

<p align="center"><i>Table 100.03</i> Characteristics of Urban/Rural Design Classes</p>				
	<i>Freeways/ Expressways</i>	<i>Arterials</i>	<i>Collectors</i>	<i>Locals</i>
Traffic Service:				
Urban and Rural	Optimum mobility	Traffic movement primary consideration	Traffic movement and land access of equal importance.	Traffic movement secondary consideration
Land Service:				
Urban and Rural	Full control of access – no direct land access	Land access secondary in consideration	Traffic movement and land access of equal importance.	Land access primary consideration
Traffic Flow Characteristics:				
Urban and Rural	Free flow	Uninterrupted except at intersections	Interrupted flow	Interrupted flow
Private and Commercial Access:				
Urban and Rural	Not permitted	None or limited	Permitted	Permitted
Connection Type for Public Roads:				
Urban	Grade separations & interchanges	At-grade intersections, interchanges, or slip-ramps	At-grade intersections	At-grade intersections
Rural	Grade separations & interchanges	At-grade intersections or interchanges	At-grade intersections	At-grade intersections
Connects to:				
Urban	Arterials Expressways Freeways	Arterials Expressways	Locals Arterials	Locals
Rural	Expressways Collectors Freeways	Locals Collectors Expressways	Locals Collectors	Locals Collectors
Vehicle Type:				
Urban	All types up to 20 percent heavy trucks	All types up to 20 percent heavy trucks	All types	Passenger & service vehicles
Rural	All types; heavy trucks average 20%-40%	All types up to 40% trucks	All types, up to 30% heavy trucks in the 3 mg to 5 mg class	Predominantly passenger cars & light to medium trucks: occasional heavy trucks
ADT (20):				
Urban	Level of Service is C/D	5,000-30,000	1,000-12,000	100-1,000
Rural	Level of Service is C/D	2,000-15,000	200-4,000	0 to 300
Average Running Speed for Off-Peak Conditions:				
Urban	80-110 kph	50-80 kph	30-50 kph	30-40 kph
Rural	80-120 kph	60-110 kph	50-90 kph	45-80 kph