



Fairbanks North Star Borough Comprehensive Roads Plan

What is functional classification?

Functional classification is *grouping streets and highways into categories according to the type of service that they provide*. All roads help the traveler move across the network, called *mobility*, and reach specific destinations, referred to as *access*.

What are the functional class categories?

The three standard road categories are *arterial*, *collector*, and *local*. Arterials and collectors are also often broken down into *major* and *minor* subcategories, with different implications for roadway design. For example, direct lot access is limited on *major collector* and higher roads. In addition, FNSB Code Title 17 provides guidelines for functional classifications based upon how many lots are served within subdivision.

Arterial. The highest category, these roads are designed to move travelers quickly and efficiently with higher mobility and speeds, and with few stops, turns, and intersections. Arterials in the FNSB are generally managed by the Alaska DOT&PF. *Example: the Johansen Expressway in Fairbanks. Meant for high speed and through traffic.*

■■■■ **Major Collector.** These roads collect and distribute traffic from local streets and channel it onto the arterial system. *Examples: N. Cowles in Fairbanks and Bradway Road in North Pole. Connects subdivisions and commercial areas.*

■■■■ **Minor Collector.** These roads collect and distribute traffic from local streets and channel it onto the major collector and arterial system. *Examples: Wilcox Avenue in Fairbanks and Davis Blvd. in North Pole. Typically serves over 40 lots.*

■■■■ **Future Study.** These roads are desirable connections but will require additional research before they will be officially included in the Roads Plan as a major or minor collector. *Examples: Corridor 382, which connects Two Rivers and North Pole, and Corridor 121 that would require a bridge over the Chena River to connect Roland and Dale Roads.*

Local. The lowest category, these roads typically have slower speeds and capacity since their main purpose is to provide access to properties such as homes and businesses. Local roads are determined by the subdivision design in the platting process. *Examples: Your friendly neighborhood streets. Typically serves 40 or fewer lots.*

In general, *collector* and *local* roads are established through the FNSB's subdivision process. The FNSB Roads Plan Future Corridors map series identifies the planned locations for *major* and *minor collector* roads within the Roads Plan study area. *Local* road locations are determined during the platting process by the subdivision design. The Roads Plan maps also identify several corridors as *future study*, meaning that they are desirable connections but will require additional research before they can be officially included as a *collector* road.

What is the purpose of functional classification?

The broad purpose of functional classification is *to develop an orderly road network, balancing the needs for access and mobility to promote safe and efficient travel*. At a more detailed level, different functional classification systems serve slightly different purposes. The purpose of the FNSB functional classification system is to guide the design of subdivision streets and access to local properties.

How does the borough use functional classification?

FNSB uses Functional Classification for *three separate and distinct purposes during the subdivision process*. *Access control policies* on roadway facilities depend upon their classification. Higher order roads have more restrictive access control. Based on a road's functional classification there are varying *design standards*. Finally, for a road to be included in the road plan it must be a *collector road or above*.



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