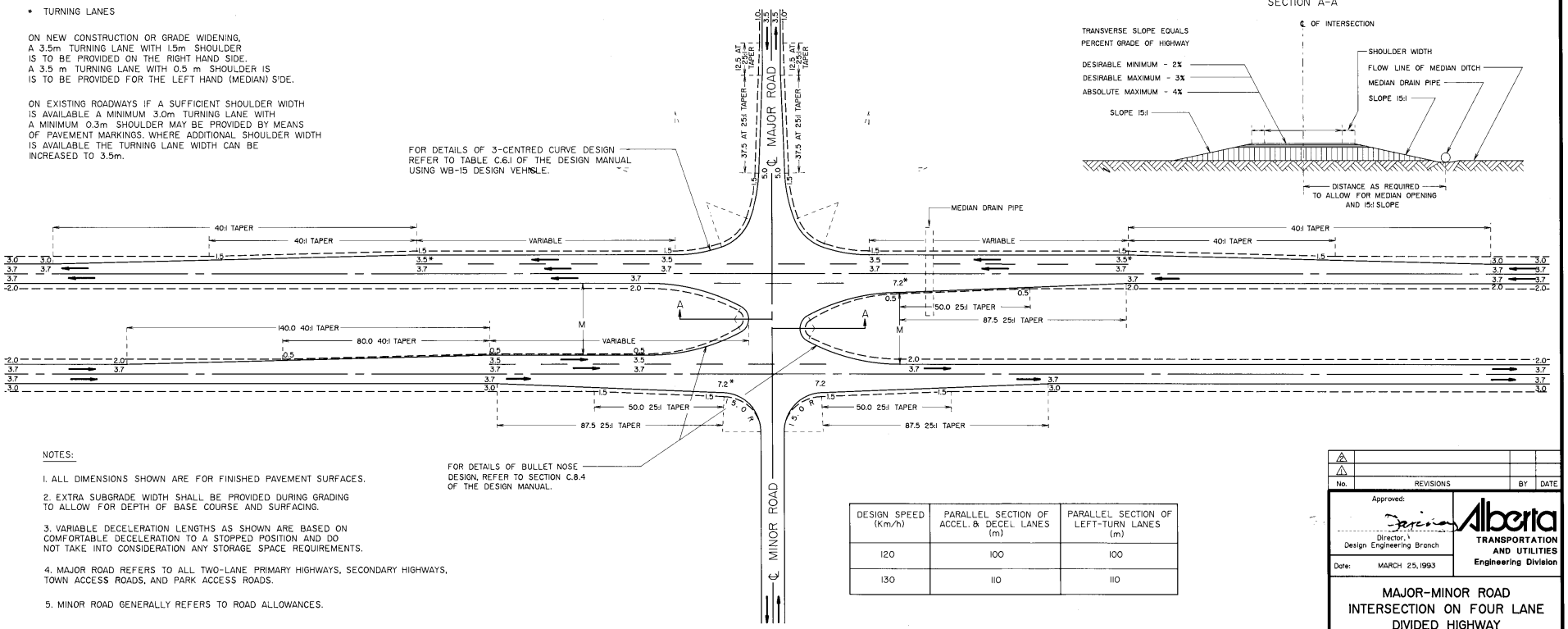
* TURNING LANES

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
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.



SECTION A-A

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 AND DO NOT TAKE INTO CONSIDERATION ANY STORAGE SPACE REQUIREMENTS.

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

5. MINOR ROAD GENERALLY REFERS TO ROAD ALLOWANCES.

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-MINOR ROAD INTERSECTION ON FOUR LANE DIVIDED HIGHWAY

Prepared By: R.T.	Checked By: J.A.	Scale: N.T.S.	Dwg No.: CB6-2.3 C58

GRAPHICS FILE: CB23M20C.DGN