

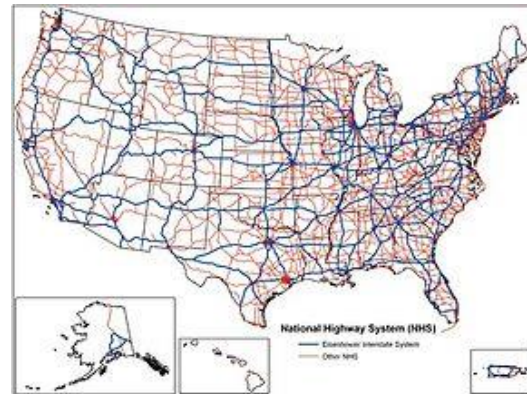
Important Contact Information

Federal Highway (FHWA)	(208) 334-1843
Local Highway Technical Assistance Council (LHTAC)	(208) 334-0565
ITD HQ Planning Services	(208) 334-8483
ITD District One	(208) 772-1200
ITD District Two	(208) 799-5090
ITD District Three	(208) 334-8300
ITD District Four	(208) 886-7800
ITD District Five	(208) 239-3367
ITD District Six	(208) 745-8735
Bannock MPO	(208) 233-9322
Bonneville MPO	(208) 612-8530
COMPASS	(208) 855-2558
Kootenai MPO	(208) 930-4164
Lewis-Clark Valley MPO	(208) 298-1345



Maranda Obray
 Idaho Transportation Department
 Planning Services
Maranda.Obray@itd.idaho.gov
www.itd.idaho.gov
 Phone (208) 334 8483

Idaho's National Highway System and Functional Classification



OUR MISSION: YOUR SAFETY, YOUR MOBILITY, YOUR ECONOMIC OPPORTUNITY

Building a Nation

The Interstate System has been called the Greatest Public Works Project in History according to the Federal Highways Administration (FHWA). From the day President Dwight D. Eisenhower signed the *Federal-Aid Highway Act of 1956*, the Interstate System has been a part of our culture as construction projects, as transportation in our daily lives, and as an integral part of the American way of life. Every citizen has been touched by it, if not directly as motorists, than indirectly because every item we buy has been on the Interstate System at some point. President Eisenhower considered it one of the most important achievements of his two terms in office, and historians agree.

Our nation has more than 47,850 miles of interstate highways and about ¼ of all vehicle miles of travel driven in the country use the Interstate system. According to FHWA, if we were to construct these highways today, it would cost more than \$511 billion dollars.

Our nation was built by the Interstate. The goods movement that began in the 1880s helped to promote the need for improved roads and pathways in order to get products to market. However, it was during World War II that it became obvious that there was also a need to develop a highway system for defense. This need spurred President Eisenhower to enact the National Highway System (NHS) of Interstate and Defense Highways. In 1966, President Lyndon B. Johnson said, "In a large measure, America's history is a history of her transportation."



Idaho's Functional Classification Facts

Interstate	612 miles
Other Freeway & Other Expressway	175 miles
Other Principal Arterial	2,053 miles
Minor Arterial	1,295 miles
Major Collector	1,115 miles
TOTAL	5,452 miles

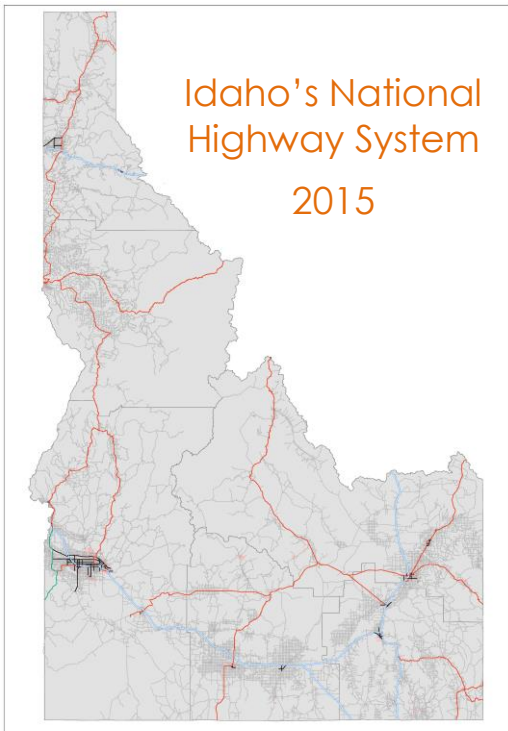
Idaho's NHS Facts

Interstate	612 miles
Non-Interstate STRAHNET	58 miles
Major STRAHNET Connector	1 mile
Other Principal Arterial	1,713 miles
Intermodal Connector	5 miles
MAP-21 Enhanced Principal Arterials	363 miles
TOTAL	2,752 miles

Today

Since the beginning of the interstate highway construction in 1956, America's population has grown and shifted, our economy has changed, and our needs have evolved. In 2015, USDOT Secretary Rodney Slater stated, "about 98% of all roads on the NHS have been built. The 159,071 miles of the NHS include only 4% of the nation's roads, but they carry more than 40% of all highway traffic, 75% of heavy truck traffic, and 90% of tourist traffic."

In 2014, ITD began updating and modifying both the NHS routes and the functional classified routes statewide to better reflect our state's present transportation needs and into the future.



What's the Difference

The NHS is a system of routes considered of highest importance in order to connect people, goods and services in the safest and most efficient way; such as, connecting metropolitan areas, cities and industrial centers throughout Idaho and all surrounding states. Including important routes into, through and around urban areas, serve the National Defense, and to the greatest extent possible, connect suitable border points with continental importance into and out of Canada.

Functional classification determines whether a route is eligible to receive federal funding based on the roadway's designation (major collector or above). Additionally, functional classification carries with it expectations about roadway design, including its speed capacity and relationship to existing and future land use development.

Functional classification designation is also important when determining whether a route should or should not be on the National Highway System; in order for a route to be on the NHS it must be classified a principal arterial or above to qualify.

Modifications and Changes

To assist ITD Districts and other local transportation agencies in updating the NHS and functionally classified routes in their area, ITD developed a Systems Procedures document that provides a

description of roadway characteristics, procedures and guidance to determine what a route qualifies under, as well as, how to make modifications to both the NHS and all roadways throughout Idaho.

Since implementing these procedures and guidelines, ITD has made modifications and changes to approximately 112 miles on the NHS by correcting errors, such as coding errors found, or reclassifying a route's functional class designation.

How Did We Do It?

ITD modified and made changes in two ways:

1. Corrections/Moderations

These include corrections to any of the following:

- Connector description;
- Connector mileages;
- Incorrect route names, numbers, or wrong route shields;
- Future NHS that is now open to traffic or partially open to traffic;
- NHS route alignment that differs from official records maintained by the state and previously approved FHWA;
- Miscoding of the SHS or NHS routes; and
- STRAHNET coding that differs from the official STRAHNET website maintained by the Department of Defense's Military Traffic Management Command Center.

Guided questions to determine whether you meet the correction or coding error criteria:

- Is the alignment of the route correct?
- Are the expanded NHS routes fully or partially complete?

- Does the route connect to at least one end of an existing NHS pre-MAP-21 route?

2. Additions/Deletions

These include:

- Adding new NHS connectors;
- Deleting NHS connectors;
- Adding a new route to the NHS;
- Realignment of an NHS route; and
- Adding STRAHNET route not currently displayed on the official STRAHNET website maintained by the Department of Defense's Military Traffic Management Command Center.

Guided questions to determine whether you meet the additions/deletions criteria:

- Does the route alleviate congestion?
- Does the route fill the gap in the NHS system?
- Does the route redirect traffic from city center to proposed bypass?
- Does the route influence the connectivity of existing NHS routes?
- Does the route provide inconsistency with the needs and priority of the community or region?
- Is there an existing parallel NHS route that carries traffic and provides continuity?
- Does the route comply with Appendix D of Subpart A of 23 CFR 470?

