

• TURNING LANES:

ON NEW CONSTRUCTION OR GRADE WIDENING,
A 3.5m TURNING LANE WITH 1.5m SHOULDER
IS TO BE PROVIDED ON THE RIGHT HAND SIDE.
A 3.5 m TURNING LANE WITH 0.5 m SHOULDER
IS TO BE PROVIDED FOR THE LEFT HAND (MEDIAN) SIDE.

ON EXISTING ROADWAYS IF A SUFFICIENT SHOULDER WIDTH
IS AVAILABLE A MINIMUM 3.0m TURNING LANE WITH
A MINIMUM 0.3m SHOULDER MAY BE PROVIDED BY MEANS
OF PAVEMENT MARKINGS. WHERE ADDITIONAL SHOULDER WIDTH
IS AVAILABLE THE TURNING LANE WIDTH CAN BE
INCREASED TO 3.5m.

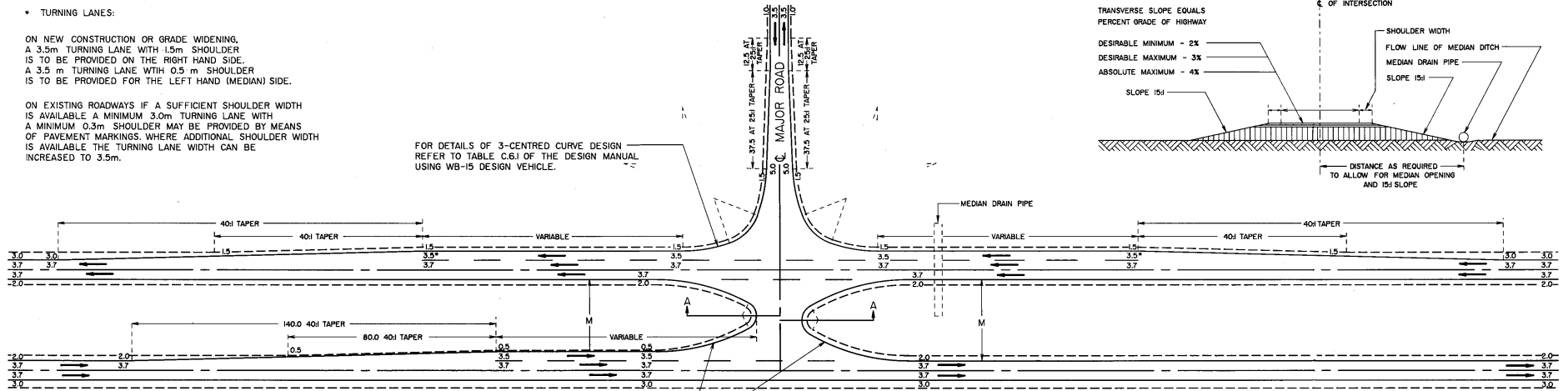
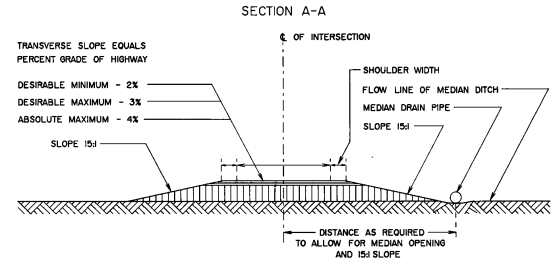
FOR DETAILS OF 3-CENTRED CURVE DESIGN
REFER TO TABLE C.6.J OF THE DESIGN MANUAL
USING WB-15 DESIGN VEHICLE.

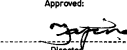
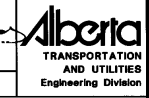
FOR DETAILS OF BULLET NOSE
DESIGN, REFER TO SECTION C.8.4
OF THE DESIGN MANUAL.

NOTES:

- ALL DIMENSIONS SHOWN ARE FOR FINISHED PAVEMENT SURFACES.
- EXTRA SUBGRADE WIDTH SHALL BE PROVIDED DURING GRADING TO ALLOW FOR DEPTH OF BASE COURSE AND SURFACING.
- VARIABLE DECELERATION LENGTHS AS SHOWN ARE BASED ON COMFORTABLE DECELERATION TO A STOPPED POSITION AND DO NOT TAKE INTO CONSIDERATION ANY STORAGE SPACE REQUIREMENTS.
- MAJOR ROAD REFERS TO ALL TWO-LANE PRIMARY HIGHWAYS, SECONDARY HIGHWAYS, TOWN ACCESS ROADS, AND PARK ACCESS ROADS.

DESIGN SPEED (km/h)	PARALLEL SECTION OF ACCEL. & DECEL LANES (m)	PARALLEL SECTION OF LEFT-TURN LANES (m)
120	100	100
130	110	110



No.	REVISIONS	BY	DATE
Approved:  Design Engineering Branch Date: MARCH 25, 1993			
			
MAJOR "T" INTERSECTION ON FOUR LANE DIVIDED HIGHWAY			
Prepared By: R.T.	Checked By: J.J.	Scale: N.T.S.	Dwg No: C96-2.3 C99

GRAPHICS FILE: C96-2.3.DWG