

TRANSPORTATION PLANNING

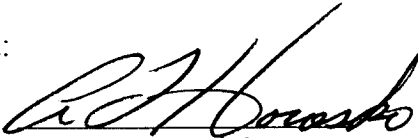
Policy / Standard: TP 1 / 98

Page 1 of 4

Date: February 2, 1998

**Subject: RURAL HIGHWAYS
FUNCTIONAL
CLASSIFICATION**

Approved:


Deputy Minister

POLICY	Provincial Highways are classified as Expressways, Arterials (Primary and Secondary) and Collectors on the basis of both traffic and land service functions.
PURPOSE	<p>To classify the highways in the Province into groups on the basis of their function serving through traffic and providing access to land.</p> <p>To provide guidance in the development of appropriate and practical policies, standards and procedures for:</p> <ul style="list-style-type: none">▶ Assigning statutory and departmental responsibilities;▶ Establishing work priority;▶ Developing budgets and programs according to priority;▶ Planning, Design; Construction and Maintenance of road system within each class. <p>The Highway Functional Classifications of the Province's Road Network are shown in the enclosed Exhibit A - Provincial Highways Functional Classification Map.</p> <p><i>The methodology and reasoning behind the development of this policy is explained in Appendix A of the Transportation Planning Manual.</i></p>
DEFINITIONS	<p>Expressway:</p> <p>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.</p>

**DEFINITIONS
CONTD.**

Important crossroads may require grade separated interchanges. The relationship between Provincial Trunk Highway (PTH) and the functional classification is that all Expressway routes are defined as existing or future PTHs.

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

Rural Arterial:

These are generally a two-lane or, in some cases, multi-lane highways that carry large traffic volumes at high speeds. In conjunction with an expressways, they connect major economic regions and centres of the Province such as cities and towns, industrial concentrations, agricultural areas and major recreational areas. 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 Arterial highways:

- Primary Arterial** - these routes provide inter-provincial and international connections and direct service to the most important and larger population centres.
- Secondary Arterial** - these routes connects other important population centres.

Note: All arterial routes are defined as existing or potential future PTHs.

Rural Collector:

These collect traffic from local roads and feed it to Arterials, or distribute it from Arterials to local roads. They provide direct service for developments such as tourist attractions, mines, small towns and villages. Collectors serve equally, the function of movement and land access. Collectors are subdivided into categories A, B and C, based on the importance of the resource area, recreation centre, or population node they serve.

Note: Collector routes are generally defined as Provincial Roads. Only in exceptional circumstances would a Collector highway be considered for PTH status. Resource roads may be classified under the

TRANSPORTATION PLANNING

Policy / Standard: TP 1 / 98

Page 3 of 4

Date: February 2, 1998

DEFINITIONS CONTD.

Collector classification. These roads serve resource nodes including mining areas, hydro power sites, oil drilling sites, forestry operations, and major fisheries centres. In cases where the prime purpose of the highway is to connect the resource area to the highway system, the road is classified under the Collector classification.

Special Categories within Functional Class:

To accommodate the unique and specialised characteristics of certain highway routes and their subsequent design and operation, three *Special Categories* have been identified. The design standards for any route that falls under the following three special categories must be obtained through, or developed in conjunction with, the Department's Engineering and Technical Services Division:

National Highway:

A national highway is any existing primary route that provides for interprovincial and international trade and travel by connecting, as directly as possible, a capital city, major provincial population and/or commercial centre in Canada with:

- ▶ another capital city, major provincial population or commercial centre;
- ▶ a major port of entry or exit to the US highway network; and
- ▶ another transportation mode served directly by the highway mode.

Parkway:

A Parkway category is one which limits the construction of the highway to a required special standard due to its scenic, historic, cultural, recreational, archeological or environmental values.

To qualify as a Parkway, a highway has to meet at least one of the following criteria:

- ▶ It passes through a national or provincial park, or a recreational area,
- ▶ It passes through an environmentally sensitive area,

TRANSPORTATION PLANNING

Policy / Standard: TP 1 / 98

Page 4 of 4

Date: February 2, 1998

<p>DEFINITIONS CONTD.</p>	<ul style="list-style-type: none">▶ It has historic value,▶ It is located in rugged or other major terrain constraint area,▶ It serves significant cyclist and pedestrian traffic, and▶ It passes through significantly developed areas. <p>Suburban Highway:</p> <p>These are highways (two or multi-lane) typically located in a suburban community either leading to an urban centre or connecting two or more urban centres. Characteristics of a Suburban Highway typically include:</p> <ul style="list-style-type: none">▶ The visual setting and amount of developed frontage along with the density of both intersections and direct property accesses will fall between that of a rural highway and an urban arterial street.▶ Because of the combination of traffic volumes, density of intersections and direct property accesses, the speed limit will typically be in the 70 - 80 km/h range.▶ Traffic signals may be installed, but the route will lack the regularity of spacing found on an urban arterial street.
<p>PROCEDURE</p>	<p>The work priority, budgets, programs, planning, design, construction, maintenance and operation of provincial highways must be developed taking in consideration the functional classification of highways.</p>