

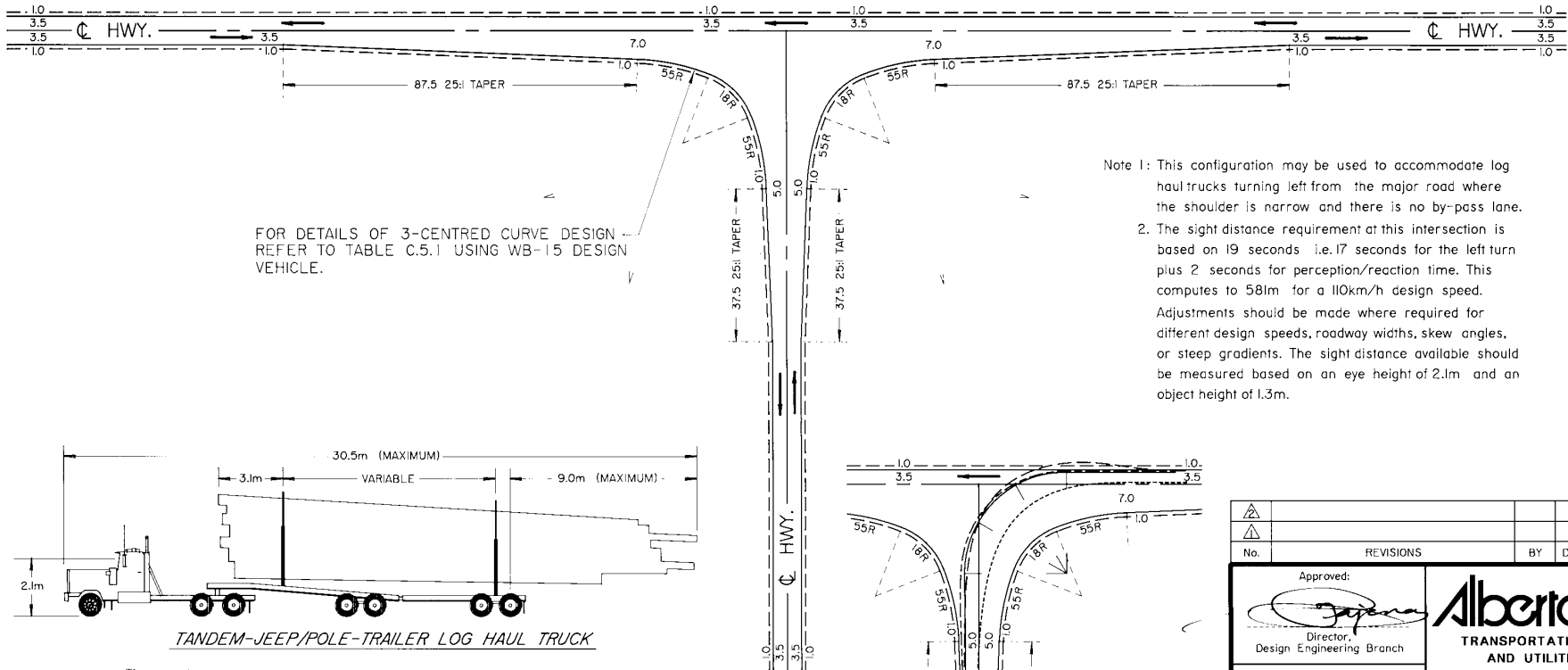
GRAPHICS FILE: del:200.22\logint5c.dgn

GRAPHICS FILE: e:\depc66\logint5c.dgn

TYPE 5c

LEFT TURN FROM MAJOR ROAD

DIMENSIONS SHOWN ARE FINISHED SURFACE PAVEMENT WIDTHS.
ADDITIONAL SUBGRADE WIDTHS TO BE PROVIDED TO ALLOW
FOR DEPTH OF BASE COURSE AND PAVEMENT.



FOR DETAILS OF 3-CENTRED CURVE DESIGN
REFER TO TABLE C.5.1 USING WB-15 DESIGN
VEHICLE.

Note 1: This configuration may be used to accommodate log haultrucks turning left from the major road where the shoulder is narrow and there is no by-pass lane.
2. The sight distance requirement at this intersection is based on 19 seconds i.e. 17 seconds for the left turn plus 2 seconds for perception/reaction time. This computes to 581m for a 110km/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.

The template used for design of this intersection is based on a combination of the worst outswing and offtracking that would occur with any of the typical Log Haul Truck-Trailer configurations used in Alberta.

REVISIONS		BY	DATE
No.			
Approved:			
 Director, Design Engineering Branch			
Date:	JANUARY 29, 1993		
LOG HAUL INTERSECTION TYPE 5c LEFT TURN FROM MAJOR ROAD WITH NARROW SHOULDER			
Prepared By: Cgk.	Checked By: B.K.	Scale: N.T.S.	Dwg No.: CB6-2.3.M21H