

Table 2

The “Basic Design Speed Standards for Rural Provincial Highways” are as follows:

Highway Classification / 10 Year AADT	Terrain			
	All *	Flat	Rolling	Rugged
Expressway	130 km/h	-	-	-
Primary Arterial > 6000 AADT 1000 - 6000 AADT < 1000 AADT	130 km/h 120 km/h N/A	- - 120 km/h	- - 110 km/h	- - 110 km/h
Secondary Arterial > 6000 AADT 1000 - 6000 AADT 500 - 1000 AADT < 500 AADT	130 km/h N/A N/A N/A	- 120 km/h 120 km/h 110 km/h	- 110 km/h 110 km/h 100 km/h	- 110 km/h 100 km/h 90 km/h
Collector > 7000 AADT 1000 - 7000 AADT 300 - 1000 AADT < 300 AADT	120 km/h N/A N/A N/A	- 120 km/h 110 km/h 100 km/h	- 110 km/h 100 km/h 90 km/h	- 100 km/h 90 km/h 80 km/h

* Design speeds may be lowered to minimize significant damage to the environment and / or to alleviate high construction costs.

Cross-section

Lane Width:

The recommended lane width of 3.7 m remains. Studies have shown that inadequate vehicle lateral clearance and edge of pavement clearance occurs on lanes less than 3.5 m wide when carrying even a moderate volume of mixed traffic. To provide a desirable clearance between trucks, a lane width of 3.7 m is required. In general, safety increases with wider lanes up to 3.7 m. A lane width greater than 3.7 m does not offer further increased safety. Additional safety is offered by incorporating shoulders in the cross-section.

Shoulder Width:

Most of the current shoulder widths (3.0 m, 2.5 m, and 2.0 m) are retained in the proposed standards. However, the projected traffic volume ranges to which they apply have been revised upwards or downwards depending on the functional classification. It should also be noted that the minimum shoulder width is now proposed at 1.0 m instead of 1.3 m. The gravel roadway width standards remain at 8 m and 8.4 m (for rolling terrain).