

The following classes of roads have been introduced in Polish standards:

- A - motorways
- S - express roads
- GP - highways
- G - main roads
- Z - collective roads
- L - local roads
- D - access roads

Table 1

§ 12. 1. Class of road according to designed speed

Class of road		A	S	GP	G	Z	L	D
Designed speed (km/h):	out of urban areas	120,100,80 ¹⁾	120 ²⁾ ,100,80	100,80,70,60	70,60,50	60,50,40	50,40	40,30
	urban areas		80, 70,60 ¹⁾	70, 60	60,50	60,50,40	40,30	30

Table 2

location of the road	Width of lane on the road of class						
	A	S	GP	G	Z	L	D
out of urban areas	3,75 ¹⁾	3,50 3,75 ²⁾	3,50	3,00—3,50	2,75—3,00	2,50—2,75	2,50—2,75 ⁵⁾ 3,50—3,00 ⁶⁾
urban areas	3,50	3,50	3,50 3,50—3,25 ³⁾	3,50 3,50—3,25 ³⁾ 3,25—3,00 ⁴⁾	3,50 3,50—3,25 ³⁾ 3,25—2,75 ⁴⁾	3,00 3,00—2,50 ⁷⁾	2,50—2,25 ⁵⁾ 3,50—3,00 ⁸⁾

Table 3

(km/h)	Permissible additional grade of the carriageway edge (%)	
	maximum	minimum along the section with the grade less than $\leq 2\%$
1	2	3
120—100	0,90	$0,1 \times a$ a — distance between edge of the carriageway and axle of the road
80	1,0	
70, 60	1,6	
≤ 50	2,0	

Table 4

Without
c) Curbed roads of classes Z, L, D

Designed speed (km/h)	Minimum radius of horizontal circular curve in the domain of superelevation						
	like along the straight section	2%	3%	4%	5%	6%	7%
60	≥600	≥500	350	250	200	150	125
50	≥450	≥350	250	175	125	100	80
40	≥250	≥220	150	100	75	60	50
30	≥150	≥120	90	60	50	40	30

Rate of increase of centripetal acceleration should not be greater than:

Table 5

Designed speed (km/h)	120—100	80	70	60	50	40
Rate of increase of centripetal acceleration (m/s ³)	0,3	0,5	0,6	0,7	0,8	0,9