

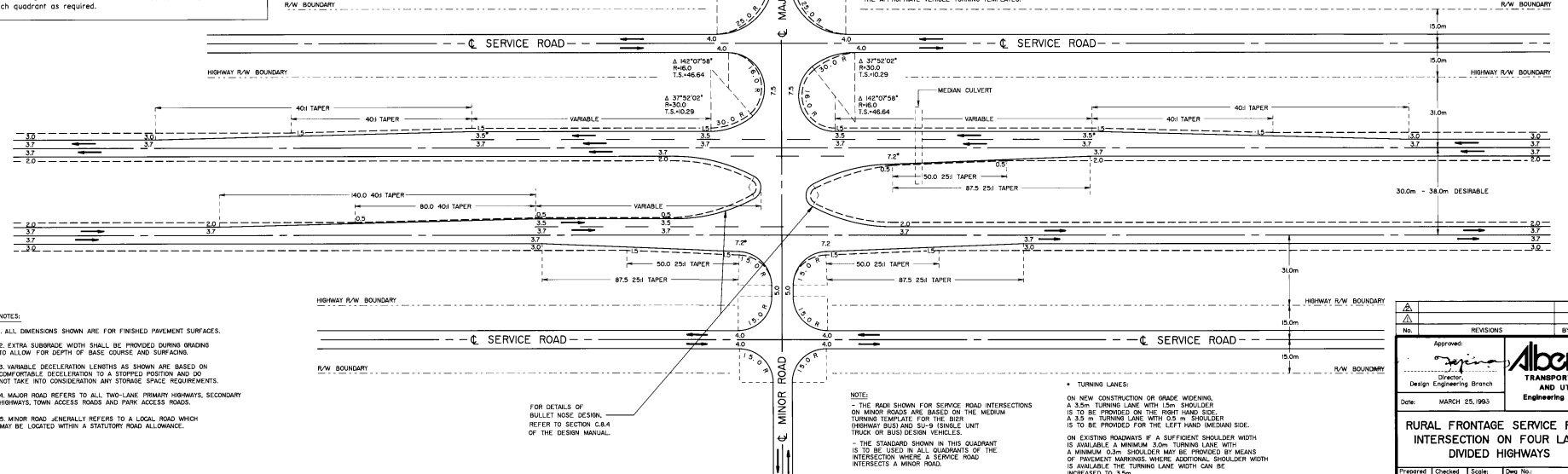
**NOTES:**

1. The purpose of this plan is to show the typical layout of a rural frontage service road intersection with a major road or minor road adjacent to a four lane divided highway at-grade intersection.
2. To use this plan the engineer or designer must identify which quadrants contain intersections of service roads and major or minor roads. The engineer must ensure that the appropriate layout is used in each quadrant as required.

**NOTE:**

- THE RADI SHOWN FOR THE 2-CENTRED CURVE FOR SERVICE ROAD INTERSECTIONS ON MAJOR ROADWAYS ARE BASED ON THE MEDIUM TURNING TEMPLATE FOR THE WB-15 DESIGN VEHICLE.
- THE STANDARD SHOWN IN THIS QUADRANT IS TO BE USED IN ALL QUADRANTS OF THE INTERSECTION WHERE A SERVICE ROAD INTERSECTS A MAJOR ROAD.
- THE RADI SHOWN FOR THE 2-CENTRED COMPOUND CURVE (SA, R<sub>1</sub> AND R<sub>2</sub>) ARE DEPENDANT ON THE SPACING BETWEEN CENTRELINE OF SERVICE ROAD AND CENTRELINE OF ADJACENT ROADWAY WHERE THE SPACING IS NOT 45.0M AS SHOWN. THE RADI REQUIRED MUST BE DETERMINED USING THE APPROPRIATE VEHICLE TURNING TEMPLATES.

Design Speed km/h	Parallel Section of Accel. & Decel. Lanes (m)	Parallel Section of Left Turn Lanes (m)
120	100	100
130	110	110



**NOTES:**

1. ALL DIMENSIONS SHOWN ARE FOR FINISHED PAVEMENT SURFACES.
2. EXTRA SUBGRADE WIDTH SHALL BE PROVIDED DURING BRIDGING 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 A LOCAL ROAD WHICH MAY BE LOCATED WITHIN A STATUTORY ROAD ALLOWANCE.


FOR DETAILS OF BULLET NOSE DESIGN, REFER TO SECTION C.8.4 OF THE DESIGN MANUAL.

**NOTE:**

- THE RADI SHOWN FOR SERVICE ROAD INTERSECTIONS ON MINOR ROADWAYS ARE BASED ON THE MEDIUM TURNING TEMPLATE FOR THE B124 (FRONTYR BUS) AND S-9 (SINGLE UNIT TRUCK OR BUS) DESIGN VEHICLES.
- THE STANDARD SHOWN IN THIS QUADRANT IS TO BE USED IN ALL QUADRANTS OF THE INTERSECTION WHERE A SERVICE ROAD INTERSECTS A MINOR ROAD.

ON NEW CONSTRUCTION OR GRADE WIDENING, A 3.5m TURNING LANE WITH 15m 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 0.5m 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.

No.		REVISIONS		BY DATE	
Approved:  Director, Design Engineering Branch					
Date: MARCH 25, 1995					
<b>RURAL FRONTAGE SERVICE ROAD INTERSECTION ON FOUR LANE DIVIDED HIGHWAYS</b>					
Prepared By: L.T.	Checked By: J.H.	Scale: N.T.S.	Dwg No.: CB6-2.3 091		

GRAPHICS FILE: DRN100000