I'm not a bot



Carretera tipo a2

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En los tiempos en los que vivimos y debido a la reciente presión a la que se ha visto sometido el sector autotransporte es necesario que todos aportemos nuestro trabajo para hacer de la vida cotidiana. Sabemos que la problemática del sector es multifactorial y que
se enfrenta a una coyuntura primordial para su evolución, de manera que sea una herramienta de desarrollo social, económico y un ejemplo de que las acciones conjuntas son por mucho el camino a seguir en esta transformación del país. Pero como ciudadanos tenemos la responsabilidad de cumplir con las normas y estar informados de lo que nos
 toca hacer, por ello en Motor a Diesel nos hemos dado a la tarea de compartir con nuestros lectores los tipos de carreteras y su transitabilidad, porque un conductor informado es la herramienta perfecta para evitar accidentes y hacer del mundo un lugar más seguro. Clasificación de carreteras El conocimiento de los tipos de vías es tan fundamental
como saber conducir, pues si tenemos presente en dónde se puede o no circular con nuestras unidades se pueden evitar accidentes, desgaste en la infraestructura, infracciones y toda una serie de consecuencias desfavorables. La clasificación de las carreteras además de darse por razones de transitabilidad se da para controlar dos puntos
principalmente: Seguridad de Tránsito Conservación de Caminos y Puentes CARRETERA TIPO ET Son aquellas que forman parte de los ejes de transporte que establece la SCT, cuyas características y estructurales permiten la operación de todos los vehículos autorizados con las máximas dimensiones, capacidad y peso, así como de
 otros que por interés general autorice la SCT y que su tránsito se confine a este tipo de caminos. Para tránsito promedio diario anual superior a 3,000 vehículos, equivalente a un tránsito promedio diario anual superior a 3,000 vehículos, equivalente a un tránsito horario máximo anual de 360 vehículos, equivalente a un tránsito horario máximo anual de 360 vehículos, equivalente a un tránsito horario máximo anual de 360 vehículos, equivalente a un tránsito horario máximo anual de 360 vehículos, equivalente a un tránsito horario máximo anual de 360 vehículos, equivalente a un tránsito horario máximo anual de 360 vehículos, equivalente a un tránsito horario máximo anual de 360 vehículos, equivalente a un tránsito horario máximo anual de 360 vehículos, equivalente a un tránsito horario máximo anual de 360 vehículos o máx, estos caminos requieren de un estudio especial, pudiendo tener corona de dos o de cuatro carriles en un solo cuerpo,
designándoles A2 y A4, respectivamente o empleando cuatro carriles en dos cuerpos diferentes designándoseles como A4, S. (*) CARRETERA TIPO A Son aquellas que por sus características geométricas y estructurales permiten la operación de todos los vehículos autorizados con las máximas dimensiones, capacidad y peso, excepto aquellos vehículos
que por sus dimensiones y peso sólo se permitan en las carreteras tipo ET. Para un tránsito promedio diario anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito promedio diario anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo anual de 1,500 a 3,000 equivalente a un tránsito horario máximo a un tránsito horar
 estructurales prestan un servicio de comunicación interestatal, además de vincular el tránsito. Para un tránsito promedio diario anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 60 a 180 vehículos, equivalente a un tránsito horario máximo anual de 60 a 180 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo anual de 500 a 1,500 vehículos, equivalente a un tránsito horario máximo a un tránsito 
servicio dentro del ámbito estatal con longitudes medias, estableciendo conexiones con la red primaria. Para un tránsito horario máximo anual de 50 a 500 vehículos (12% del T.P.D.). (*) Cabe señalar que estas tipificaciones estás sujetas a la NOM 012 actual, sin embargo en los
 tiempos en los que vivimos se esperan modificaciones. CARRETERA TIPO D Red alimentadora; son carreteras que atendiendo a sus características geométricas y estructurales principalmente prestan servicio dentro del ámbito municipal con longitudes relativamente cortas, estableciendo conexiones con la red secundaria. Atendiendo a sus
Características Geométricas, se tipifican en: Carretera de Cuatro Carriles, Eje de Transporte Carretera de Dos Carriles, Red Primaria Carretera de Dos Carriles, Red Primaria Carretera de Cuatro Carriles, Red Primaria Carretera de Dos Carriles, Red Primaria Carretera de Cuatro Carriles, Eje de Transporte Carretera de Dos Carriles, Red Primaria Carretera de Cuatro Carriles, Red Primaria Carretera de Dos Carriles, Red Primaria Carretera de Dos Carriles, Red Primaria Carretera de Cuatro Carriles, Eje de Transporte Carretera de Dos Carriles, Red Primaria Carretera de Cuatro Carriles, Eje de Transporte Carretera de Dos Carriles, Eje de Transporte Carretera de Dos Carriles, Red Primaria Carretera de Dos Carriles, Eje de Transporte Carretera de Dos Carretera de Dos Carretera de Dos C
Red Alimentadora Share — copy and redistribute the material in any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit,
provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the license as the original. No additional restrictions —
You may not apply legal terms or technological measures that legally restrict others from doing anything the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation. No warranties are given. The license may not give you all of
the permissions necessary for your intended use. For example, other rights may limit how you use the material. Number to identify or classify a road Not to be confused with a Numbered street. A route (or road) number, designation or abbreviation is an identifying numeric (or alphanumeric) designation
 assigned by a highway authority to a particular stretch of roadway to distinguish it from other routes and, in many cases, also to indicate its classification (e.g. motorway, primary route, regional road, etc.), general geographical location (in zonal numbering systems) and/or orientation (north-south v. east-west). The numbers chosen may be used solely
for internal administrative purposes; however, in most cases they are also displayed on roadside signage and indicated on maps. Letters are often used in road designations to indicate a class, roads are distinguished from each other by a road number. The way such letters are used depends on the country or other
political jurisdiction which contains and controls the road. For instance, among A1 motorways, the one in Spain has a hyphen between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A and the 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a space between the A 1 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a 2 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a 2 (Autovia A-1) while in Germany the Autobahn 1 is written A 1, with a 2 (Autovia A-1) while in Germany the A 2 (Autovia A-1) while in Germany the A 2 (Autovia A-1) while in Germany the A 3 (Autovia A-1) w
 in a number of countries (ex. Autoroute in France or Autostrada in Italy and Romania, or Autobahn in Germany), usually the largest and highest-quality roadways in the country. Is also used for primary roads in the United Kingdom. "B" roads in the United Kingdom
are distributor roads which have lower traffic densities than the main trunk roads, or A road is a road of state significance. [citation needed] "C" may mean county in the US and means a connecting route that connects two places in Victoria, Tasmania or the Northern Territory. Means "Circle" or "Circular road" in
Japan. "D" may mean "départementale" in France or "dálnica" in Slovakia (=long distance roads, dálka=(long) distance) "E" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or freeway in China "H" may mean "Hawaiian Interstate" in the US "I" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or freeway in China "H" may mean "Hawaiian Interstate" in the US "I" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or freeway in China "H" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or freeway in China "H" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or freeway in China "H" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or freeway in China "H" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or freeway in China "H" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or freeway in China "H" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or free way in China "H" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or free way in China "H" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway or free way in China "H" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" may mean "European" road, or "Expressways" in Japan, Zimbabwe "European" road, or "European" r
  "Interstate" in the US "J" "K" may be used for a state highway in Kansas in the US or Kreissstraße in Germany "L" may mean "local" route in Ireland or Landesstraße in South Africa, municipal roads in Portugal, and also used for state highways in
Michigan in the US "N" may mean "national" road or for state highways in Nebraska "O" may mean "Otoyol" in Turkey "P" "Q" "R" may mean "regional" route in South Africa, Ireland, Portugal and Ukraine or "ring" road, "rychlostní silnice" in Czechia or "rýchlostná cesta" in Slovakia ("rychlost" = velocity) "S" may mean expressways in Austria
("Schnellstraße") and Poland ("droga ekspresowa") or "Shengdao/Provincial Highways" in China "T" T roads in Malaysia are roads in Ukraine; in Italy T is used for tunnels (traforo) when separately classified, like
the Great St Bernard Tunnel "U" may mean "Xiangdao/Town Highways" in China "Y" may mean "Xiangdao/County Highways" in China "X" may mean "Xiangdao/County Highways" in China "X" may mean "X
 just A BR: Brazilian Federal Highway CH/CR: County Highway, Route or Road in the US or Canada among other countries CT: cao tốc (freeway/expressway) in Vietnam DC: drum comunal (communal road) in Romania (road administrated by a commune) DG: druga gminna (communal road) in Romania (road administrated by a commune) DG: druga gminna (communal road) in Romania (road administrated by a commune) DG: druga gminna (communal road) in Romania (road administrated by a commune) DG: druga gminna (communal road) in Romania (road administrated by a commune) DG: druga gminna (communal road) in Romania (road administrated by a commune) DG: druga gminna (communal road) in Romania (road administrated by a commune) DG: druga gminna (communal road) in Romania (road administrated by a commune) DG: druga gminna (communal road) in Romania (road administrated by a commune) DG: druga gminna (road administrated by a commune) DG: druga g
 droga krajowa (national road) in Poland DN: drum national (national road) in Romania DP: droga powiatowa (county road) in Poland DW: droga wojewódzka (voivodeship/provincial road) in Poland DN: droga wojewódzka (voiv
Itinerário principal (principal route) in Portugal NH: Is used to designate National Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada statale, regionale, provinciale or comunale (state, regional, provincial or local state) in Portugal NH: Is used to designate National Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada statale, regionale, provinciale or comunale (state, regional, provincial or local state) in Portugal NH: Is used to designate National Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada statale, regionale, provincial or local state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada statale, regionale, provincial or local state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada statale, regionale, provincial or local state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada statale, regionale, provincial or local state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada statale, regionale, provincial or local state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada statale, regionale, provincial or local state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada state Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada state Highway in New Zealand or Road in Ne
municipal road in Italy) TH/TR: Township Highway, Route or Road in the US US: United States Numbered Highway USBR: United States Poads in Bulgaria II: third-class roads in Czechia and Slovakia (state roads), second-class roads in Bulgaria II: third-class roads in Czechia and Slovakia (state roads), second-class roads in Bulgaria II: third-class roads in Bulgaria III: third-class roads in Bulgaria II: third-class roads in Bulgaria II: third-class roads in Bulgaria III: third-
in Czechia and Slovakia (district roads, owned by regions), third-class roads in Bulgaria While in Czechia and Slovakia, the Roman numeral is followed by a slash, Bulgaria uses a hyphen. Depending on the country, the letter attributed to a road may be part of a road grading system, be a shortening for a type of road especially in a foreign language or
refer to a geographical zoning system, such as the Appalachian Development Highway System or the county highway systems of California, Iowa, and Michigan in the United States. AH roads in the International E-road network in Europe EV: long-
 distance cycling routes in the EuroVelo network of Europe TAH: highways part of the Trans-African Highway network Further information: Highways in Australia In Australia, road routes are allocated along sections of named roads, often along parts of multiple roads. Unlike many other countries, most highways in Australia tend to be referred to only
by their names. State road authorities have separate numbering systems, for internal use only. Common route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW).
 border) National Highway (alphanumeric): remains on old signs in Melbourne National Route: used in QLD and ViC; remains on old signs in Melbourne National Highway (numeric): used in QLD, WA and partly VIC (also known as Metropolitan
 Route in Melbourne; being slowly phased out) The first route marking system was introduced to Australia in the 1950s. National Route 1 was designated to a circular route around the Australian coastline. A state route marking system was
designed to supplement the national system, for inter-regional and urban routes within states.[2] When the National Highway system was introduced, National Highway system was introduced in Tasmania in 1979,[3] and
during the 1990s, planning began for nationally consistent route markings, using the alphanumeric systems.[5] In 1955, the Australian National Route Numbering System was introduced to simplify navigation
 across Australia. The National Route Numbers are marked by white shields that are present in directional signs, distance signs or trailblazers. The general rule was that odd-numbered highways in east-west directions, with only a few exceptions. National Route 1 was assigned to a
network of highways and roads, which together linked all capital cities and coastal towns circumnavigating the mainland. The National Routes often terminated at the junction of other national routes, however many bypasses have been constructed since then. National Routes often terminated at the
metropolitan city limits rather than the individual city centres. [2] In 1974, the federal government assumed responsibility for funding the national Highway. [6] These highways were marked with distinctive green and gold route marker shields instead of the plain National Route shield.
Though the National Highway system has been superseded in subsequent legislation, National Highway route markers are still used on many of the routes. Additionally, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation, National Highway system has been superseded in subsequent legislation and the subsequent legislation and 
 alphanumeric system.[7][8][9] Important urban and inter-regional routes not covered by the National Highway or National Route systems are marked under the State Route system. They can be recognised by blue shield markers. They were practically adopted in all states by the end of the 1980s, and in some states, some less important National
 Routes were downgraded to State Routes. Each state has or had its own numbering scheme, but do not duplicate National Routes and National Routes a
[9][10] However, despite the fact that Victoria has fully adopted alphanumeric routes in regional areas, state route numbers are still used extensively within the city of Melbourne as a part of its Metropolitan Route Numbering Scheme.
 under the Metroad scheme. Metroad route numbers were assigned to the key navigational corridors, along ring and radial routes, and marked by distinctive hexagonal shields.[10] Most Metroads have been completely or partially replaced with alphanumeric routes in Brisbane with currently only have 2 routes; Metroad 2 and Metroad 5, and they
have been fully replaced by alphanumerics in Sydney. [10] Tasmania introduced an alphanumeric route numbering system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new system in 1979, based on the British system from 1963. The new sys
National Highway 1 was retained as the only route without an alphanumeric designation. [3] In the 1990s Victoria and South Australia also overhauled their systems, those shield-based schemes were retained in the Melbourne metropolitan area as the
Metropolitan Route Numbering Scheme.[11] The route numbers used in the alphanumeric schemes were generally inherited from the original National Route Numbering System, with only a few exceptions, and prefixed with letters denoting their grade. For example, Western Freeway is M8 until Ballarat and continues beyond as A8 Western Highway
They are not used extensively in the Melbourne metropolitan area where the blue-shield metropolitan route system is retained for most routes. (They were phased out for motorways in the early 2010s. New alphanumeric numbers are appearing for other new roads, and cover plates for signs, possibly pointing to a future phase-out of the metropolitan
route system altogether.) The National Highways were retained, but with the route numbers changed to alphanumeric designations (later to be passively phased out since 2014). New South Wales and the Australian Capital Territory[a] introduced the alphanumeric system from early 2013.[7] Before being officially announced, new road signs were
 fitted with such numbers and then being "coverplated" with the existing route number. However, the new system does not distinguish between the former National Highways and urban routes in Queensland, although many other roads retain markers from the
 National Route, National Highway, State and Metroad numbering systems. According to the New South Wales Roads & Maritime Services, the Northern Territory has similarly begun converting their numbered routes to alphanumeric routes, with a "progressive replacement" scheme that sees alphanumeric route markers introduced only when signs
are replaced.[10] There are no plans to introduce an alphanumeric route number, creating an alphanumeric system in Western Australia.[9] In the alphanumeric systems, a letter denoting the route standard and function is prefixed to the route number, creating an alphanumeric route designation. One of six letters may be used: "M" routes are primary traffic
routes, called motorways in some states. These are typically dual carriageways, freeway-standard, [12] or at least are dual carriageways, including urban arterials [12] and interstate or interregional single carriageways. [11] [12]
 "B" routes are less significant routes, either as an alternative to an "A" or "M" route, or linking smaller population centres to larger regional centres, but without being a major through-route in the region.[12] These are the major road
 network.[11] They are used for roads without the significance of an "M", "A", or "B" route, but where numbering would assist navigation.[12] "D" routes are detour routes for motorways. There are only two of them, D1 and D5 "R" routes are detour routes in South Australia. There is only one route, R1 Bulgaria uses prefix A for highways A1-A7 and
 Roman numerals I, II, III (followed by a hyphen) for the first-, second- and third-class roads. First-class numbers are single-digit, second-class road numbers are double-digit, third-class road numbers are three-digit or four-digit. Main article: Numbered highways in Canada The Trans-Canada Highway system is made up of a series of provincially
maintained highways, and is one of only two systems (the other being that spans multiple provinces, albeit not across the entire country. The provincial highways are assigned numbers by their respective provinces, albeit not across the entire country. The provincial highways are included in the country in the provincial highways are included in the country. The provincial highways are included in the country in the provincial highways are included in the country in the country. The provincial highways are included in the country in the coun
Highways'. They are divided into two series, and sub-series — local highways Hwy 100-899 — west-east routes 900 and X series — potential realignments and extensions Main article: List of British
Columbia provincial highways Owing to the mountainous terrain in the province, route numbers are assigned on a mostly ad hoc basis, and vary between west-east and south-north routes. They currently span from 1-118, except for Hwy 395 which is a counterpart of US 395. Some routes are grouped in numerical patterns (e.g. Highways 9, 11, 13).
15, 17, and 19 are north-south routes with values increasing by increments of two moving West). British Columbia formerly had "400 series" of highways Provincial Trunk Highways (PTH) are divided into two series'. PTH 1-199 — primary
 highways PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PR 200-699 — secondary highways Main article: List of New Brunswick provincial highways Route 100-199 — collector highways Route 200-999 — local highways Main article: List of Newfoundland and
Labrador highways Provincial highways Provincial highways are divided into three series'. Main highways have varying numbers Regional roads are numbered by region Route 210-222 — Burin Peninsula Route 201-346 — Kittiwake Coast, Fogo Island, & Twillingate Route 350-371 — Exploits
River Valley & Bay d'Espoir Route 380-392, 410-419 — Baie Verte Route 401, 420-438 — Great Northern Peninsula Route 402-407, 440-490 — Western Newfoundland Route 500-520 — Labrador Local highways are based on intersecting primary routes and numbered with extension (i.e. 210-1) Main article: List of Nova Scotia provincial highways
Provincial highways are divided into five series'. 100-Series — arterial highways Trunk Highways Scenic Routes are unnumbered Local roads are unnumbered Loc
 — intercity 400-series highways (freeways) Hwy 500-699 — secondary highways Hwy 800-813 — tertiary highways Provincial highways Provincial highways are divided into three series'. Route 1-4 — primary highways Route 4-27 — secondary highways Local
 highways are numbered by county Route 101-199 — Prince County Route 201-299 — Queens County Route 301-399 — Kings County Main article: List of Quebec provincial highways are divided into three classes. Odd numbers refer to routes that are generally perpendicular to the Saint Lawrence River. Even numbers refer to
 routes that are generally parallel to the Saint Lawrence River, Autoroutes - expressways Route numbers for bypasses and spurs take on a prefix (4nn-9nn) 100-series — primary highways Secondary routes 200-series — primary highways 200-series —
 highways Provincial highways are divided into three series', and sub-series'. Hwy 1.99 - \text{primary highways Hwy } 100-399 - \text{secondary highways Hwy } 301-397 - \text{routes to minor communities Hwy } 600-799, 900-999 - \text{minor highways Hwy } 100-399 - \text{minor highways Hwy } 100-399
 Hwy 600-699 — south-north highways Hwy 700-799 — west-east highways Hwy 900-999 — northern or isolated roads Main article: List of Northwest Territories highways there are numbered 1-8, and two are winter roads. Main article: Highways in
 Regional Expressways of China China China China China National Expressway Network National expressways, one-digit numbers are used for expressways of China are designated with letter G (for 国家高速, guójiā gāosù) followed by 1, 2, or 4 digits. For national expressways, one-digit numbers are used for expressways of China are designated with letter G (for 国家高速, guójiā gāosù) followed by 1, 2, or 4 digits. For national expressways, one-digit numbers are used for expressways of China are designated with letter G (for 国家高速, guójiā gāosù) followed by 1, 2, or 4 digits. For national expressways of China are designated with letter G (for 国家高速, guójiā gāosù) followed by 1, 2, or 4 digits.
 expressways, and even numbers from G10 to G90 are for east-west long-distance expressways. Numbers indicate city ring routes, spur routes, the third digit is 0, an odd number, or an
even number, respectively. Provincial city ring routes, spur routes uses two digits. For example, in G1503 (Shanghai Ring Expressway), "15" refers to the G15 Shenyang-Haikou Expressway, which passes through Shanghai, and "0" indicates that the route is a city ring expressway. Provincial expressway, which passes through Shanghai, and "0" indicates that the route is a city ring expressway.
gāosù) followed by 1 or 2 digits. Similar to the national expressways, one-digit numbers are used for routes starting in the provincial expressways with 4 digit numbers. [13] See also: China National Highways § List of all China National Highways G, followed by 3
digits, stand for guódào (国道), or China National Highways. S routes stand for shěngdào (省道), or provincial roads. Roads 201 - 299 are north-south highways. Roads 301 - 399 are east-west highways. Roads 501 - 599 are spur routes. County roads (xiàndào, 县道) are
prefixed with letter X. Township roads (xiāngdào, 乡道) are prefixed with letter Y. Village roads (cūndào, 村道) are prefixed with letter C. Special roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (cūndào, 村道) are prefixed with letter C. Special roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (cūndào, 村道) are prefixed with letter Y. Village roads (cūndào, 村道) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (cūndào, 村道) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用道路) are prefixed with letter Y. Village roads (zhuānyòng dàolù, 专用证据 zhuānyòng dàolù, 专用证据 zhuānyòng dàolù, 专用证据 zhuānyòng dàolù, 专用证据 zhuānyòng zhuān
 numbering system of highways and road routes in Czechia and Slovakia is based on the original Czechoslovak system. Around 1946, first-class roads got their numbers 1-68. Numbers 1-68 to Slovak roads, 61-68 to Slovak roads, 61-68 to Slovak roads, 61-68 to Slovak roads. In 1950, an ordinance was issued (1199/1949 Ú.l.I) that divided roads into three classes, traditionally denoted by
 Roman numerals I (state roads), II (regional roads), II (district roads), III (district 
 route number corresponded to the road class. Class I roads had 1 or 2 digits, class II always 3 digits, class III 4 or 5, exceptionally 6 digits. On directional traffic signs, identification plates of bridge objects or in maps, the route number is given without a prefix. In texts, official decisions and announcements, the route number is usually preceded by a
class designation with a slash (I/67, II/102, III/00425). At class I or II, the route 8, or 102A can be a branch of the route 8, or 102A can be a branch of the route 8, or 102A can be a branch of the route 102 - however, this index is not shown on regular maps or road signs. If the suffix letter) is used for III-class road signs. If the suffix letter (lowercase letter) is used for III-class road signs. If the suffix letter) is used for III-class road signs. If the suffix letter (lowercase letter) is used for III-class road signs. If the suffix letter) is used for III-class road signs. If the suffix letter (lowercase letter) is used for III-class road signs. If the suffix letter (lowercase letter) is used for III-class road signs. If the suffix letter) is used for III-class road signs. If the suffix letter (lowercase letter) is used for III-class road signs. If the suffix letter) is used for III-class road signs.
(III/10107a), the route marked in this way is a separate route and the letter suffix is an integral part of the route numbers of I and II classes are sequential, meaningless. Some patterns can be traced to how the numbers were originally assigned by direction and area, but newly assigned or changed numbers may violate these patterns.
 Numbers of III-class routes are always derived from the number of some I-class or II-class route. The first three digits always indicate a reference route of a higher class, which means that I-class numbers are always supplemented by leading zeros to the three-digit number (III/00425a are both derived from I/4, and the number III/3259 is numbers are always supplemented by leading zeros to the three-digit number of some I-class or II-class route. The first three digits always supplemented by leading zeros to the three-digit number of some I-class or II-class route.
followed by III/32510). When I-class or II-class routes are renumbered or recategorized, III-class route numbers do not usually change because of this, i.e. they can refer to historical numbering, not to the current one. Although plans and attempts to build highways in the area of Czechoslovakia had been made in the past, the first section of the
modern highway network was opened on July 12, 1971. Highway numbers are mostly derived from I-class routes, which they replaced by highway D5. Highway numbers are usually indicated with the prefix D (D1, D47), in directional traffic signs they are indicated without a prefix and are distinguished only by the red color
of the background. However, the highway number cannot be confused with the corresponding I-class road number, for example, the D8 highway goes in a different direction than the I/8 road. The prefix D is derived from the word "dálnice, the D8 highway goes in a different direction than the I/8 road. The prefix D is derived from the word "dálnice, the D8 highway number cannot be confused with the corresponding I-class road number, for example, the D8 highway goes in a different direction than the I/8 road. The prefix D is derived from the word "dálnice, the D8 highway number cannot be confused with the corresponding I-class road number, for example, the D8 highway goes in a different direction than the I/8 road. The prefix D is derived from the word "dálnice, the D8 highway goes in a different direction than the I/8 road. The prefix D is derived from the word "dálnice, the D8 highway goes in a different direction than the I/8 road. The prefix D is derived from the word "dálnice, the D8 highway goes in a different direction than the I/8 road. The prefix D is derived from the word "dálnice, the D8 highway goes in a different direction than the I/8 road. The prefix D is derived from the word "dálnice, the D8 highway goes in a different direction than the I/8 road. The prefix D is derived from the word "dálnice, the D8 highway goes in a different direction than the I/8 road. The prefix D is derived from the Word The I/8 road. The prefix D is derived from the Word The I/8 road. The prefix D is derived from the Word The I/8 road. The prefix D is derived from the Word The I/8 road. The prefix D is derived from the Word The I/8 road. The Word The I/8 road The I/8 r
Markings with the R prefix for "expressways" (rychlostní silnice, the word "rychlost" means "a velocity") were also used in the road network maps and strategic documents. R-roads did not have a separate numbering system, but they were sections of ordinary I-class roads, but in construction parameters and with a traffic regime similar to highways
After the dissolution of Czechoslovakia, the numbering systems of the two successor states (Czechia and Slovakia) became independent, but both continued to follow the Czechoslovakia, the numbering system in Czechia remained in principle unchanged. However, especially during the partial changes in 1997, some numbers that
originally belonged to Slovakia, especially from the 60s series, were used for I-class roads in Czechia, so they are duplicated compared to Slovakia also started to use numbers for its roads that were originally used in
Czechia. In Slovakia, a separate numbering system for expressways (R-roads) was created, with numbers R1 - R8. As of January 1, 2016, the highway network was reformed in the Czech Republic. The main change was that most sections of R-roads (expressways) were recategorized to highways and the R prefix has fallen into disuse for the remaining
ones as well. In Slovakia, numbering of III-class routes underwent two reforms. First, in connection with the data outputs all these numbers were complemented to six digits by inserting zeros, e.g. III/5196 to III/519006, however, the old
numbering was also used at the same time. As of May 1, 2015, all Slovak III-class routes were renumbered to completely new four-digit numbers, while an interval is reserved for individual districts within which the numbers starting with 145, 146, 147 belong to
Komárno District). In Czechia, there is also a national system of cycling route numbering. It is quite independent on road route sare marked with
 specific official orange-black directional road signs, and for local and off-road routes, stripe marks derived from Czech Hiking Markers System are used (with orange margin stripes instead of white ones). The guarantor of the numbering system is Czech Tourist Club. In addition, there are many local routes not included in this system. Main article
 Roads in Finland The classification and numbering system of state-maintained roads of Finland is as follows: Main roads Class I (Finnish: stamvägar): 1-39 (between regional centers) Regional roads (Finnish: seututiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish: stamvägar): 1-39 (between major cities) Main roads Class II (Finnish:
regionalvägar): 100-999 (between large municipalities or alternate roads (Finnish: phystiet; Swedish: förbindelsevägar): 1000-1999 (connecting to a larger road) Local municipality for alternate roads (Finnish: phystiet; Swedish: förbindelsevägar): 1000-1999 (between villages cf. farm-to-market road) Streets are maintained by the local municipality
 Winter maintenance of roads and streets is managed by a local authority. Regional roads are paved. They are generally wider than 7 metres (23 ft). About half of the connecting and local roads are paved. They
are generally narrower, and oncoming traffic is a potential hazard, despite the general speed limit of 80 kilometres per hour (50 mph). Connecting and local roads are usually not marked with numbers, but just with ordinary traffic signs. Main article: Highways in Finland The main highways are all paved and have at least two lanes; they are better
maintained than main and regional roads. Highways 8 to 10 radiate from 1 to 7 radiate 
Sections of highway between major cities have often been upgraded to motorways, for example between Helsinki and Tampere. Since Finland is a large and sparsely populated country, there is no need to upgraded to motorways, for example between Helsinki and Tampere. Since Finland is a large and sparsely populated country, there is no need to upgrade all highways to motorways. A stands for Autobahn (motorway), B for Bundesstraße (literally "federal road"). There are also L roads
(Landesstraße for Bundesland; in Saxony S and Bavaria St for Staatsstraße), K roads (Kreisstraße for districts, in some states of Germany K roads are classified as Landesstraße (long-distance road) in East Germany until 1990 and as R for
 Reichsstraße (imperial road) in the Weimar republic and Nazi-Germany until the Second World War. A roads use white numbers on blue shields, B and R roads black numbers on blue shields and L, K and St roads - if designated - black numbers on white shields. The respective letters are normally not included in the shield. Shield for
Bundesautobahn 7, short A 7 Shield for Bundesstraße 128 in former Reichsstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 262 in the Saarland, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 128 in former East Prussia, abbreviated as R 128 Road marker for Landesstraße 
important autobahns; 2- and 3-digit numbers are for connectors of 1-digit-numbers are for connectors of 1-digit numbers, and east-west routes have even numbers. Bundesstraßen are national highways, their numbers consist of the letter B and a number: 1-digit numbers are more important than 2- or 3-digit numbers; the first ten
roads span the entire country, the 2-digit roads were assigned sequentially in clusters connector roads. short branches of Bundesstraßen may be given numbers with an appended "n" (e.g. B 7n).
 West Berlin once had its own Bundesstraßen with letters. State roads are roads are roads operated by the German federal states or Staatsstrasse (in Saxony and Bavaria). They are labeled by an initial L or S and a one- to four-digit individual number (e.g. S2 or L240). The federal states sustain their own numbering systems with
 individual styles of number shields used. A 1 A 66 A 100 B 35 B 28a B 71n E from West Berlin R from West Berlin Further information: Hong Kong Strategic Route and Exit Number System Highways or Routes are numbered 1-10. Routes are also given names (e.g. Tolo Highway) Examples of road signs of
 Indonesia National Route based on "Peraturan Dirjen Hubdat Kemenhub 2019"; a National Road, a Toll Road, and a Provincial Road Indonesia is an archipelago. For national route numbering starts at 1 on every main island and continues to the small
surrounding islands. National Route Sign Number: on the top of route number has combination letter "TOL" with background color red, followed by region code each province and number route written on the bottom. Toll Road Sign Number: on the top of route number has combination letter "TOL" with background color red, followed by region code each province and number route written on the bottom.
code each province and number route written on the bottom. Provincial Route Sign Number: on the bottom. Common route number shields used in Indonesia National route 6 in Region 17
(Bali) National route 17 in Region 14 (Central Java) Toll route 1 in Region 12 (West Java) Jakarta-Cikampek Elevated Toll Road Toll route 2 in Region 12 (West Java) Toll route 2 in Region 12 (West Java) Toll route 2 in Region 14 (Central Java) Toll route 1 in Region 15 (North Sumatra) The next numbering is considered by these provision:
starts from left-right then top-down until the roads on the island have been mapped. The road sections that cross the island are numbered even, starting with the number 2 (two). Especially for Sulawesi Island, route numbered even, starting with the number 2 (two). Especially for Sulawesi Island, route numbered even, starting with the number 2 (two).
national routes on Java Island, 55 national routes on Sumatra Island, 5 national routes on Sumatra Island, 5 number routes on Sumatra Island, 5 number routes on Sumatra Island, 5 number routes on Sumatra Island, and 6 national routes on Sumatra Island, 5 number routes on Sumatra Island, and 6 national routes on Sumatra Island, 5 number routes on Sumatra Island, 5 
("state highway"), SR for strada regionale ("regional road"). Main article: Autostrade of Italy Road marker for motorways in Italy Autostrade of Italy follow a single numbering, even if managed by different concessionaire companies: they are all marked with
the letter "A" ("RA" in the case of motorway junctions, with the exception of the Bereguardo-Pavia junction numbered on the signs as Autostrada A53, and "T" for the international Alpine tunnels) followed by a number. Therefore a motorway with the same numbering can be managed by different concessionaire companies (for example the Autostrada
A23 is managed for a stretch by Società Autostrade Alto Adriatico [it] and for the remaining stretch by Autostrade per l'Italia[14][15]). In road signs the alphanumeric acronym is enclosed (not in the case of the 16 junctions) in a green octagon with a white acronym. The numbers of motorways and tunnels are assigned with a circular from the Minister
of Infrastructure and Transport to be published in the Gazzetta Ufficiale.[16] Main article: State highways (Italy) Road marker for state highways in Italy Strade statali are identified by a number and a name. In road signs and maps the number is preceded by the acronym SS, an acronym for strada statale ("state road"). The nomenclature of the state
highways managed by ANAS generally follows the SS n scheme, where n is a number ranging from 1 (Aurelia) up to 700 (of the Royal Palace of Caserta) depending on the date of establishment of the state highway. Newly built ANAS roads, not yet classified, are identified by the acronym NSA, an acronym for nuova strada ANAS ("new ANAS road").
[17] In road signs the alphanumeric acronym is enclosed in a blue rectangle with a white acronym SR, an acronym for strada regionale ("regional road"). In
 road signs the alphanumeric acronym is enclosed in a blue rectangle with a white acronym SP, an acronym for strada provinciali are identified by a number. In road signs the alphanumeric acronym is enclosed in a blue rectangle with a white
acronym. Extra-urban strade comunali may be identified by a number. In road signs and maps the alphanumeric acronym is enclosed in a white rectangle with a black acronym. Very rarely extra-urban strade comunali are marked with a
number and with the abbreviation SC.[18] Road marker for regional roads in Italy Road marker for extra-urban municipal roads in Italy Road
 Roads System, and Malaysian State Roads system Route number in Malaysia is fairly simple. All expressway by the Malaysian government) has a route number heginning with 'E', followed by a number. (e.g. North-South Expressway Northern Route number heginning with 'E', followed by a number.
 Expressway) All federal roads can have any route number except those stated below. (e.g. FT 1 Malaysia Federal Route 1) Industrial roads has a four-digit route number starting with '1' or '2'. Institutional facilities roads follow the normal
 numbering of federal roads. All state roads begins with a letter other than 'E', followed by a number. Starting Letter State A Perak B Selangor C Pahang D Kelantan J Johor K Kedah M Melaka N Negeri Sembilan P Penang R Perlis T Terengganu All major roads in Sabah are federal roads. The route numbers are usually three-digits beginning with '5'
 Route 1, 13 and 22 belong to the Pan Borneo Highway. Institutional roads route numbers have three-digits beginning with the letter 'A' which is derived from
the old route numbering scheme, though both of them are state roads. Main article: List of Federal Roads in Sarawak Feder
FT 1-15 FT 1-16 Jalan Kuching-Serian) Other roads can have any route number and are also divided into sections. All federal roads in Labuan have a three-digit number beginning with '7'. Unlike in neighbouring Malaysia,
 Singapore does not use a route numbering system. Instead, expressways in Singapore are assigned a three letter code, such as ECP for East Coast Parkway.[19] Further information: Great Britain and the other for Northern Ireland. Both schemes
follow the same principles, but the numbers are independent and the same road number may be duplicated between the two schemes. Examples of UK road numbers consist of a number up to 4 digits, prefixed with the letters A or B.[20] The main road
from London to Edinburgh was designated the A1 in 1921; the "A" indicates a "trunk" or "principal" road, between regional towns and cities.[21] In Great Britain, the A1, A2, A3, A4, A5 and A6 radiate out from London, or nearby, (in clockwise order) to points around the coast. Some A-roads, or sections of A-roads, are dual carriageway, without being
 Unclassified roads are roads intended for local traffic; 60\% of UK roads are unclassified, [20] and the 200,000 miles of B, unnumbered, and Wales starting in the zone between the A1 and the A2 begin with the figure 1 (e.g. A137, B1412), all
classified roads in England and Wales starting in the zone between the A3 and the A4 begin with the figure 3 (e.g. A213, B2767), all classified roads in England and Wales starting in the zone between the A3 and the A4 begin with the figure 3 (e.g. A214, B3143), etc. Scotland is similarly divided into zones by the A7, A8 and A9 which radiate out from
Edinburgh. Zones are not used in Northern Ireland. Motorways are either M-class or upgraded A-road, A(M) class. M-class motorways are labelled in the form Mx, as a higher grade of motorway, and A(M) roads are labelled in the form Ax(M), where
x is the designation of the road, dependent on the zone. For example, the M25 is the London Orbital Motorway, and the A1(M) is the upgraded A1 dual carriageway. [citation needed] A similar clock-face zonal system is used in many other European countries (for example, Spain and Belgium). Further information: Numbered highways in the United
States Common route number shields used in the United States, numbered route 50 Delaware Route 50 Dela
United States Numbered Highway System laid out in 1920s, and the newer Interstate Highway System state highways. Some states have other systems as well, either a system of numbered county highways or secondary state highways. A few cities also have
numbered city highways; for example, the city of Charlotte, North Carolina, maintains Charlotte Route 4. The U.S. Highway System, indicated by a white shield with black numbers, is based on a numbering grid, with odd routes running generally north-south and even routes running east-west. Primary routes have a one- or two-digit number, and are
supplemented by spur routes that add a hundreds digit to their parent route. Route 1 follows the Atlantic Seaboard fall line, while U.S. Route 2 runs near the Canadian border, while U.S. Route 98 follows the Gulf
Coast. Major cross-country routes end in either a "1" or a "0". For example, U.S. Route 41 spans the country from Miami, Florida, to the Upper Peninsula of Michigan. Routes like U.S. Route 441 and U.S. Route 441 branch off U.S.
Route 41. U.S. Route 66, known as the "Mother Road", was a cultural touchstone that inspired literature, songs, and other media from its creation in 1926 until it was superseded by segments of the Interstate Highway System, indicated by a red and blue
shield with white numbers, is a system of entirely freeways (unlike the U.S. Highway System, which is mostly undivided surface roads). The Interstate System is also based on a grid, with east-west routes bearing even numbers and north-south routes bearing even numbers. In order to prevent confusion with the earlier U.S. Highway System, however,
the Interstates are numbered in the opposite direction, such that the lowest routes are in the south and west, and the highest numbers in the country from Jacksonville, Florida, to Santa Monica, California, while Interstate 35 goes from the Mexican
border to the Great Lakes. Like with U.S. Highways, subsidiary routes are numbered by adding a hundreds digit to the parent route. Because of the large number of these routes, three-digit numbers may be repeated within the system, but unique to each state. Additionally, the parity of the hundreds digit tells the nature of the spur route: odd
hundreds digits like Interstate 393 only connect to the system at one end (forming "spurs"), while an even hundreds digit like Interstate at both ends (forming loops). The number into system for state highways varies widely from state to state. Each state decides how to number its own
routes. Some maintain systems similar to the national road systems, based on a grid. Others number also use suffixed letters
and banners appended to the tops of signs to indicate alternate route in the main highway. For example, U.S. Route 1 or provide an alternate route either around or through a city along U.S. Route 1's route. Banners are sometimes used to indicate alternate
routes. Words like "Alternate", "Business", or "Bypass" can be added to a sign to indicate such a situation. Some countries, such as Brazil, number their national highways by direction. (BR1xx = North/South highways, BR2xx = East/West, BR3xx = 'Diagonal' (i.e. NW/SE or NE/SW)). A stands for motorway and B is for main roads. E and F are for
smaller local roads. T is the prefix for all roads, however not represented on route shields. The prefix is mostly only used by the Estonian Road Administration and is not in common usage when referring to roads. A stands for "autoroute" (motorway), N for "national road", D for "départementale" road and C for "communale". France still uses Route
Nationale numbers from an 1824 revision of 1811 numbers made under Napoleon. Main article: Roads in Ireland M stands for Motorway, N for National primary road or National 
expressways in Japan outside of the urban systems. The designations, depicted with a green rectangle with white numbers and letters on a red shield. Where a
highway changes into a motorway or vice versa, it may continue to use the same number, but the letter and the color are switched. When there are only one or two digits, it is typically a national road. Main article: Philippine highway network Philippine expressway and
national road shields. Expressway are designated with "E", and signed with the letter. National roads omit the "N" on signage The Philippines' new route numbering system, started in 2014, for its network of expressways (limited access roads) and national roads ("N"
roads, of the primary and secondary designation) use white shields based on the Australian National Route shields, but signed with the number only, with N included for inventory purposes. Expressways ("E" roads) uses signs the same design as with national primary and secondary roads, but colored yellow, and unlike national roads, includes E to
prevent confusion. Main article: Roads in Poland Polish roads glates. Motorways are designated with "A", expressway are designated with "B". National roads and voivodeship roads for "droga krajowa" (national road) DW
 stands for "droga wojewódzka" (voivodeship/provincial road) There are also county roads (DP, "droga powiatowa") and communal/municipal roads (DG, "droga gminna"). However the numbers of these types of routes are only for administrative purposes, therefore not displayed on signage. Main article: Roads in Senegal N stands for "national" roads
while R is for "regional" roads. N stands for national road, R stands for national road and M stands for national road in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits, stands for national roads in Spain A, followed by one or two digits and stands for national roads in Spain A, followed by one or two digits are not stands for national roads in Spain A, followed by one or two digits are not stands for national roads and stands for national roads are not stands for national roads.
Andalusia or Aragon, and may or may not be a divided highway. AP stands for "nacional" (national for "nacional" (national for "nacional" (national for "nacional" (national), single carriageway road owned by the national Government. National roads 1 to 6 are radial roads linking Madrid with major cities or borders with France and Portugal. All other roads are numbered
with three digits. Other letters refer to the code of the region or city that is served by the road. See for example M-30, with M standing for Madrid. O-1 (Otoyol 1) O stands for "Il Yolu" (provincial roads/minor highways) "QL" on a national road shieldThe
following abbreviations appear on guide signs and kilometer posts: CT cao tốc (expressway) QL quốc lộ (national road) TL or ĐT tỉnh lộ or đường tỉnh (provincial road) HL hương lộ or huyện lộ (rural district road) DCK đường tỉnh (provincial road) HL hương lộ or huyện lộ (rural district road) DCK đường tỉnh (provincial road) HL hương lộ or huyện lộ (rural district road) DCK đường cặp kênh (canal towpath) Highway shield Highway location marker Driver location signs Asian Highway Network Auxiliary
route (United States) China road numbering International E-road network (Europe) State-numbered roads in the Australian Capital Territory are interstate highways from NSW and their interconnecting thoroughfares, as the Australian
Capital Territory does not number its other highway or freeway grade roads. ^ Other states including Iowa, Kentucky, Mississippi, and New Jersey also use the default circle marker. All other states including Iowa, Kentucky, Mississippi, and New Jersey also use the default circle marker. All other states including Iowa, Kentucky, Mississippi, and New Jersey also use the default circle marker. All other states have their own designs. ^ Ministerial Decision DMEO/E/OIK/779/1995 (FEK B' 664/28.07.1995, pp. 7967-7968). ^ a b c National Association of
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designation or abbreviation is an identifying numeric (or alphanumeric) designation assigned by a highway authority to a particular stretch of roadway to distinguish it from other routes and, in many cases, also to indicate its classification (e.g. motorway, primary route, regional road, etc.), general geographical location (in zonal numbering systems)
and/or orientation (north-south v. east-west). The numbers chosen may be used solely for internal administrative purposes; however, in most cases they are also displayed on roadside signage and indicated on maps. Letters are often used in road designations to indicate a class of roadways. Within such a class, roads are distinguished from each other
by a road number. The way such letters are used depends on the country or other political jurisdiction which contains and controls the road. For instance, among A1 motorways, the one in Spain has a hyphen between the A and the 1. In Argentina
there are zeros between the A and the 1 (Autopista A001). "A" may mean "motorway" in a number of countries (ex. Autoroute in France or Autostrada in Italy and Romania, or Autobahn in Germany), usually the largest and highest-quality roadways in the country. Is also used for primary roads in the UK. It also means a road of national significance in
Australia[citation needed] and the United Kingdom. "B" roads in the United Kingdom are distributor roads which have lower traffic densities than the main trunk roads, or A roads. In certain Australian states, a B road is a road of state significance. [citation needed] "C" may mean county in the US and means a connecting route that connects two
places in Victoria, Tasmania or the Northern Territory. Means "Circle" or "Circular road" in Japan. "D" may mean "European" road, or "Expressways" in Japan, Zimbabwe "F" "G" may be used for a national highway
or freeway in China "H" may mean "Hawaiian Interstate" in the US "I" may mean "Interstate" in the US "
in South Africa, municipal roads in Portugal, and also used for state highways in Michigan in the US "N" may mean "regional" road or for state highways in Nebraska "O" may mean "Otoyol" in Turkey "P" "Q" "R" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "regional" road or for state highways in Nebraska "O" may mean "r
in Slovakia ("rychlost" = velocity) "S" may mean expressways in Austria ("Schnellstraße") and Poland ("droga ekspresowa") or "Shengdao/Provincial Highways" in China "T" T roads in Malaysia are roads in Terengganu; in some parts of the U.S., they are township roads; In Estonia, T is the official prefix for national routes; "territorial" roads in
Ukraine; in Italy T is used for tunnels (traforo) when separately classified road; also used in Utah routes in the US "V" "W" "X" may mean "Xiandao/County Highways" in China "Z" AP: Autopista de peaje (toll motorway) in Spain BAB:
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Bundesautobahn (federal motorway) in Germany, only used in documents, normally just A BR: Brazilian Federal Highway CH/CR: County Highway, Route or Road in the US or Canada among other countries CT: cao tốc (freeway/expressway) in Vietnam DC: drum comunal (communal road) in Romania (road administrated by a commune) DG: droga gminna (communal road) in Poland DJ: drum județean (county road) in Romania DK: droga krajowa (national road) in Poland DW: droga powiatowa (county road) in Poland DW: droga wojewódzka (voivodeship/provincial road) in Poland DV: droga powiatowa (county road) in Poland DW: droga wojewódzka (voivodeship/provincial road) in Poland DW: drog road) in Norway IC: Itinerário complementary route) in Portugal IP: Itinerário principal (principal route) in Portugal NH: Is used to designate State Highway, Route or Road in New Zealand or the US SS/SR/SP/SC: Strada statale, regionale, provinciale or comunale (state, regional, provincial or municipal road in Italy) TH/TR: Township Highway, Route or Road in Czechia and Slovakia (state roads), first-class roads in Bulgaria II: second-class roads in Czechia and Slovakia (regional roads), second-class roads in Bulgaria III: third-class roads in Czechia and Slovakia, the Roman numeral is followed by a slash, Bulgaria uses a hyphen. Depending on the country, the letter attributed to a road may be part of a road grading system, be a shortening for a type of road especially in a foreign language or refer to a geographical zoning system, such as the Appalachian Development Highway System or the county highway systems of California, Iowa, and Michigan in the United States. AH roads in the Asian Highway System or the county highway systems of California, Iowa, and Michigan in the United States. AH roads in the Asian Highway System or the county highway systems of California, Iowa, and Michigan in the United States. highway network E roads in the International E-road network in Europe EV: long-distance cycling routes in the EuroVelo network of Europe TAH: highways part of the Trans-African Highway network in Europe EV: long-distance cycling routes in the EuroVelo network of Europe TAH: highways part of the Trans-African Highway network further information: Highways in Australia, road routes are allocated along sections of named roads, often along parts of multiple roads. Unlike many other countries, most highways in Australia tend to be referred to only by their names. State road authorities have separate numbering systems, for internal use only. Common route number shields used in Australia Alphanumeric route (used in NT, QLD, SA, VIC, TAS and partly NSW); may also be coloured orange-on-blue for tollways in VIC and QLD Alphanumeric route (used in ACT and partly NSW; note the white border) National Highway (alphanumeric): remains on old signs in Melbourne National Route: used in QLD and ViCtoria National Highway (numeric): remains on old signs in ACT and partly QLD; remains on old signs in Melbourne National Highway (numeric): used in VA and VIC; remains on old signs in ACT and partly DLD; remains on old signs in ACT and DLD; remains on old signs in ACT and DLD; State Route: used in QLD, WA and partly VIC (also known as Metropolitan Route in Melbourne; being slowly phased out) The first route marking system was introduced to Australia in the 1950s. National Route 1 was designated to a circular route around the Australian coastline. A state route marking system was designed to supplement the national Highway system was introduced, National Highway system was markers. Alphanumeric routes were introduced in Tasmania in 1979,[3] and during the 1990s, planning began for nationally consistent route markings, using the alphanumeric system.[4] Alphanumeric routes have been introduced in most states and territories in Australia, partially or completely replacing the previous systems.[5] In 1955, the Australian National Route Numbering System was introduced to simplify navigation across Australia. The National Route Numbered highways travel in north-south directions and even-numbered highways in eastwest directions, with only a few exceptions. National Route 1 was assigned to a network of highways and roads, which together linked all capital cities and centres of towns and cities and terminated at the junction of other national routes, however many bypasses have been constructed since then. National Routes often terminated at the metropolitan city limits rather than the individual city centres.[2] In 1974, the federal government assumed responsibility for funding the nations most important road links, with the introduction of the National Highway.[6] These highways were marked with distinctive green and gold route marker shields instead of the plain National Route shield. Though the National Highway system has been superseded in subsequent legislation, National Highway route markers are still used on many of the routes. Additionally, National Highways and National Routes have been phased out, or are in the process of being phased out, in all states and territories except Western Australia, in favour of the alphanumeric systems are marked under the State Route systems. They can be recognised by blue shield markers. They were practically adopted in all states by the end of the 1980s, and in some states, some less important National Routes were downgraded to State Routes are nother state, or nearby routes in another state. [2] As with the National Routes and National Routes are less important National Routes are being phased out in most states and territories in favour of alphanumeric routes.[7][8][9][10] However, despite the fact that Victoria has fully adopted alphanumeric routes in regional areas, state route numbers are still used extensively within the city of Melbourne as a part of its Metropolitan Route Numbering Scheme.[11] Metroad route marker In the 1990s in Sydney and Brisbane, urban route numbering system were assigned to the key navigational corridors, along ring and radial routes, and marked by distinctive hexagonal shields.[10] Most Metroads have been completely or partially replaced with alphanumeric routes in Brisbane with currently only have 2 routes; Metroad 2 and Metroad 5, and they have been fully replaced by alphanumerics in Sydney. [10] Tasmania introduced an alphanumeric route numbering system in 1979, based on the British system from 1963. The new system aimed to upgrade the signing of destinations, including previously unmarked roads and to simplify navigation by allowing visitors to follow numbered routes. National Highway 1 was retained as the only route without an alphanumeric designation.[3] In the 1990s Victoria and State Route Numbering Systems, those shield-based schemes were retained in the Melbourne metropolitan Route Numbering System, with only a few exceptions, and prefixed with letters denoting their grade. For example, Western Freeway is M8 until Ballarat and continues beyond as A8 Western Highway. They are not used extensively in the Melbourne metropolitan area where the blue-shield metropolitan route system is retained for most routes. (They were phased out for motorways in the early 2010s. New alphanumeric numbers are appearing for other new roads and cover plates for signs, possibly pointing to a future phase-out of the metropolitan route system altogether.) The National Highways were retained, but with the route numbers changed to alphanumeric designations (later to be passively phased out since 2014). New South Wales and the Australian Capital Territory[a] introduced the alphanumeric system from early 2013.[7] Before being officially announced, new road signs were fitted with such numbers and then being "coverplated" with the existing route number. However, the new system does not distinguish between the former National Highways and other routes. Alphanumeric routes have also been introduced for many major highways and urban routes in Queensland, although many other roads retain markers from the National Route, National Highway, State and Metroad numbering systems. According to the New South Wales Roads & Maritime Services, the Northern Territory has similarly begun converting their numbered routes to alphanumeric routes, with a "progressive" replacement" scheme that sees alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric system in Western Australia.[9] In the alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduce an alphanumeric route markers introduced only when signs are replaced.[10] There are no plans to introduced only when signs are replaced.[10] There are no plans to introduced only when signs are replaced.[10] There are no plans to introduced only when signs are replaced.[10] There are no plans to introduced only when signs are replaced.[10] There are no plans to introduced only when signs are replaced.[10] There are no plans to introduced only when signs are replaced.[10] There are no plans to introduced only when signs are replaced.[10] There are no plans to introduced only when signs are replaced.[10] There are no plans to introduced only when signs are replaced.[10] There are no plans to introduced only when signs are replaced.[10] There are no plans to introduced on the plans alphanumeric route designation. One of six letters may be used: "M" routes are primary traffic routes, called motorways in some states. These are typically dual carriageway, freeway-standard highways, but may also be used for rural roads that are nearly at freeway-standard, [12] or at least are dual carriageways. [11] "A" routes are other primary traffic routes, called motorways in some states. These are typically dual carriageway, freeway-standard highways, but may also be used for rural roads that are nearly at freeway-standard, [12] or at least are dual carriageways. highways, including urban arterials[12] and interstate or interregional single carriageways.[11][12] "B" routes are less significant routes, either as an alternative to an "A" or "M" route, or linking smaller population centres to larger regional centres, but without being a major through-route in the region.[12] These are the major road links in areas without "A" routes.[11] "C" routes link smaller settlements and towns to the rest of the major road network.[11] They are used for roads without the significance of an "M", "A", or "B" routes are detour routes for motorways. There are only two of them, D1 and D5 "R" routes are ring routes in South Australia. There is only one route, R1 Bulgaria uses prefix A for highways A1-A7 and Roman numerals I, II, III (followed by a hyphen) for the first-, second- and third-class roads. First-class numbers are single-digit, second-less road numbers are single-digit, second-less road numbers are three-digit or four-digit. Main article: Numbered highways in Canada The Trans-Canada Highway system is made up of a series of provincially maintained highways, and is one of only two systems (the other being that spans multiple provincial highways are assigned numbers by their respective provinces. Main article: List of Alberta provincial highways All provincial highways are 'Primary Highways'. They are divided into two series', and sub-series — local highways Hwy 500-699 — west-east routes Hwy 700-899 — south-north routes 900 and X series — potential realignments and extensions Main article: List of British Columbia provincial highways Owing to the mountainous terrain in the province, route numbers are assigned on a mostly ad hoc basis, and vary between west-east and south-north routes. They currently span from 1-118, except for Hwy 395 which is a counterpart of US 395. Some routes are grouped in numerical patterns (e.g. Highways 9, 11, 13, 15, 17, and 19 are north-south routes with values increasing by increments of two moving West). British Columbia formerly had "400 series" of highways similar to Ontario, but that scheme was dropped in 1973. Main article: List of Manitoba provincial highways Provincial Trunk Highways (PTH) are divided into two series'. PTH 1-199 — primary highways PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PR 200-699 — secondary highways Route 100-199 — arterial highways Route 100-199 — intercity PTH 100, 101, 110 — loop routes PR 200-699 — secondary highways Route 100-199 — arterial highways Route 100-199 — intercity PTH 100, 101, 110 — loop routes PR 200-699 — secondary highways Route 100-199 — intercity PTH 100, 101, 110 — loop routes PR 200-699 — secondary highways Route 100-199 — intercity PTH 100, 101, 110 — loop routes PR 200-699 — secondary highways Route 100-199 — intercity PTH 100, 101, 110 — loop routes PR 200-699 — secondary highways Route 100-199 — intercity PTH 100, 101, 110 — loop routes PR 200-699 — secondary highways Route 100-199 — intercity PTH 100, 101, 110 — loop routes PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PTH 1-89 — intercity PTH 100, 101, 110 — loop routes PTH 100, 110 — loop routes P - collector highways Route 200-999 — local highways Main article: List of Newfoundland and Labrador highways Provincial highways are divided into three series'. Main highways Main article: List of Newfoundland and Labrador highways Provincial highways are divided into three series'. Main highways Main article: List of Newfoundland and Labrador highways Provincial highways are divided into three series'. Main highways Main article: List of Newfoundland and Labrador highways Provincial highways are divided into three series'. Peninsula Route 301-346 — Kittiwake Coast, Fogo Island, & Twillingate Route 350-371 — Exploits River Valley & Bay d'Espoir Route 30-407, 440-490 — Western Newfoundland Route 500-520 — Labrador Local highways are based on intersecting primary routes and numbered with extension (i.e. 210-1) Main article: List of Nova Scotia provincial highways Provincial highways are divided into five series'. 100-Series — arterial highways Trunk Highways Route 200-399 — collector highways Scenic Routes are unnumbered Local roads are unnumbered Main article: Provincial highways in Ontario Provincial highways are divided into four classes. Hwy 2-148, 400-427 — King's (primary) highways Hwy 2-148 — intercity 400-series — resource & industrial roads Main article: List of Prince Edward Island provincial highways Provincial highways are divided into three series'. Route 1-4 — primary highways Route 4-27 — secondary highways Local highways are numbered by county Route 301-399 — Kings County Route 201-199 — Prince County Route 201-299 — Queens County Route 301-399 — Kings County Route 301-399 — Kings County Route 301-399 — Kings County Route 301-399 — Prince County Route 301-399 — Rings Route to routes that are generally perpendicular to the Saint Lawrence River. Even numbers for bypasses and spurs take on a prefix (4nn-9nn) 100-series — primary highways Secondary routes 200-series — south of the Saint Lawrence River. 300-series — north of the Saint Lawrence River Main article: List of Saskatchewan provincial highways Provincial highways Hwy 102-167 — northern routes Hwy 201-271 — routes to recreational areas Hwy 301-397 — routes to minor communities Hwy 600-799, 900-999 — minor highways Hwy 600-699 — south-north highways Hwy 700-799 — west-east highways Hwy 900-999 — minor highways in the Northwest Territories. All eleven are named, eight are numbered 1-8, and two are winter roads. Main article: List of Yukon territorial highways in Nunavut, none are yet numbered 1-11, 14-15, & 37 Main articles: List of primary NTHS Expressways, List of auxiliary NTHS Expressways, and List of Regional Expressways, one-digit numbers are used for expressways starting in Beijing. Two-digit odd numbers from G11 to G89 are for north-south long-distance expressways, and even numbers from G10 to G90 are for east-west long-distance expressways. Numbers G91 - G99 denote regional ring routes. Four-digit numbers indicate city ring routes, spur routes and parallel routes. The first two numbers indicates their parent routes, while for the three types of routes, the third digit is 0, an odd number, or an even number, respectively. Provincial city ring routes, spur routes uses two digits. For example, in G1503 (Shanghai Ring Expressway), "15" refers to the G15 Shenyang-Haikou Expressway, which passes through Shanghai, and "0" indicates that the route is a city ring expressway. Provincial expressways are designated with letter S (for 省高速, shěng gāosù) followed by 1 or 2 digits. Similar to the national expressways, one-digit numbers are used for routes starting in the provincial expressways, one-digits. Similar to the national expressways with 4 digits. numbers.[13] See also: China National Highways. S routes stand for shěngdào (省道), or China National Highways. S routes stand for shěngdào (国道), or provincial roads. Roads 101 - 199 radiates from Beijing (G roads) or the provincial capital (S roads). Roads 201 - 299 are north-south highways. in Czechia Highway D3 is different from the road I/3 Route numbers on directional road signs The numbers on directional road system. Around 1946, first-class roads got their numbers 1-60 belonged to Czech roads, 61-68 to Slovak roads. In 1950, an ordinance was issued (1199/1949 Ú.l.I) that divided roads into three classes, traditionally denoted by Roman numerals I (state roads), II (district roads), II (district roads), II (district roads), II (district roads), II (regional roads), II (district roads), number. Municipal roads were not included in the uniform number of digits, class II always 3 dig without a prefix. In texts, official decisions and announcements, the route number is usually preceded by a class designation with a letter suffix (capital letter), e.g. 8H can be a branch of the route 8, or 102A can be a branch of the route 102 - however, this index is not shown on regular maps or road signs. If the suffix letter (lowercase letter) is used for III-class road (III/10107a), the route numbers of I and II classes are sequential, meaningless. Some patterns can be traced to how the numbers were originally assigned by direction and area, but newly assigned or changed numbers may violate these patterns. Numbers are always indicate a reference route of a higher class, which means that I-class routes are always supplemented by leading zeros to the three-digit number (III/0041 and III/00425a are both derived from I/4, and the numbers do not usually change because of this, i.e. they can refer to historical numbering, not to the current one. Although plans and the number (III/32510). When I-class routes are renumbered or recategorized, III-class routes are renumbered or recategorized. attempts to build highways in the area of Czechoslovakia had been made in the past, the first section of the modern highway numbers are mostly derived from I-class routes, which they replaced by highway numbers are usually indicated with the prefix D (D1, D47), in directional traffic signs they are indicated without a prefix and are distinguished only by the red color of the background. However, the highway goes in a different direction than the I/8 road. The prefix D is derived from the word "dálnice/dialnica", which is abbreviation of "long-distance road", the substantive "dálka" means "a (long) distance". Markings with the R prefix for "expressways" (rychlostní silnice, the word "rychlost" means "a velocity") were also used in the road network maps and strategic documents. R-roads did not have a separate numbering system, but they were sections of ordinary I-class roads, but in construction parameters and with a traffic regime similar to highways. After the dissolution of Czechoslovakia, the numbering systems of the two successor states (Czechia and Slovakia) became independent, but both continued to follow the Czechoslovak numbering system. The numbering system in Czechia remained in principle unchanged. However, especially during the partial changes in 1997, some numbers that originally belonged to Slovakian numbers. The highways were renumbered so that the Slovak D1 highway no longer connects to the Czech D1 highway. Slovakia also started to use numbers for its roads that were originally used in Czechia. In Slovakia, a separate numbering system for expressways (R-roads) was created, with numbers R1 - R8. As of January 1, 2016, the highway network was reformed in the Czech Republic. The main change was that most sections of R-roads (expressways) were recategorized to highways and the R prefix has fallen into disuse for the remaining ones as well. In Slovakia, numbering of III-class road numbers was changed so that in the data outputs all these numbers were complemented to six digits by inserting zeros, e.g. III/5196 to III/51906, however, the old numbering was also used at the same time. As of May 1, 2015, all Slovak III-class routes were renumbered to completely new four-digit numbers, while an interval is reserved for individual districts within which the numbers are assigned. E.g., III/063054 (referring to I/63) was renumbered to III/1460 (numbers starting with 145, 146, 147 belong to Komárno District). In Czechia, there is also a national system of cycling route numbering. It is quite independent on road route numbering. Number of digits (1-4) corresponds to the route class, ie. one-digit numbers are for I-class long-distance routes, while 4-digits numbers for local IV-class routes. On the roads, cycling routes are marked with specific official orange-black directional road signs, and for local and off-road routes, stripe marks derived from Czech Hiking Markers System is Czech Tourist Club. In addition, there are many local routes not included in this system. Main article: Roads in Finland The classification and numbering system of state-maintained roads of Finland is as follows: Main roads Class I (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kantatiet; Swedish: riksvägar): 1-39 (between major cities) Main roads Class II (Finnish: kant stamvägar): 40-99 (between regional centers) Regional roads (Finnish: seututiet; Swedish: regionalvägar): 1000-9999 (connecting to a larger road) Local roads (Finnish: paikallistiet; Swedish: bygdevägar): 11000-19999 (between villages cf. farm-to-market road) Streets are maintained by the local municipality. Winter maintenance of roads and streets is managed by a local authority. Regional roads are paved. They are generally wider than 7 metres (23 ft). About half of the connecting and local roads are paved. They are generally narrower, and oncoming traffic is a potential hazard, despite the general speed limit of 80 kilometres per hour (50 mph). Connecting and local roads are usually not marked with numbers, but just with ordinary traffic signs. Main article: Highways in Finland The main highways are all paved and have at least two lanes; they are better maintained than main and regional roads. Highways 2, 5 and 6 diverge from 1, 4 and 7, respectively), while highways 8 to 10 radiate from Turku on the south-western coast of Finland. Highways 11 and 12 originate in Tampere. The rest of the highways start from other major cities. Sections of highway between major cities have often been upgraded to motorways, for example between Helsinki and Tampere. Since Finland is a large and sparsely populated country, there is no need to upgrade all highways to motorways. A stands for Autobahn (motorway), B for Bundesstraße (literally "federal road"). There are also L roads (Kreisstraße for Bundesland; in Saxony S and Bavaria St for Staatsstraße for Bundesstraße for districts, in some states of Germany K roads are classified as Landesstraße), K roads (Kreisstraße for Bundesland; in Saxony S and Bavaria St for Staatsstraße), K roads (Kreisstraße for Bundesstraße), K roads (Kreisstraße for Bundesstraße for Bundesstraße), K roads (Kreisstraße), K Fernstraße (long-distance road) in East Germany until 1990 and as R for Reichsstraße (imperial road) in the Weimar republic and Nazi-Germany until the Second World War. A roads use white numbers on white shields. The respective letters are normally not included in the shield. Shield for Bundesautobahn 7, short A 7 Shield for Bundesstraße 14, B 14 Shield for Former Reichsstraße 128 in former Reichsstraße 128 in Germany, the normal route number for the German autobahns consists of the letter A and a number: 1-digit-numbers are the most important autobahns; 2- and 3-digit numbers are for connectors of 1-digit-numbers are the most important autobahns; and north-south routes have even numbers. Bundesstraßen are national highways, their numbers consist of the letter B and a number: 1-digit numbers are more important than 2- or 3-digit numbers; the first ten roads span the entire country, the 2-digit roads were assigned sequentially in clusters connector roads. short branches of Bundesstraßen are sometimes signed with the letter "a" (e.g. B 27a); and rerouted Bundesstraßen may be given numbers with an appended "n" (e.g. B 7n). West Berlin once had its own Bundesstrasse or Staatsstrasse (in Saxony and Bavaria). They are labeled by an initial L or S and a one- to four-digit individual number (e.g. S2 or L240). The names (e.g. Tolo Highway) Examples of road signs of Indonesia National Road, a Toll Road, and a Provincial Road Indonesia is an archipelago. For national route sand toll roads, numbering starts at 1 on every main island and continues to the small surrounding islands. National Route Sign Number: on the top of route number has combination letter "TOL" with background color red, followed by region code each province and number route written on the bottom. Provincial Route Sign Number: on the top of route number route written on the bottom. Common route number shields used in Indonesia National route 6 in Region 17 (Bali) National route 17 in Region 14 (Central Java) Toll route 1 in Region 12 (West Java) Jakarta-Cikampek Elevated Toll Road Toll route 2 in Region 17 (Bali) National route 17 in Region 18 (Indonesia National route 19 in Region 19 ((one) in every main island. The next numbering starts from left-right then top-down until the roads on the island are numbered even, starting with the number 2 (two). Especially for Sulawesi Island, route numbering starts from the bottom of the island to the top of the island. Until 2019, Ministry of Transportation (Indonesia) has set 31 national routes on Java Island, 5 national routes on Sumatra Island, and 1 number routes on Island, 5 national autostrada ("motorway"), SS for strada statale ("state highway"), SR for strada comunale ("provincial road"), SP for strada comunale ("provincial road"), concessionaire companies: they are all marked with the letter "A" ("RA" in the case of motorway junctions, with the exception of the Bereguardo-Pavia junction numbered on the signs as Autostrada A53, and "T" for the international Alpine tunnels) followed by a number. Therefore a motorway with the same numbering can be managed by different concessionaire companies (for example the Autostrada A23 is managed for a stretch by Società Autostrade Alto Adriatico [it] and for the remaining stretch by Autostrade per l'Italia[14][15]). In road signs the alphanumeric acronym is enclosed (not in the case of the 16 junctions) in a green octagon with a white acronym. The numbers of motorways and tunnels are assigned with a circular from the Minister of Infrastructure and Transport to be published in the Gazzetta Ufficiale. [16] Main article: State highways (Italy) Road marker for state highways in Italy Strade statali are identified by a number and a name. In road signs and maps the number is preceded by the acronym SS, an acronym for strada statale ("state road"). The nomenclature of the state highways managed by ANAS generally follows the SS n scheme, where n is a number ranging from 1 (Aurelia) up to 700 (of the Royal Palace of Caserta) depending on the date of establishment of the state highway. Newly built ANAS roads, not yet classified, are identified by the acronym NSA, an acronym for nuova strada ANAS ("new ANAS road").[17] In road signs the alphanumeric acronym is enclosed in a blue rectangle with a white acronym. Main articles: Regional road (Italy), Provincial road (Italy), and Municipal road (Italy), and Municipal road (Italy) Strade regionali are identified by a number. In road signs and maps the number is preceded by the acronym SR, an acronym for strada regional ("regional road"). In road signs the alphanumeric acronym is enclosed in a blue rectangle with a white acronym for strada provincial ("provincial road"). In road signs the alphanumeric acronym is enclosed in a blue rectangle with a white acronym. Extra-urban strade comunali may be identified by a number. In road signs and maps the alphanumeric acronym is enclosed in a white rectangle with a black acronym. Very rarely extra-urban strade comunali are marked with a number and with the abbreviation SC.[18] Road marker for regional roads in Italy Road marker for provincial roads in Italy Road marker for provincial roads in Italy Road marker for provincial roads in Italy Road marker for regional roads in Italy Road marker for provincial roads in Italy Road marke Further information: Malaysian Expressway System, Malaysian Expressway System, and Malaysian Federal Roads System, and Malaysian State Roads System, and Malaysian System, and Malaysian Expressway Northern Route North-South Expressway Northern Route and New Klang Valley Expressway) All federal roads has a four-digit route number beginning with '3'. Roads build by the Federal Land Development Authority has a four-digit route number starting with '1' or '2'. Institutional facilities roads follow the normal numbering of federal roads. All state roads begins with a letter other than 'E', followed by a number. Starting Letter State A Perak B Selangor C Pahang D Kelantan J Johor K Kedah M Melaka N Negeri Sembilan P Penang R Perlis T Terengganu All major roads in Sabah are federal roads. The route numbers are usually three-digits beginning with '5'. Route 1, 13 and 22 belong to the Pan Borneo Highway. Institutional roads route numbers have three-digits beginning with '6'. State roads normally begins with the letter 'R'. Papar Spur-Pengalat-Lok Kawi Road and Beluran Road begin with the letter 'A' which is derived from the old route numbering scheme, though both of them are state roads. Main article: List of Federal Roads in Sarawak Federal roads in Sarawak are divided into sections. They have a main route number of '1', referring to the whole stretch of the route (i.e. FT 1 Pan Borneo Highway), followed by a dash (-) and the section number. (e.g. FT 1-13 FT 1-14 FT 1-15 FT 1-16 Jalan Kuching-Serian) Other roads can have any route number and are also divided into sections. All federal roads in Labuan have a three-digit number beginning with '7'. Unlike in neighbouring Malaysia, Singapore does not use a route numbering system. Instead, expressways in Singapore are assigned a three letter code, such as ECP for East Coast Parkway.[19] Further information: Great Britain road numbering system. Instead, expressways in Singapore are assigned a three letter code, such as ECP for East Coast Parkway.[19] Further information: Great Britain road numbering system. Instead, expressways in Singapore are assigned a three letter code, such as ECP for East Coast Parkway.[19] Further information: Great Britain road numbering system. Instead, expressways in Singapore are assigned a three letter code, such as ECP for East Coast Parkway.[19] Further information: Great Britain road numbering system. schemes, one for Great Britain and the other for Northern Ireland. Both schemes follow the same principles, but the numbers are independent and the same road numbers are independent and the same principles, but the numbers are independent and the same road numbers are independent and the same principles, but the numbers are independent and the same principles, but the numbers are independent and the same principles, but the numbers are independent and the same principles, but the numbers are independent and the same principles, but the numbers are independent and the same principles, but the numbers are independent and the same principles, but the numbers are independent and the same principles, but the numbers are independent and the same principles, but the numbers are independent and the same principles, but the numbers are independent and the same principles, but the numbers are independent and the same principles are independent and the same princ consist of a number up to 4 digits, prefixed with the letters A or B.[20] The main road from London to Edinburgh was designated the A1 in 1921; the "A" indicates a "trunk" or "principal" road, between regional towns and cities.[21] In Great Britain, the A1, A2, A3, A4, A5 and A6 radiate out from London, or nearby, (in clockwise order) to points around the coast. Some A-roads, or sections of A-roads, are dual carriageway, without being full motorways; some sections upgraded to motorway standards are designated in the form A1(M). B roads are minor roads; they may connect small towns and villages, or offer an alternate route to major roads. Classified unnumbered roads, unofficially called C roads, are smaller roads typically connecting unclassified roads with A and B roads. Unclassified roads are unclassified roads for local traffic; 60% of UK roads are unclassified roads in England and Wales starting in the zone between the A1 and the A2 begin with the figure 1 (e.g. A137, B1412), all classified roads in England and Wales starting in the zone between the A3 and the A4 begin with the figure 3 (e.g. A374, B3143), etc. Scotland is similarly divided into zones by the A7, A8 and A9 which radiate out from Edinburgh. Zones are labelled in the form Mx, and are numbered in a similar, but not identical, manner. Motorways are either M-class or upgraded A-road, A(M) class. M-class motorways are labelled in the form Mx, as a higher grade of motorway, and A(M) roads are labelled in the form Ax(M), where x is the designation of the road, dependent on the zone. For example, the M25 is the London Orbital Motorway, and the A1(M) is the upgraded A1 dual carriageway.[citation needed] A similar clock-face zonal system is used in many other European countries (for example, Spain and Belgium). Further information: Numbered highways in the United States Common route number shields used in the United States Interstate 10 US Route 50 Delaware Route 1[b] County Route 609 (Essex County, New Jersey) In the United States, numbered highways belong to one of three or more systems of numbered routes, depending on the state. There are two national-level route numbering systems, the older United States Numbered Highway System started in the U.S. maintains its own set of numbered state highways. Some states have other systems as well, either a system of numbered county highways or secondary state highways. A few cities also have numbered city highways; for example, the city of Charlotte, North Carolina, maintains Charlotte Route 4. The U.S. Highway System, indicated by a white shield with black numbers, is based on a numbering grid, with odd routes running generally north-south and even routes running east-west. Primary routes have a one- or two-digit number, and are supplemented by spur routes that add a hundreds digit to their parent route. Route 1 follows the Atlantic Seaboard fall line, while U.S. Route 101 does the same at the Pacific Ocean Coast. Likewise U.S. Route 2 runs near the Canadian border, while U.S. Route 98 follows the Gulf Coast. Major cross-country routes end in either a "1" or a "0". For example, U.S. Route 41 spans the country from Miami, Florida, to the Upper Peninsula of Michigan. Route 41 u.S. Route 441 branch off U.S. R designated "Historic Route 66".[22] The Interstate Highway System, indicated by a red and blue shield with white numbers, is a system of entirely freeways (unlike the U.S. Highway System, which is mostly undivided surface roads). The Interstate System is also based on a grid, with east-west routes bearing even numbers and north-south routes bearing odd numbers. In order to prevent confusion with the earlier U.S. Highway System, however, the Interstates are numbered in the opposite direction, such that the lowest routes end in either a "0" or a "5"; for example Interstate 10 spans the country from Jacksonville, Florida, to Santa Monica, California, while Interstate 35 goes from the Mexican border to the great Lakes. Like with U.S. Highways, subsidiary routes are numbered by adding a hundreds digit to the parent route. Because of the large number of these routes, three-digit numbers may be repeated within the system, but unique to each state. Additionally, the parity of the hundreds digit tells the nature of the spur route: odd hundreds digit like Interstate 393 only connect to the system at one end (forming "spurs"), while an even hundreds digit like Interstate 340 indicates that the highway connects to another Interstate at both ends (forming loops). The numbering system for state highways varies widely from state to state. Each state decides how to number its own routes. Some maintain systems similar to the national road systems, based on a grid. Others number highways regionally, with similar numbers occurring in the same area of the state. Still others have no discernible system, with no connection between a route's location and its number. In addition to numbers also use suffixed letters and banners appended to the tops of signs to indicate alternate route it numbers. In addition to numbers also use suffixed letters and banners appended to the tops of signs to indicate alternate route either around or through a city along U.S. Route 1's route. Banners are sometimes used to indicate such a situation. Some countries, such as Brazil, number their national highways by direction. (BR1xx = North/South highways, BR2xx = East/West, BR3xx = East/West, BR3xx = North/South highways, BR2xx = East/West, BR3xx = East 'Diagonal' (i.e. NW/SE or NE/SW)). A stands for motorway and B is for main roads. E and F are for smaller local roads. T is the prefix for all roads, however not represented on route shields. The prefix is mostly only used by the Estonian Road Administration and is not in common usage when referring to roads. A stands for "autoroute" (motorway), N for "national road", D for "départementale" road and C for "communale". France still uses Route National primary road or National primary road, R for Regional road and L for Local road. Main article: Roads in Jamaica C stands for circular, E stands for expressway. These designations are used on most expressways in Japan outside of the urban systems. The designations, depicted with a green rectangle with white numbers and letters, are used on guide signs as well as highway shields. A stands for expressway. These designations are used on most expressway. The A-codes use white letters on a red shield, the N-codes black letters on a yellow shield. When the letter and the color are switched. When the letter is followed by three digits, the road is typically a provincial road. When there are only one or two digits, it is typically a national road. Main article: Philippine highway network Philippine expressway and national road shields. Expressway are designated with "E", and signed with the letter. National road shields. Expressway are designated with the letter. National road shields. Expressway are designated with "E", and signed with the letter. National road shields. Expressway are designated with "E", and signed with the letter. National road shields. Expressway are designated with "E", and signed with the letter. National road shields. Expressway are designated with "E", and signed with "E", and national roads (of the primary and secondary types), uses E and N, respectively. National Route shields, but signed with the number only, with N included for inventory purposes. Expressways ("E" roads) uses signs the same design as with national primary and secondary roads, but colored yellow, and unlike national roads, includes E to prevent confusion. Main article: Roads in Poland Polish roads display only numbers on signage A stands for "autostrada" (motorway). S stands for "droga ekspresowa" (expressway) DK stands for "droga krajowa" (national road) DW stands for "droga gminna"). However the numbers of these types of routes are only for administrative purposes, therefore not displayed on signage. Main article: Roads in Spain and List of national roads in Spain A, followed by one or two digits, stands for "autovía" (dual carriageway). If followed by three or four digits, it is road owned by a regional government, usually Andalusia or Aragon, and may or may not be a divided highway. AP stands for "national Government. National roads 1 to 6 are radial roads linking Madrid with major cities or borders with France and Portugal. All other roads are numbered with three digits. Other letters refer to the code of the region or city that is served by the road. See for example M-30, with M standing for Madrid. O-1 (Otoyol 1) O stands for "Devlet Yolu" (expressways/major highways) I stands for "Il Yolu" (provincial roads/minor highways) "QL" on a national road shieldThe following abbreviations appear on guide signs and kilometer posts: CT cao tốc (expressway) QL quốc lộ (national road) TL or ĐT tỉnh lộ or đường tỉnh (provincial road) HL hương lộ or huyện lộ (rural district road) ĐCK đường cặp kênh (canal towpath) Highway shield Highway location marker Driver location signs Asian Highway Network Auxiliary route (United States) Numbered roads in the Auxtralian Capital Territory are interstate highways from NSW and their interconnecting thoroughfares, as the Australian Capital Territory does not number its other highway or freeway grade roads. ^ Other states have their own designs. ^ Ministerial Decision DMEO/E/OIK/779/1995 (FEK B' 664/28.07.1995, pp. 7967-7968). ^ a b c National Association of Australian State Road Authorities (1976), Guide to the publication and policies of N.A.A.S.R.A.: current at December 1975 (10th ed.), Sydney ^ a b Department of Primary Industries, Parks, Water & Environment (January 2014). 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