

## Definitions for Classes 1 through 7 of the BIA IRR Program

**Class 1 – Major Arterial** roads provide an integrated continuous network to serve corridor movements between large population centers generally without stub connections except where unusual geographic or traffic conditions dictate otherwise, such as international boundary connections and connections to coastal cities.

Urban routes should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city.

Average daily traffic should exceed 10,000 vehicles per day, and the facility should have more than two lanes of traffic. Class 1 IRR roadways meet the **FHWA functional classification of Principal Arterial System** utilizing FHWA codes 1, 2, and 3 for Interstates, other Freeways and Expressways, and other Principal Arterials respectively.

**Class 2 – Rural Minor Arterial** roads provide an integrated network to serve corridor movements between large population centers, or link smaller communities to high traffic generators such as resort areas that attract travel over long distances and at relatively high speeds with minimum interference to through traffic movements. Generally, these routes provide inter-county or inter-state service and are spaced at intervals consistent with population density. Stub routes generally are excluded from this classification. Average daily traffic on these roads should be less than 10,000 per day. Class 2 IRR roadways meet the **FHWA functional classification of Minor Arterials System** utilizing FHWA code 4.

**Class 3 – City Local** roads are located within community boundaries and serve primarily to provide direct access to residential areas and adjacent lands at relatively short travel distances. City local roads serve primarily to provide direct access to higher order systems and offer the lowest level of mobility of all classifications. IRR class 3 roadways that make travel through or between developed areas inconvenient or difficult should be considered local. Class 3 IRR roadways meet the **FHWA functional classification of Local Roads** utilizing FHWA code 7.

**Class 4 – Rural Major Collector** roads serve as collectors to rural local roads. They should provide service to any larger towns or traffic generators such as powwow grounds, government services, stores, health clinics, airports, docks or other areas of importance not served by the higher systems. They serve more geographically isolated and/or remote destinations and/or venues not directly served by the higher order arterial system and may serve the more important intra-county and intra-tribal travel corridors. Class 4 IRR roadways meet the **FHWA functional classification of Major Collectors** utilizing FHWA code 5.

**Class 5 – Rural Local** roads include section line and or stub type roads that collect traffic for higher system roads or make connections within the grid of the IRR system. They may serve areas around communities that provide access to farming areas, schools, tourist attractions or various small enterprises. They also include roads and motorized trails for administration of forest, grazing, mining, oil, recreation or other similar purposes. Rural Local Roads serve primarily to provide access to adjacent land and to provide service to travel over relatively short distances. Additionally, for classification purposes, **Rural Minor Collectors** are also included in Class 5. Rural Minor Collectors are roads that collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. Class 5 IRR roadways combine both the **FHWA functional classification of Minor Collector** utilizing FHWA code 6 and the **FHWA functional classification of Local Roads** utilizing FHWA code 7.

**Class 6 – City Minor Arterial** streets are located within communities and serve as connections to the major arterial system. They provide service of moderate length at a somewhat lower level of travel mobility than major arterials. This system may provide intra-community access. Normally the spacing between minor arterial streets should not exceed 1 mile in fully developed areas. Class 6 IRR roadways meet the **FHWA functional classification of Minor Arterials** utilizing FHWA code 4.

**Class 7 – City Collector** streets consist of roadways within a community that serve as a collector to the local system (Class 3). They provide both land access and service within residential neighborhoods. It differs from the arterial system in that facilities on this system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Class 7 IRR roadways are analogous to the **FHWA functional classification of Major Collector** utilizing FHWA code 5.