

February 27, 1969

Transportation, *as amended 3-21*  
" 1-13 " " " 1-19

*Reprinted 4/15*  
HOUSE FILE 394

By WELDEN, MILLER of Page,  
MILLEN, KEHE, HOLDEN,  
VARLEY, REX, VAN DRIE,  
HILL, DUNTON, SHEPHERD,  
TIEDEN, BRINCK and  
WAUGH

Passed House, Date *4-10-69* Passed Senate, Date.....  
Vote: Ayes *104* Nays *13* Vote: Ayes ..... Nays .....  
Approved .....

## A BILL FOR

1 An Act relating to classification of highways.

2 *Be It Enacted by the General Assembly of the State of Iowa:*

3 Section 1. Sections three hundred six point one (306.1),  
4 three hundred six point two (306.2), and three hundred six  
5 point three (306.3), Code 1966, are hereby repealed.

6 Sec. 2.

7 1. Classification of roads and streets. The roads and  
8 streets of the state are hereby classified into the following  
9 systems: the freeway-expressway system, the arterial system,  
10 the arterial connector system, the trunk system, the trunk  
11 collector system, the area service system, the land access  
12 system, the municipal arterial system, the municipal collec-  
13 tor system, the municipal service system, and the state park  
14 and institutional road system.

15 2. Definition of road and street systems. The following

1 words and phrases relating to roads and streets shall have the  
2 following meanings:

3 a. The freeway-expressway system shall consist of those  
4 roads connecting and serving the major urban and regional areas  
5 of the state with high volume, long-distance traffic movements,  
6 and generally connecting with like roads of adjacent states.

7 The national system of interstate and defense highways shall  
8 be a part of the freeway-expressway system. The freeway-  
9 expressway system, exclusive of national interstate and de-  
10 fense highway mileage, shall not exceed two thousand miles.

11 b. The arterial system shall consist of those roads which  
12 connect the freeway-expressway system with the arterial con-  
13 nector system, or which serve long-distance movements of traffic,  
14 or which serve as collectors of long-distance traffic from other  
15 systems to the freeway-expressway system. The arterial system  
16 shall not exceed three thousand five hundred miles.

17 c. The arterial connector system shall consist of those  
18 roads providing service for short-distance intrastate and  
19 interstate traffic, or providing connections between highways  
20 classified as arterial or freeway-expressway.

21 d. The trunk system shall consist of those intracounty and  
22 intercounty roads which serve principal traffic generating  
23 areas, and connect such areas to other trunk roads and roads  
24 on the arterial or freeway-expressway system. The trunk sys-  
25 tem shall not exceed fifteen thousand miles and shall include,  
26 but not be limited to, the major federal aid secondary roads  
27 of the state.

28 e. The trunk collector system shall consist of those roads  
29 providing service for short-distance intracounty and intercounty  
30 traffic, or providing connections between roads classified as  
31 trunk and area service. The trunk collector system shall not  
32 exceed twenty thousand miles. The trunk collector system and  
33 the trunk system shall constitute the farm-to-market road sys-  
34 tem of the state.

35 f. The area service system shall consist of those roads

1 municipalities, state parks, and institutions to provide con-  
2 tinuity of the primary systems and the county trunk systems.  
3 The route of such systems through a municipal area shall be  
4 determined by agreement with the municipal governing body.

5 The state highway commission may reallocate mileage within  
6 the systems under its jurisdiction. The board of supervisors  
7 or the governing body of municipalities may alter the classi-  
8 fication of roads under their jurisdiction with the approval  
9 of the functional classification board as provided in section  
10 five (5) of this Act.

11 Sec. 5. A functional classification board shall be appointed  
12 for each county and shall operate under rules and regulations  
13 promulgated by the state highway commission. Said board shall  
14 consist of three members to be appointed as follows: The state  
15 highway commission shall appoint one member from the staff of  
16 the state highway commission, the county board of supervisors  
17 shall appoint one member which shall be either the county en-  
18 gineer or one of its own members, and the two members thus  
19 appointed shall select the third member who shall be a municipi-  
20 pal official from a municipality within the county. The board  
21 shall serve without additional compensation and shall:

22 1. Classify each segment of each rural public road and each  
23 municipal street in the county in accordance with the classi-  
24 fications found in section two (2) of this Act.

25 2. Establish continuity between the systems within the  
26 county and with the systems of adjacent counties.

27 3. Report the selected classifications to the state highway  
28 commission. The state highway commission shall review the re-  
29 ports of the county classification boards and may:

30 a. Alter the classification of roads near to or crossing  
31 county lines to provide continuity of the various county sys-  
32 tems.

33 b. Reduce mileage of roads classified in the trunk system  
34 or trunk collector system to assure equitable distribution  
35 among the counties of the total mileage of such systems. If

1 the function of any road or street has been altered by new  
2 construction or by reconstruction or relocation, or if a new  
3 road or street has been constructed, the functional classifi-  
4 cation board shall reclassify said roads or streets within one  
5 year. If the functional classification board does not classify  
6 any road or street as provided herein, the state highway com-  
7 mission shall make the classification.

8 Sec. 6. When a change of jurisdiction occurs as a result  
9 of the reclassification of a road or street, the unit of govern-  
10 ment having jurisdiction shall, prior to such change of juris-  
11 diction, place the road or street and any structures thereon  
12 in good repair sufficient for the traffic thereon.

13 Sec. 7. The functional classification board for each county  
14 shall submit its initial report to the highway commission, in-  
15 cluding appropriate maps, by July 1, 1970; and the highway com-  
16 mission shall complete classification of the roads and streets  
17 of the state as provided herein by January 1, 1971.

#### EXPLANATION OF HOUSE FILE 394

It is the purpose of this Act to classify all public roads and streets in Iowa according to function. Functional classification is defined as the grouping of roads and streets into systems according to the character of service they will be expected to provide, and the assignment of jurisdiction over each class to the governmental unit having primary interest in each type of service.

Functional classification will serve the legislator by providing an equitable basis for determination of proper source of tax support and providing for the assignment of financial resources to the governmental unit having responsibility for each class of service.

Functional classification promotes the ability of the administrator to effectively prepare and carry out long-range programs which reflect the transportation needs of the public.

The Federal-Aid Act of 1968 provides for a study to establish the functional characteristics of all roads and streets. This bill implements the requirements of the federal act by establishing a joint jurisdictional functional classification board.

1 which provide access to farmsteads, or to land in rural areas  
2 developed for residential, commercial, or industrial purposes.  
3 g. The land access system shall consist of those roads  
4 which provide secondary access to farmsteads, and which pro-  
5 vide access to land by roads designed for use by vehicles  
6 other than passenger cars. Roads within this classification  
7 may have narrow right-of-way widths, and may be closed to gen-  
8 eral highway use. Such roads shall be constructed and main-  
9 tained by the abutting owners and shall be subject to abandon-  
10 ment in the same manner as other roads. Use of the right-of-  
11 way of such roads for other than public purposes shall con-  
12 stitute a waiver of tax-free status.

13 h. The municipal arterial system shall consist of those  
14 streets within municipalities, not included in other classifi-  
15 cations, which connect principal traffic geenrating areas or  
16 connect such areas with other systems. The municipal arterial  
17 system shall not exceed fifteen percent of the entire street  
18 mileage under jurisdiction of a municipality, except that  
19 municipalities under two thousand population may exceed said  
20 limitation.

21 i. The municipal collector system shall consist of those  
22 streets within municipalities that collect traffic from the  
23 municipal service system and connect to other systems. The  
24 municipal collector system shall not exceed twenty percent of  
25 the entire street mileage under jurisdiction of the municipal-  
26 ity, except that municipalities under two thousand population  
27 may exceed said limitation.

28 j. The municipal service system shall consist of those  
29 streets within municipalities primarily providing access to  
30 property.

31 k. The state park and institutional road system shall con-  
32 sist of those roads located wholly within the boundaries of  
33 state-owned lands and operated as parks or institutions.

34 Sec. 3. Jurisdiction and control.

35 1. The state highway commission shall have jurisdiction and

1 control of the freeway-expressway system, the arterial system,  
2 and the arterial connector system. Said systems shall comprise  
3 the primary road system of this state. Said systems shall not  
4 exceed a total mileage of ten thousand miles.

5 2. The county boards of supervisors shall have jurisdiction  
6 and control of the trunk system, the trunk collector system, the  
7 area service system, and the land access system within their re-  
8 spective counties. Said systems shall comprise the secondary  
9 road system of this state. The county board of supervisors  
10 shall not construct or maintain the land access system, but a  
11 county may contract with abutting owners for periodic mainten-  
12 ance of roads of the land access system.

13 3. The governing body of municipalities shall have juris-  
14 diction and control of the municipal arterial system, the muni-  
15 cipal collector system, and the municipal service system. Said  
16 systems shall comprise the municipal street system of this state.

17 4. The board or commission in control of any state park or  
18 institution shall have jurisdiction and control of the state  
19 park and institutional roads within their respective park or  
20 institution. However, the state conservation commission shall  
21 have concurrent jurisdiction with either the state highway com-  
22 mission or the county board of supervisors concerning any state  
23 park road which is an extension of a primary or secondary road  
24 which both enters and exits from a state park at separate points.  
25 The state highway commission and the board of supervisors may  
26 expend moneys available for such roads in the same manner as  
27 they expend funds on other roads over which they exercise juris-  
28 diction and control. The governmental units exercising con-  
29 current jurisdiction may enter into agreements concerning con-  
30 struction or maintenance of such roads and the allocation of  
31 costs, but in the absence of such agreement the conservation  
32 commission shall have exclusive jurisdiction and control of  
33 said roads.

34 Sec. 4. The highway commission and the boards of supervisors  
35 shall, wherever practicable, include adequate mileage within

*adopted  
4-4*

- 1 Amend House File 394 as follows:
- 2 1. Page 2, line nine (9), by striking the words "exclusive
- 3 of" and inserting in lieu thereof the words "including the".
- 4 2. Page 2, line ten (10), by striking the word "two" and
- 5 inserting in lieu thereof the word "three".
- 6 3. Page 4, line four (4), by striking the period after the
- 7 word "miles" and inserting in lieu thereof the following: "as
- 8 measured along the centerline of the right of way and including
- 9 frontage roads parallel to the driving lanes."
- 10 4. Page 5, line thirty (30), by striking the words "near
- 11 to" and inserting in lieu thereof the words "coinciding with".

*adopted  
4-4*

Filed - *Adopted 4-4*  
March 17, 1969

KEHE of Bremer

- 1 Amend House File 394 as follows:
- 2 1. Page 5, line twelve (12), by inserting after
- 3 the word "under" the word "procedural".
- 4 2. By striking all of line eighteen (18) after
- 5 the word "members," all of line nineteen (19) and
- 6 all of line twenty (20) through the word "county.",
- 7 and inserting in lieu thereof the following: ", and
- 8 the third member shall be a municipal official from
- 9 within the county who shall be appointed by a majority
- 10 of the mayors of the cities and towns of the county.
- 11 The mayors shall meet at the call of the chairman of
- 12 the county board of supervisors who shall act as
- 13 chairman of the meeting without vote. In the event
- 14 the mayors cannot agree to and appoint this member
- 15 within thirty days after the call of the meeting by
- 16 the chairman, the two members previously appointed
- 17 shall select the third member."

Filed - *Adopted 4-4*  
March 21, 1969

COMMITTEE ON TRANSPORTATION  
LEROY S. MILLER, Chairman

- 1 Amend House File 394 as follows:
- 2 Page 5, line thirteen (13), after the word "commission"
- 3 insert the following: "under the provisions of chapter
- 4 seventeen A (17A) of the Code".

Filed - *Adopted 4-4*  
March 21, 1969

SCHROEDER of Pottawattamie

- 1 Amend House File 394 as follows:
- 2 1. Page 3 by striking from lines eight (8) and nine (9)
- 3 the words "shall be constructed and maintained by the abutting
- 4 owners and".
- 5 2. Page 4 by striking all after the period in line nine
- 6 (9) and all of lines ten (10), eleven (11) and twelve (12).

*Adopted  
4-10*

Filed - *Adopted 4-10*  
April 7, 1969

GRAHAM of Ida-Sac

- 1 Amend House File 394 as follows:
- 2 1. Page 5, line thirty-five (35), by striking the word "If".
- 3 2. Page 6, by inserting at the beginning of line one (1) the
- 4 following "Sec. 6. If".
- 5 3. Renumber the remaining sections.
- 6 4. Page 6, line nine (9), by inserting after the first word
- 7 "the" the words "classification or".

Filed - *Adopted 4-10*  
April 8, 1969

WELDEN of Hardin

- 1 Amend House File 394 as follows:
- 2 1. Page five (5) by inserting after line twenty-six
- 3 (26), the following new subsection:
- 4 "3. Fix a date for a public hearing to be held at
- 5 least twenty days before final approval of any road
- 6 classification action, and shall publish tentative road
- 7 classifications along with the notice of the date, time
- 8 and place of such hearing at least ten days before the
- 9 hearing. Such publication shall be in the official
- 10 newspapers of the county."
- 11 2. Page five (5), line twenty-seven (27), by
- 12 renumbering subsection three (3).

Filed - *Adopted 4-10*  
April 8, 1969

TIEDEN of Clayton

- 1 Amend House File 394 by adding at the end thereof a new
- 2 section as follows:
- 3 "Nothing in this Act shall be construed to provide for or
- 4 permit the transfer of any roads from the primary road system
- 5 to the secondary road system as said systems are defined in
- 6 chapter three hundred thirteen (313) of the Code. Any conflict
- 7 between this Act and the provisions of chapter three hundred
- 8 thirteen (313) shall be resolved in favor of chapter three
- 9 hundred thirteen (313) and the provisions of said chapter three
- 10 hundred thirteen (313) shall remain as the exclusive method of
- 11 transfer of highways from the said primary road system to the
- 12 said secondary road system."

Filed - *Adopted 4-10*  
April 8, 1969

GRASSLEY of Butler  
CAMP of Clinton

- 1 Amend House File 394 as follows:
- 2 Page three (3), line ten (10), by inserting after the
- 3 period the following: "Such abutting property owners
- 4 shall not be liable for injury to persons or property
- 5 caused by the negligent construction or maintenance of
- 6 such roads."

Filed - *Adopted 4-10*  
April 8, 1969

TIEDEN of Clayton

- 1 Amend House File 394 by striking from page three (3), lines
- 2 seven (7) and eight (8), the words "general highway use" and
- 3 inserting in lieu thereof the words "the public".

Filed and lost  
April 10, 1969

KRUSE of O'Brien

April 15, 1969

*Transportation 4-17, without  
rec. 4-29*

*Reprinted 1/29/70*

HOUSE FILE 394

By WELDEN, MILLER of Page,  
MILLEN, KEHE, HOLDEN,  
VARLEY, REX, VAN DRIE,  
HILL, DUNTON, SHEPHERD,  
TIEDEN, BRINCK and  
WAUGH

(AS AMENDED AND PASSED BY  
THE HOUSE)

Passed House, Date 4-10-69 Passed Senate, Date 1-26-70

Vote: Ayes 104 Nays 13 Vote: Ayes 46 Nays 8

Approved .....

## A BILL FOR

- 1 An Act relating to classification of highways.
- 2 *Be It Enacted by the General Assembly of the State of Iowa:*
- 3 Section 1. Sections three hundred six point one (306.1),
- 4 three hundred six point two (306.2), and three hundred six
- 5 point three (306.3), Code 1966, are hereby repealed.
- 6 Sec. 2.
- 7 1. Classification of roads and streets. The roads and
- 8 streets of the state are hereby classified into the following
- 9 systems: the freeway-expressway system, the arterial system,
- 10 the arterial connector system, the trunk system, the trunk
- 11 collector system, the area service system, the land access
- 12 system, the municipal arterial system, the municipal collec-
- 13 tor system, the municipal service system, and the state park
- 14 and institutional road system.
- 15 2. Definition of road and street systems. The following

1 words and phrases relating to roads and streets shall have the  
2 following meanings:

3 a. The freeway-expressway system shall consist of those  
4 roads connecting and serving the major urban and regional areas  
5 of the state with high volume, long-distance traffic movements,  
6 and generally connecting with like roads of adjacent states.

7 The national system of interstate and defense highways shall  
8 be a part of the freeway-expressway system. The freeway-  
9 expressway system, including the national interstate and de-  
10 fense highway mileage, shall not exceed three thousand miles.

11 b. The arterial system shall consist of those roads which  
12 connect the freeway-expressway system with the arterial con-  
13 nector system, or which serve long-distance movements of traffic,  
14 or which serve as collectors of long-distance traffic from other  
15 systems to the freeway-expressway system. The arterial system  
16 shall not exceed three thousand five hundred miles.

17 c. The arterial connector system shall consist of those  
18 roads providing service for short-distance intrastate and  
19 interstate traffic, or providing connections between highways  
20 classified as arterial or freeway-expressway.

21 d. The trunk system shall consist of those intracounty and  
22 intercounty roads which serve principal traffic generating  
23 areas, and connect such areas to other trunk roads and roads  
24 on the arterial or freeway-expressway system. The trunk sys-  
25 tem shall not exceed fifteen thousand miles and shall include,  
26 but not be limited to, the major federal aid secondary roads  
27 of the state.

28 e. The trunk collector system shall consist of those roads  
29 providing service for short-distance intracounty and intercounty  
30 traffic, or providing connections between roads classified as  
31 trunk and area service. The trunk collector system shall not  
32 exceed twenty thousand miles. The trunk collector system and  
33 the trunk system shall constitute the farm-to-market road sys-  
34 tem of the state.

35 f. The area service system shall consist of those roads

1 which provide access to farmsteads, or to land in rural areas  
2 developed for residential, commercial, or industrial purposes.

3 g. ~~The land access system shall consist of those roads~~  
4 which provide secondary access to farmsteads, and which pro-  
5 vide access to land by roads designed for use by vehicles  
6 other than passenger cars. Roads within this classification  
7 may have narrow right-of-way widths, and may be closed to gen-  
8 eral highway use. ~~Such roads shall be subject to abandon-~~  
9 ~~ment in the same manner as other roads.~~ Use of the right-of-  
10 way of such roads for other than public purposes shall con-  
11 stitute a waiver of tax-free status.

12 h. The municipal arterial system shall consist of those  
13 streets within municipalities, ~~not included in other classifi-~~  
14 ~~cations, which connect principal traffic generating areas or~~  
15 connect such areas with other systems. The municipal arterial  
16 system shall not exceed fifteen percent of the entire street  
17 mileage under jurisdiction of a municipality, except that  
18 municipalities under two thousand population may exceed said  
19 limitation.

20 i The municipal collector system shall consist of those  
21 streets within municipalities that collect traffic from the  
22 municipal service system and connect to other systems. The  
23 municipal collector system shall not exceed twenty percent of  
24 the entire street mileage under jurisdiction of the municipal-  
25 ity, except that municipalities under two thousand population  
26 may exceed said limitation.

27 j. The municipal service system shall consist of those  
28 streets within municipalities primarily providing access to  
29 property.

30 k. The state park and institutional road system shall con-  
31 sist of those roads located wholly within the boundaries of  
32 state-owned lands and operated as parks or institutions.

33 **Sec. 3. Jurisdiction and control.**

34 1. ~~The state highway commission shall have jurisdiction and~~

1 control of the freeway-expressway system, the arterial system,  
2 and the arterial connector system. Said systems shall comprise  
3 the primary road system of this state. Said systems shall not  
4 exceed a total mileage of ten thousand miles as measured  
5 along the center line of the right of way and including  
6 frontage roads parallel to the driving lanes.

7 2. The county boards of supervisors shall have jurisdiction  
8 and control of the trunk system, the trunk collector system, the  
9 area service system, and the land access system within their re-  
10 spective counties. Said systems shall comprise the secondary  
11 road system of this state.

12 3. The governing body of municipalities shall have juris-  
13 diction and control of the municipal arterial system, the muni-  
14 cipal collector system, and the municipal service system. Said  
15 systems shall comprise the municipal street system of this state.

16 4. The board or commission in control of any state park or  
17 institution shall have jurisdiction and control of the state  
18 park and institutional roads within their respective park or  
19 institution. However, the state conservation commission shall  
20 have concurrent jurisdiction with either the state highway com-  
21 mission or the county board of supervisors concerning any state  
22 park road which is an extension of a primary or secondary road  
23 which both enters and exists from a state park at separate points.  
24 The state highway commission and the board of supervisors may  
25 expend moneys available for such roads in the same manner as  
26 they expend funds on other roads over which they exercise juris-  
27 diction and control. The governmental units exercising con-  
28 current jurisdiction may enter into agreements concerning con-  
29 struction or maintenance of such roads and the allocation of  
30 costs, but in the absence of such agreement the conservation  
31 commission shall have exclusive jurisdiction and control of  
32 said roads.

33 Sec. 4. The highway commission and the boards of supervisors  
34 shall, wherever practicable, include adequate mileage within

1 municipalities, state parks, and institutions to provide con-  
2 tinuity of the primary systems and the county trunk systems.  
3 The route of such systems through a municipal area shall be  
4 determined by agreement with the municipal governing body.

5 The state highway commission may reallocate mileage within  
6 the systems under its jurisdiction. The board of supervisors  
7 or the governing body of municipalities may alter the classi-  
8 fication of roads under their jurisdiction with the approval  
9 of the functional classification board as provided in section  
10 five (5) of this Act.

11 Sec. 5. A functional classification board shall be appointed  
12 for each county and shall operate under procedural rules and regula-  
13 promulgated by the state highway commission under the  
14 provisions of chapter seventeen A (17A) of the Code. Said board shall  
15 consist of three members to be appointed as follows: The state  
16 highway commission shall appoint one member from the staff of  
17 the state highway commission, the county board of supervisors  
18 shall appoint one member which shall be either the county en-  
19 gineer or one of its own members, and the third member  
20 shall be a municipal official from within the county who  
21 shall be appointed by a majority of the mayors of the  
22 cities and towns of the county. The mayors shall meet  
23 at the call of the chairman of the county board of  
24 supervisors who shall act as chairman of the meeting  
25 without vote. In the event the mayors cannot agree to  
26 and appoint this member within thirty days after the  
27 call of the meeting by the chairman, the two members  
28 previously appointed shall select the third member. The board  
29 shall serve without additional compensation and shall:

30 1. Classify each segment of each rural public road and each  
31 municipal street in the county in accordance with the classi-  
32 fications found in section two (2) of this Act.

33 2. Establish continuity between the systems within the  
34 county and with the system of adjacent counties.

35 3. Fix a date for a public hearing to be held at

1 least twenty days before final approval of any road  
2 classification action, and shall publish tentative road  
3 classifications along with the notice of the date, time  
4 and place of such hearing at least ten days before the  
5 hearing. Such publication shall be in the official  
6 newspapers of the county.

7 4. Report the selected classifications to the state highway  
8 commission. The state highway commission shall review the re-  
9 ports of the county classification boards and may:

10 a. Alter the classification of roads coinciding with or crossing  
11 county lines to provide continuity of the various county sys-  
12 tems.

13 b. Reduce mileage of roads classified in the trunk system  
14 or trunk collector system to assure equitable distribution  
15 among the counties of the total mileage of such systems.

16 Sec. 6. If  
17 the function of any road or street has been altered by new  
18 construction or by reconstruction or relocation, or if a new  
19 road or street has been constructed, the functional classifi-  
20 cation board shall reclassify said roads or streets within one  
21 year. If the functional classification board does not classify  
22 any road or street as provided herein, the state highway com-  
23 mission shall make the classification.

24 Sec. 7. When a change of jurisdiction occurs as a result  
25 of the classification or  
26 reclassification of a road or street, the unit of govern-  
27 ment having jurisdiction shall, prior to such change of jurisdic-  
28 tion, place the road or street and any structures thereon  
29 in good repair sufficient for the traffic thereon.

30 Sec. 8. The functional classification board for each county  
31 shall submit its initial report to the highway commission, in-  
32 cluding appropriate maps, by July 1, 1970; and the highway com-  
33 mission shall complete classification of the roads and streets  
34 of the state as provided herein by January 1, 1971.

35 Sec. 9. Nothing in this Act shall be construed to provide

1 for or permit the transfer of any roads from the primary  
2 road system to the secondary road system as said systems  
3 are defined in chapter three hundred thirteen (313) of the  
4 Code. Any conflict between this Act and the provisions of  
5 chapter three hundred thirteen (313) shall be resolved in  
6 favor of chapter three hundred thirteen (313) and the  
7 provisions of said chapter three hundred thirteen (313)  
8 shall remain as the exclusive method of transfer of  
9 highways from the said primary road system to the said  
10 secondary road system.

#### EXPLANATION OF HOUSE FILE 394

It is the purpose of this Act to classify all public roads and streets in Iowa according to function. Functional classification is defined as the grouping of roads and streets into systems according to the character of service they will be expected to provide, and the assignment of jurisdiction over each class to the governmental unit having primary interest in each type of service.

Functional classification will serve the legislator by providing an equitable basis for determination of proper source of tax support and providing for the assignment of financial resources to the governmental unit having responsibility for each class of service.

Functional classification promotes the ability of the administrator to effectively prepare and carry out long-range programs which reflect the transportation needs of the public.

The Federal-Aid Act of 1968 provides for a study to establish the functional characteristics of all roads and streets. This bill implements the requirements of the federal act by establishing a joint jurisdictional functional classification board.

1 Amend House File 394, as amended and passed by the House,  
2 as follows:

3 1. By striking from page three (3), line four (4), the  
4 words "which provide secondary access to farmsteads, and".

5 2. By striking from page four (4), lines thirty-three (33)  
6 and thirty-four (34), and striking from page five (5), lines  
7 one (1) through four (4), inclusive, and inserting in lieu  
8 thereof the following:

9 "Adequate mileage shall be included within municipalities,  
10 state parks and institutions to provide for the continuity of  
11 the primary road systems and the county trunk systems. Such  
12 mileage shall be included in the total mileage of the particu-  
13 lar primary or secondary road system and shall also be listed  
14 separately as an extension of such primary or secondary road  
15 system."

16 3. By striking from page five (5), line thirty-five (35),  
17 and striking from page six (6), lines one (1) through six (6),  
18 inclusive, and inserting in lieu thereof the following subsec-  
19 tion:

20 "3. File a copy of the proposed road classifications in  
21 the office of county engineer for public information and hold  
22 a public hearing before final approval of any road classifica-  
23 tion action. Notice of the date, the time, and the place of  
24 such hearing, and the filing of such proposed road classifica-  
25 tion for public information shall be published in an official  
26 newspaper in general circulation throughout the affected area  
27 at least twenty days prior to the established date of the  
28 hearing."

29 4. By striking from page six (6), lines thirty (30) through  
30 thirty-four (34), inclusive, and inserting in lieu thereof the  
31 following:

32 "Sec. 8. The functional classification board of each county  
33 shall submit its initial classification report, including  
34 appropriate maps, to the state highway commission not later  
35 than January 1, 1971.

36 The state highway commission, in consultation with an  
37 advisory committee, shall establish uniform design and main-  
38 tenance guidelines for the respective classification systems.  
39 The advisory committee shall consist of two state senators  
40 appointed by the president of the senate, two state represen-  
41 tatives appointed by the speaker of the house of representa-  
42 tives, three persons appointed by the Iowa county engineers  
43 association, and three persons appointed by the league of Iowa  
44 municipalities.

45 Upon receipt of the initial reports of the county functional  
46 classification boards, the state highway commission, in consul-  
47 tation with the advisory committee, shall conduct a study to  
48 determine the estimated costs of administration, engineering,  
49 construction, and maintenance of the respective classification  
50 systems, based on the uniform design and maintenance guidelines.

51 Not later than September 1, 1971, the state highway commis-  
52 sion shall submit a completed study of the classifications,  
53 selected guidelines and estimated costs to the legislative  
54 council for referral to the standing committees on transporta-  
55 tion of the senate and house of representatives."

*Adopted  
as  
amended  
1-26*

*Page 1  
Transportation*

*Adopted  
1-26-70*

56 5. By striking from page six (6), line thirty-five (35),  
57 and striking from page seven (7), lines one (1) through ten  
58 (10), inclusive, and inserting in lieu thereof the following:  
59 "Nothing in this Act shall be construed to provide for or  
60 permit the transfer of any road or street of this state from  
61 the jurisdiction under whose control said road or street is on  
62 January 1, 1970, except that a transfer may be made as pro-  
63 vided in section three hundred thirteen point two (313.2) of  
64 the Code or because of a change in the corporate limits of a  
65 city or town. Roads or streets established after January 1,  
66 1970 shall be under the jurisdiction of the establishing  
67 authority."

Filed - *Adopted or amended 1-26*  
January 19, 1970

BY COMMITTEE ON TRANSPORTATION

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1 Amend House File 394, as amended and passed by the House, by  
2 inserting in page 1, line 14, after the word, "system." the  
3 following:  
4 "The terms 'road' and 'street' as used in this Act mean the  
5 entire width between property lines of every way or place of  
6 whatever nature when any part thereof is open to the use of the  
7 public, as a matter of right, for purposes of vehicular traffic."

Filed - *Adopted 1-26-70*  
January 22, 1970

By GAUDINEER and DeKOSTER

---

1 Amend the amendment by the committee on transporta-  
2 tion to House File 394, filed January 19, 1970, and found  
3 on pages 162 and 163 of the Senate Journal, as follows:  
4 By striking lines 36 through 44, inclusive, and  
5 inserting in lieu thereof the following:  
6 "The state highway commission, in consultation with  
7 an advisory committee, shall establish uniform design and  
8 maintenance guidelines for the respective classification  
9 systems. The advisory committee shall consist of two  
10 state senators appointed by the president of the senate,  
11 two state representatives appointed by the speaker of the  
12 house of representatives, two supervisors appointed by  
13 the Iowa State Association of County Supervisors, two  
14 engineers appointed by the Iowa County Engineers Associa-  
15 tion, and four persons appointed by the League of Iowa  
16 Municipalities. Two of the four appointed by the League of  
17 Iowa Municipalities shall be licensed professional engineers."

Filed and adopted  
January 26, 1970

By SCHABEN

---

1 Amend House File 394 as follows:  
2 1. Page 1, lines 11 and 12, by striking the words "the land access  
3 system."  
4 2. Page 2, by striking line 35.  
5 3. Page 3, by striking lines 1 through 11, inclusive.  
6 4. By relettering the following paragraphs.

Filed and withdrawn  
January 26, 1970

By ANDERSON

1 Amend House File 394, as amended and passed by  
2 the House, as follows:

3 1. By striking from page two (2), lines eight (8),  
4 nine (9) and ten (10), the sentence:

5 "The freeway-expressway system, including the  
6 national interstate and defense highway mileage, shall  
7 not exceed three thousand miles."

8 2. By striking from page two (2), lines fifteen (15)  
9 and sixteen (16) the sentence:

*Lost  
1-26-70*

10 "The arterial system shall not exceed three  
11 thousand five hundred miles."

12 3. By striking from page two (2), lines twenty-four  
13 (24) through twenty-seven (27) the sentence:

14 "The trunk system shall not exceed fifteen  
15 thousand miles and shall include, but not be limited to,  
16 the major federal aid secondary roads of the state."

17 4. By striking from page two (2), lines thirty-one  
18 (31) through thirty-four (34) the sentences:

19 "The trunk collector system shall not exceed  
20 twenty thousand miles. The trunk collector system and  
21 the trunk system shall constitute the farm-to-market  
22 road system of the state."

23 5. By striking from page three (3), lines fifteen  
24 (15) through nineteen (19) the sentence:

25 "The municipal arterial system shall not exceed  
26 fifteen percent of the entire street mileage under  
27 jurisdiction of a municipality, except that munici-  
28 palities under two thousand population may exceed said  
29 limitation."

30 6. By striking from page three (3), lines twenty-  
31 two (22) through twenty-six (26) the sentence:

*Lost  
1-23-70*

32 "The municipal collector system shall not exceed  
33 twenty percent of the entire street mileage under  
34 jurisdiction of the municipality, except that  
35 municipalities under two thousand population may exceed  
36 said limitation."

37 7. By striking from page four (4), lines two (2)  
38 through six (6) the sentences:

39 "Said systems shall comprise the primary road  
40 system of this state. Said systems shall not exceed  
41 a total mileage of ten thousand miles as measured along  
42 the center line of the right of way and including frontage  
43 roads parallel to the driving lanes."

*Lost  
1-26*

44 8. By striking from page four (4) lines ten (10)  
45 and eleven (11), the sentence:

46 "Said systems shall comprise the secondary  
47 road system of this state."

48 9. By striking from page four (4), lines fourteen  
49 (14) and fifteen (15) the sentence:

50 "Said systems shall comprise the municipal  
51 street system of this state."

52 10. By striking from page six (6), lines thirteen  
53 (13), fourteen (14), and fifteen (15) the sentence:

54 "b. Reduce mileage of roads classified in the  
55 trunk system or trunk collector system to assure  
56 equitable distribution among the counties of the  
57 total mileage of such systems."

- 1 Amend the committee on transportation amendment
- 2 to House File 394, filed January 19, 1970, as found
- 3 on pages 162 and 163 of the Senate Journal as follows:
- 4 1. Line 9, by inserting before the word "Adequate"
- 5 the word and figure "Sec. 3".
- 6 2. Line 59, by inserting before the word "Nothing"
- 7 the word and figure "Sec. 9".

*Adopted  
1-22*

Filed - *Adopted 1-22*  
January 20, 1970

By DeKOSTER

- 1 Amend House File 394 as follows:
- 2 1. Page 1, lines 11 and 12, by striking the words "the
- 3 land access system,".
- 4 2. Page 2, by striking line 35, and inserting in lieu
- 5 thereof the following: "f. The area service system shall
- 6 consist of all other rural roads not otherwise classified."
- 7 3. Page 3, by striking lines 1 through 11, inclusive.
- 8 4. By relettering the following paragraphs.

*Adopted  
1-26-70*

*Adopted  
1-26*

Filed and adopted  
January 26, 1970

By ANDERSON

By WELDEN, MILLER of Page,  
MILLEN, KEHE, HOLDEN,  
VARLEY, REX, VAN DRIE,  
HILL, DUNTON, SHEPHERD,  
TIEDEN, BRINCK and  
WAUGH

(AS AMENDED AND PASSED BY THE HOUSE  
AND FURTHER AMENDED AND PASSED BY  
THE SENATE)

Passed House, Date 2-2-70 Passed Senate, Date 1-26-70

Vote: Ayes 100 Nays 7 Vote: Ayes 46 Nays 8

Approved 2-12-70

## A BILL FOR

1 An Act relating to classification of highways.

2 *Be It Enacted by the General Assembly of the State of Iowa:*

3 Section 1. Sections three hundred six point one (306.1),  
4 three hundred six point two (306.2), and three hundred six  
5 point three (306.3), Code 1966, are hereby repealed.

6 Sec. 2.

7 1. Classification of roads and streets. The roads and  
8 streets of the state are hereby classified into the following  
9 systems: the freeway-expressway system, the arterial system,  
10 the arterial connector system, the trunk system, the trunk  
11 collector system, the area service system,  
12 the municipal arterial system, the municipal collec-  
13 tor system, the municipal service system, and the state park  
14 and institutional road system. *The terms road and street as used*  
15 *in this Act mean the entire width between property*  
16 *lines of every way or place of whatever nature when*  
17 *any part thereof is open to the use of the public, as*  
18 *a matter of right, for purposes of vehicular traffic.*

19 2. Definition of road and street systems. The following

1 words and phrases relating to roads and streets shall have the  
2 following meanings:

3 a. The freeway-expressway system shall consist of those  
4 roads connecting and serving the major urban and regional areas  
5 of the state with high volume, long-distance traffic movements,  
6 and generally connecting with like roads of adjacent states.

7 The national system of interstate and defense highways shall  
8 be a part of the freeway-expressway system. The freeway-  
9 expressway system, including the national interstate and de-  
10 fense highway mileage, shall not exceed three thousand miles.

11 b. The arterial system shall consist of those roads which  
12 connect the freeway-expressway system with the arterial con-  
13 nector system, or which serve long-distance movements of traffic,  
14 or which serve as collectors of long-distance traffic from other  
15 systems to the freeway-expressway system. The arterial system  
16 shall not exceed three thousand five hundred miles.

17 c. The arterial connector system shall consist of those  
18 roads providing service for short-distance intrastate and  
19 interstate traffic, or providing connections between highways  
20 classified as arterial or freeway-expressway.

21 d. The trunk system shall consist of those intracounty and  
22 intercounty roads which serve principal traffic generating  
23 areas, and connect such areas to other trunk roads and roads  
24 on the arterial or freeway-expressway system. The trunk sys-  
25 tem shall not exceed fifteen thousand miles and shall include,  
26 but not be limited to, the major federal aid secondary roads  
27 of the state.

28 e. The trunk collector system shall consist of those roads  
29 providing service for short-distance intracounty and intercounty  
30 traffic, or providing connections between roads classified as  
31 trunk and area service. The trunk collector system shall not  
32 exceed twenty thousand miles. The trunk collector system and  
33 the trunk system shall constitute the farm-to-market road sys-  
34 tem of the state.

35 f. *The area service system shall consist of all*

1 *other rural roads not otherwise classified.*

2 *g.* The municipal arterial system shall consist of those  
3 streets within municipalities, not included in other classifi-  
4 cations, which connect principal traffic generating areas or  
5 connect such areas with other systems. The municipal arterial  
6 system shall not exceed fifteen percent of the entire street  
7 mileage under jurisdiction of a municipality, except that  
8 municipalities under two thousand population may exceed said  
9 limitation.

10 *h.* The municipal collector system shall consist of those  
11 streets within municipalities that collect traffic from the  
12 municipal service system and connect to other systems. The  
13 municipal collector system shall not exceed twenty percent of  
14 the entire street mileage under jurisdiction of the municipal-  
15 ity, except that the municipalities under two thousand population  
16 may exceed said limitation.

17 *i.* The municipal service system shall consist of those  
18 streets within municipalities primarily providing access to  
19 property.

20 *j.* The state park and institutional road system shall con-  
21 sist of those roads located wholly within the boundaries of  
22 state-owned lands and operated as parks or institutions.

23 **Sec. 3. Jurisdiction and control.**

24 1. The state highway commission shall have jurisdiction and  
25 control of the freeway-expressway system, the arterial system,  
26 and the arterial connector system. Said systems shall comprise  
27 the primary road system of this state. Said systems shall not  
28 exceed a total mileage of ten thousand miles as measured  
29 along the center line of the right of way and including  
30 frontage roads parallel to the driving lanes.

31 2. The county boards of supervisors shall have jurisdiction  
32 and control of the trunk system, the trunk collector system, the  
33 area service system, and the land access system within their re-  
34 spective counties. Said systems shall comprise the secondary  
35 road system of this state.

1 3. The governing body of municipalities shall have juris-  
2 diction and control of the municipal arterial system, the muni-  
3 cipal collector system, and the municipal service system. Said  
4 systems shall comprise the municipal street system of this state.

5 4. The board or commission in control of any state park or  
6 institution shall have jurisdiction and control of the state  
7 park and institutional roads within their respective park or  
8 institution. However, the state conservation commission shall  
9 have concurrent jurisdiction with either the state highway com-  
10 mission or the county board of supervisors concerning any state  
11 park road which is an extension of a primary or secondary road  
12 which both enters and exists from a state park at separate points.  
13 The state highway commission and the board of supervisors may  
14 expend moneys available for such roads in the same manner as  
15 they expend funds on other roads over which they exercise juris-  
16 diction and control. The governmental units exercising con-  
17 current jurisdiction may enter into agreements concerning con-  
18 struction or maintenance of such roads and the allocation of  
19 costs, but in the absence of such agreement the conservation  
20 commission shall have exclusive jurisdiction and control of  
21 said roads.

22 *Sec. 4. Adequate mileage shall be included within*  
23 *municipalities, state parks and institutions to*  
24 *provide for the continuity of the primary road systems*  
25 *and the county trunk systems. Such mileage shall be*  
26 *included in the total mileage of the particular primary*  
27 *or secondary road system and shall also be listed*  
28 *separately as an extension of such primary or secondary*  
29 *road system.*

30 The state highway commission may reallocate mileage within  
31 the systems under its jurisdiction. The board of supervisors  
32 or the governing body of municipalities may alter the classi-  
33 fication of roads under their jurisdiction with the approval  
34 of the functional classification board as provided in section  
35 five (5) of this Act.

1    Sec. 5. A functional classification board shall be appointed  
2    for each county and shall operate under the procedural rules and regula-  
3    tions promulgated by the state highway commission under the  
4    provisions of chapter seventeen A (17A) of the Code. Said board shall  
5    consist of three members to be appointed as follows. The state  
6    highway commission shall appoint one member from the staff of  
7    the state highway commission, the county board of supervisors  
8    shall appoint one member which shall be either the county en-  
9    gineer or one of its own members, and the third member  
10   shall be a municipal official from within the county who  
11   shall be appointed by a majority of the mayors of the  
12   cities and towns of the county. The mayors shall meet  
13   at the call of the chairman of the county board of  
14   supervisors who shall act as chairman of the meeting  
15   without vote. In the event the mayors cannot agree to  
16   and appoint this member within thirty days after the  
17   call of the meeting by the chairman, the two members  
18   previously appointed shall select the third member. The board  
19   shall serve without additional compensation and shall:

20    1. Classify each segment of each rural public road and each  
21    municipal street in the county in accordance with the classi-  
22    fications found in section two (2) of this Act.

23    2. Establish continuity between the systems within the  
24    county and with the system of adjacent counties.

25    3. *File a copy of the proposed road classification*  
26    *in the office of county engineer for public information*  
27    *and hold a public hearing before final approval of any*  
28    *road classification action. Notice of the date, the*  
29    *time, and the place of such hearing, and the filing*  
30    *of such proposed road classification for public in-*  
31    *formation shall be published in an official newspaper*  
32    *in general circulation throughout the affected area*  
33    *at least twenty days prior to the established date*  
34    *of the hearing.*

35    4. Report the selected classifications to the state highway

1 commission. The state highway commission shall review the re-  
2 ports of the county classification boards and may:

3 a. Alter the classification of roads **coinciding with or crossing**  
4 county lines to provide continuity of the various county sys-  
5 tems.

6 b. Reduce mileage of roads classified in the trunk system  
7 or trunk collector system to assure equitable distribution  
8 among the counties of the total mileage of such systems.

9 **Sec. 6. If**

10 the function of any road or street has been altered by new  
11 construction or by reconstruction or relocation, or if a new  
12 road or street has been constructed, the functional classifi-  
13 cation board shall reclassify said roads or streets within one  
14 year. If the functional classification board does not classify  
15 any road or street as provided herein, the state highway com-  
16 mission shall make the classification.

17 **Sec. 7.** When a change of jurisdiction occurs as a result  
18 of the classification or  
19 reclassification of a road or street, the unit of govern-  
20 ment having jurisdiction shall, prior to such change of juris-  
21 diction, place the road or street and any structures thereon  
22 in good repair sufficient for the traffic thereon.

23 *Sec. 8. The functional classification board of each*  
24 *county shall submit its initial classification report,*  
25 *including appropriate maps, to the state highway*  
26 *commission not later than January 1, 1971.*

27 *The state highway commission, in consultation with an*  
28 *advisory committee, shall establish uniform design and*  
29 *maintenance guidelines for the respective classification*  
30 *systems. The advisory committee shall consist of two*  
31 *state senators appointed by the president of the senate,*  
32 *two state representatives appointed by the speaker of*  
33 *the house of representatives, two supervisors appointed*  
34 *by the Iowa State Association of County Supervisors,*  
35 *two engineers appointed by the Iowa County Engineers*

1 Association, and four persons appointed by the League  
2 of Iowa Municipalities. Two of the four appointed  
3 by the League of Iowa Municipalities shall be licensed  
4 professional engineers.

5 Upon receipt of the initial reports of the county  
6 functional classification boards, the state highway  
7 commission, in consultation with the advisory committee,  
8 shall conduct a study to determine the estimated costs  
9 of administration, engineering, construction, and  
10 maintenance of the respective classification systems,  
11 based on the uniform design and maintenance guidelines.

12 Not later than September 1, 1971, the state  
13 highway commission shall submit a completed study  
14 of the classifications, selected guidelines and  
15 estimated costs to the legislative council for  
16 referral to the standing committees on transportation  
17 of the senate and house of representatives.

18 Sec. 9. Nothing in this Act shall be construed to  
19 provide for or permit the transfer of any road or  
20 street of this state from the jurisdiction under  
21 whose control said road or street is on January 1, 1970,  
22 except that a transfer may be made as provided in  
23 section three hundred thirteen point two (313.2)  
24 of the Code or because of a change in the corporate  
25 limits of a city or town. Roads or streets established  
26 after January 1, 1970, shall be under the jurisdiction  
27 of the establishing authority.

#### EXPLANATION OF HOUSE FILE 394

It is the purpose of this Act to classify all public roads and streets in Iowa according to function. Functional classification is defined as the grouping of roads and streets into systems according to the character of service they will be expected to provide, and the assignment of jurisdiction over each class to the governmental unit having primary interest in each type of service.

Functional classification will serve the legislator by providing an equitable basis for determination of proper source of tax support and provid-

ing for the assignment of financial resources to the governmental unit having responsibility for each class of service.

Functional classification promotes the ability of the administrator to effectively prepare and carry out long-range programs which reflect the transportation needs of the public.

The Federal-Aid Act of 1968 provides for a study to establish the functional characteristics of all roads and streets. This bill implements the requirements of the federal act by establishing a joint jurisdictional functional classification board.

SENATE AMENDMENT TO HOUSE FILE 394

- 1 Amend House File 394 as amended, passed, and reprinted by the  
House
- 2 as follows:
- 3 1. Page 1, lines 11 and 12, by striking the words "the land  
4 access system,".
- 5 2. Page 1, line 14, by inserting after the word "system." the  
6 following: "The terms road and street as used in this Act mean  
7 the entire width between property lines of every way or place of  
8 whatever nature when any part thereof is open to the use of the  
9 public, as a matter of right, for purposes of vehicular traffic."
- 10 3. Page 2, by striking line 35, and page 3, by striking lines 1  
11 through 11, inclusive, and by inserting in lieu thereof the  
12 following:
- 13 "f. The area service system shall consist of all other  
14 rural roads not otherwise classified."
- 15 4. Further amend page 3 by relettering the remaining paragraphs.
- 16 5. Page 4, by striking lines 33 and 34, and page 5, by striking  
17 lines 1 through 4, inclusive, and inserting in lieu thereof the  
18 following:
- 19 "Sec. 4. Adequate mileage shall be included within  
20 municipalities, state parks and institutions to provide for the  
21 continuity of the primary road system and the county trunk  
22 systems. Such mileage shall be included in the total mileage  
23 of the particular primary or secondary road system and shall also  
24 be listed separately as an extension of such primary or secondary  
25 road system."
- 26 6. Page 5, by striking line 35, and page 6, by striking lines  
27 1 through 6, inclusive, and inserting in lieu thereof the  
28 following subsection:
- 29 "3. File a copy of the proposed road classification in the  
30 office of county engineer for public information and hold a public  
31 hearing before final approval of any road classification action.  
32 Notice of the date, the time, and the place of such hearing, and  
33 the filing of such proposed road classification for public  
34 information shall be published in an official newspaper in  
35 general circulation throughout the affected area at least  
36 twenty days prior to the established date of the hearing."
- 37 7. Page 6, by striking lines 30 through 34, inclusive, and  
38 inserting in lieu thereof the following:
- 39 "Sec. 8. The functional classification board of each  
40 county shall submit its initial classification report, includ-  
41 ing appropriate maps, to the state highway commission not later  
42 than January 1, 1971.
- 43 The state highway commission, in consultation with an  
44 advisory committee, shall establish uniform design and  
45 maintenance guidelines for the respective classification  
46 systems. The advisory committee shall consist of two state  
47 senators appointed by the president of the senate, two state  
48 representatives appointed by the speaker of the house of repre-  
49 sentatives, two supervisors appointed by the Iowa State

House 6

50 Association of County Supervisors, two engineers appointed  
51 by the Iowa County Engineers Association, and four persons  
52 appointed by the League of Iowa Municipalities. Two of the  
53 four appointed by the League of Iowa Municipalities shall be  
54 licensed professional engineers.

55 Upon receipt of the initial reports of the county functional  
56 classification boards, the state highway commission, in consul-  
57 tation with the advisory committee, shall conduct a study to  
58 determine the estimated costs of administration, engineering,  
59 construction, and maintenance of the respective classification  
60 systems, based on the uniform design and maintenance guidelines.

61 Not later than September 1, 1971, the state highway  
62 commission shall submit a completed study of the classifications,  
63 selected guidelines and estimated costs to the legislative  
64 council for referral to the standing committees on transporta-  
65 tion of the senate and house of representatives."

66 8. Page 6, by striking line 35, and page 7, by striking lines  
67 1 through 10, inclusive, and inserting in lieu thereof the  
68 following:

69 "Sec. 9. Nothing in this Act shall be construed to provide  
70 for or permit the transfer of any road or street of this state  
71 from the jurisdiction under whose control said road or street  
72 is on January 1, 1970, except that a transfer may be made  
73 as provided in section three hundred thirteen point two (313.2)  
74 of the Code or because of a change in the corporate limits of a  
75 city or town. Roads or streets established after January 1,  
76 1970, shall be under the jurisdiction of the establishing  
77 authority."

Received from Senate  
January 29, 1970

*House concurred 2-2-70*