

## METHODOLOGY

### i) Definitions

The first task was to define the highway classes (see **Figure 1 - Highway Classifications and Functions - next page**). The slightly modified Transportation Association of Canada (TAC) definitions used in the 1986 Manitoba Highway Classification Study were again applied to suit the conditions in Manitoba. The definition used for Expressway, Arterial and Collector classifications are given below:

#### **Rural Expressway:**

These are generally multi-lane, divided highways (or highways that may/should be multi-laned in the next 30 years) that carry large traffic volumes at high speed under close to free flow conditions. They connect (and sometimes bypass) cities and larger towns and serve industrial, recreational, international and interprovincial traffic. To maintain the flow and safety of through traffic, direct property access is normally eliminated. Important crossroads may require grade separated interchanges.

Note: A Freeway is an Expressway with all crossroads and railway crossings grade separated.

#### **Rural Arterial:**

These are generally two-lane or, in some cases, multi-lane highways that carry large traffic volumes at high speeds. In conjunction with Expressways, they connect major economic regions and centres of the Province such as cities and towns, industrial concentrations, agricultural areas and major recreational facilities. To maintain the flow and safety of through traffic, direct access to abutting land may be restricted or eliminated. This applies particularly in undeveloped areas where lack of other road service may encourage strip development. There are two classes of Rural Arterial highways:

*Primary Arterials* provide intra/inter-provincial and international connections and direct service to the most important and larger population centres.

*Secondary Arterials* connect other important population centres.