

Rule No.: 941 - 8501 - 06010

Agency: Mississippi Department of Transportation

Agency Effective Date: May 15, 2005

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Secretary of State Authority Date: May 15, 2005 Supercedes Rule:

Division: Planning Division

Rule Title: Highway System and Urban Area Boundary Revisions

The person to be contacted regarding the proposed rule is: Facility and Records Management Director

Name of person originating the proposed rule: Robert Burt

Name of supervisor or person who approved the proposed rule: Jeff Pierce

Purpose:

To document the procedure by which highways, roads, and streets are grouped into classes or systems according to their usage by the public and for altering the location of the urban area boundaries in Mississippi.

Summary:

RURAL AND URBAN AREA DEFINITIONS

A. The urban boundary shall, as a minimum, encompass the entire urban place or urbanized area designated by the Bureau of the Census. All urban development contiguous to the designated urban place shall be included. Urban development shall be considered as dense residential, commercial, and governmental land use. Examples of development that shall be included are: airports, subdivisions, commercial areas, shopping areas, sewage treatment facilities, schools, parks, etc. Urban areas shall not include large tracts of undeveloped land; however, small areas of undeveloped land may be included in order to eliminate excessive offsets or jags in the urban boundary. Urban areas are divided into two categories:

1) Small Urban Areas which are those urban places as designated by the Bureau of the Census having a census population of 5,000 or more that are not within any urbanized area.

2) Urbanized Areas as designated by the Bureau of the Census with a census population of 50,000 or more.

B. Rural areas comprise the areas outside the urban boundaries of small urban and urbanized areas.

FUNCTIONAL CLASSIFICATION

Highway functional classification is the procedure by which highways, roads, and streets are grouped into classes or systems according to their usage by the public. Recognition that individual roads do not serve traffic independently, that most traffic involves movement through a network of roads, is basic to the functional classification process. Access to abutting land at the beginning or end of travel are characteristics of road networks. Functional classification defines the part each road plays in a rural or urban network. Three broad classes of rural and urban road systems are defined: Arterials, Collectors, and Locals.

The full text of the proposed rule is:

All cites herein refer to the most current version of the cited document.

This directive is issued to provide guidance in meeting the requirements of the Transportation Equity Act for the 21st Century (TEA-21) enacted June 9, 1998 and additional Federal transportation legislation. For additional details refer to "Highway Functional Classification Concepts, Criteria and Procedures", revised March 1989, U.S. Department of Transportation, Federal Highway Administration as amended. (http://www.fhwa.dot.gov/planning/fcsec1_1.htm)

The MDOT computer database records and the Official Urban Boundary and Highway Functional Classification Map Atlas shall be maintained by PLD. Copies of the latest maps are available by request

URBAN BOUNDARY REVISION PROCEDURE

A. Requests for urban boundary revisions may be submitted to PLD by responsible local officials or be initiated by PLD. All requests to PLD for urban boundary revisions (and related changes in functional classifications at the proposed boundary relocation) must include adequate maps showing existing population density or other urban criteria. All requests must be accompanied by supporting documentation and must have the approval of the chief elected official of each incorporated municipality affected by the proposed revision and the County Board of Supervisors. In urbanized areas all requests must be submitted through the MPO.

B. Upon receipt of a request with complete documentation, PLD will forward the request to the appropriate District for their concurrence. PLD will then forward the request with all documentation to the Executive Director for approval and submission to FHWA.

C. Upon receipt of FHWA approval, PLD will revise the official map(s) and databases. Copies of revised maps will then be distributed when prints are available.

FUNCTIONAL CLASSIFICATION REVISION PROCEDURE

A. Requests for functional classification revisions may be submitted to PLD by responsible local officials or be initiated by PLD. All requests to PLD for functional classification revisions must include adequate maps showing proposed changes in compliance with the requirements herein and must be accompanied by supporting documentation. Proposed rural changes must have the approval of the County Board of Supervisors and the concurrence of the Office of State Aid. Proposed urban changes must have the approval of the chief elected official of each incorporated municipality affected by the requested revision. In urbanized areas all requests must be submitted through the MPO. Supporting documentation must include current and/or projected traffic volumes, land access service, and vehicle miles of travel or any other criteria used to establish functional classification.

B. Upon receipt of a request with complete documentation, PLD will forward the request to the appropriate District for their concurrence. PLD will then forward the request with all documentation to the Executive Director for approval and submission the FHWA.

C. Upon receipt of FHWA approval, PLD will revise the official map(s) and databases. Copies of revised maps will then be distributed when prints are available.

EXTENT OF FUNCTIONAL CLASSIFICATION SYSTEMS

A. Rural Functional Classifications Systems:
Table II-2 of the FHWA Highway Functional Classification Manual shall be used as a general quantitative guideline to classify roads. The mileage guidelines shall have precedence over VMT

percentages. Each county shall be considered separately in using the guidelines. For each county, the total mileage of the rural Arterial and Collector Systems shall not exceed 37 percent of the county's total rural mileage.

B. Urban Functional Classifications Systems:

Table II-3 of the FHWA Highway Functional Classification Manual shall be used as a general quantitative guideline to classify roads. The mileage guidelines shall have precedence over VMT percentages. Each small urban or urbanized area shall be considered separately in using the guidelines. For each small urban or urbanized area, the total mileage of the Urban Arterial and Collector Systems shall not exceed 35 percent of the total urban mileage.