

FEDERAL-AID HIGHWAY SYSTEMS

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BACKGROUND

Section 103 (Federal-Aid System) of Title 23, United States Code, was substantially amended by the Federal-Aid Highway Act of 1973. This directive sets forth policies and procedures relating to the designation of the National System of Interstate and Defense Highways, the Federal-Aid Primary System, the Federal-Aid Secondary System, and the Federal-Aid Urban System after June 30, 1976.

This directive also continues policies and procedures after June 30, 1976, for the modification or revision of all federal-aid systems. Although the interstate system is a part of the Federal-Aid Primary System, the interstate system is exempt from the realignment provisions applicable to the noninterstate federal-aid primary routes.

A. An Urban Area is either:

1. An urban place as designated by the bureau of the census having a population of 5,000 or more and not within any urbanized area;
or
2. An urbanized area as designated by the bureau of the census having a population of 50,000 or more.

Rural Area:

Rural area means all areas of a state not included within the boundaries of urban areas.

B. Urban Area Boundaries (Phase I)

Urban area boundary is the dividing line between an urban area and a rural area.

1. The boundaries must be out as far as the 1970 census boundary.
2. If possible the limits should be on a physical feature such as roads, streams, railroads, etc.
3. Urban area boundaries are fixed primarily for capital project funding and are not to be confused with boundaries established

for the comprehensive cooperative, and continuing (3C) urban transportation planning process.

C. 1980-1985 Functional Classification System (Phase II)

(referred to as the 1985 Functional Classification System)

1. Approved by FHWA in 1976.
2. Showed the functional classification of roads expected to be in service in the 1980 to 1985 time span.
3. Used as the basis for establishing the new federal-aid systems.

D. Designation of Federal-Aid System (Phase III)

1. Roads functionally classified as interstates are on the Federal-Aid Interstate (FAI) System.
2. Roads functionally classified as rural arterials and their extensions into the urban areas are eligible for inclusion on the Federal-Aid Primary (FAP) System.
3. Roads carrying a functional classification of "Rural Major Collectors" are eligible to be on the Federal-Aid Secondary (FAS) System.
4. Streets inside the urban areas and classified as arterials or collectors are eligible for inclusion on the Federal-Aid Urban (FAU) System, provided they tie into another street or route on a federal aid system.

E. System Classification and Integration

1. The Federal-Aid Interstate System: The Federal-Aid Interstate System shall consist of the National System of Interstate and Defense Highways.
2. The Federal-Aid Primary System shall consist of an adequate system of connected main roads important to interstate, statewide, and regional travel, consisting of rural arterial routes and their extensions into or through urban areas.
3. The Federal-Aid Secondary System
 - a. The Federal-Aid Secondary System shall consist of rural major collector routes.
 - b. No Federal-Aid Secondary route shall be designated in urban areas.
 - c. FAS routes must, except FAS stubroutes, terminate at another federal-aid route. This termination may be at a FAI, FAP, FAS, or FAU route—see Figure 1.

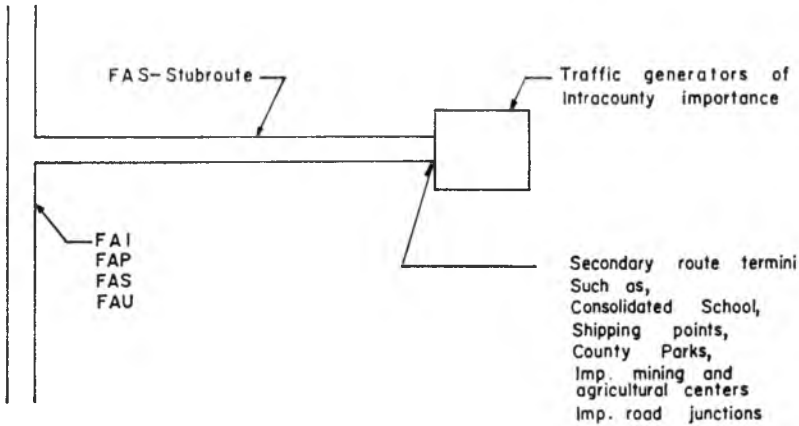


Figure 1.

4. The Federal-Aid Urban System

- a. The route must be on the road functionally classified as a collector or above.
- b. The Federal-Aid Urban System shall be designated in urban areas. No Federal-Aid Urban System route shall be designated in rural areas.
- c. FAU route must, except FAU stubroutes, terminate at another federal-aid route. This termination may be at a FAI, FAP, FAS, or FAU route—see Figure 2.

F. Extent of Systems

1. The Federal-Aid Interstate System has a statutory mileage limit of 42,500 miles nationally.

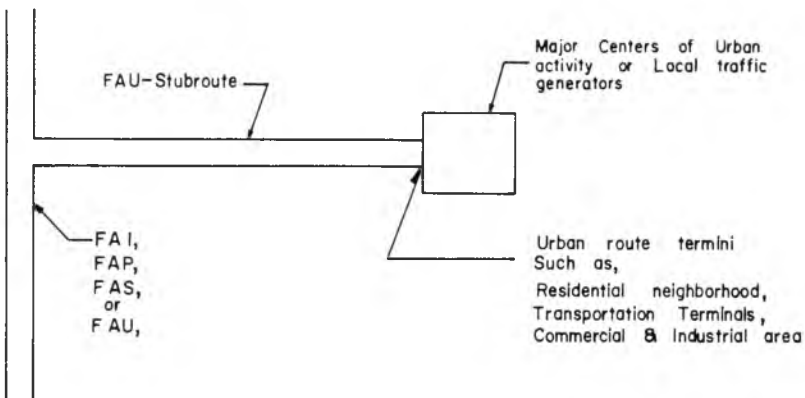


Figure 2.

2. The Federal-Aid Primary System, including the interstate system but excluding urban extensions of the interstate system and the primary system, should comprise between 6% to 12% of total rural public road mileage.
3. The Federal-Aid Secondary System should comprise between 5% to 18% of total rural public road mileage.
4. The Federal-Aid Urban System, when added to the urban extensions of the interstate and Federal-Aid Primary systems, should comprise between 20% to 35% of the total urban public road mileage.

G. Revisions to Federal-Aid System

1. The revision request must be initiated by appropriate local officials.
 - a. Rural area—county commissioners
 - b. Small urban area (5-50,000)—mayor or highest elected official inside corporation line.
Mayor and county commissioners outside corporation line.
 - c. Urbanized area (50,000+)—director of metropolitan planning organization.
2. Justification for revision should include:
 - a. Route description and termini for all revision requests.
 - b. Some justification as to why the local officials feel this revision is necessary. If the change includes a 1985 functional classification revision, it should be done at the same time.
3. Revision requests should be addressed to:

E. M. Ames
Chief, Division of Planning
1205 State Office Building
100 N. Senate Ave.
Indianapolis, Indiana 46204
4. The Planning Statistics Section of ISHC's Division of Planning reviews the request for compliance with federal guidelines. Questions should be directed to Harshad R. Shah, 633-6506.
5. If approved by the state, the revision request will then be forwarded to the FHWA for their review and subsequent action.
6. Local officials will be notified on the action taken by the FHWA, and if approval is obtained, officials will be sent updated copies of the federal-aid maps and description sheets to replace the ones previously sent.

PURPOSE OF REALIGNMENT

The new federal-aid system is set up so as to favor the use of planning techniques by local officials to develop a useful road transportation network in their city or county. Also, they have some system to plan projects ahead of time. The year of anticipated functional usage for the system is five to ten years in the future. This should provide sufficient time for programming and implementing projected route segments.

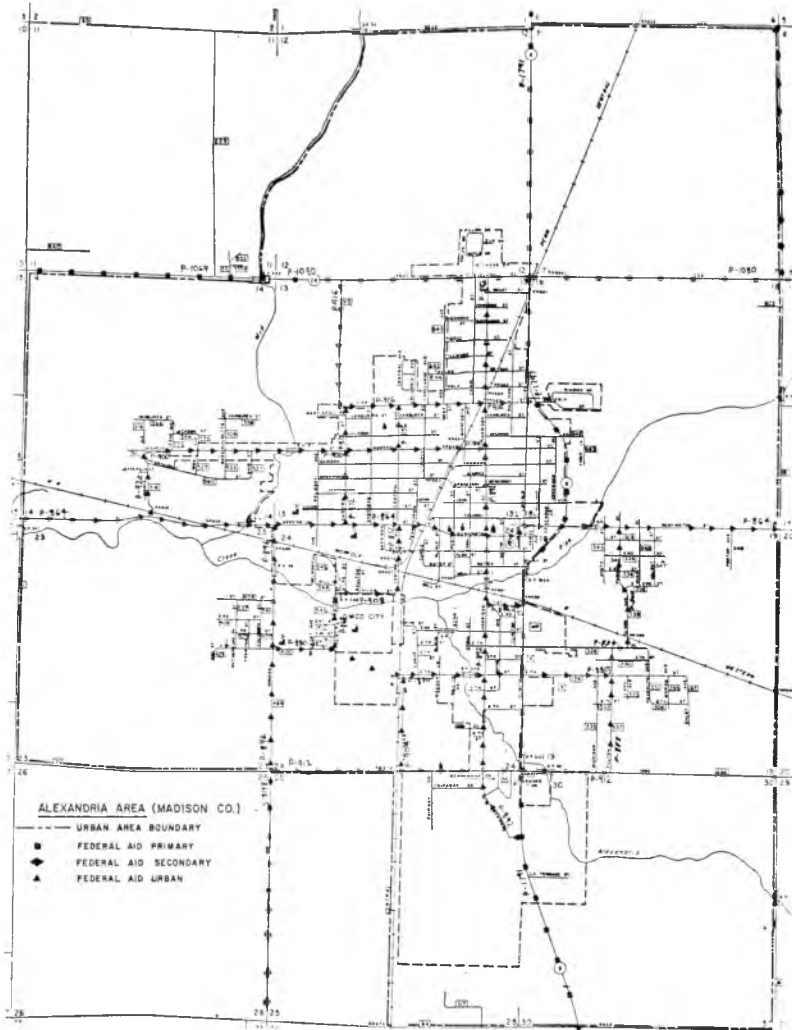


Figure 3.