## Functional Classification Design Criteria

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| Freeways/Tollways | F            | 4 or more        | 400 ft               | > 50 mph     | > 40,000        | No at-grade intersections     | 8 - 12 ft              | - Includes Interstate Highways, Freeways, Expressways and Tollways  
- High degree of access control  
- All interchanges are grade separated  
- No sidewalks  
- No median openings¹  
- No bicycle lanes |
| Major Thoroughfare (Major Arterial) | MT          | 4 to 8           | 120 ft               | 40-50 mph    | 20,000 - 60,000 | 400 - 500 ft                  | 2 - 8 ft               | - Higher speeds and regional mobility  
- Infrequent median openings²  
- Limited driveway and street intersections  
- No on-street parking  
- Sidewalks (min. 6 ft) encouraged, esp. in urban areas  
- Bicycle lanes permitted |
| Thoroughfare (Minor Arterial) | T           | 4 to 6           | 100 ft               | 35-45 mph    | 10,000 - 30,000 | 300 - 400 ft                  | 2 - 8 ft               | - Greater local accessibility  
- Infrequent median openings²  
- Limited driveway and street intersections  
- Permitted street parking  
- Sidewalks (min. 6 ft) encouraged, esp. in urban areas  
- Bicycle lanes permitted |
| Major Collector   | C            | 2 to 4           | 80 ft                | 35-40 mph    | 5,000 - 30,000  | 250 - 300 ft                  | 2 - 8 ft               | - Accessibility to and from local communities and activity centers  
- Frequent median openings, driveway and street intersections²  
- Permitted street parking  
- Sidewalks may not be present, especially in rural areas  
- Bicycle lanes permitted |

¹ May not be possible to provide shoulders in all areas  
² Raised medians are recommended for all roadways carrying 20,000 or more vehicles per day