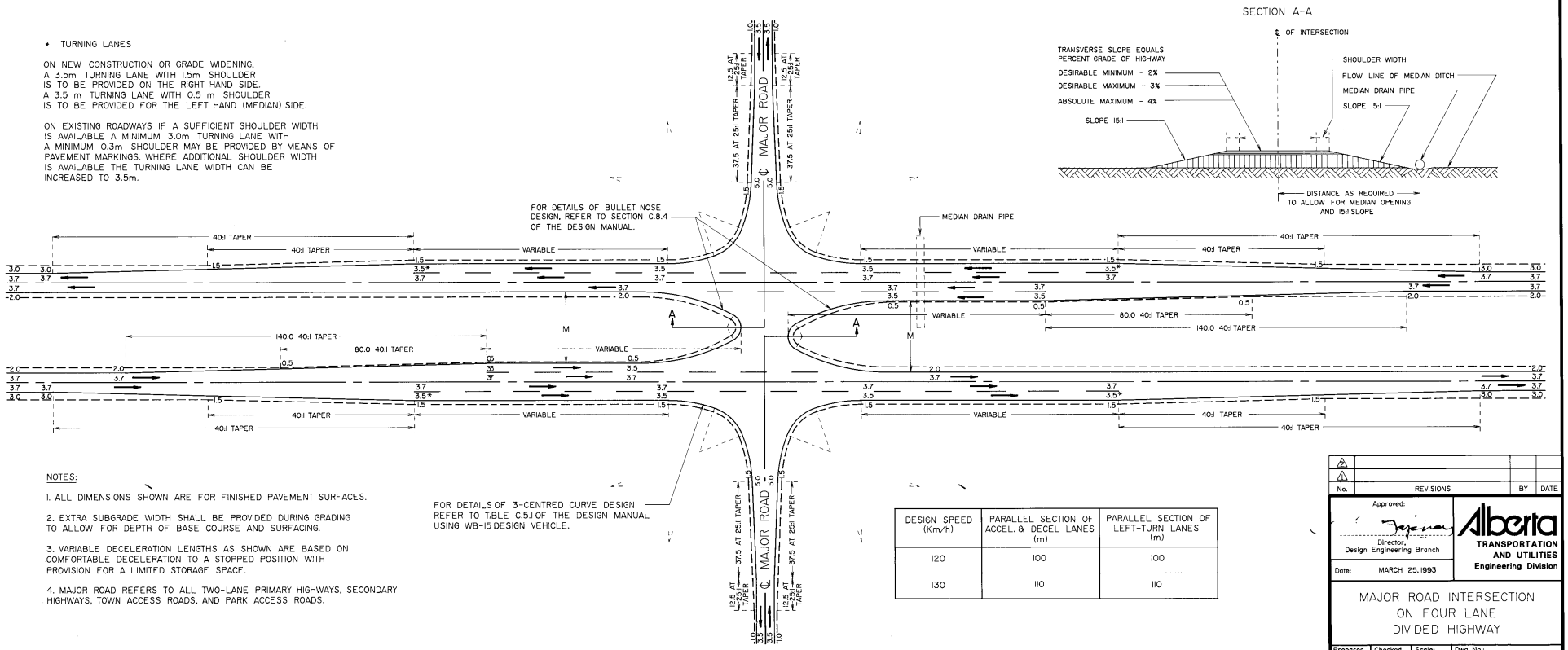
* TURNING LANES

ON NEW CONSTRUCTION OR GRADE WIDENING, A 3.5m TURNING LANE WITH 1.5m SHOULDER IS TO BE PROVIDED ON THE RIGHT HAND SIDE. A 3.5 m TURNING LANE WITH 0.5 m SHOULDER IS TO BE PROVIDED FOR THE LEFT HAND (MEDIAN) SIDE.

ON EXISTING ROADWAYS IF A SUFFICIENT SHOULDER WIDTH IS AVAILABLE A MINIMUM 3.0m TURNING LANE WITH A MINIMUM 0.3m SHOULDER MAY BE PROVIDED BY MEANS OF PAVEMENT MARKINGS. WHERE ADDITIONAL SHOULDER WIDTH IS AVAILABLE THE TURNING LANE WIDTH CAN BE INCREASED TO 3.5m.



NOTES:

1. ALL DIMENSIONS SHOWN ARE FOR FINISHED PAVEMENT SURFACES.

2. EXTRA SUBGRADE WIDTH SHALL BE PROVIDED DURING GRADING TO ALLOW FOR DEPTH OF BASE COURSE AND SURFACING.

3. VARIABLE DECELERATION LENGTHS AS SHOWN ARE BASED ON COMFORTABLE DECELERATION TO A STOPPED POSITION WITH PROVISION FOR A LIMITED STORAGE SPACE.

4. MAJOR ROAD REFERS TO ALL TWO-LANE PRIMARY HIGHWAYS, SECONDARY HIGHWAYS, TOWN ACCESS ROADS, AND PARK ACCESS ROADS.

DESIGN SPEED (Km/h)	PARALLEL SECTION OF ACCEL. & DECEL LANES (m)	PARALLEL SECTION OF LEFT-TURN LANES (m)
120	100	100
130	110	110

No.	REVISIONS	BY	DATE
2			
1			

Approved:
Director, Design Engineering Branch
Date: MARCH 25, 1993

Alberta
TRANSPORTATION AND UTILITIES
Engineering Division

MAJOR ROAD INTERSECTION ON FOUR LANE DIVIDED HIGHWAY

Prepared By: R.T.	Checked By: S.K.	Scale: N.T.S.	Dwg No.: C86-2.3 C56

GRAPHICS FILE: CB23M20A.DGN