

	Arterials			
	Interstate	Other Freeways & Expressway	Other Principal Arterial	Minor Arterial
<b>Typical Characteristics</b>				
Lane Width	12 feet	11 - 12 feet	11 - 12 feet	10 feet - 12 feet
Inside Shoulder Width	4 feet - 12 feet	0 feet - 6 feet	0 feet	0 feet
Outside Shoulder Width	10 feet - 12 feet	8 feet - 12 feet	8 feet - 12 feet	4 feet - 8 feet
AADT <sup>1</sup> (Rural)	12,000 - 34,000	4,000 - 18,500 <sup>2</sup>	2,000 - 8,500 <sup>2</sup>	1,500 - 6,000
AADT <sup>1</sup> (Urban)	35,000 - 129,000	13,000 - 55,000 <sup>2</sup>	7,000 - 27,000 <sup>2</sup>	3,000 - 14,000
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled
<b>Mileage/VMT Extent (Percentage Ranges)<sup>1</sup></b>				
<b>Rural System</b>				
Mileage Extent for Rural States <sup>2</sup>	1% - 3%	0% - 2%	2% - 6%	2% - 6%
Mileage Extent for Urban States	1% - 2%	0% - 2%	2% - 5%	3% - 7%
<b>Oregon Mileage 2012</b>	<b>1%</b>	<b>0%</b>	<b>6%</b>	<b>5%</b>
Mileage Extent for All States	1% - 2%	0% - 2%	2% - 6%	3% - 7%
VMT Extent for Rural States <sup>2</sup>	18% - 38%	0% - 7%	15% - 31%	9% - 20%
VMT Extent for Urban States	18% - 34%	0% - 8%	12% - 29%	12% - 19%
<b>Oregon VMT 2012</b>	<b>28%</b>	<b>0%</b>	<b>30%</b>	<b>14%</b>
VMT Extent for All States	20% - 38%	0% - 8%	14% - 30%	11% - 20%
<b>Urban System</b>				
Mileage Extent for Rural States <sup>2</sup>	1% - 3%	0% - 2%	4% - 9%	7% - 14%
Mileage Extent for Urban States	1% - 2%	0% - 2%	4% - 5%	7% - 12%
<b>Oregon Mileage 2012</b>	<b>1%</b>	<b>0%</b>	<b>6%</b>	<b>9%</b>
Mileage Extent for All States	1% - 3%	0% - 2%	4% - 5%	7% - 14%
VMT Extent for Rural States <sup>2</sup>	17% - 31%	0% - 12%	16% - 33%	14% - 27%
VMT Extent for Urban States	17% - 30%	3% - 18%	17% - 29%	15% - 22%
<b>Oregon VMT 2012</b>	<b>24%</b>	<b>7%</b>	<b>26%</b>	<b>20%</b>
VMT Extent for All States	17% - 31%	0% - 17%	16% - 31%	14% - 25%
Qualitative Description (Urban)	<ul style="list-style-type: none"> <li>• Serve major activity centers, highest traffic volume corridors, and longest trip demands</li> <li>• Carry high proportion of total urban travel on minimum of mileage</li> <li>• Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area</li> <li>• Serve demand for intra-area travel between the central business district and outlying residential areas</li> </ul>		<ul style="list-style-type: none"> <li>• Interconnect with and augment the principal arterials</li> <li>• Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials</li> <li>• Distribute traffic to smaller geographic areas than those served by principal arterials</li> <li>• Provide more land access than principal arterials without penetrating identifiable neighborhoods</li> <li>• Provide urban connections for rural collectors</li> </ul>	
Qualitative Description (Rural)	<ul style="list-style-type: none"> <li>• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel</li> <li>• Serve all or nearly all urbanized areas and a large majority of urban clusters areas with 25,000 and over population</li> <li>• Provide an integrated network of continuous routes without stub connections (dead ends)</li> </ul>		<ul style="list-style-type: none"> <li>• Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service</li> <li>• Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway</li> <li>• Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement</li> </ul>	

1- Ranges in this table are derived from 2011 HPMS data.

2- For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers. Oregon had 74.94% of its population in the 2010 census in urban areas

	Collectors		Local
	Major Collector <sup>2</sup>	Minor Collector <sup>2</sup>	
<b>Typical Characteristics</b>			
Lane Width	10 feet - 12 feet	10 - 11 feet	8 feet - 10 feet
Inside Shoulder Width	0 feet	0 feet	0 feet
Outside Shoulder Width	1 feet - 6 feet	1 feet - 4 feet	0 feet - 2 feet
AADT <sup>1</sup> (Rural)	300 - 2,600	150 - 1,110	15 - 400
AADT <sup>1</sup> (Urban)	1,100 - 6,300 <sup>2</sup>		80 - 700
Divided/Undivided	Undivided	Undivided	Undivided
Access	Uncontrolled	Uncontrolled	Uncontrolled
<b>Mileage/VMT Extent (Percentage Ranges)<sup>1</sup></b>			
<b>Rural System</b>			
Mileage Extent for Rural States <sup>3</sup>	8% - 19%	3% - 15%	62% - 74%
Mileage Extent for Urban States	10% - 17%	5% - 13%	66% - 74%
<b>Oregon Mileage 2012</b>	<b>18%</b>	<b>16%</b>	<b>54%</b>
Mileage Extent for All States	9% - 19%	4% - 15%	64% - 75%
VMT Extent for Rural States <sup>3</sup>	10% - 23%	1% - 8%	8% - 23%
VMT Extent for Urban States	12% - 24%	3% - 10%	7% - 20%
<b>Oregon VMT 2012</b>	<b>14%</b>	<b>3%</b>	<b>10%</b>
VMT Extent for All States	12% - 23%	2% - 9%	8% - 23%
<b>Urban System</b>			
Mileage Extent for Rural States <sup>3</sup>	3% - 16%	3% - 16% <sup>2</sup>	62% - 74%
Mileage Extent for Urban States	7% - 13%	7% - 13% <sup>2</sup>	67% - 76%
<b>Oregon Mileage 2012</b>	<b>15%</b>	<b>0%</b>	<b>69%</b>
Mileage Extent for All States	7% - 15%	7% - 15% <sup>2</sup>	63% - 75%
VMT Extent for Rural States <sup>3</sup>	2% - 13%	2% - 12% <sup>2</sup>	9% - 25%
VMT Extent for Urban States	7% - 13%	7% - 13% <sup>2</sup>	6% - 24%
<b>Oregon VMT 2012</b>	<b>12%</b>	<b>0%</b>	<b>11%</b>
VMT Extent for All States	5% - 13%	5% - 13% <sup>2</sup>	6% - 25%
Qualitative Description (Urban)	<ul style="list-style-type: none"> <li>● Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas</li> <li>● Penetrate residential neighborhoods, often for significant distances</li> <li>● Distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile</li> </ul>	<ul style="list-style-type: none"> <li>● Serve both land access and traffic circulation in lower density residential, and commercial/industrial areas</li> <li>● Penetrate residential neighborhoods, often only for a short distance</li> <li>● Distribute and channel trips between local streets and arterials, usually over a distance of less than three-quarters of a mile</li> </ul>	<ul style="list-style-type: none"> <li>● Provide direct access to adjacent land</li> <li>● Provide access to higher systems</li> <li>● Carry no through traffic movement</li> </ul>
Qualitative Description (Rural)	<ul style="list-style-type: none"> <li>● Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, important mining and agricultural areas</li> <li>● Link these places with nearby larger towns and cities or with arterial routes</li> <li>● Serve the most important intra-county travel corridors</li> </ul>	<ul style="list-style-type: none"> <li>● Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within reasonable distance of a minor collector</li> <li>● Provide service to smaller communities not served by a higher class facility</li> <li>● Link locally important traffic generators with their rural hinterlands</li> </ul>	<ul style="list-style-type: none"> <li>● Serve primarily to provide access to adjacent land</li> <li>● Provide service to travel over short distances as compared to higher classification categories</li> <li>● Constitute the mileage not classified as part of the arterial and collectors systems</li> </ul>

1- Ranges in this table are derived from 2011 HPMS data.

2- Information for Urban Major and Minor Collectors is approximate, based on a small number of States reporting.

3- For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.

Oregon had 74.94% of its population in the 2010 census in urban areas