

Instructions for Submitting Functional Classification Revision Requests

As traffic patterns change over time through either roadway construction or land use change, roadway functions may change as well. Reclassifying roadways to match their current purpose helps to maintain the proper hierarchy, reflecting the importance of each roadway in the network. If such modifications are proposed within your area, the MPO or RPO should submit a formal Functional Classification Revision Request to NCDOT for consideration.

Requests to modify the current functional classification are considered based on the function a roadway serves and whether or not the roadway meets the criteria established by the FHWA for functional classification. The [FHWA Functional Classification Guidelines](#) should be consulted to ensure that the proposed change meets these criteria.

Other criteria that will be considered during the review include the impacts the proposed change might have on the overall statewide mileage for the proposed functional classification system and the impacts to the data collection and maintenance of traffic survey data requirements resulting from the proposed change.

A general description for each roadway functional classification is as follows:

Interstate

Roadways are officially designated as Interstates by the USDOT Secretary of Transportation

Other Freeways & Expressways

Access and egress points limited to on- and off-ramp locations or limited number of at-grade intersections; typically have directional travel lanes separated by some type of physical barrier

Other Principal Arterials

Serve major centers of metropolitan areas; provide a high degree of mobility and can also provide mobility through rural areas; can serve abutting land uses directly;

Minor Arterials

Provide service for trips of moderate length; Serve geographic areas that are smaller than their higher arterial counterparts; offer connectivity to the higher Arterial system

Major Collector

Serve primarily intra-county travel (rather than statewide); gather traffic from Local Roads and funnel to the arterial network; offer more mobility (while minor collectors offer more access); when compared to minor collectors, are longer in length, have higher speed limits and may have more travel lanes

Minor Collector

Offer more access (while Major Collectors offer more mobility); gather traffic from Local Roads and onto the arterial network; when compared to major collectors, have lower speed limits, are spaced at shorter intervals and have lower traffic volumes; in rural areas, AADT and spacing may be the most significant designation factors

Local

Often classified by default – once all arterial and collector roadways have been identified, all remaining roadways are classified as local; account for the largest percentage of all roadways in terms of mileage

FHWA Functional Classification Guidelines:

(http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/)

Once the MPO/RPO has determined the appropriate desired functional classification, please prepare a request letter, including the following information:

- Roadway name, route and segment
- Current classification
- Proposed classification
- Justification for proposed change – Please include assessment of existing and proposed land use, current and forecasted traffic, and any other pertinent information that will help to justify the request. Please note that functional classification requests cannot be approved solely for Federal funding eligibility.
- Map of the area with the route indicated on the map
- Documentation of MPO/RPO support in letter or resolution form

Submit the request via either hard copy or electronic copy to:

Rockne Bryant
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554
rbryant@ncdot.gov