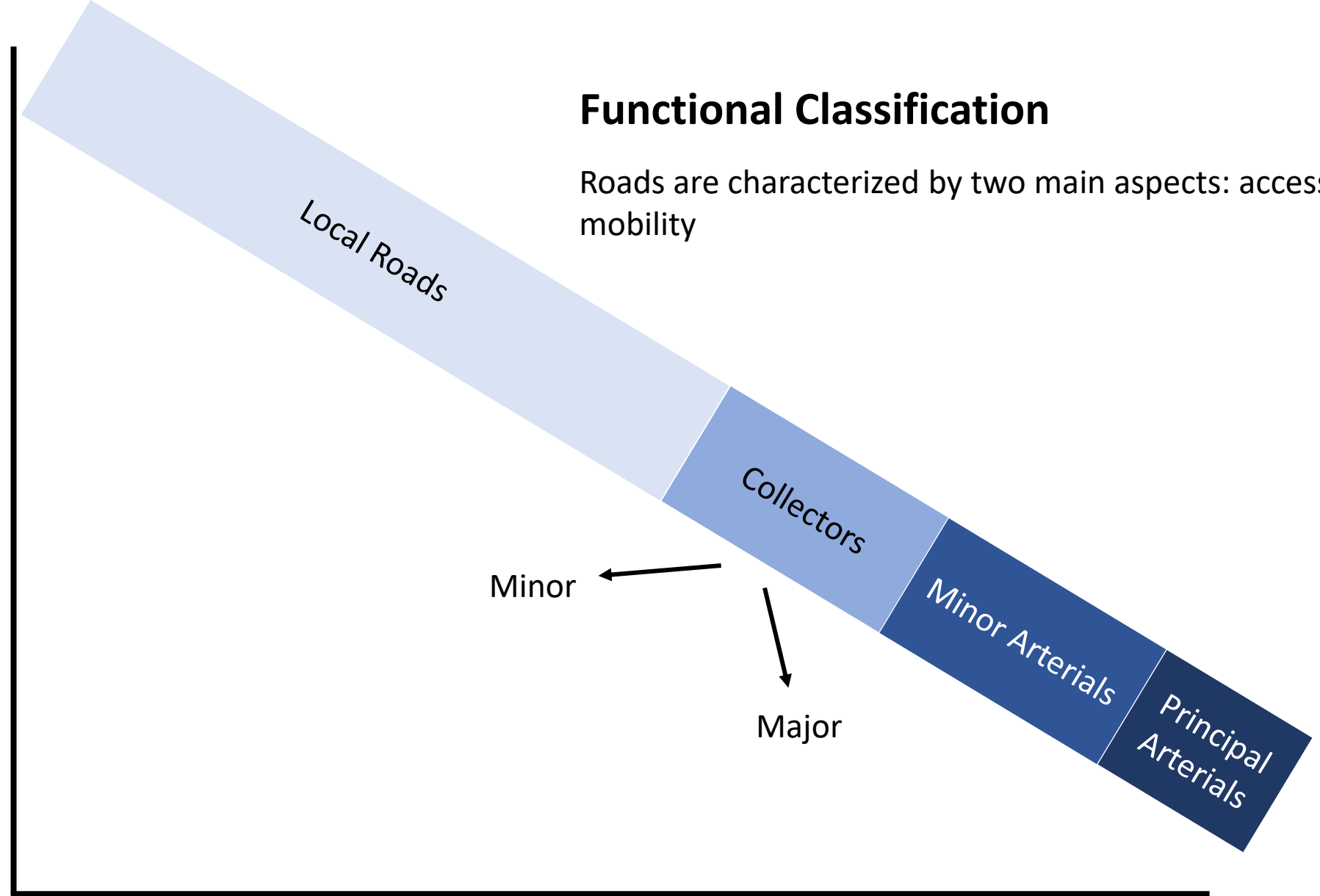
Principal
Arterials

Minimal access points.
Only ramps or
interchanges

Low Traffic Volume
Low Speed

MOBILITY

High Traffic Volume
High Speed



MnDOT Functional Classification Process

**MnDOT performs statewide review
every 10 years**

What is Considered?

Minnesota Statewide Review Classification System

AADT

(traffic volume)

Segment Length

(distance between intersections)

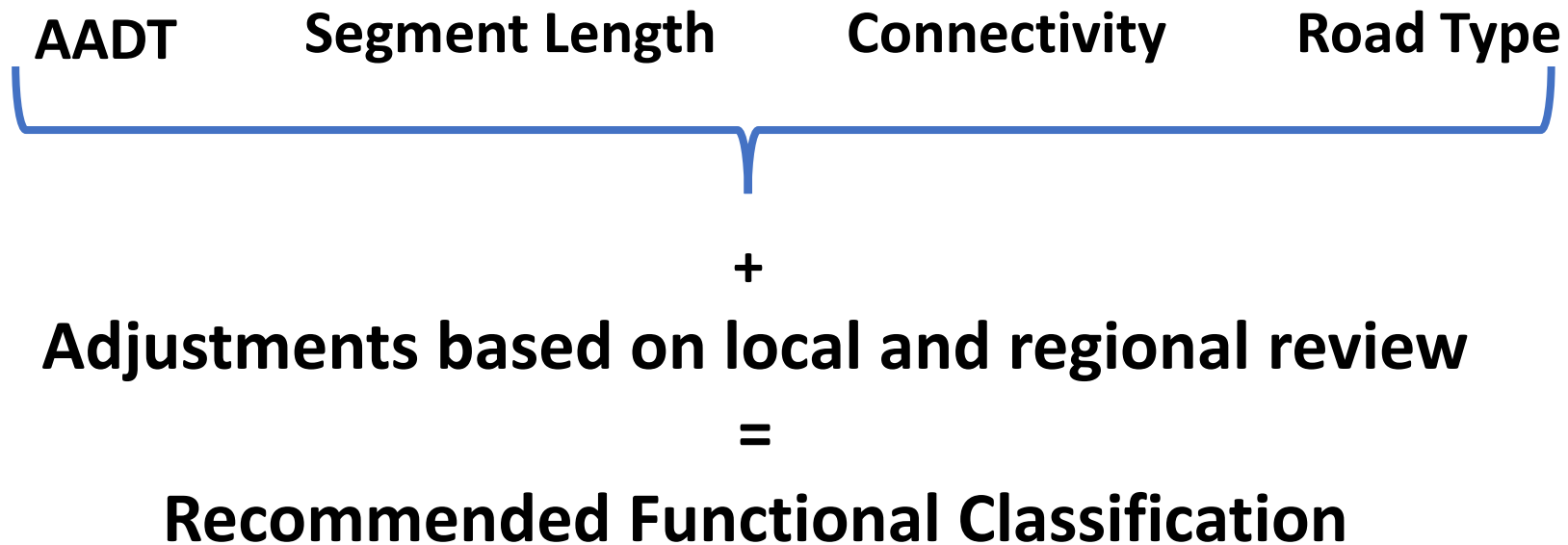
Connectivity

(surrounding land use context)

Road Type

(Designation such as Interstate, state hwy...)

Statewide Review Classification System



Summary of Recommended Changes

Functional Classification – MIC Area Roadways (MN)

- Conducted detailed review process (2025-2026)
- MnDOT, local jurisdiction staff, & MIC
- Identified **34** changes to recommend
 - **City of Duluth** – 17 road segments
 - **City of Hermantown** – 2 road segments
 - **St. Louis County (MIC area)** – 15 road segments

Duluth Area Func. Class. Update Web Map

[Open web map to review changes](#)

Click on a road segment to see the current and proposed classifications and reasoning for the proposed change

Submit comments to: enorlander@ardc.org