

Federal Functional Class Definitions for Roadways

I. Principal Arterials

- These roadways fall into the top three functional classification sub-categories and make up the National Highway System (NHS).
- Principal Arterials (Interstate, Other Freeways & Expressways and Other Principal Arterials) provide service for trips of longer lengths, travel at higher speeds and provide similar service in both urban and rural areas.

A. Interstates (Examples: I-5 and I-205)

- The highest classification of arterials are designed and constructed with mobility and long-distance travel in mind.
- Officially designated as interstates by the U.S. Secretary of Transportation, and include all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways.

B. Other Freeways and Expressways (Examples: OR 224 [Milwaukie Expressway], OR 217, OR 213, Kruse Way)

- These roadways look very similar to interstates; with directional travel lanes separated by some type of physical barrier, and their access and egress points limited to on- and off-ramps or a very limited number of at-grade intersections.
- Like interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.

C. Other Principal Arterials (Examples: US 26, OR 212, OR 213N (82ndAve), OR 43, OR 99E [McLoughlin Boulevard], OR 213S)

- Serve major centers of metropolitan areas
- Provide a high degree of mobility through both urban and rural areas

II. Minor Arterials (Examples: OR 224 [outside the UGB], OR 211, OR 213S [south of Leland], OR 99E between Oregon City and Canby and south of Canby, OR 551)

- Provide service for trips of moderate length, serve geographic areas that are smaller than principal arterials and offer connectivity to the principal arterial system.
 - In urban areas, interconnect and augment the principal arterial system, provide intra-community continuity and may carry local bus routes.
 - In rural areas, should be identified and spaced at intervals consistent with population density, so that all developed areas are within a reasonable distance of a principal arterial.

The spacing may vary from 1/8- to 1/2-mile in the central business districts and 2 to 3 miles in suburban fringes. Normally, spacing should not exceed 1 mile in fully developed areas.

III. Major and Minor Collectors (Example: OR 224 south of Estacada)

- Gather traffic from local roads and funneling them to the arterial network.
- Major collectors are generally longer; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than minor collectors.
- Total mileage of Major Collectors is typically lower than the total mileage of Minor Collectors,
- Total Collector mileage is typically one-third of the local roadway network

IV. Local Roads

- The largest percentage of all roadways in terms of mileage.
- Not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.
- Bus routes generally do not run on Local Roads.

V. Federal Funding

- Federal aid funding can only be used on Principal Arterials, Minor Arterials, Urban Collectors and Rural Major Collectors.

Relationship between Functional Classification and Travel Characteristics

Functional Classification	Distance Served	Access Points	Speed Limit	Distance between Routes	Usage	Significance	Number of Travel Lanes
Arterial	<i>Longest</i>	<i>Few</i>	<i>Highest</i>	<i>Longest</i>	<i>Highest</i>	<i>Statewide</i>	<i>More</i>
Collector	<i>Medium</i>	<i>Medium</i>	<i>Medium</i>	<i>Medium</i>	<i>Medium</i>	<i>Medium</i>	<i>Medium</i>
Local	<i>Shortest</i>	<i>Many</i>	<i>Lowest</i>	<i>Shortest</i>	<i>Lowest</i>	<i>Local</i>	<i>Fewer</i>

Functional Class Comparisons - URBAN

	FHWA (State Highways and Local Roads)	ODOT (FHWA and other classifications)	Metro (regional design types and functional class)	Clackamas County
Principal Arterials	National Highway System	National Highway System		
	Interstate	Interstate	<ul style="list-style-type: none"> • Throughway (Freeway) • Regional Principal Arterials 	Freeway
	Other Freeways & Expressways	Other Freeways & Expressways	<ul style="list-style-type: none"> • Throughway (Highway) • Regional Principal Arterials 	Expressway / State Highway
	Other Principal Arterials	Other Principal Arterials		Major Arterial / State Highway
			<ul style="list-style-type: none"> • Throughway (Parkway) • Regional Principal Arterials 	
Arterials	Minor Arterials	Minor Arterials	Regional Boulevard/ Regional Street / Major Arterial	Major Arterial Major Arterial / State Highway
	Minor Arterials	Minor Arterials	Community Boulevard / Community Street / Minor Arterial	Minor Arterials
Collectors	Urban Collector	Urban Collector	Collector	Major Collector
	Urban Collector	Urban Collector	Collector	Minor Collector
Connector	Local	Local	Local	Connector - Urban Center Commercial / Multifamily / Industrial
Local	Local	Local	Local	Local

Functional Class Comparisons - RURAL

	FHWA (State Highways and Local Roads)	ODOT (uses FHWA and other classifications)	Metro (Regional Design Types within Metro Boundary)	Clackamas County
Principal Arterials	National Highway System	National Highway System		Freeway
	Interstate	Interstate		Expressway / State Highway
	Other Principal Arterials	Other Principal Arterials		Major Arterial / State Highway
Arterials	Minor Arterials	Minor Arterials	Rural Arterial	Major Arterial Major Arterial / State Highway
	Minor Arterials	Minor Arterials		Minor Arterials
Collectors	Major Collectors	Major Collectors		Major Collectors
	Minor Collectors	Minor Collectors		Minor Collectors
Connector	Local	Local	Local	Connector – Rural Center Rural
Local Road	Local Road	Local Road	Local Road	Local Road