

Road Classification

The roads can be classified in many ways. The classification based on speed and accessibility is the most generic one. Note that as the accessibility of road increases, the speed reduces. (See figure 1). Accordingly, the roads can be classified as follows in the order of increased accessibility and reduced speeds.

Freeways: Freeways are access-controlled divided highways. Most freeways are four lanes, two lanes each direction, but many freeways widen to incorporate more lanes as they enter urban areas. Access is controlled through the use of interchanges, and the type of interchange depends upon the kind of intersecting road way (rural roads, another freeway etc.)

Expressways: They are superior type of highways and are designed for high speeds (120 km/hr is common), high traffic volume and safety. They are generally provided with grade separations at intersections. Parking, loading and unloading of goods and pedestrian traffic is not allowed on expressways.

Highways: They represent the superior type of roads in the country. Highways are of two types - rural highways and urban highways. Rural highways are those passing through rural areas (villages) and urban highways are those passing through large cities and towns, i.e. urban areas.

Arterials: It is a general term denoting a street primarily meant for through traffic usually on a continuous route. They are generally divided highways with fully or partially controlled access. Parking, loading and unloading activities are usually restricted and regulated. Pedestrians are allowed to cross only at intersections/designated pedestrian crossings.

Local streets : A local street is the one which is primarily intended for access to residence, business or abutting property. It does not normally carry large volume of traffic and also it allows unrestricted parking and pedestrian movements.

Collector streets: These are streets intended for collecting and distributing traffic to and from local streets and also for providing access to arterial streets. Normally full access is provided on these streets. There are few parking restrictions except during peak hours.

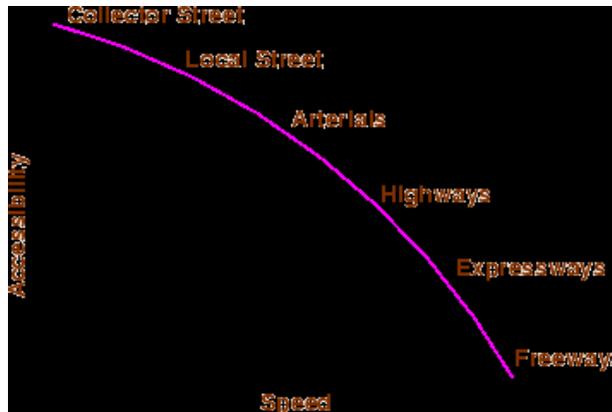


Figure 1: Speed vs accessibility

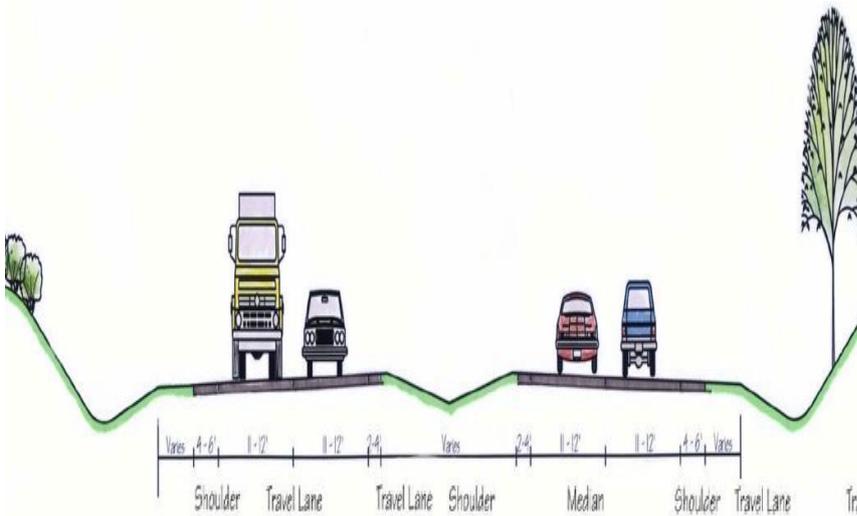
FACTORS AFFECTING HIGHWAY ALIGNMENT

Design speed

Design speed is the single most important factor that affects the geometric design. It directly affects the sight distance, horizontal curve, and the length of vertical curves. Since the speed of vehicles vary with driver, terrain etc, a design speed is adopted for all the geometric design.

Design speed is defined as the highest continuous speed at which individual vehicles can travel with safety on the highway when weather conditions are conducive. Design speed is different from the legal speed limit which is the speed limit imposed to curb a common tendency of drivers to travel beyond an accepted safe speed. Design speed is also different from the desired speed which is the maximum speed at which a driver would travel when unconstrained by either traffic or local geometry.

Since there are wide variations in the speed adopted by different drivers, and by different types of vehicles, design speed should be selected such that it satisfy nearly all drivers. At the same time, a higher design speed has cascading effect in other geometric designs and thereby cost escalation. Therefore, an 85th per centile design speed is normally adopted. This speed is defined as that speed which is greater than the speed of 85% of drivers. In some countries this is as high as 95 to 98 percentile speed.



Four Lane Divided Roadway

Topography

The next important factor that affects the geometric design is the topography. It is easier to construct roads with required standards for a plain terrain. However, for a given design speed, the construction cost increases multifold with the gradient and the terrain. Therefore, geometric design standards are different for different terrain to keep the cost of construction and time of construction under control. This is characterized by sharper curves and steeper gradients.

Other factors

In addition to design speed and topography, there are various other factors that affect the geometric design and they are briefly discussed below:

Vehicle: The dimensions, weight of the axle and operating characteristics of a vehicle influence the design aspects such as width of the pavement, radii of the curve, clearances, parking geometrics etc. A *design vehicle* which has standard

weight, dimensions and operating characteristics are used to establish highway design controls to accommodate vehicles of a designated type.

Human: The important human factors that influence geometric design are the physical, mental and psychological characteristics of the driver and pedestrians like the reaction time.

Traffic: It will be uneconomical to design the road for peak traffic flow.

Therefore a reasonable value of traffic volume is selected as the design hourly volume which is determined from the various traffic data collected. The geometric design is thus based on this design volume, capacity etc.

Environmental: Factors like air pollution, noise pollution etc. should be given due consideration in the geometric design of roads.

Economy: The design adopted should be economical as far as possible. It should match with the funds allotted for capital cost and maintenance cost.

Others: Geometric design should be such that the aesthetics of the region is not affected.

Source : <http://nprcet.org/e%20content/Misc/e-Learning/CIVIL/IV%20SEMESTER/CE2255%20-%20Highway%20Engineering.pdf>