

WEST VIRGINIA HIGHWAYS

Classification Systems, Characteristics and Usage

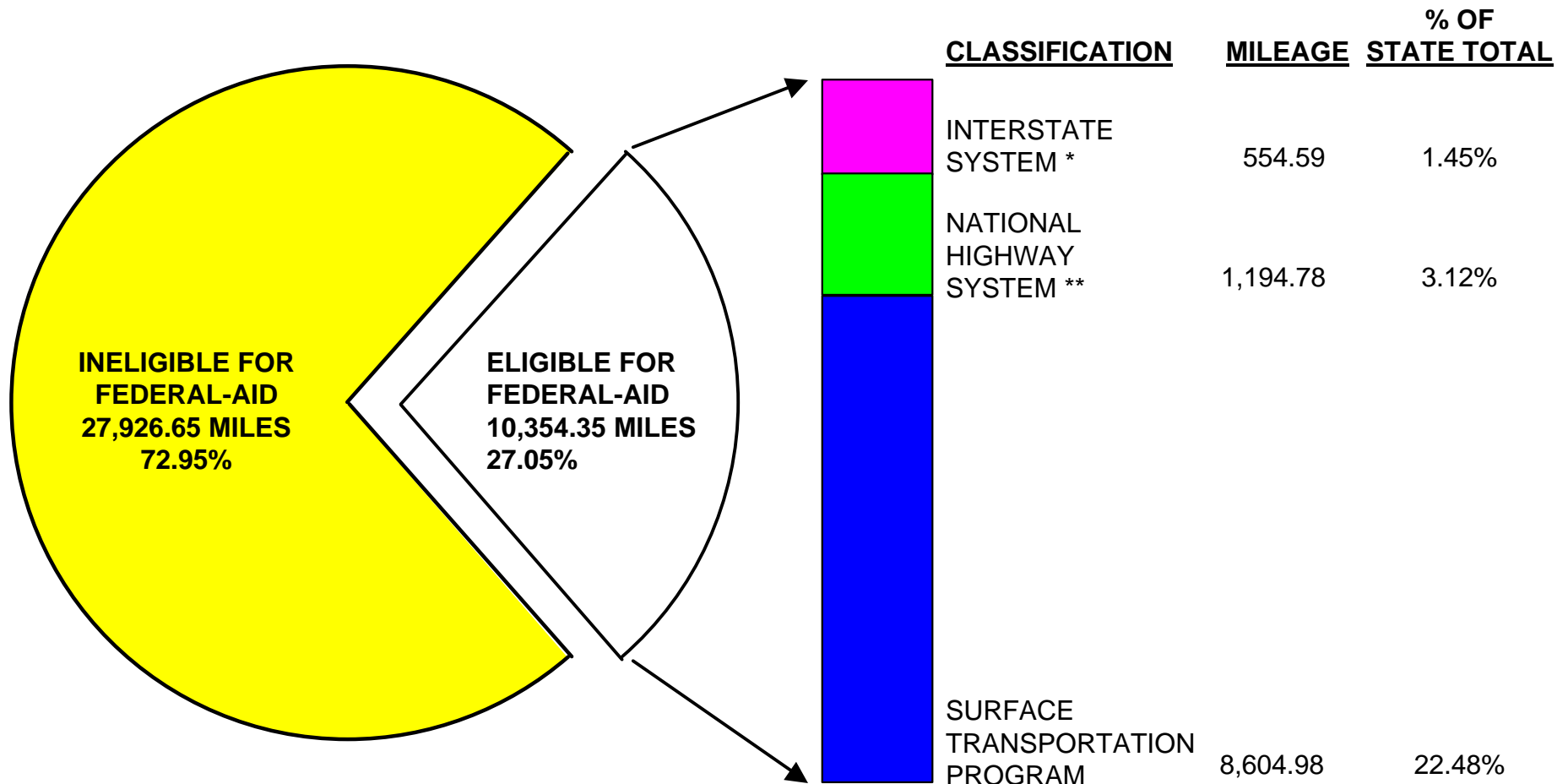
The Federal-aid Highway System

The US Government provides substantial financial assistance to the states for highway-related purposes by means of apportionment of funds from the Highway Trust Fund. These funds may be expended by a state only for specific purposes, in strict accordance with both the guidelines established by the US Congress and the regulations of the US Department of Transportation, Federal Highway Administration (FHWA). To fulfill these requirements, and for fund allocation purposes, the federal-aid highway classification system was established.

Practically all of the roads and streets in West Virginia are under the jurisdiction of State and local governments. Federal-aid highways are those segments of State and local system mileage eligible for federal aid (except under special circumstances, this system excludes roads that are functionally classified as Rural Minor Collector or Rural or Urban Local). The designation of a road or street as a federal-aid highway does not alter its status as a State road or city street; a federal-aid highway designation simply means that, because of the federal interest in this type facility, a road has been made eligible for federal-aid construction funds (see Figure 2.3).

For over twenty years, the Federal-Aid Highway Program had been directed primarily toward the construction and improvement of four federal-aid systems: Interstate, Primary, Secondary, and Urban. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) eliminated these four historical federal-aid systems, and replaced them with two federal-aid systems: the National Highway System (NHS) and the Interstate System, which is a component of the NHS. Additionally, the Surface Transportation Program (STP) was created for all roads not functionally classified as Local or Rural Minor Collector. Mileage for these systems is depicted in Table 2.4.

Figure 2.3
West Virginia Highways by Federal-aid Highway System
As of June 30, 2000



* Including WV Turnpike Mileage

** Including Intermodal Connector mileage, excluding Interstate System Mileage

Source: West Virginia Department of Transportation, Planning and Research Division, Roadway Records and Statistics Section. PR 528- Summary of Existing State and Local Roads and Streets, and Mileage Report HW2395A. Charleston, WV: 2000

TABLE 2.4
West Virginia Highways: Federal-Aid Highway System
As of June 30, 2000

FEDERAL-AID HIGHWAY SYSTEM	RURAL MILEAGE	URBAN MILEAGE	TOTAL STATE HIGHWAY MILEAGE	PERCENT OF TOTAL
National Highway System (excluding Interstate System)	1,068.44	100.01	1,168.45	3.05%
Interstate System (including the WV Turnpike)	457.43	97.16	554.59	1.45%
Surface Transportation Program	7,619.78	985.20	8,604.98	22.48%
NHS Connections to Major Intermodal Terminals	8.54	17.79	26.33	0.07%
TOTAL FEDERAL-AID ELIGIBLE	9,154.19	1,200.16	10,354.35	27.05%
Ineligible to receive Federal Aid	26,233.81	1,692.84	27,926.65	72.95%
STATE TOTAL	35,388.00	2,893.00	38,281.00	100.00%

SOURCE: West Virginia Department of Transportation, Planning and Research Division, Roadway Records and Statistics Section. PR528 – *Summary of Existing State and Local Roads and Streets and Mileage Report HW2395A*. Charleston, WV:2000. (Includes Federal, State and Municipal routes.)

The NHS consists of nearly 160,955 miles of major roads in the United States, including all Interstate routes, a large percentage of Urban and Rural Principal Arterials, the defense strategic highway network, and strategic highway connectors. The Dwight D. Eisenhower National System of Interstate and Defense Highways (the Interstate System) was originally established by the Federal-Aid Highway Act of 1944. The Federal-Aid Highway Act of 1956 and the companion Highway Revenue Act of 1956 further defined the purpose and extent of this system and, as subsequently amended, dedicated a group of federal excise taxes on motor fuel and automotive products to the support of federal-aid highway activities. The Interstate system connects, as directly as practicable, the nation's principal metropolitan areas, cities, and industrial centers; serves the national defense; and connects at suitable border points with routes of continental importance. West Virginia's Interstate System is shown on the map at the end of this section and the Interstate System mileage is depicted in Table 2.5.

TABLE 2.5
West Virginia Highways: Interstate System*
As of June 30, 2000

INTERSTATE	YEAR COMPLETED**	RURAL MILEAGE	URBAN MILEAGE	TOTAL MILEAGE
I-64	1988	88.49	36.38	124.87
I-64 Supplement		1.27	0.30	1.57
I-68***	1976	29.86	2.20	32.06
I-68 Supplement		2.87	0.00	2.87
I-70	1971	6.38	8.07	14.45
I-77	1976	90.65	10.20	100.85
I-77 Supplement		0.43	0.67	1.10
I-77 (WV Turnpike)	1987	71.74	14.62	86.36
I-79	1979	140.08	20.44	160.52
I-81	1966	25.09	0.91	26.00
I-470	1983	0.00	3.94	3.94
TOTAL		456.86	97.73	554.59

* Mileage includes Interstate connector roads

** Final segment of new construction (or reconstruction) was completed and opened to traffic

*** Corridor E was redesignated (from US 48) as I-68 in 1991. The mileage is not included in the Interstate apportionment funding formula.

SOURCE: West Virginia Department of Transportation, Planning and Research Division, Roadway Records and Statistics Section. PR 528 - *Summary of Existing State and Local Roads and Streets*, and Mileage Report HW2395A. Charleston, WV:2000.

As previously mentioned, the Surface Transportation Program (STP) is a block grant type program that may be used by the states and localities for any roads (including NHS) that are not functionally classified as Local or Rural Minor Collectors.