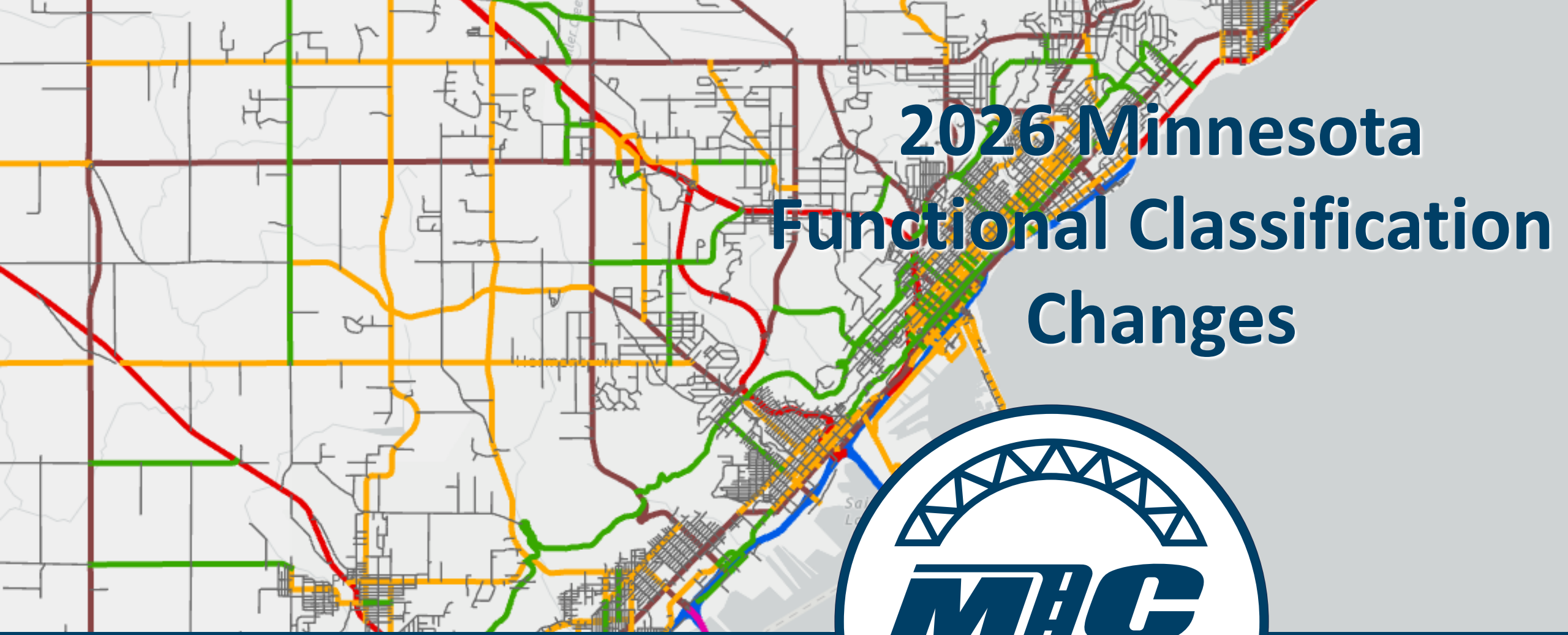




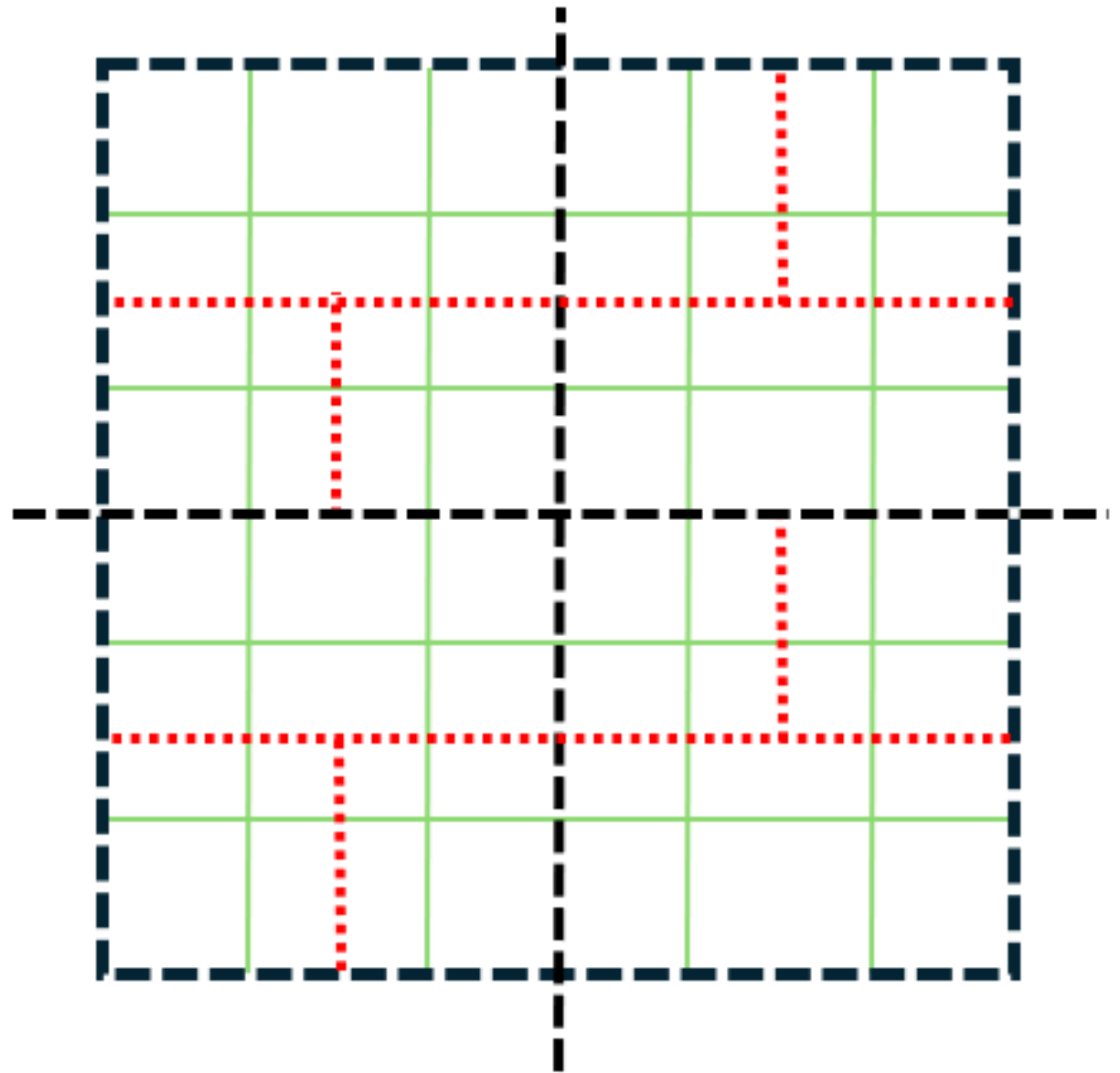
2026 Minnesota Functional Classification Changes



September 15, 2026
Presented to the:
Transportation Advisory Committee

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



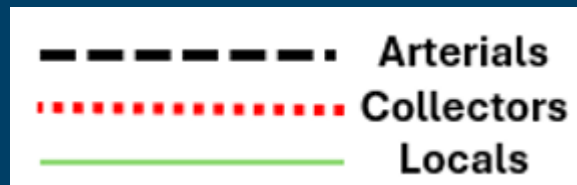
--- Arterials
... Collectors
— Locals

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

Real World Example

Real road networks are not perfect square grids.

Fitting this onto real cities looks different



Many driveways
and cross streets

Functional Classification

by approximate recommended percent of roadway miles

ACCESS

Local Roads (75%)

Collectors
(10%)

Minor

Major

Minor Arterials
(10%)

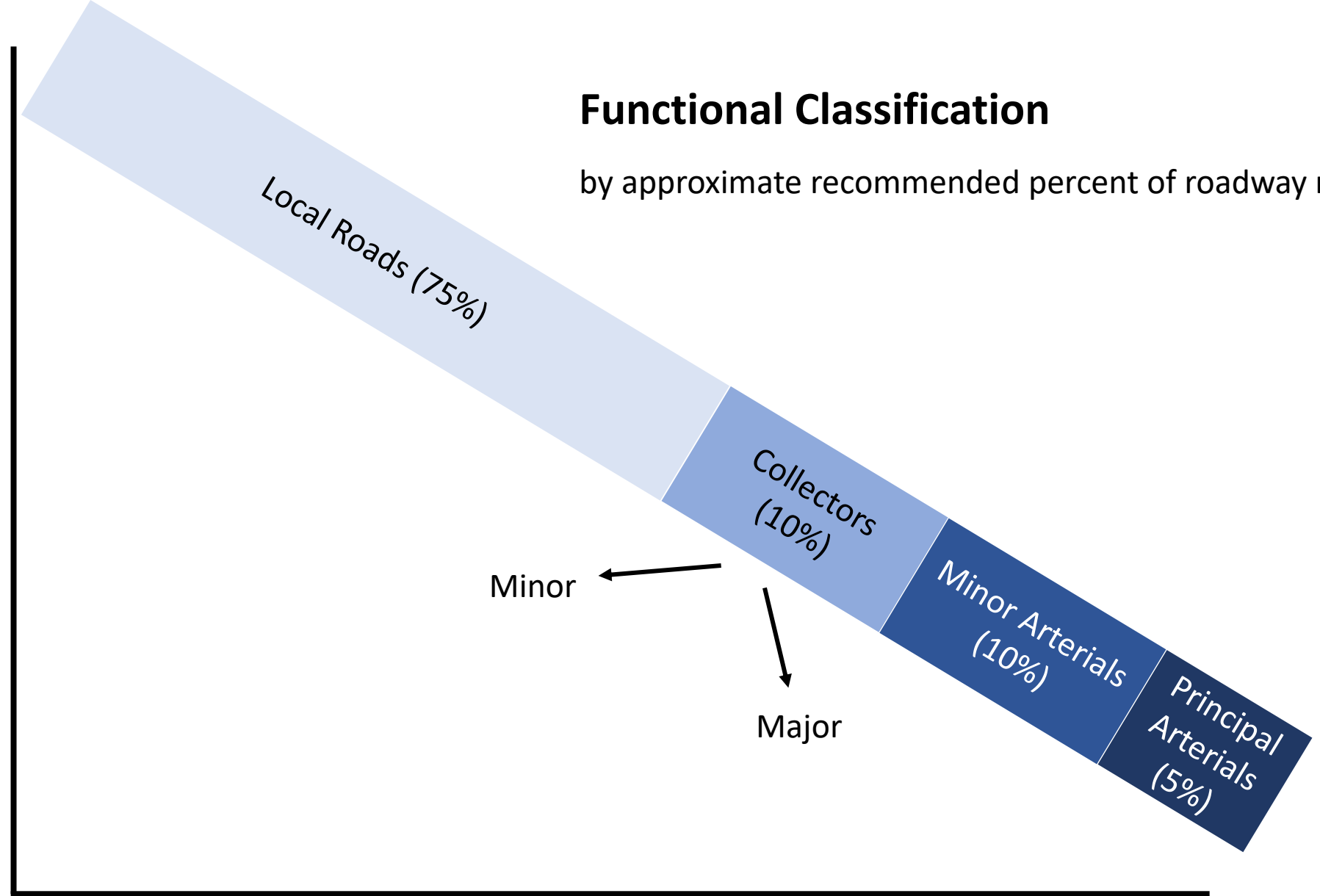
Principal
Arterials
(5%)

Minimal access points.
Only ramps or
interchanges

Low Traffic Volume
Low Speed

MOBILITY

High Traffic Volume
High Speed



Connection to Funding & Design

Implications for federal and state funding

- Local roads are ineligible for federal highway funds
- Higher classifications can qualify for additional funding
- To be included in the TIP, a roadway must be classified as Minor Collector or above

Implications for Design

- Functional classification can shape a jurisdiction's road design choices
 - Pedestrian & bike facility (inclusion of & preferred widths)
 - Desired operating speed, lane width, median, intersection design

Functional classifications must describe how a road is operating now, rather than being set to how it should be

MnDOT Functional Classification Process

**MnDOT performs statewide review
approximately every 10 years**

Statewide review criteria based on FHWA
requirements

Last statewide review in 2015

What is Considered?

Statewide Review Classification Scoring System

AADT

AADT $\geq$ 4000 **(35)**
1500 $\leq$ AADT < 4000 **(25)**
500 $\leq$ AADT < 1500 **(15)**
AADT < 500 **(5)**

Segment Length

Segment Length $\geq$ 15miles **(10)**
10 $\leq$ Segment Length < 15 miles **(8)**
5 $\leq$ Segment Length < 10 miles **(6)**
1 $\leq$ Length < 5 miles **(4)**
Length < 1 mile **(2)**

Connectivity

Links major towns, cities, or highways. **(25)**
Connects regional centers or key facilities. **(15)**
Links neighborhoods or supports local access.
(10)
Limited connectivity. **(5)**

Road Type

US Highway **(30)**
State Highway **(25)**
State Aid **(15)**
Other **(5)**

Statewide Review Classification System

AADT	Segment Length	Connectivity	Road Type
Total Score ≥ 80		Principal Arterial	
$60 \leq \text{Total Score} < 80$		Minor Arterial	
$40 \leq \text{Total Score} < 60$		Major Collector	
$22 \leq \text{Total Score} < 40$		Minor Collector	
Total Score < 22		Local Road	

+

Adjustments based on local and regional review

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

Featured Example

S 19th Ave W → Bent Paddle outdoor event space

2015 review



Recommendation: Major Collector

2025 review



Recommendation: remove from road network

2026 Changes: MIC Region

Open [Web map](#)

Duluth Area Functional Classification Changes

Staff recommends approval and requests a motion:

***Recommend approval of the Superior Area Functional
Classification Changes to the MIC Board***