

Schedule C: Leduc County Roadway Classification System - Ultimate Functional Designations																	
	Industrial/Commercial			Urban Residential			Resource/Agriculture designation within Rural Areas			Residential Areas							
Situated	Close to, directly adjacent to the Urban Centre			Urban Residential Centre			Predominantly within Rural Areas			County residential acreages, hamlets and lakefront, communities							
	Arterial	Collector	Local	Arterial	Collector	Local	Arterial	Collector	Local	Collector	Local						
Traffic Flow Services	Traffic flow is primary Purpose	Traffic flow and access is equal	Traffic flow is secondary to access provisions	Traffic flow is primary Purpose	Traffic flow and access is equal	Traffic flow is secondary to access provisions	Traffic flow is primary purpose	Traffic flow and access is equal	Traffic flow is secondary to access provisions	Traffic flow and access is equal	Traffic flow is secondary to access provision						
Typical Traffic (veh/day, 2-way)	1,000-20,000 Multi-lane	<5,000	<1,000	1,000-20,000 Multi-lane	<5,000	<1,000	>2,500	<2,500	<1000	>1,000	<1,000						
Access Control	Controlled	Some control	Land access is primary function	Controlled	Some control	Land access is primary function	Controlled	Some control	Land access is primary function	Some control	Land access is primary function						
Traffic Flow	Uninterrupted except for intersections	Interrupted	Interrupted	Uninterrupted except for intersections	Interrupted	Interrupted	Uninterrupted flow except for major junctions	Interrupted	Interrupted	Interrupted	Interrupted						
Design Speed (kph)	70-100	60-80	60-80	60-90	50-80	40-60	80-120	70-100	60-90	60-90	50-70						
Common Connections	Provincial highways, Arterials, Collectors	Arterials, Local	Driveways, Lanes, Collectors	Provincial highways, Arterials, Collectors	Arterials, Local	Driveways, Lanes, Collectors	Provincial highways, Arterials, Collectors	Arterials, Local	Driveways, Lanes, Collectors	Arterial, Collector, Local	Driveways, Lanes, Collectors						
Cyclist Accommodations	Shared Right-of-way, paved shoulders			Designed facilities such as Multi-Use Paths, Cycle lanes	Shared Right-of-way, paved shoulder	Shared Right-of-way, paved shoulders	Alternate facility (Rec Paths)	Shared Right-of-way, paved shoulder	Shared Right-of-way	Shared Right-of-way, paved shoulders	Shared Right-of-way						
Pedestrian Accommodations	Sidewalks (one-side), Paved shoulders			Multi-Use Paths	Sidewalks (both sides, one side)	Sidewalks (one-side), Paved shoulders	Alternate facility (Rec Paths)	Shared Right-of-way, paved shoulder	Shared Right-of-way, paved shoulder	Shared Right-of-way, paved shoulders	Shared Right-of-way						
Minimum Access Point Spacing (m)	400m to the next collector or arterial intersection	100 m separation between the nearest driveway connecting to the Collector and the Arterial	Land Use	Between Driveways	From Collector Intersection to Local driveway	400m to the next collector or arterial intersection	100 m separation between the nearest driveway connecting to the Collector and the Arterial	Separation is dependent on drainage design	400m to the next major collector or arterial intersections	100m separation between the nearest driveway connecting to the collector	Land Use	Between Driveways	From Collector Intersection to Local driveway	100m separation between the nearest driveway connecting to the collector	Land Use	Between Driveways	From Collector Intersection to Local driveway
Industrial			15 m	50 m	County residential						30m	40m					
Commercial			10 m	40 m	Outside of Hamlet/Village						60m	35m					
					Lakeshore						10m	25m					
Surface Width excluding Parking Provisions	Design dependent	Minimum 13.5m	11.5m	Design dependent	14.5m	11.5m	Design dependent	8.0m to 11.0m	8.0m to 9.0m	8.0m to 14.5m	7.0m to 10.0m						
Rural Urban Servicing	Rural or Urban	Rural or Urban	Rural or Urban	Urban	Urban	Urban	Rural	Rural	Rural	Rural or Urban	Rural or Urban						
Recommended Surface	ACP	ACP	ACP	ACP	ACP	ACP	Gravel or Pavement	Gravel or Pavement	Gravel or Pavement	ACP	ACP						

Pathways, sidewalks and cyclist accommodations are to be considered for all new roadway development to remain consistent with the Municipal Development Plan, particularly in the more urbanized residential development areas. However, the county is to determine the appropriateness of such facilities on a case-by-case basis.

Access will be determined in the field.