

Wilmington Area Planning Council

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*Delaware Transit Corporation
Chief Executive Officer*

Geoff Anderson
*Maryland Dept. of Transportation
Chief, Office of Planning,
Programming and Delivery*

David L. Edgell
*Delaware Office of State
Planning Coordination, Director*

Adam Streight
Cecil County Executive

Shanté Hastings
*Delaware Dept. of
Transportation Secretary*

Marcus Henry
New Castle County Executive

John Carney
Mayor of Wilmington

Kelly A. Benson, Mayor
*Cecil County Municipalities
Representative*

Kenneth Branner, Mayor
*New Castle County Municipalities
Representative*

WILMAPCO Executive Director
Tigist Zegeye

DRAFT
RESOLUTION

**BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)
TO APPROVE THE DECENNIAL FUNCTIONAL CLASSIFICATION UPDATE FOR NEW
CASTLE COUNTY, DELAWARE**

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, the Delaware Department of Transportation has requested approval by the MPO of the decennial functional classification update for New Castle County; and

WHEREAS, these changes have been reviewed and recommended for approval; and

WHEREAS, these changes stay within the functional classification mileage guidelines set by the FHWA;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby approve the update to the Functional Classification System in New Castle County, Delaware.

Date:

John Sisson, Chairperson
Wilmington Area Planning Council



General Guidelines for Roadway Functional Classification

Criteria	1. Interstate	2. Other Freeways and Expressways	3. Other Principal Arterial	4. Minor Arterial	5. Major Collector	6. Minor Collector	7. Local
Mileage Allowances (Urban)	1-2%	0-2%	4-5%	7-12%	7-13%		67-76%
Length	15+ miles	15+ miles	8+ miles	3-10 miles	2-8 miles	2-5 miles	less than 2 miles (4 miles in Rural areas)
Inside Shoulder Width	4-12 ft	0-6 ft	0 ft	0 ft	0 ft	0 ft	0 ft
Outside Shoulder Width	10-12 ft	8-12 ft	8-12 ft	4-8 ft	1-6 ft	1-4 ft	0-2 ft
AADT (Urban)	35,000 - 129,000	13,000 - 55,000	7,000 - 27,000	3,000 - 14,000	1,100 - 6,300	1,100 - 6,300	80 - 700
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided	Undivided	Undivided	Undivided
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Density	Connection between high density population & employment centers	Connection between high density population & employment centers	Connects moderate-to-High population & employment centers	Located along moderate population and / or employment centers	Located along moderate population and / or employment centers. Provides access to lesser traveled residential/ employment parcels	Provides access to lesser traveled residential/ employment parcels	Low AADT. Local traffic only.
Truck Traffic	High truck volumes	High truck volumes	High truck volumes. "Final mile" deliveries	Moderate truck volumes. "Final mile" deliveries	Low truck volumes. Bridge weight limits a factor.	Low truck volumes. Bridge weight limits a factor.	Local deliveries only
Transit Usage	Intercounty/ express bus service	Intercounty/ express bus service	Significant bus frequency	Significant bus frequency	Modest bus frequency	Modest bus frequency	Limited bus frequency
Travel Types	Intercity transport	Intercity transport	Inter/Intra region transport	Intra county transport	Intra county transport, with higher volumes, carrying traffic to/from arterial facility	Intra county transport, carrying traffic to/from arterial facility	Local traffic only
Mobility vs. Access	High mobility, limited access	High mobility, limited access	High mobility, moderate access	Equal priority for access and mobility	Moderate mobility, high access	High access, Mobility a secondary consideration	High access, Mobility a secondary consideration

Delaware Functional Classification Update

4/18/2026



Excellence in Transportation **Every Trip.**

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

Every Dollar.

We seek the best value for every dollar spent for the benefit of all.

Everyone.

We engage our customers and employees with respect and courtesy as we deliver our services.

2026 Delaware Total Fatalities

as of 06/04/26

	2026	2025			2024				
	Year-to-date	Year-to-Date		Total	Year-to-Date		Total		
Fatalities	47	39	↑	+21%	117	56	↓	-16%	130
Delaware Residents	44	30	↑	+47%	90	47	↓	-6%	110
Person Types									
Vehicle Occupant	27	20	↑	+35%	67	32	↓	-16%	65
Pedestrian	9	11	↓	-18%	27	11	↓	-18%	34
Bicyclist	2	1	↑	+100%	4	3	↓	-33%	5
Motorcyclist	8	6	↑	+33%	17	7	↑	+14%	21
Other Person Type	1	1		0%	2	3	↓	-67%	5
Crash Types									
Curve Related	11	6	↑	+83%	15	10	↑	+10%	23
Roadway Departure	19	18	↑	+6%	50	21	↓	-10%	42
Intersection Related	10	10		0%	37	23	↓	-57%	48
Median Crossover	1	0	↑	+100%	2	0	↑	+100%	0
Wrong Way	0	2	↓	-100%	4	1	↓	-100%	4
Work Zone	2	3	↓	-33%	7	2		0%	5



Safe System Approach



What is Functional Classification?



Process for classifying streets and highways into a hierarchy based on role they serve in moving people and goods through the transportation network



Seeks to balance competing functions among different roads:

(1) Mobility – Moving traffic long distances

(2) Access – Providing access to home, businesses and other land uses



Typically updated every 10 years to coincide with decennial census and release of updated Urbanized Areas



Federal Highway Administration Role



FHWA Directive 23 CFR 470 – assigns state transportation agencies (DOTs) with primary responsibility for developing and updating Functional Classification system



State DOT cooperates and seeks advice from responsible local officials (MPOs) in developing and updating classifications



Recommendations submitted to FHWA for approval after which they serve as the official record for Federal-Aid highways and basis for designation of National Highway System



ROADWAY FUNCTIONAL CLASSIFICATIONS

A roadway's functional classification describes the type of service it provides in moving people and goods.

FUNCTIONAL CLASSIFICATION	PRIMARY PURPOSE	TYPICAL ROADWAY CHARACTERISTICS	KEY FEATURES
 <p>INTERSTATE HIGHWAYS</p>	<p>Provide the highest level of mobility for long-distance trips and connect major regions of the country.</p>		<ul style="list-style-type: none"> • Highest mobility • Full access control • Limited points of entry/exit • Grade separated intersections • Long-distance travel
 <p>OTHER FREEWAYS & EXPRESSWAYS</p>	<p>Provide high mobility for relatively long-distance travel within and between metropolitan areas.</p>		<ul style="list-style-type: none"> • High mobility • Limited access control • Limited points of entry/exit • Some grade separations • Medium to long-distance travel
 <p>PRINCIPAL ARTERIALS</p>	<p>Move people and goods through urban areas and connect major activity centers.</p>		<ul style="list-style-type: none"> • Moderate mobility • Managed access • Frequent intersections • Connect major activity centers • Medium-distance travel
 <p>MINOR ARTERIALS</p>	<p>Provide connections between neighborhoods and arterial roadways.</p>		<ul style="list-style-type: none"> • Moderate to low mobility • Managed access • More frequent intersections • Connect neighborhoods • Short to medium-distance travel
 <p>COLLECTOR ROADS</p>	<p>Collect traffic from local streets and connect to arterials.</p>		<ul style="list-style-type: none"> • Low mobility • Access to properties • Short blocks, frequent intersections • Connect to arterials • Short-distance travel
 <p>LOCAL ROADS</p>	<p>Provide direct access to adjacent land and properties.</p>		<ul style="list-style-type: none"> • Lowest mobility • Direct property access • Frequent driveways & intersections • Short-distance travel • Typically not a through route



Functional classification helps agencies plan, design, operate, and maintain roadways in an integrated transportation system.

Why is Functional Classification Important?



Used by **DeIDOT** in Capital Transportation Program (CTP) and project development to evaluate:

- System Operating Effectiveness & Level of Service (LOS)
- Safety Countermeasure Targeting
- Multi-Modal Access
- Establish design criteria/physical geometry:
 - Speeds / Number of lanes / Access Mgt / Intersection spacing / Bike-Ped facilities



Used by **WILMAPCO** to help guide investments and prioritize projects in Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and Congestion Management Process (CMP).



Influences **Federal and State Funding**

- Federal Aid System (NHS, Arterials and Major Collectors)



Mobilize Functional Classification team & document/map proposed revisions/changes

a. Review Team:

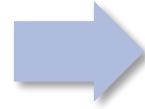
- DeIDOT
- WILMAPCO
- Dover/Kent MPO
- Sussex County

b. Generate data and maps

c. Document proposed revisions/changes submitted by MPOs and Sussex County.

d. Document internal Planning staff proposed changes/revisions

e. Develop final draft of recommendations



Distribute draft recommendations for review by additional DeIDOT personnel

- DOTS
- Finance
- TMC
- Safety
- Road Design
- Bridge Design



Develop final list of Functional Classification revisions/changes

a. Submit proposed functional classification network information to FHWA

b. Incorporate Functional Classification changes into Enterprise Systems

c. Forward revisions/changes to FHWA HEPP for inclusion into the HEPPGIS database

d. Incorporate revisions/changes into DeIDOT Road Inventory Management System (RIMS) and annual HPMS data submission to FHWA

Stakeholder Coordination Process

All proposed revisions to an existing roadway functional classification must provide a compelling reason in order to maintain continuity and predictability of the existing system.

What was Process & Methodology for Updating Delaware's Functional Classification?



New Castle County

Functional Classification Recommendations

54 Submissions

- WILMAPCO
- New Castle County
- DeIDOT (+ coordination w/Town of Middletown & City of Wilmington)



General Guidelines for Roadway Functional Classification

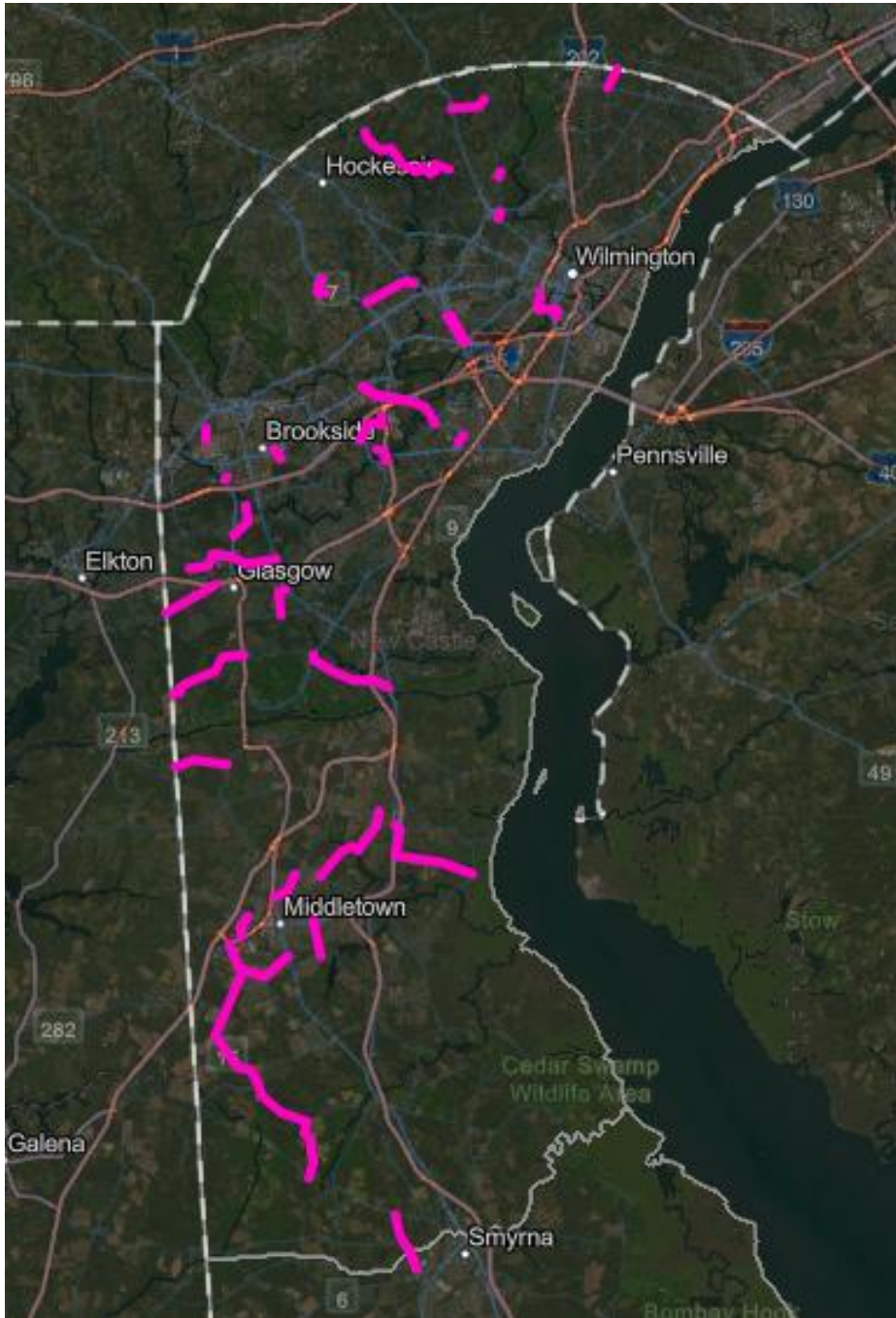
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Please Refer to Handout

DeIDOT Functional Classification Internal Review Guidelines



Source: "Highway Functional Classification Concepts, Criteria and Procedures" 2013 Edition, FHWA



NCC - Proposed Functional Classification Revisions



COUNTY	ROADWAY ID	MAINT_RD	ROADWAY NAME	CURRENT FUNCTIONAL CLASSIFICATION	REVISED FUNCTIONAL CLASSIFICATION	JUSTIFICATION	Justific_1	From2	To2	Submitter_
1	1385	00010	NC-00010 (Levels Road)	Minor Collector	Other Principal Arterials	New extension		NC-00443 (Middletown Warwick Road)	NC-00443A (Warwick Road)	DeIDOT
1	1385	00010	NC-00010 (Levels Road)	Minor Collector	Other Principal Arterials	New extension		NC-00443 (Middletown Warwick Road)	NC-00443A (Warwick Road)	DeIDOT
1	14	00010	NC-00010 (Levels Road)	Minor Collector	Other Principal Arterials	New extension		NC-00443 (Middletown Warwick Road)	NC-00443A (Warwick Road)	DeIDOT
1	14	00010	NC-00010 (Levels Road)	Minor Collector	Other Principal Arterials	New extension		NC-00443 (Middletown Warwick Road)	NC-00443A (Warwick Road)	DeIDOT
1	382	423	BAYVIEW ROAD	Local	Minor Collector	AADT = 1,091. Increasing development along Bayview Road		Vance Neck Rd	US 13	DeIDOT
1	392	00433	BETHEL CHURCH ROAD	Minor Collector	Major Collector	Signed Delaware Routes are often classified as Major Collector and above which qualifies them for FHWA funding, but there are portions of the signed Delaware Routes that are classified lower and should be upgraded for consistency and funding.		Maryland Line	NC-00435-F	DeIDOT
1	420	00463	BLACKBIRD STATION ROAD	Minor Collector	Major Collector	Signed Delaware Routes are often classified as Major Collector and above which qualifies them for FHWA funding, but there are portions of the signed Delaware Routes that are classified lower and should be upgraded for consistency and funding.		NC-00047	NC-00025-F	DeIDOT
1	151	00242	CAMPBELL ROAD	Minor Collector	Major Collector	Signed Delaware Routes are often classified as Major Collector and above which qualifies them for FHWA funding, but there are portions of the signed Delaware Routes that are classified lower and should be upgraded for consistency and funding.		NC-00273-F	NC-00262-F	DeIDOT
1	265	00330	CHURCHMANS ROAD	Minor Arterial	Other Principal Arterials	FC continuity with western portion of Churchmans Rd		Cavalier Country Club Drive	Airport Rd	DeIDOT
1	60	00040	CLAYTON DELANEY ROAD	Minor Collector	Major Collector	Signed Delaware Routes are often classified as Major Collector and above which qualifies them for FHWA funding, but there are portions of the signed Delaware Routes that are classified lower and should be upgraded for consistency and funding.		NC County Line	NC-00482-F	DeIDOT
1	440	00482	CLAYTON GREENSPRING ROAD	Minor Collector	Major Collector	Signed Delaware Routes are often classified as Major Collector and above which qualifies them for FHWA funding, but there are portions of the signed Delaware Routes that are classified lower and should be upgraded for consistency and funding.		NC-00040-F	NC-00047-F	DeIDOT
1	14119	00030A	CONNECTOR ROAD	Other Expressways & Freeway	Other Principal Arterials			NC-00030 (Summit Bridge Road)	NC-00030 (Summit Bridge Road)	DeIDOT
1	170	00261	CREEK ROAD	Minor Collector	Major Collector	Signed Delaware Routes are often classified as Major Collector and above which qualifies them for FHWA funding, but there are portions of the signed Delaware Routes that are classified lower and should be upgraded for consistency and funding.		NC-00262A-F	NC-00247-F	DeIDOT
1	172	00262A	CREEK ROAD	Minor Collector	Major Collector	Signed Delaware Routes are often classified as Major Collector and above which qualifies them for FHWA funding, but there are portions of the signed Delaware Routes that are classified lower and should be upgraded for consistency and funding.		NC-00262-F	NC-00261-F	DeIDOT
1	357	00401	DEL LAWS ROAD	Local	Minor Collector	AAAT = 2,880	Provides access to two roads with a high classification (Major Collector and Minor Arterial)	Porter Rd	Wrangle Hill Rd	DeIDOT
1	352	00396	DENNY ROAD	Local	Minor Collector	Length	1,713 AADT. Significant development over last 15 years. Connects Major Collector and Other Principal Arterial (SR 71). DeIDOT has made significant investments at SR 71 and Denny Rd / Howell School Rd Intersection.	Steele Rd	Summit Bridge Rd	DeIDOT

Please Refer to Handout

NCC – Proposed Functional Classification Revisions

- WILMAPCO
- NCC
- DeIDOT



Interactive Map

Proposed Functional Classification Revisions - NCC Delaware Department of Transportation

Search [] Layers []

- Name: Apple Road
From: Minor Collector
To: Local
Submitter WILMAPCO
- Name: Bayview Rd
From: Local
To: Minor Collector
Submitter
- Name: BETHEL CHURCH ROAD
From: Minor Collector
To: Major Collector
Submitter DelDOT
- Name: BLACKBIRD STATION ROAD
From: Minor Collector
To: Major Collector
Submitter DelDOT

Map showing proposed functional classification revisions for roads in the Wilmington, Delaware area. The map includes labels for various locations and roads, such as Oxford, Hockessin, Brookside, Elktion, Glasgow, Pennsville, and Middletown. The Delaware River is visible on the right side of the map.

Map navigation controls: +, -, Home, Full Screen

Next Steps

- WILMAPO Council
- Dover/Kent MPO TAC/Council
- Notification to FHWA



Questions?

Comments?

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