

TABLE 18.1 - FUNCTIONAL CLASSIFICATION OF ROADS

Classification	Function	Road Allowances (m)	No. of Lanes	Operating Speed (kph)	Access and Parking Policy	Intersection Policy
Freeway	<ul style="list-style-type: none"> ○ High volume inter-urban and long distance movements at high speeds under free flow conditions. 	90	4+	100	<ul style="list-style-type: none"> ○ No direct access. ○ No stopping/ parking. ○ No vehicle restriction 	<ul style="list-style-type: none"> ○ Grade-separated interchanges with freeways, expressways or arterial roads.
Expressway	<ul style="list-style-type: none"> ○ High volume inter-urban and long distance movements at medium to high speeds. ○ Access is generally limited to intersections with major roads. 	60-90	2-6	60-100	<ul style="list-style-type: none"> ○ Controlled access ○ No stopping/parking ○ No vehicle restrictions 	<ul style="list-style-type: none"> ○ Grade-separated interchanges with freeways, other expressways or arterial roads. ○ At-grade intersections with arterial roads at widely spaced intervals. ○ At-grade intersections with collector roads where traffic flows are not severely compromised by the connection.
Arterial	<ul style="list-style-type: none"> ○ High volumes of intra-urban traffic at moderate speeds. ○ Moderate volumes of inter-neighbourhood traffic. ○ Limited property access. ○ Bus routes. ○ Bicycle facilities. ○ Pedestrian facilities. 	26-60	2-6	50-80	<ul style="list-style-type: none"> ○ Controlled or limited access. ○ Restricted or no parking ○ No vehicle restrictions. 	<ul style="list-style-type: none"> ○ Grade-separated interchanges with freeways and expressways and at-grade intersection with arterial and collector roads.

Classification	Function	Road Allowances (m)	No. of Lanes	Operating Speed (kph)	Access and Parking Policy	Intersection Policy
Primary Collector	<ul style="list-style-type: none"> ○ Light to moderate volumes of inter-neighbourhood traffic at moderate speeds. ○ Limited property access function. ○ Bus routes. ○ Bicycle facilities. ○ Pedestrian facilities. 	20-26	2-4	50-60	<ul style="list-style-type: none"> ○ Limited access. ○ Restricted Parking. ○ Limited truck routes. 	<ul style="list-style-type: none"> ○ At-grade inter-sections with arterial, collector and local roads.
Secondary	<ul style="list-style-type: none"> ○ Light volumes for short distances between local and arterial streets. ○ Full property access. ○ Bus routes. ○ Bicycle facilities. ○ Pedestrian facilities. 	18-21.5	2	50-60	<ul style="list-style-type: none"> ○ Full access. ○ Parking may be restricted. ○ No truck routes. 	<ul style="list-style-type: none"> ○ At-grade inter-sections with arterial, collector and local roads.
Local	<ul style="list-style-type: none"> ○ To provide access to individual properties. ○ Connect neighbourhood destinations. ○ Light volumes of local traffic only. ○ Bicycle facilities. ○ Pedestrian facilities. 	15-20	2	40-50	<ul style="list-style-type: none"> ○ Full access. ○ Parking permitted. ○ No truck routes. 	<ul style="list-style-type: none"> ○ At-grade inter-sections with collector roads, intersections with arterial and primary collector roads to be discouraged.