

Table 6: Maximum volume to capacity ratios for peak hour operating conditions *

Maximum Volume to Capacity Ratios Outside Metro**							
Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STAs	MPO	Non-MPO Outside of STAs where non-freeway posted speed ≤ 35 mph, or a Designated UBA	Non-MPO outside of STAs where non-freeway speed > 35 mph	Non-MPO where non-freeway speed limit ≥ 45 mph	Unincorporated Communities	Rural Lands
Interstate Highways	N/A	0.80	N/A	0.70	0.70	0.70	0.70
Statewide Expressways	N/A	0.80	0.70	0.70	0.70	0.70	0.70
Freight Route on a Statewide Highway	0.85	0.80	0.80	0.75	0.70	0.70	0.70
Statewide (not a freight route)	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Freight Route on a Regional or District Highway	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.85	N/A	0.80	0.75	0.75	0.70
Regional Highways	0.95	0.85	0.85	0.80	0.75	0.75	0.70
District / Local Interest Roads	0.95	0.90	0.90	0.85	0.80	0.80	0.75

* For Portland Metro and the Rogue Valley MPO see also OHP Amendment 00-04 amended Table 7 regarding Metro and established Alternative Mobility Standards for the RVMPO. Where there is a conflict between the Table 6 standards and the established alternative mobility standards, the more tolerant standard (higher v/c ratio) applies. The OHP amendments establishing the RVMPO and Metro alternative standards are located on the web at:

<http://www.oregon.gov/ODOT/TD/TP/docs/orhwyplan/registry/0004.pdf>

** National Highway System (NHS) highway design requirements are addressed in the Highway Design Manual (HDM)