

HIGHWAY STANDARDS						
(Table One)						
Functional Classification	Principal Arterial (Interstate)	Other Principal Arterial (Non-Interstate)	Minor Arterial (Urban or Rural)	Major Collector (Urban or Rural)	Minor Collector (Urban or Rural)	Local (Urban or Rural)
Design Type	Freeway	Freeway/ Expressway	Expressway/Two or Multi-Lane Highway	Two or Multi-Lane Highway	Two Lane Highway - Occasionally Multi-Lane	Two Lane Highway
Character of Travel	Interstate or Statewide	Inter-Regional	Intra-Regional	Intra-County	Inter-Community	Intra-Community
Type Generators Served (Population)	Interstate Urbanized > 50,000 or Intra-State > 25,000	Urban Area of 5,000 – 25,000	Major Towns or Communities of 1,000 – 5,000	Towns and Communities of 500 – 1,000	Villages and Neighborhoods of 100 – 500	Individual Properties
Typical Mean Traffic	Rural > 10,000 ADT Urban > 25,000 ADT	Rural > 5,000 ADT Urban > 20,000 ADT	Rural: 2,000 – 5,000 ADT Urban: 5,000 – 25,000 ADT	Rural: 1,000 – 3,000 ADT Urban: 2,000- 10,000 ADT	Rural: 500 – 1,500 ADT Urban: 1,000 – 3,000 ADT	Rural < 1,000 ADT Urban < 2,000 ADT
Typical Operating Speed	55-70 MPH	Rural 45-60 MPH Urban 35-50 MPH	Rural 40-45 MPH Urban 30-40 MPH	Rural 40-45 MPH Urban 25-35 MPH	Rural +/- 40 MPH Urban +/- 25-30 MPH	Rural 30-40 MPH Urban +/- 25 MPH
Access Spacing	No direct property access. Grade separated interchanges only.	Minimum 750' distance between all new access points.	Minimum 500' distance between all new access points.	Minimum 300' distance between all new access points.	Minimum 100' distance between property access points & 250' between public street access points.	No restrictions on new property access points. Street jogs less than 150' ft. not permitted.
Minimum Right-of-way	150' to 300'	150'	100'	80'	60'	50'

(1) Engineering data listed herein shall be considered a guide only. Specific design requirements are contained in the appropriate Washington County Division of Public Works, Engineering Department design standards.

(2) Mean traffic is expressed in ADT (Average Daily Traffic) or the number of vehicles passing a given point in both directions within a 24 hour period. Values shown are typical ranges only and are not to be used to determine particular road classifications. Existing and/or projected volumes are to be used to determine the number of traffic lanes required for a particular road.

(3) Standards for access spacing and right-of-way widths are enforced through the Subdivision Regulations. Right-of-way wider than the minimum may be required especially when accommodating multi-lane highways.