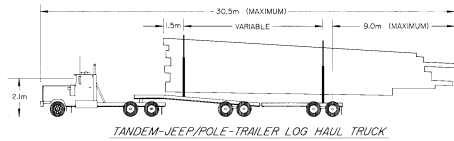


NOTE:  
 THE 1000' RADIUS AND DEFLECTION ANGLES SHOWN FOR THE MAIN ALIGNMENT ARE APPROPRIATE FOR SEMI-URBAN CONDITIONS WHERE THE POSTED SPEED IS 80KM/H OR LESS. FOR HIGH SPEED ENVIRONMENTS, A 2000' RADIUS AND 3° CORNER DEFLECTION ANGLES ARE MORE APPROPRIATE.

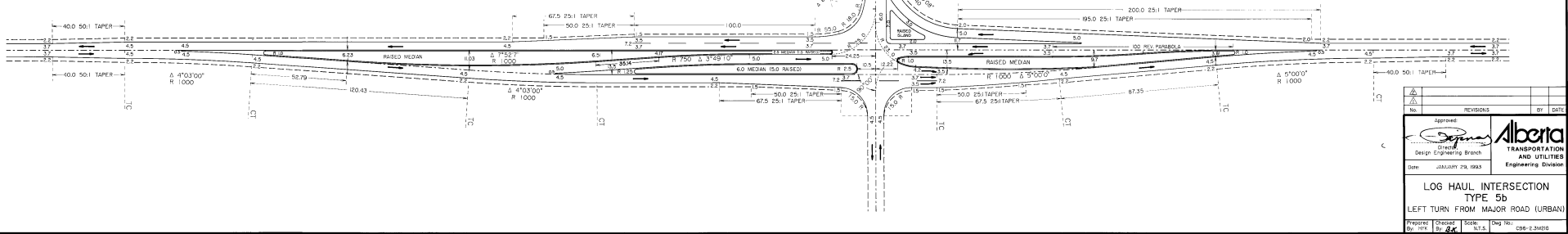
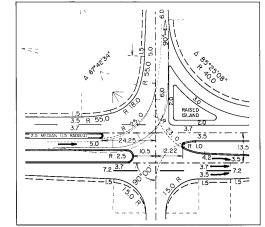
**TYPE 5b**  
 LEFT TURN FROM MAJOR ROAD USING RAISED MEDIAN PROTECTION FOR URBAN OR SEMI-URBAN AREAS



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 offsettracking that would occur with any of the typical Log Haul Truck-Trailer configurations used in Alberta.

NOTE:  
 1. THE MAIN ALIGNMENT RADII AS SHOWN ARE CONSIDERED SUITABLE FOR A DESIGN SPEED OF 80KM/H AND ACCOUNTS FOR A SUPERELEVATION OF .10. IF HIGHER DESIGN SPEEDS OR LOWER RADII ARE REQUIRED, THE USE OF SPRALED SUPERELEVATED CURVES IS SUGGESTED.  
 2. SHARPER CURBS IS CONSIDERED UNSUITABLE FOR DESIGN SPEEDS IN EXCESS OF 100KM/H. FOR HIGHER DESIGN SPEEDS THE SEMI-MOUNTABLE OR MOUNTABLE TYPE CURB SHOULD BE USED.  
 3. THE SIGHT DISTANCE REQUIREMENT FOR THIS INTERSECTION IS BASED ON 18 SECONDS (I.E. 16 SECONDS FOR LEFT TURN PLUS 2 SECONDS FOR PERCEPTION REACTION TIME THIS COMPUTES TO 550M FOR A 30KM/H DESIGN SPEED). 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.



REVISIONS		BY	DATE

Approved: *[Signature]*  
 Design Engineering Branch  
 Date: JANUARY 29, 1993

**Alberta**  
 TRANSPORTATION  
 AND UTILITIES  
 Engineering Division

LOG HAUL INTERSECTION  
 TYPE 5b  
 LEFT TURN FROM MAJOR ROAD (URBAN)

Prepared: [Name] Checked: [Name] Scale: 1:10.0 Date: 01-29-93