| Road Type | Local Road | Local Connector | Critical Local Corridor | Community Corridor | Commercial Corridor | Regional Corridor | Critical Regional Corridor | Limited Access |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Transportation Service Type | Mixed Transporation | Mixed Transportation corridors | Mixed Transportation corridors | Mixed Transporation corridors | Mixed Transportation corridors | Mixed Transporation corridors | Mixed Transporation corridors | Auto-oriented linited access corridors |
| Purpose | Principal function is the provision of residential property access and connection to higher order roads. | These local roads experience major through traffic from connected major corridors and connect residential areas to exurban and natural zones. The surrounding landscape is mainly agriculture residential development with accommodating local commercial. These could include State routes that serve as rural corridors. | Characterized by the rural landscape, the natural landform and vegetation dominate the visual field. Structures such as farmsteads, barns, or small subdivisions of single family homes are viewed as individual objects within the landscape as opposed to objects that compose the landscape. These local road corridors experience some through-traffic from connected regional and community corridors | These corridors are thoroughfares that lead to exurban centers, crossroad villages and rural zones. These corridors are characterized by the local businesses and surrounding rural landscape. | Characterized by a concentration and distribution of retai and commercial uses. These corridors are thoroughfares that, in most cases, include exurban centers, neighborhood centers and/or lead to urban centers. | Largely for local and sub-regional mobility; connect day-to-day services and institutional and residential areas to regional \& local road networks. | Connect intensely utilized locations or destinations, serve as commercial corridors and high-frequency local routes for commuting and day-to-day needs. Connect regional \& local traffic to limited access highways. | Moving both people and goods long distance at relatively high speed. |
| Volume of Transportation | Automobile traffic volumes tend to be lower and traffic less concentrated with high levels of bike and pedestrian traffic. | Automobile traffic volumes tend to be lower and less concentrated. | Carries a high amount of car bicycle and pedestrian traffic. | Traffic volumes tend to be moderate amount of cars and concentrated. | Caries a high amount of truck, car, and bus traffic. Carries a moderate amount of bicycle and pedestrian traffic. | Carries a high amount of truck, car, and bus traffic. Carries a low to moderate amount of bicycle and pedestrian traffic. | Carries high amount of trafic. | Carries highest amount of trafic. |
| Mobility and Access | Low mobility and high access. | Low mobility and high access. | Low mobility and access. | Moderate mobility and high access | Moderate mobility and high access. | Moderate mobility and high access. | High mobility and access. | High Mobility and linited access. |
| Future Potential for MixedTransportation | Freight delivery routes. Offer commuting opportunities via mult-modal transportation including transit, bicycle, walking, and automobile, | Freight delivery routes. Offer commuting opportunities via mult-modal transportation, including transit, bicycle, walking, and automobile. | Freight delivery routes and agricultural truck traffic. Offer commuting opportunities via mult modal transportation, including transit, bicycle, walking, and automobile. | Freight delivery routes and agricultura truck traffic. Offer commuting opportunities via mult-modal transportation including transit, bicycle, walking, and automobile | Lower order freight corridor providing first mile-last mile access. Offer commuting opportunities via multmodal transportation, including transit, bicycle, walking, and automobile. | Freight corridors that serve as the connection for limited access highway corridors and lower-leve road corridors. Offer commuting opportunities via mult-modal transportation, including transit, automobiles, and dedicated bicycle ways \& walking paths. | Freight corridor provides connections to limited access corridors and commercial corridors. Offer commuting opportunities via mult-modal transportation, including transit, automobiles, and dedicated bicycle ways \& walking paths. | Main freight corridor for inter- and intra-regional access. Not appropriate for bicycle or pedestrian transportation. |
| Funding and Investment | Moderate level of funding for maintenance and repair. | Moderate level of funding for maintenance and repair. | Moderate level of funding for maintenance and repair. | Moderate level of funding for maintenance and repair | Moderate level of funding for design, construction, maintenance and repair. | Moderate level of funding for design, construction, maintenance and repair. | High level of funding for design, construction, maintenance and repair. | High level of funding for maintenance and repair. |
| Examples SlateBelt Region | Beffast Road | Kesslerville Road | River Road |  | Sullivan Trail, Main Street in Penn Argyl | Route 191 | Route 512 | Rt 22, Rt 33 |
| PlaceTypes Served | All Place Types | Natural Zone, Agricultural Zone, Exurban Zone, Crossroads Village | Exurban Zone, Crossroads Village, Exurban Center, Neighborhood Center, General Urban Center, Urban Center, Critical Regional Center, Highway Center | Natural Zone, Agricultural Zone, Crossroads Village, Exurban Center | Crossroads Village, Neighborhood Center, General Urban Center, Urban Center, Regional Center, Critical Regional Center | Neighborhood Center, General Urban Center, Urban Center, Regional Center, Critical Regional Center, Highway Center | Exurban Center, Urban Center, Regional Center, Critical Regional Center, Highway Center | General Urban Center, Highway Center |

