

I'm not a bot















**road** (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 tíc (freeway/expressway) in Vietnam DC: drum communal (communal road) in Romania DC: drum administrat by a commune) DG: droga gminna (communal road) in Poland DJ: drum judeţean (county road) in Romania DK: droga krajowa (national road) in Poland DL: droga powiatowa (county road) in Poland DW: droga wojewódzka (voivodeship/provincial road) in Poland EO: etniko odokotata road in Greece E1: E1 Evliyeva county road) in Norway IC: itinerario complementat (complementary route) in Romania IF: Itinerário principal (principal route) in Portugal IP: Itinerario principal (principal route) in India. Also used to designate State Highways in the US State of New Hampshire. SH/SR: 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 the US US: United States Numbered Highway USBR: United States Bicycle Route I: first-class roads 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 (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 Asian Highway Network CA: highways part of the Central American 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 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 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; optional at the white border) National Highway (alphanumeric), remnant on old signs used in SA, QLD and Victoria National Highway (numeric); used in WA and partly QLD, remains on old signs in Melbourne National Road (used in QLD and partly in WA and VIC; remains on old signs in ACT) 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 Routes were assigned to significant interstate routes - the most important road links in the country. 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 Routes along it became National Highway routes with the same numbers, but with distinctive green and gold route 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 1995, 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 travel in north–south directions and even-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 Route system initially linked the 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 state route shields. Though the National Highway system has been superseded in subsequent legislative National Highway route markers are still used on many of the routes. Additionally, National Highways National Roads 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 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 Route numbers in the same state, or nearby routes in another state.[2] As with the National Routes and National Highways, State 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] Metro road marker In the 1990s in Sydney and Brisbane, urban route numbering system were streamlined 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 alphanumeric 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 South Australia also overhauled their systems.[citation needed] While South Australia discarded the National and State Route Numbering Systems, those with shield-based schemes were retained in the Melbourne metropolitan area as the Metropolitan Route Numbering Scheme.[11] The route numbers were generally inherited from the alphanumeric schemes used in the alphanumeric systems, with only a few exceptions, and preed 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 "covered" 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 route numbering system in Western Australia.[9] In the alphanumeric systems, a letter denoting the route's construction 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 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 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 "B" 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" 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 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-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 the Crownswest Highway) that uses route numbering that spans multiple provinces, albeit not across the entire country. The 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'. 1-216 Series – core highway network Hwy 1-100 – intercity Hwy 201, 216 – orbital routes 500-986 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 Main article: List of New Brunswick provincial highways Provincial highways are divided into three series'. Route 1-99 – arterial highways Route 100-199 – collector highways Route 200-999 – local highways Main article: List of Newfoundland and Labrador provincial highways Provincial highways are divided into three series'. Main highways have varying numbers Regional roads are numbered by region Route 2-203 – Avalon Peninsula Route 204-205, 230-239 – Bonavista Peninsula Route 210-222 – Burin Peninsula Route 301-346 – 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 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 highways (freeways) Hwy 500-699 – secondary highways Hwy 800-813 – tertiary highways 7000-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 101-199 – Prince County Route 201-299 – Queens County Route 301-399 – Kings County Main article: List of Quebec provincial highways 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. All routes – expressways Route numbers 100-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 are divided into three series', and sub-series'. Hwy 1-99 – primary highways Hwy 100-399 – secondary highways which are spurs of primary highways Hwy 102-167 – northern routes Hwy 201 – 299 are north-south highways 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 – northern or isolated roads Main article: List of Northwest Territories highways There are currently eleven territorial highways in the Northwest Territories. All eleven are named, eight are numbered 1-8, and two are winter roads. Main article: Highways in Nunavut There are a number of roads and highways in Nunavut, none are yet numbered. Main article: List of Yukon territorial highways There are currently fourteen territorial highways in Yukon. All fourteen are named and numbered 1-11, 14-15, & 37. Main articles: List of primary NTHS Expressways, List of auxiliary NTHS Expressways, and List of Regional Expressways of China China National Expressway Network National 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 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 design the path letters 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 capital. Since 2017, the Chinese routers, naming standards no longer designate 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 xiāngdào (省道), or provincial roads. Roads 101 – 199 radiates from Beijing (G roads) or the provincial capital (S roads). Roads 201 – 299 are north-south highways. Roads 301 – 399 are east-west highways. Roads 501 – 599 are spur routes. County roads (xiāndào, 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 Z.[13] Sign of a second-class road II/398 in Czechia Highway D3 is different from the road I/3 Route numbers on directional road signs The 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 1-60 belonged to Czech roads, 61-68 to Slovak roads. In 1950, an ordinance was issued (1199/1949 U.I.) that divided roads into three classes, traditionally denoted by Roman numerals I (state roads), II (regional roads), III (district roads). However, the system of numbering roads of all classes was nationwide. Each route number was unique and one road could pass through several regions or districts under one number. Municipal roads were not included in the uniform numbering system. The number of digits of the 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 (/67, /II/02, II/00425). At class I or II, the route branch can be supplemented 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 is not shown on regular road signs. The letter suffix is an integral part of the route number. Route numbers of I and II classes are sequential, meaningsless. 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 separated 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/0041 and III/00425a are both derived from I/4, and the number III/3259 is 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, e.g. road I/5 was 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/diaľnica", which is abbreviation of "long-distance road", the substantive "dálka" means "a (long) distance". Markings with the R prefix for "expressways" (rychlостní 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 is not shown on regular road signs. The letter suffix is an integral part of the route number. Route numbers of I and II classes are sequential, meaningsless. 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 separated 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/0041 and III/00425a are both derived from I/4, and the number III/3259 is followed by III/32510). 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