

# ROADWAY CLASSIFICATIONS

## ACCESS MANAGEMENT



### ROADWAY FUNCTIONAL CLASSIFICATION

The roadway hierarchy is based on the premise that different roads serve different functions within the transportation network. One of the key principles of access management is that the level of access on roadways should be based on the intended function of a roadway. Freeways are at one end of the spectrum and are designed and constructed to accommodate large volumes of high-speed traffic with very little interference from traffic entering or leaving the roadway. At the other end of the spectrum, local/residential streets typically have very low traffic volumes and slow speeds while providing access to adjacent properties via separate driveways and/or on-street parking.

Source - FHWA Issue Brief FHWA-SA-10-005, 2009.



Freeway



Arterial



Collector



Local

### IMPORTANCE OF A FUNCTIONAL CLASSIFICATION SYSTEM

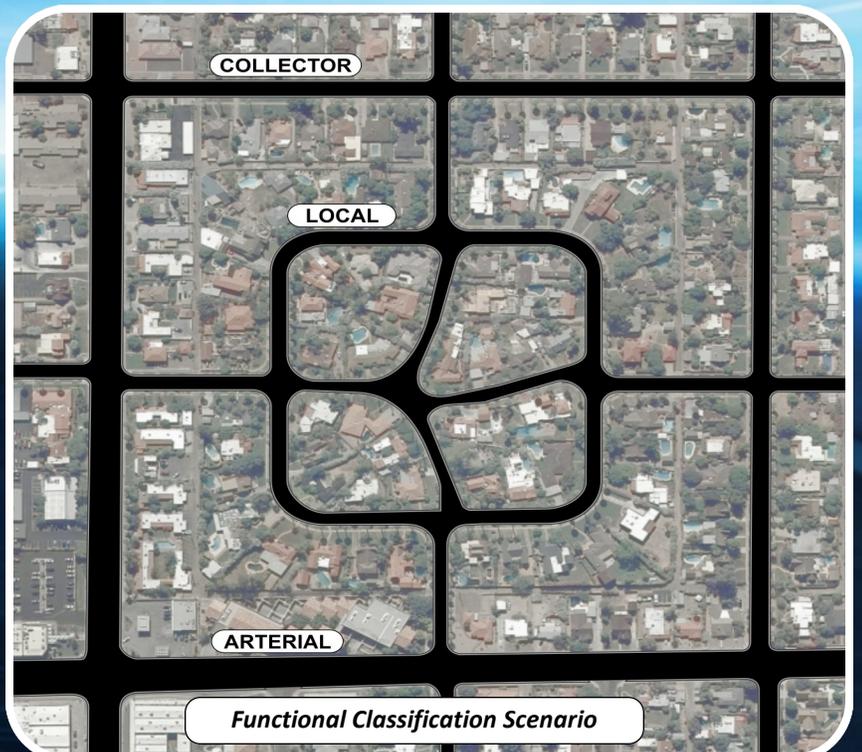
A roadway functional classification system is the foundation of an Access Management Program. Establishing guidelines or standards based on accepted access management principles helps maintain the regional roadway network and can result in improved safety and operational efficiencies.

Source - "Access Management Manual", TRB, 2003.

### DEVELOPING A ROADWAY'S FUNCTIONAL CLASSIFICATION

When developing or updating a new or existing roadway's functional classification, evaluation of the following criteria is important:

- Typical travel distance of motorists (e.g., short versus long trips)
- Nature of the travel (e.g., through versus local)
- Travel speeds
- Existing and future nearby land use
- Location of the roadway (e.g., urban versus rural)
- Physical characteristics of the roadway (e.g., divided versus undivided)
- Current system-level access plans, policies, and classification systems against best practices



## ACCESS CLASSIFICATION SYSTEM

An access classification system establishes the level of access associated with a roadway or segment. It defines where access can be allowed, should be denied or discouraged, and/or should be limited. Each roadway classification should have an access classification that includes:

- Driveway Spacing and Design
- Signal Spacing, Location and Coordination
- Raised Median Installations
- Turn Lane Location and Design
- Corner Clearance Distance
- Frontage Road Location and Design
- Any Special Access Situations
- Pedestrian and Bicycle Modes can also be Included

## RELATIONSHIP BETWEEN ACCESS AND ROADWAY FUNCTIONALITY

Agencies should develop and apply an access classification system that assigns access management standards to roadways in accordance with their functional classification hierarchy. Often, the access classification system parallels the roadway functional classification system because access and mobility are directly related. Level of access should be correlated to a roadway's purpose and importance, functional characteristics, design features, and access spacing criteria.

Source - "NCHRP 548", TRB, 2005.

Access Category	Functional Classification	Intended Function	Description of Allowable Access
1	Expressways/ Parkways	Serves high volumes of traffic traveling relatively long distances and is intended primarily to serve through traffic.	Access at public street intersections or at interchanges only.
2	Major Arterials	Carries medium to high traffic volumes, serves medium to long distance trips and provides a limited degree of property access to abutting properties.	Right turns permitted. Limited left turn movements. Left turn lane and median required. Restricted turning movements at some locations due to connection spacing and other safety issues.
3	Minor Arterials	Operates under lower traffic volumes, serves trips of shorter distances, and provides a higher degree of property access than major arterials.	Right and left turns permitted. Left turn lane required. Median encouraged.
4	Major Collectors	Provides for traffic movement between arterials and local streets and carries moderate traffic volumes over moderate distances. May also provide direct access to abutting properties, except individual residences.	Right and left turns permitted. Left turn lane encouraged. Median optional.
5	Minor Collectors	Carries lower traffic volumes over shorter distances and has a higher degree of property access than a major collector.	Right and left turns permitted. Left turn lane optional.
6	Local/Residential Roads	Provides access to abutting properties, tends to accommodate lower traffic volumes, serves short trips, and provides connection to collector streets.	Right and left turns permitted.

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