



CENTRELINE TO CENTRELINE SPACING

- WHERE THE LAND IS NOT SUITABLE FOR CULTIVATION OR GRAZING, A CENTRELINE TO CENTRELINE SPACING OF 55m OR MORE IS DESIRABLE.
- WHERE THE DESIRABLE SPACING IS NOT ECONOMICAL A MINIMUM CENTRELINE TO CENTRELINE SPACING OF 40m IS ACCEPTABLE AND WILL ACCOMMODATE DESIGN VEHICLES UP TO WB-23 DESIGN VEHICLE (LENGTH OF 25m)
- THE CENTRELINE TO CENTRELINE SPACING SHALL BE BASED ON DESIGN VEHICLE REQUIREMENTS. PROVISION OF REFUGE FOR DESIGN VEHICLES IN MEDIAN OF AT-GRADE INTERSECTIONS IS A KEY FACTOR. SPACING OF 55m IS DESIRABLE AT ALL MAJOR AT-GRADE INTERSECTIONS WITH TRUCK-TRAILER TURNING MOVEMENTS. A REDUCED MEDIAN MAY BE USED BETWEEN INTERSECTIONS IF REQUIRED DUE TO CONSTRAINTS.

SUGGESTED SHY LINE OFFSET VALUES*	
DESIGN SPEED (km/h)	SHY LINE OFFSET (m)
130	3.7
120	3.2
110	2.8
100	2.4
90	2.2
80	2.0
70	1.7
60	1.4
50	1.1

* ADOPTED FROM TAC 1999, TABLE 3.1.6.4

ALL DIMENSIONS ARE IN METRES.

No.	REVISIONS	BY	DATE

Government of Alberta
Transportation

FIGURE C-6.0
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CENTRELINE TO CENTRELINE SPACING FOR NEW RURAL DIVIDED HIGHWAY IN ALBERTA