

# Roadway Functional Classification



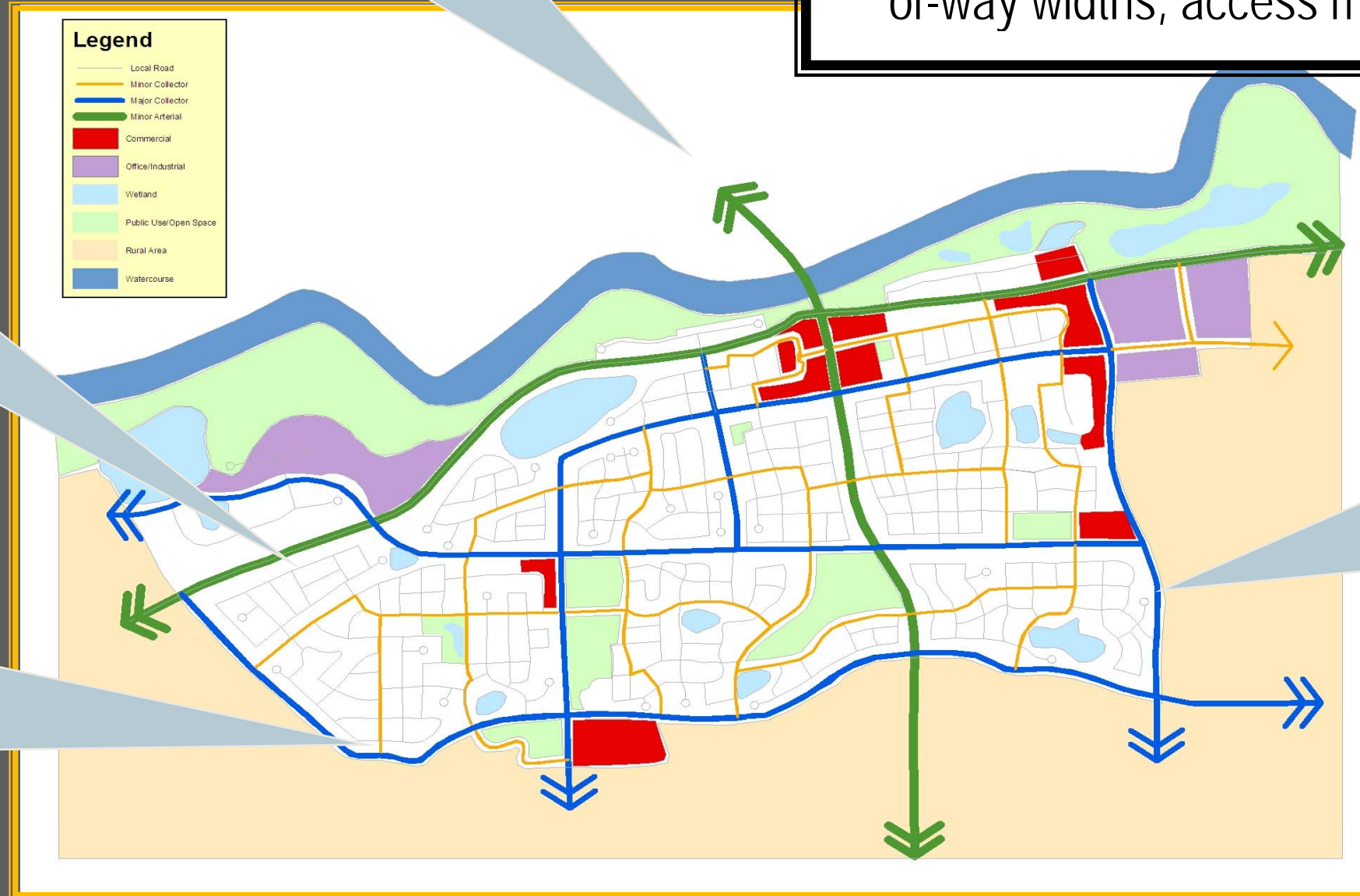
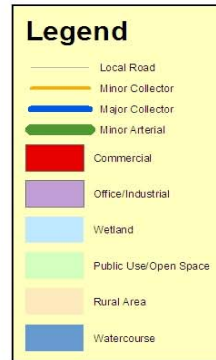
## Principal Arterials

- **Primary Purpose:** Connect large urban areas with major cities and other urban areas (e.g. Minneapolis to Dallas).
- **Character of Service:**
  - Accommodates the longest trips in the roadway network, typically greater than 8 miles
  - Emphasis is focused on mobility rather than access
  - Travel speeds of 55 mph or greater
  - Freeway/Expressway design
- **Typical Jurisdiction:** State

- ➔ Basis for *nearly all* Transportation Plan recommendations
- ➔ Defines the role that any particular roadway plays in the roadway network (basis for design standards, right-of-way widths, access management, jurisdiction, etc.)

## Minor Arterials

- **Primary Purpose:** Link large urban areas and rural principal arterials to larger towns.
- **Character of Service:**
  - Accommodates trips greater than 5 miles
  - Emphasis is more on mobility than access
  - Travel speeds of 40–55 mph
  - 2-lane rural highways, multi-lane urban highways
- **Typical Jurisdiction:** State or County



## Minor Collectors

- **Primary Purpose:** Facilitate the collection of local traffic and convey it to Major Collectors and Minor Arterials.
- **Character of Service:**
  - Accommodates the trips less than 2 miles
  - Emphasis is on access rather than mobility
  - Travel speeds of 30 – 55 mph
  - 2-lane rural roadways, local streets
- **Typical Jurisdiction:** City or Township

## Major Collectors

- **Primary Purpose:** Establish local connectivity within Cities by interconnect neighborhoods, business concentrations, and arterial roadways. Provide secondary connectivity between smaller towns.
- **Character of Service:**
  - Accommodates the trips less than 5 miles
  - Emphasis is balanced between mobility and access
  - Travel speeds of 30–55 mph
  - 2-lane rural roadways, multi-lane urban roadways, parkways
- **Typical Jurisdiction:** County or City