

WEST VIRGINIA HIGHWAYS

Classification Systems, Characteristics and Usage

The West Virginia Legal Functional Classification System

For many years, highways in West Virginia were legally classified as either “*primary*” or “*secondary*.” In 1967, the West Virginia Legislature passed a package of bills designed to abolish this highway classification system and replace it with one based on highway function—the West Virginia Legal Functional Classification System. Since that time, highways in West Virginia have been classified as either Expressway (X), Trunkline (T), Feeder (F), or State Local Service (SLS). This classification, commonly known as the X-T-F classification, indicates trip length characteristics and is based on both the present and *expected* level of service of West Virginia’s highways. A brief description of each of these functional systems follows (Table 2.6 and Figure 2.4 depict the mileage for each of these systems):

- ***Expressways (X)*** – connect metropolitan areas and provide service to major interstate and intrastate travel
- ***Trunklines (T)*** – intrastate network intended to serve smaller cities
- ***Feeders (F)*** – serve smaller towns and industrial and recreational areas not served by the higher systems, while collecting traffic for the higher systems
- ***State Local Service (SLS)*** – localized arterial and spur roads which provide access and socio-economic benefits to abutting properties; due to the large range of service this classification provides, it is necessary to further sub-classify as follows:
 - *Essential Arterial* – provides primary access between small population centers or localities
 - *Collector* – collects travel from the lower systems and distributes it to the higher systems
 - *Land Access* – provides access to any land area or associated improvement; also includes the following two subsystems:
 - ◆ *Home Access Road Program (HARP)* – the HARP system was established in 1998 to provide maintenance for those public roads serving as mail routes, school bus routes, etc., which were not (at that time) under the jurisdiction of the Division of Highways;
 - ◆ *State Park and Forest Roads* – provide access within these areas for recreational and/or commercial (e.g., logging, mining, etc.) purposes;

responsibility for the construction and maintenance of roads on publicly-owned lands within State parks and forests, and public hunting and fishing areas, was transferred from the Department of Natural Resources to the Department of Highways by legislative action in 1972

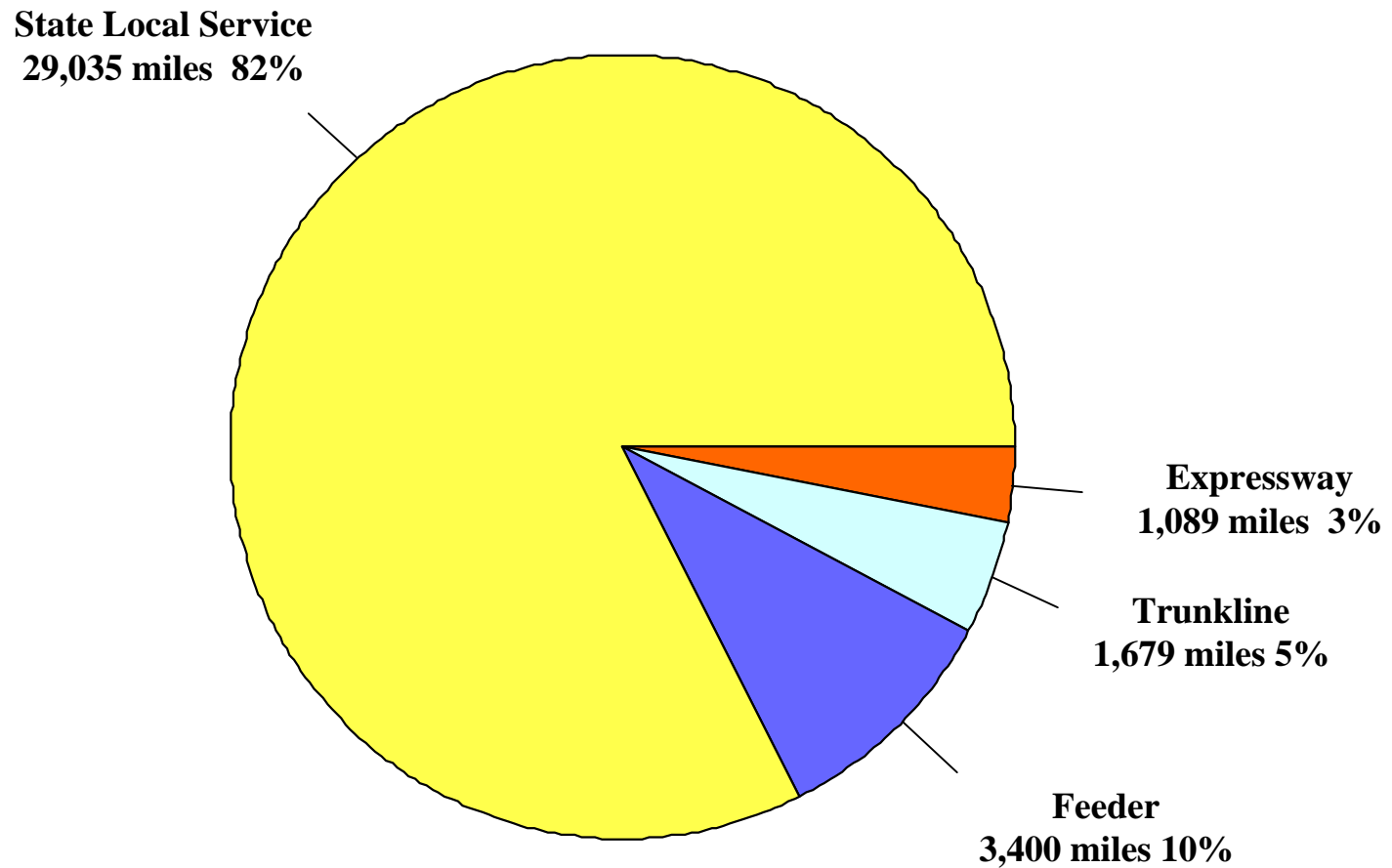
- *Occasional Use* – lowest classification of a local road; provides access to a rural area on a low-volume basis.

TABLE 2.6
West Virginia Highways
Under WVDOT Jurisdiction: Legal Functional Classification System
As of June 30, 2000

LEGAL FUNCTIONAL CLASSIFICATION SYSTEM	RURAL MILEAGE	URBAN MILEAGE	TOTAL STATE-MAINTAINED HIGHWAY MILEAGE	PERCENT OF TOTAL
Expressway (X)	937	152	1,089	3.09%
Trunkline (T)	1,520	159	1,679	4.77%
Feeder (F)	3,109	291	3,400	9.66%
Subtotal: X-T-F System	5,566	602	6,168	17.52%
State Local Service	28,179	856	29,035	82.48%
TOTAL: X-T-F and SLS Systems	33,745	1,458	35,203	100%

SOURCE: West Virginia Department of Transportation, Planning and Research Division, Roadway Records and Statistics Section. *Annual Inventory Tables*. Charleston, WV:2000.

Figure 2.4
**West Virginia Highways under WVDOT Jurisdiction
by State Legal Functional Classification System
As of June 30, 2000**



SOURCE: West Virginia Department of Transportation, Planning and Research Division, Traffic Analysis Section.
West Virginia Traffic Count File Summary Tables. Charleston, WV:2000.