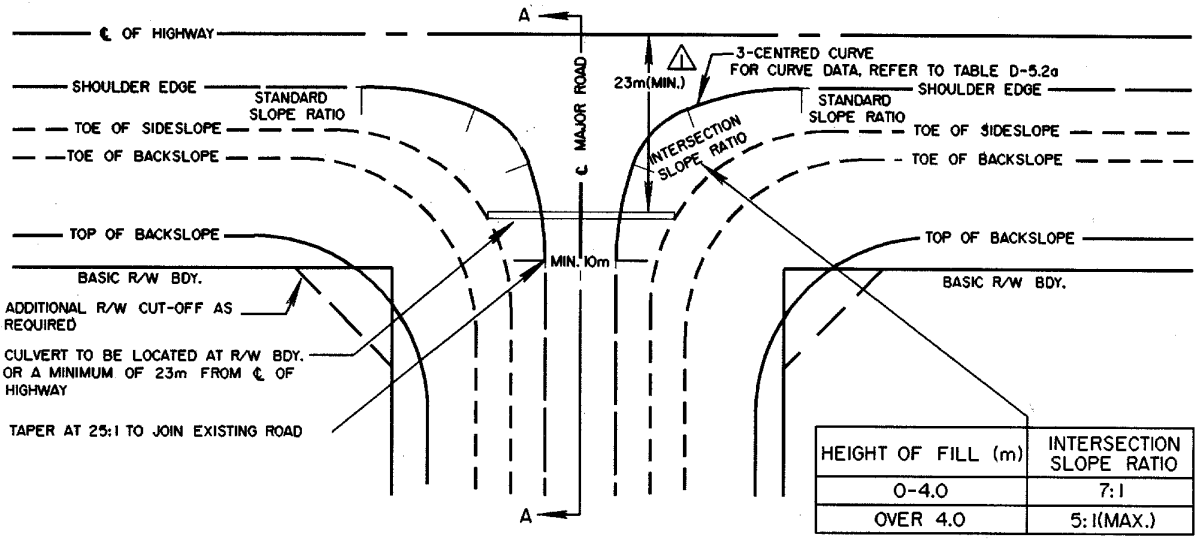
Graphics File: tigsfs01\reb\manual\cb6\chap-23\cb623m4.man

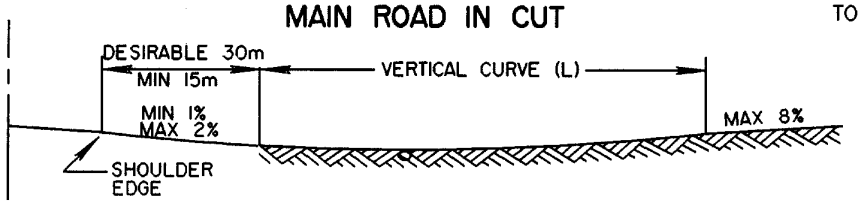
INTERSECTION OF HIGHWAY AND MAIN ROAD



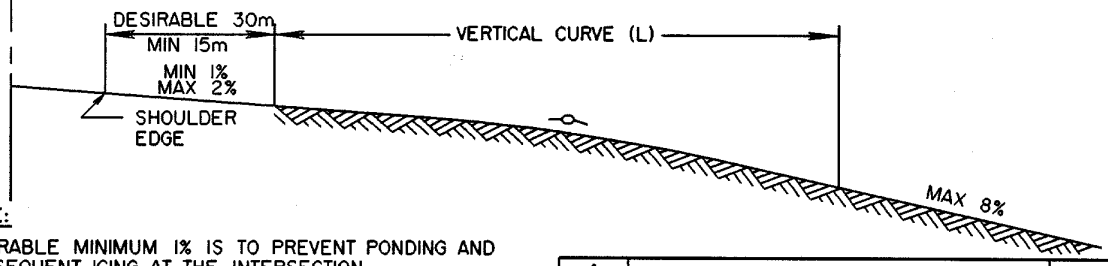
HEIGHT OF FILL (m)	INTERSECTION SLOPE RATIO
0-4.0	7:1
OVER 4.0	5:1(MAX.)

SLOPE RATIO OF 5:1 AT CULVERT AND CONTINUE USE OF 5:1 SLOPE TO R/W BOUNDARY.

SECTION A-A
MAIN ROAD IN CUT



SECTION A-A
MAIN ROAD IN FILL



NOTE:

DESIRABLE MINIMUM 1% IS TO PREVENT PONDING AND SUBSEQUENT ICING AT THE INTERSECTION. DESIRABLE MAXIMUM 2% IS FOR EASE OF OPERATION IN ALL WEATHER CONDITIONS.

APPROACH GRADES BETWEEN 0.5% and 3%, ABSOLUTE MAXIMUM 6% ARE CONSIDERED ACCEPTABLE. APPROACH ROAD GRADES UP TO 1% SLOPING DOWN TOWARD THE HIGHWAY MAY BE USED TO MATCH SUPERELEVATION ON THE MAIN ROAD IF DESIRABLE FOR ENGINEERING REASONS.

MINIMUM LENGTH OF VERTICAL CURVE		
ALGEBRAIC DIFFERENCE IN GRADIENT %	LENGTH L (m)	
	CREST	SAG
1	60	60
2	60	60
3	60	60
4	75	60
5	90	80
6	105	95
7		110
8		130
9		145

No.	REVISIONS	BY	DATE
2			
1	Modify Culvert Offset Dimension, Slope Ratio, Add Note	B.K.	01/99

Approved:

Executive Director,
Technical Standards Branch

Date: OCTOBER 1992

Alberta
TRANSPORTATION AND UTILITIES

APPROACH TREATMENT FOR MAIN INTERSECTING ROADWAY

Prepared By: R.T.	Checked By: B.K	Scale: N.T.S.	Dwg No.: CB6-2.3M4