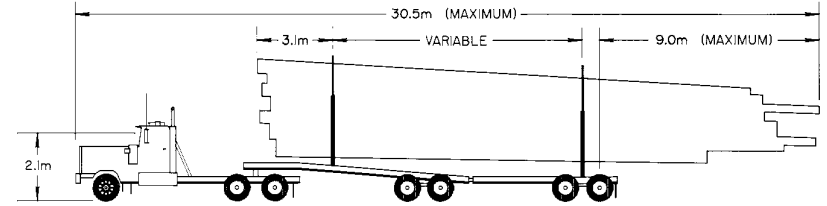


TYPE 4b
RIGHT TURN FROM MAJOR ROAD (URBAN CHANNELIZED)



TANDEM-JEEP/POLE-TRAILER LOG HAUL TRUCK

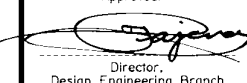

The template used for design of this intersection is based on a combination of the worst outswing and offtracking that would occur with any of the typical Log Haul Truck-Trailer configurations used in Alberta.

Note 1: The sight distance requirement for this intersection (assuming that loaded log haul trucks are only turning right from the major road) is based on a conventional WB-15 turning left from the minor road. This value is 430m for a design speed of 110 km/h . (based on 12 seconds for a left turn plus 2 seconds for perception /reaction time).

Adjustments should be made where required for different design speeds, roadway widths, skew angles, or steep gradients. The sight distance available should be measured based on an eye height of 2.1m and an object height of 1.3m.

If loaded log haul trucks are making any other turning or crossing movements at this junction, the intersection sight distance requirement must be modified accordingly.

No.	REVISIONS	BY	DATE

Approved:			
Director, Design Engineering Branch			
Date:	JANUARY 29, 1993		
LOG HAUL INTERSECTION TYPE 4b RIGHT TURN FROM MAJOR ROAD (URBAN CHANNELIZED)			
Prepared By: Cgk	Checked By: B.K.	Scale: N.T.S.	Dwg No.: CB6-2.3M2IE