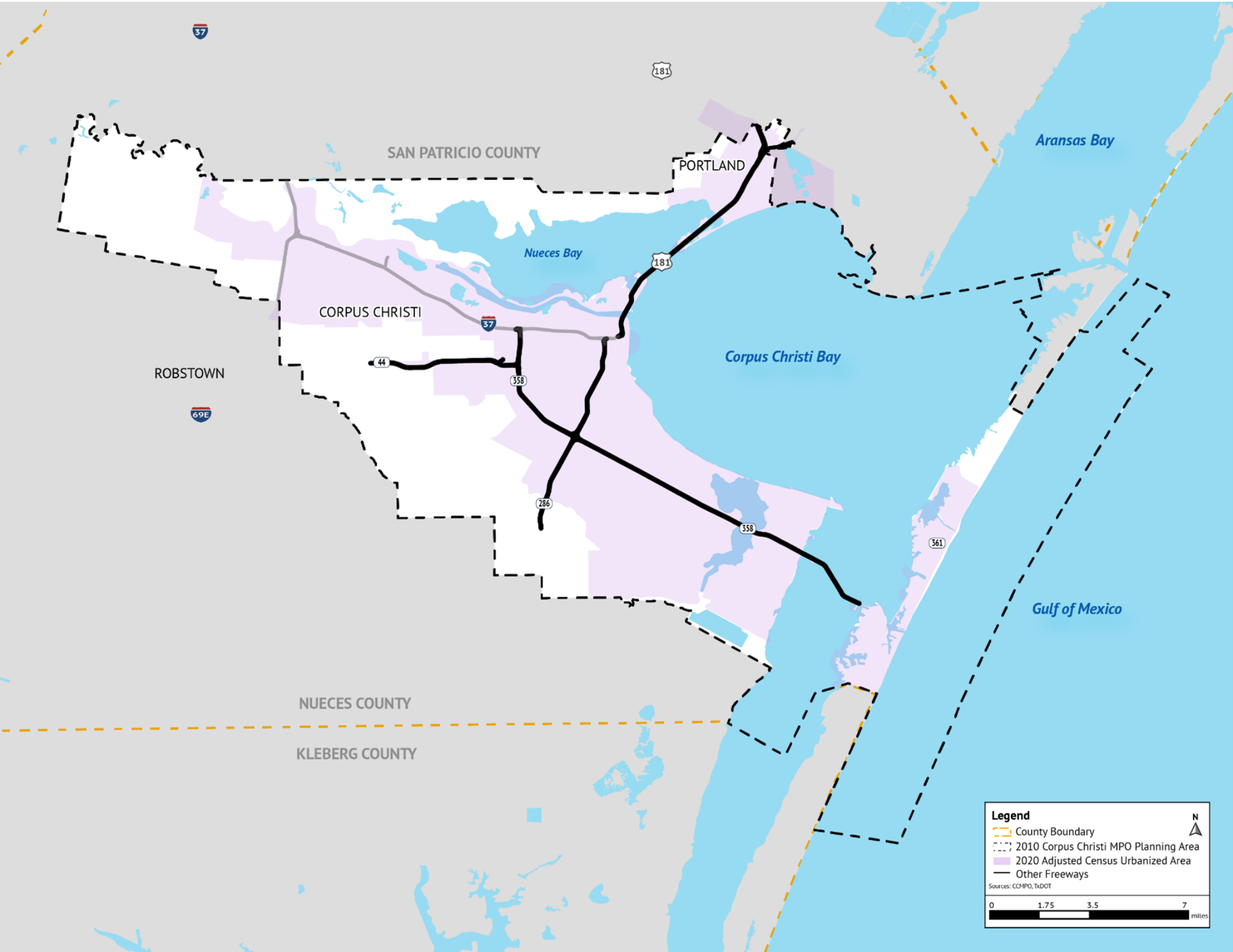
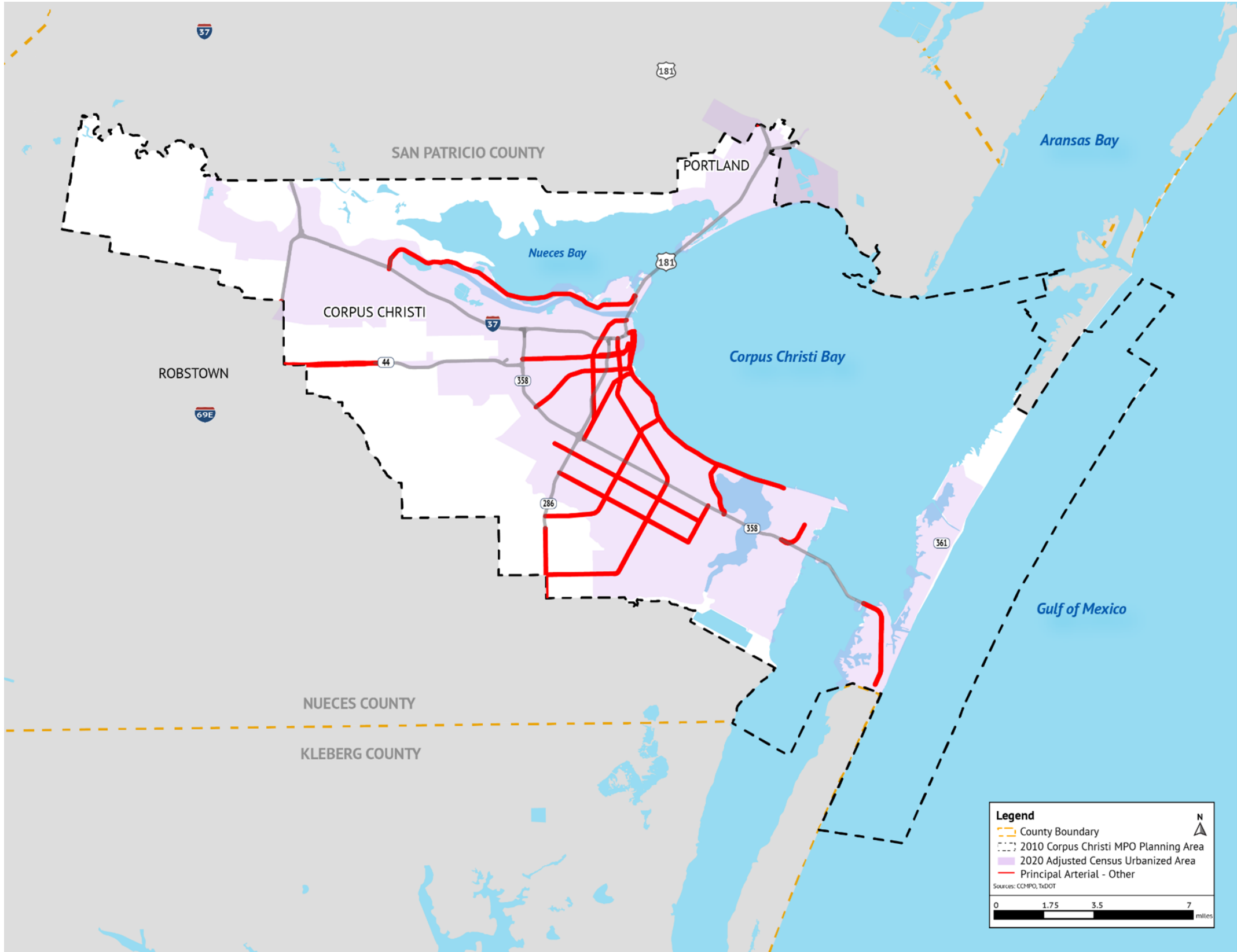


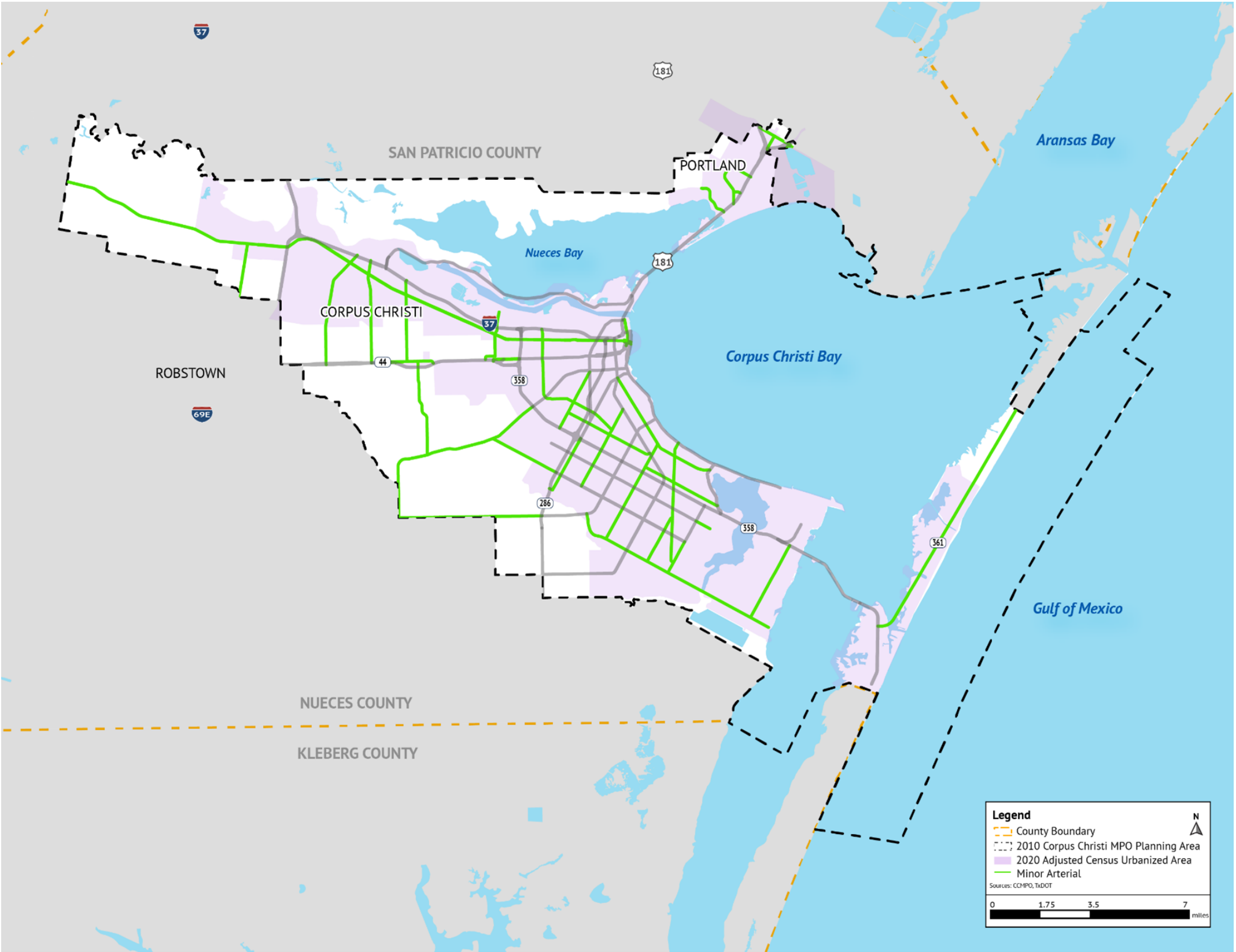
Interstate Highways - Serve major activity centers, highest traffic volume corridors and longest trip demands. Carry high proportion of total urban travel on minimum of mileage. Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area. Serve demand for intra-area travel between the central business district and outlying residential areas.



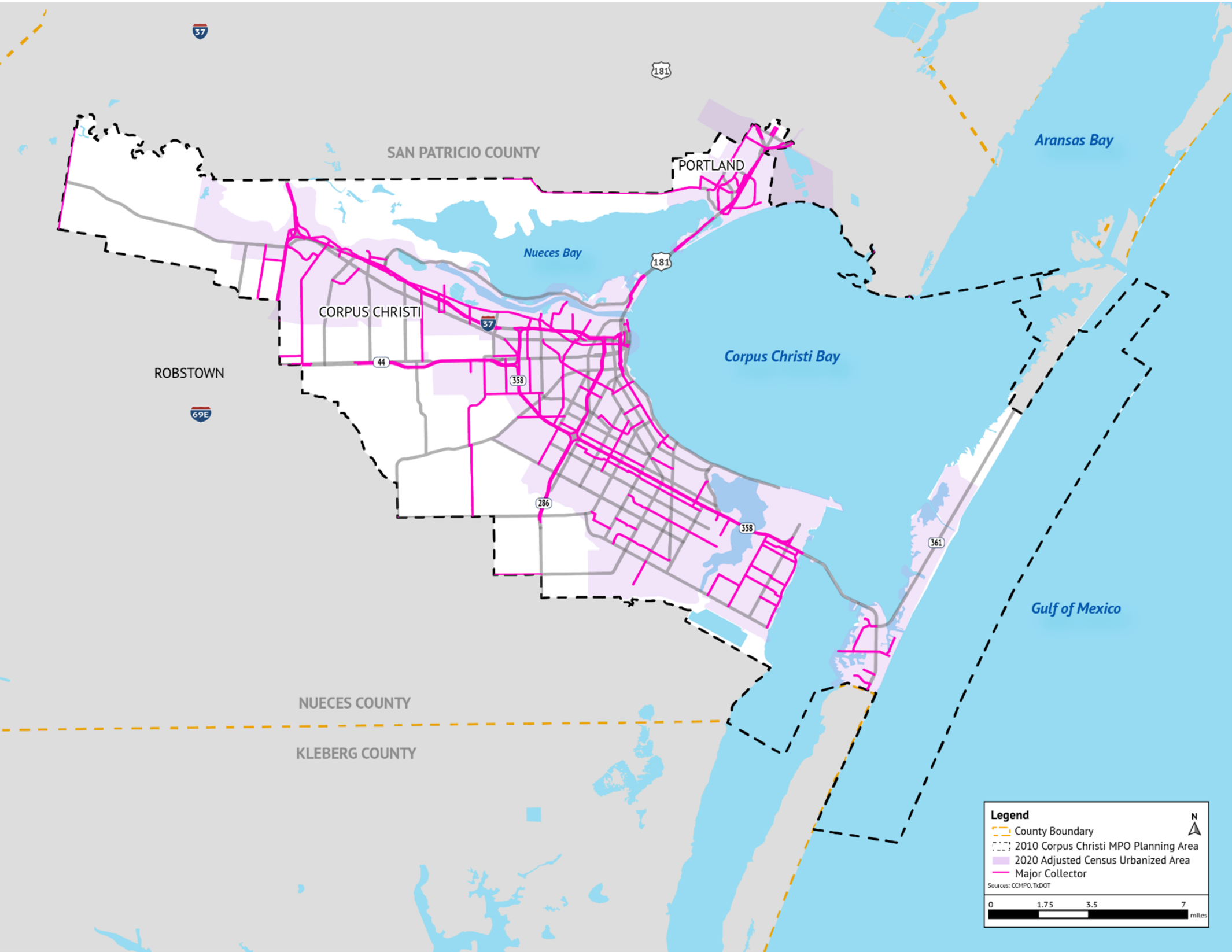
Principal Arterial - Other Freeway and Expressways - Interconnect and augment the higher level Arterials. Serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials. Distribute traffic to smaller geographic areas than those served by higher-level Arterials. Provide more land access than Principal Arterials without penetrating identifiable neighborhoods. Provide urban connections for Rural Collectors.



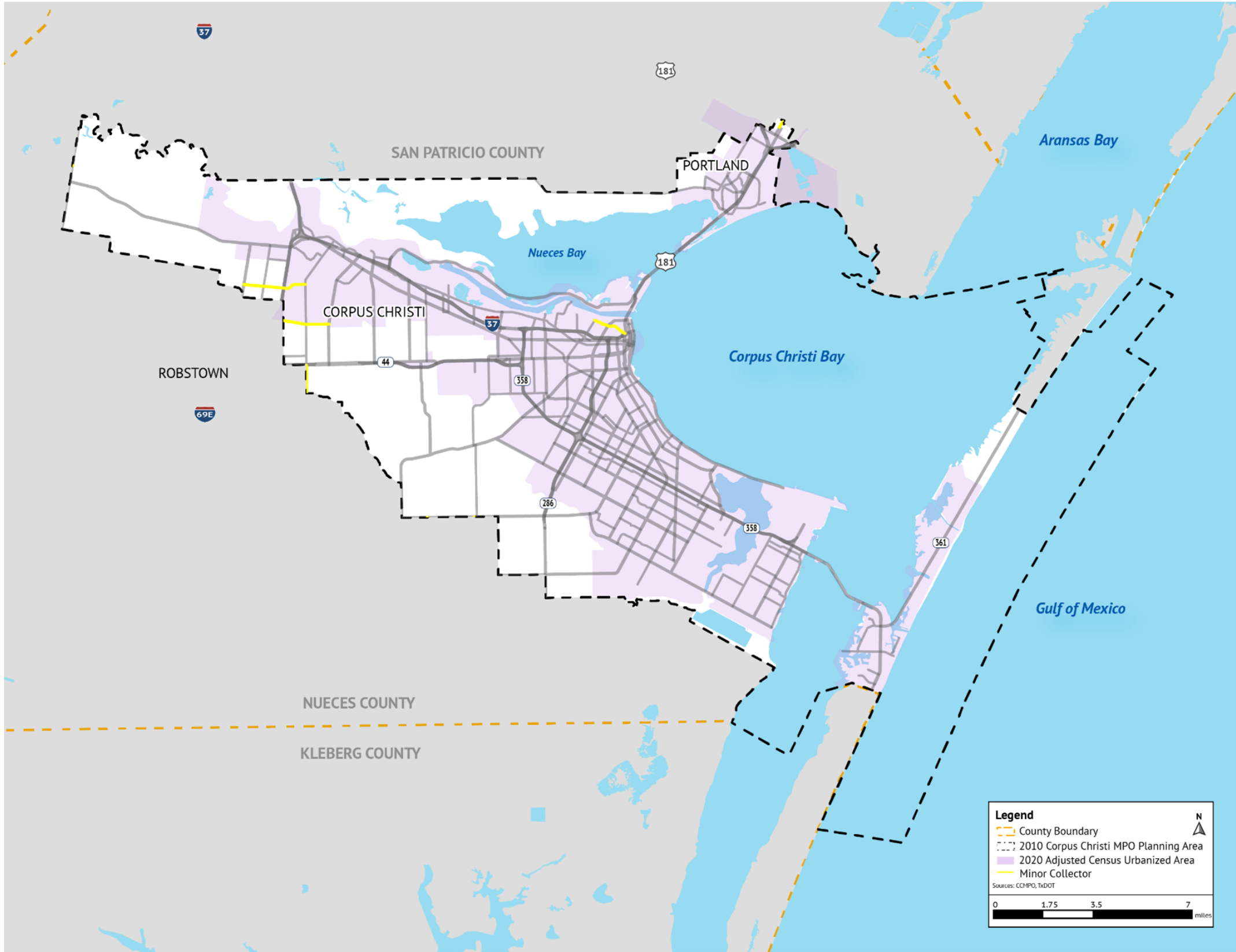
Principal Arterial – Other



Minor Arterial - Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.



Major Collector - Serve both land access and traffic circulation in **higher density residential, and commercial/industrial areas**. Penetrate residential neighborhoods, often for **significant distances**. Distribute and channel trips between Local Roads and Arterials, usually over a distance of greater than three quarters of a mile. Operating characteristics include **higher speeds and more signalized intersections**.



Minor Collector - Serve both land access and traffic circulation in **lower density residential and commercial/industrial areas**. Penetrate residential neighborhoods, often only for a **short distance**. Distribute and channel trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile. Operating characteristics include **lower speeds and fewer signalized intersections**.

Federal Functional Classification Area Roads

The U.S. Department of Transportation's Federal Highway Administration (FHWA) classifies our Nation's urban and rural roadways by road function. Each function class is based on the type of service the road provides to the motoring public, and the designation is used for data and planning purposes. Design standards are tied to function class. Each class has a range of allowable lane widths, shoulder widths, curve radii, etc. The following photos and information illustrate the four major road function classifications: Interstates, Other Arterials, Collectors, and Local roads. The amount of mobility and land access offered by these road types differs greatly.