Rural Collector:
Rural Collector routes provide a traffic link between Arterial highways and local roads. They also provide direct service for developments such as tourist attractions, recreational areas, mines, small towns and villages. Collector routes equally serve the function of movement and land access and are subdivided into categories A, B and C, based on population size and the importance of the resource area or recreation area served. Resource Roads may be classified under the Collector classification.

Collector A is the highest ranking and Collector C is the lowest ranking. The breakdown of these classes is mainly required for programming of capital works, development and access control, and operational purposes. As the aim of the Department is to serve the Province at large, it was felt that that no "local" road classifications should be included as they are, in most cases, considered a municipal responsibility.

Based on the above discussions, pavements for all Expressway and Arterial routes (whose major function is to accommodate truck traffic for movements of goods) should be designed and constructed to carry TAC loading and to withstand single axle loads of 9100 kg. Unless justified otherwise, all other provincial highways should be designed and constructed to carry single axle loads of 8200 kg. All new roads should be designed to carry either TAC or B1 loading standards and the present practice of designing A1 roads should be dropped.

The next step was to establish the class ranking of the highway system. This was done by defining those nodes which the highway system will link.

ii) Nodes

The nodes used to define the Expressway (multi-lane divided highways), Arterial (Primary and Secondary) and Collector links included population centres, recreation centres, resource extraction areas and other areas of major economic activity. The relationship between the three basic nodes (ie; population centre, recreation centre and resource extraction areas) and its size to road classification are: