

Michigan Geographic Framework Version 10 Updates

(April 2, 2010)
(MGF Version 10)

Please Note: If you have any questions about the framework data you have received, please contact Laura Blastic at the Michigan Center for Shared Solutions and Technology Partnerships. Phone: 517-373-7910, email: blasticl@michigan.gov

Improvements since Version 9:

1. ACT51 2008 Certification used as a resource in updating the road network and the associated attribution.
 - a. Incorporated roads certified, decertified, or reclassified by cities, villages and counties occurring in 2009.
 - b. This process facilitated updates to the Legalsystem and road ownership fields
 - c. Incorporated city and village boundaries annexations.
 - d. If a current imagery source was unavailable, roads not formerly in the MGF may have been added based on the ACT51 maps. The road name on the ACT51 map may have been assigned to the fename field for these added roads.
2. The National Functional Class (NFC) and National Highway System (NHS) were reviewed and updated by MDOT staff.
 - a. Worked toward standardization of the NFC (and legalsystem and other) values of roadways associated with boulevards, such as directional turnarounds.
 - b. Changed the values of selected NHS routes to distinguish the different types of intermodal connectors from the “regular” NHS.
3. The field name representing National Functional Class (NFC) previously known as “FUNCLASS” is now named “NFC”. The data type and width will remain as identical to “FUNCLASS”.
4. The field names previously known as “FAUBL” and “FAUBR” have been renamed in version 10 to “ACUBL” and “ACUBR” respectively. ACUB stands for Adjusted Census Urban Boundary, where FAUB stood for Federal-aid Urban Boundary. The new name/acronym better reflects what this urban boundary is and where it comes from. The valid values themselves have not changed, only the field name.
5. In addition to the field name change for NFC, the values themselves have also changed. The old values were 1-19, where values greater than 9 are in an adjusted census urban area, and values less than 10 were the equivalent values but are not in an urban area. Because the rural/urban distinction is defined by the ACUBL and ACUBR fields, this urban/rural distinction is no longer necessary. The equivalent of the old values will be stored in a field called “OLD_NFC” for version 10 only. New NFC value definitions, without the rural/urban distinction are:
 - o 1 – Interstate
 - o 2 – Other Freeway **
 - o 3 – Other Principal Arterials
 - o 4 – Minor Arterials
 - o 5 – Major Collectors
 - o 6 – Minor Collectors
 - o 7 – Local

* Roads with any NFC can be rural or urban (see RU_L and RU_R, below). As of MGF, version 10, there are no Minor Collectors that are urban in Michigan, but that is subject to change. All urban collectors, in the old nomenclature, are now major collectors (in urban areas).

**Per HPMS, this is defined as Other Freeway and Expressway. MDOT chooses not to code Expressways along with Other Freeway but with Other Principal Arterials instead. The operational characteristics of Expressways have more in common with Other Principal Arterials (surface streets) than with Other Freeway.

6. Addition of Rural Urban Designation left (RU_L) and Rural Urban Designation right (RU_R) fields. RU_L and RU_R can be used in combination with NFC to give rural and urban functional classifications. RU values and definitions:
 - a. 1 – Rural (population is less than 5,000 AND located outside any urban boundaries)
 - b. 2 – Small Urban (urban cluster population is 5,000 – 49,999)
 - c. 3 – Small Urbanized (population is 50,000 – 199,999)
 - d. 4 – Large Urbanized (aka, TMA [Transportation Management Area] population is 200,000 or more)

RU_L and RU_R are attributed differently on road segments on an urban boundary (that is, the Adjusted Census Urban Boundary), as compared with ACUBL and ACUBR. A road on an urban boundary is considered urban. For most boundary roads, RU_L = RU_R = 2, 3, or 4 depending on the population range of the area. In the case of a small number of boundary roads, the boundary divides contiguous urban areas of different population ranges. The RU_L and RU_R values will differ for such segments, but will not be 1. As to ACUBL and ACUBR, rural roads have the value of 0 for both fields, and urban boundary roads have a positive number (unique to each urban area) on “one side” and zero in the other. A road segment with positive numbers in either or both ACUBL and ACUBR fields is urban.

7. Added new and reviewed current roundabouts features to follow referencing standards created by MDOT Referencing Specialist.
8. Additional roads were added and name changes were done to the MGF using crash information received from MDOT and State Police.
9. Locally generated road centerlines have been provided to CGI for some areas of Michigan. The MGF for Allegan, Ionia, Jackson, Kalamazoo, Kent, Macomb, Marquette, Monroe, Montmorency, Oakland, and Washtenaw counties were updated with information acquired through local data sharing partnerships and data sharing efforts between CGI and many County and Regional GIS departments. The centerlines provided accurate geographic positioning, road names, and address information.
10. Approved changes requested through the Asset Management Project were incorporated into the transportation network.
11. Framework Classification Codes (FCC) enhanced and reviewed in many areas.
12. Linear referencing system mile points recalculated (BMP, EMP)
13. State Trunkline updates: See MGF_v9_Trunkline_Updates at http://www.michigan.gov/cgi/0,1607,7-158-12759_14194---,00.html for a description of the updates.
14. Verification of the attribute values for the following GIS polygons; 2000 US Congressional, State Senate, State House, 2000 Census Tracts, 2000 Census Block Groups, and ACUB. In addition, the internal features of each polygon were assigned with the corresponding value of the bounding polygon feature.