

Table 1

CHARACTERISTICS OF RURAL HIGHWAYS

	COLLECTORS		ARTERIALS		EXPRESSWAYS	
	TYPES "B" & "C"	TYPE "A"	SECONDARY	PRIMARY	STAGE 1	STAGE 2
<b>TRAFFIC SERVICE</b>	Traffic Movement Secondary Function	Traffic Movement and Land Access Both of Equal Importance	Traffic Movement Primary Function	Optimum Mobility	Optimum Mobility	Optimum Mobility
<b>LAND SERVICE</b>	Land Access Primary Function		Land Access Secondary Consideration		Access to Selected Municipal Roads	No Access
<b>CHARACTERISTICS OF TRAFFIC FLOW</b>	Interrupted Flow	Interrupted Flow	Uninterrupted Flows Except at Signals		Uninterrupted Flows Except at Signals	Free Flow
<b>CONNECTS MAJOR CENTRES OF POPULATION</b>	Less than 500	500 - 1,000	1,000 - 10,000	Over 10,000		Over 10,000
<b>ASSUMED AVERAGE RUNNING SPEED (km/h)</b>	50 - 80	60 - 90	70 - 90	80 - 110		90 - 110
<b>VEHICLE TYPE</b>	Mostly Cars, Light to Medium Trucks, Occasional Heavy Trucks	Mostly Cars with All Types of Trucks	Mostly All Types of Vehicles up to 15% Trucks	Mostly All Types of Vehicles up to 20% Trucks	All Types with up to 30% Trucks	
<b>CONNECTS TO</b>	Expressways Arterials Collectors and Locals	All Classes	All Classes	All Classes	All Classes	All Classes Except Locals
<b>MINIMUM SPACING OF FARM ACCESSES</b>		80 - 300 m	300 m	400 m		
<b>DESIRABLE SPACING OF FARM ACCESSES</b>		200 - 600 m	600 m	800 m	No Direct Approach	No Approach
<b>TRAFFIC ENTERING &amp; LEAVING ACCESS</b>	Under 50 ADT	Direct Access	Direct Access		No Direct Access,	
	50 - 500 ADT	Direct Access	Service Road / Turn Lanes		Access Via	
	Over 500 ADT	Direct Access / Turning Lanes	Service Road / Turn Lanes		Service Road	