

## Federal Functional Classifications

Functional classification is the process by which streets and highways are grouped into classes or systems, according to the character of service they are intended to provide. The brief explanations of the federal functional classifications and the corresponding map, Figure 56, which pertain to Lexington's current classifications:

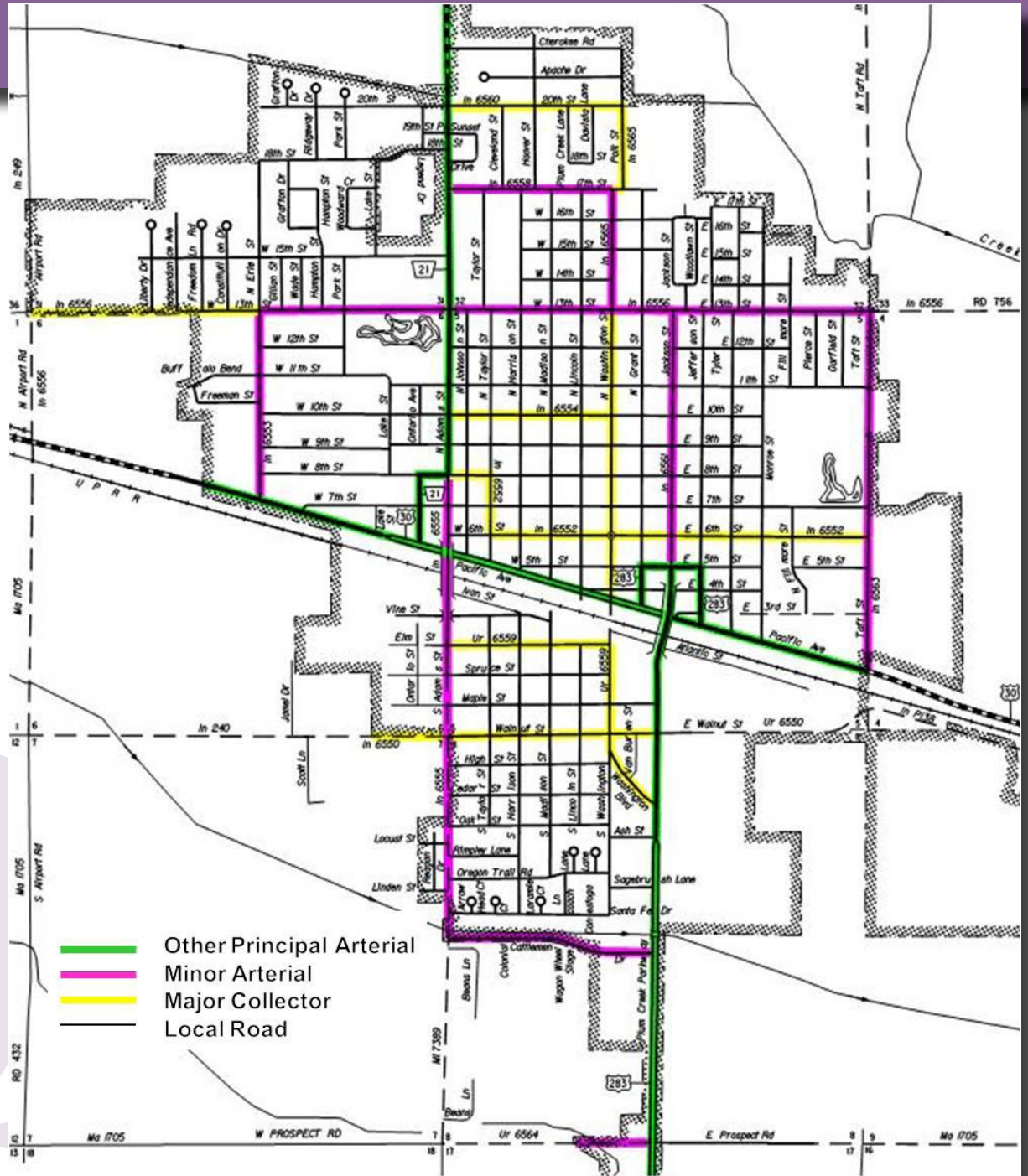


Figure 56: Roadways within the study and the existing federal functional classification



**Interstate (e.g., I-80):** A divided, limited access facility with no direct land access and no at-grade crossings or intersections. Interstates are intended to provide the highest degree of mobility serving higher traffic volumes and longer trip lengths.

**Other Principal Arterial (e.g., U.S. 30):** Permit traffic flow through urban areas and between major destinations. Principal arterials carry a high proportion of the total urban travel, since movement and not necessarily access is the primary function.

**Minor Arterial (e.g., Adams Street, Cattlemens Drive):** Collect and distribute traffic from principal arterials and interstates to streets of lower classification, and, in some cases, allow traffic to directly access destinations. Access to land use activities is generally permitted, but is oftentimes consolidated, shared, or limited to larger-scale users.

**Major Collector (e.g., 6th Street, Washington Street):** Provide for land access and traffic circulation within and between residential neighborhoods and commercial and industry areas, as well as distribute traffic movements from these areas to arterial streets. Collectors do not typically accommodate long through trips and are not continuous for long distances.

**Local Road:** Offer the lowest level of mobility and highest level of local property access. Local streets typically make up the largest percentage of street mileage and provide direct access to adjacent land uses.