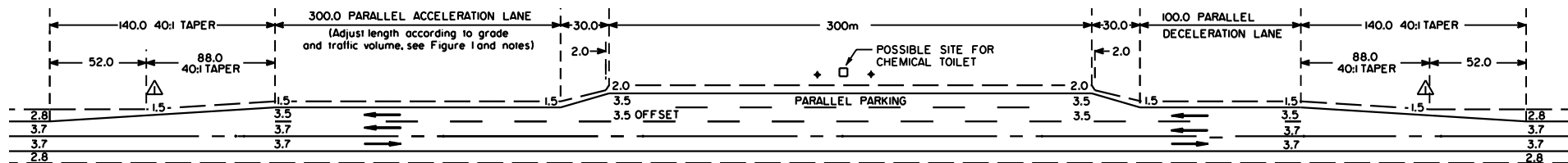
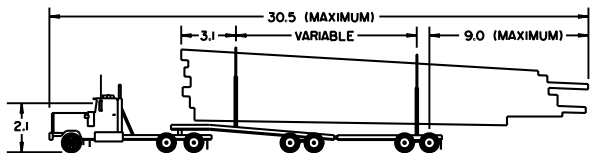


TYPE "L(i)" DESIGN: FOR LOG HAUL ROUTES WITH AADT ≤ 3000 Δ



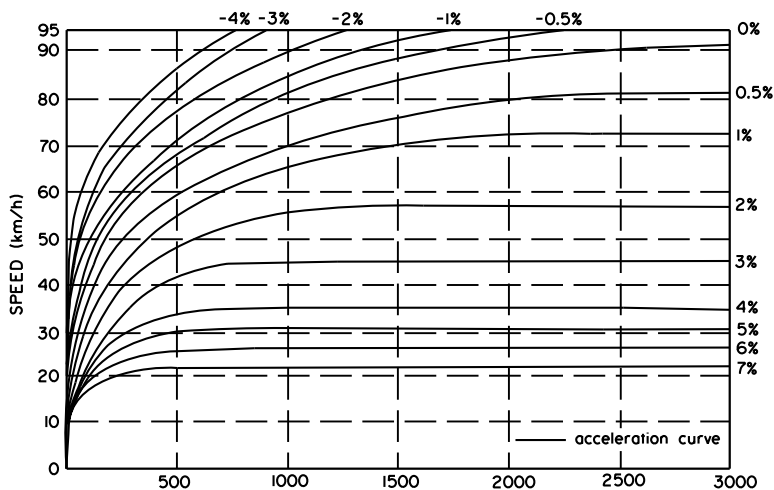
TYPE "L(ii)" DESIGN: FOR LOG HAUL ROUTES AADT > 3000 Δ



TANDEM-JEEP/POLE-TRAILER LOG HAUL TRUCK

NOTES: Δ

1. This safety rest area is intended for use by log haul trucks and other vehicles travelling in one direction only. The design vehicle is represented by the Alberta Log Haul Truck as described in Section D.5 of this Guide. The maximum allowable width (from bunk to bunk) is 3.2 m.
2. In cases where type L(ii) design is used, the length of the acceleration lane may be adjusted according to the grade.
3. The acceleration characteristics of the typical log haul truck can be estimated from Figure 1.
4. The desirable minimum merge speed at the end of the acceleration lane is 80 km/h. However, merge speed of 60 km/h is considered adequate for this type of safety rest area.
5. The length of the parallel acceleration lane should not exceed 600 m for practical reasons.
6. Ideally, truck safety rest areas should be located near the top of smooth crest curves provided that sight distance restrictions do not exist. This will aid the deceleration and acceleration of trucks using the facility and may allow the designer to reduce the length of the parallel lane. The ideal location of a truck safety rest area would provide decision sight distance at the beginning of taper and not be in close proximity to a horizontal curve.
7. Chemical toilet should be provided where AADT > 3000 . Chemical toilet should be located beyond clear zone. Refer to Table C5.2a.



Performance Curves for Heavy Trucks (180 g/w).
Adapted from Highway Capacity Manual (1985)

FIGURE 1

Δ			
Δ	Title, Notes, Classification	PM	03/31/06
No.	REVISIONS	BY	DATE

Approved:	 IN INFRASTRUCTURE AND TRANSPORTATION
ORIGINAL SIGNED BY PETER TAJCNER Director, Design Engineering Branch	
Date:	MARCH 25, 1993

CLASSIFICATION F.2.3
TWO LANE HIGHWAY
Safety Rest Area for
Log Haul Routes

Prepared By: L.T.	Checked By: BK	Scale: N.T.S.	Dwg No.: CB6-2.3M34D
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