

INTERSECTION OF HIGHWAY AND MINOR INTERSECTING ROAD

NOTE: ACCESS TO BE PROVIDED ONLY WHEN ANGLE OF INTERSECTION IN RANGE OF 80 TO 100 DEGREES.

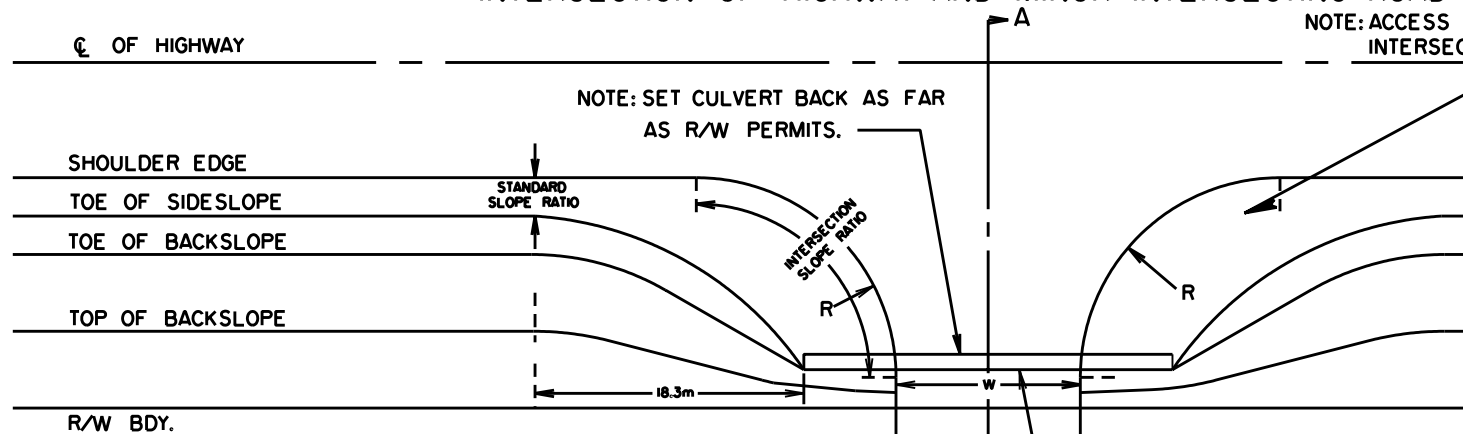
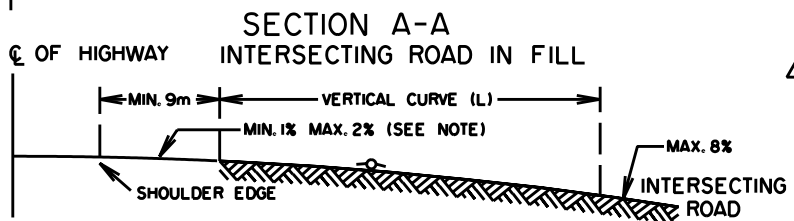
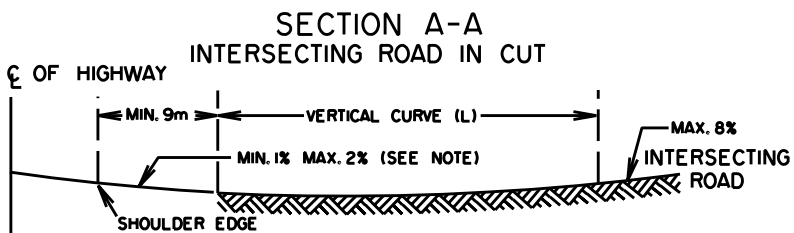


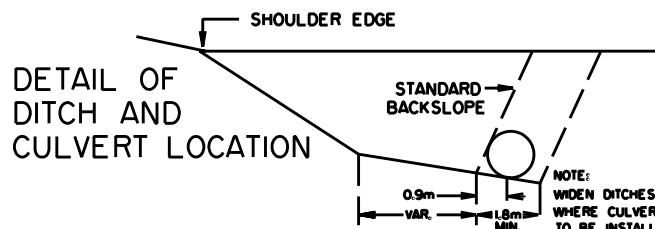
Table 1 - Suggested Approach Sideslopes *

| Primary Highway Posted > 100km/h | Fill Height | Desirable Slope on New Approach |
|---|-------------|---------------------------------|
| Undivided Highway AADT <1,000 | <4m fill | 7:1 |
| | >4m fill | 4:1 |
| Undivided Highway 1,000 < AADT < 3,000 | <4m fill | 7:1 |
| | >4m fill | 5:1 |
| Undivided Highway AADT > 3,000 | <4m fill | 7:1 |
| | >4m fill | 6:1 |
| Divided Highway AADT < 6,000 | <4m fill | 7:1 |
| | >4m fill | 7:1 |
| Divided Highway 6,000 < AADT < 15,000 | <4m fill | 8:1 |
| | >4m fill | 7:1 |
| Divided Highway AADT < 15,000 | <4m fill | 10:1 |
| | >4m fill | 7:1 |

* Approach slope to be measured at a point midway between the highway shoulder and basic right-of-way boundary as illustrated on figures D-33a and D-33b of the Highway Geometric Design Guide



CULVERT LOCATION WHEN REQUIRED



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

NOTE:
WHERE THE MINOR INTERSECTING ROADWAY HAS A LARGE NUMBER OF WB-15 VEHICLES TURNING, THE APPROACH TREATMENT SHOWN IN FIGURE D-3.3a OF HIGHWAY GEOMETRIC DESIGN GUIDE SHOULD BE USED.

| ALGEBRAIC DIFFERENCE IN GRADIENT (%) | LENGTH L (m) | |
|--------------------------------------|--------------|-----|
| | CREST | SAG |
| 1 | 6 | 8 |
| 2 | 12 | 15 |
| 3 | 18 | 23 |
| 4 | 24 | 30 |
| 5 | 30 | 38 |
| 6 | 37 | 46 |
| 7 | | 46 |
| 8 | | 46 |
| 9 | | 46 |

| USE | ROADWAY WIDTH W*(m) | | RADIUS OF INTERSECTION EDGE OF SHOULDER (R) |
|-----------------------|---------------------|-------|---|
| | SINGLE | JOINT | |
| RESIDENTIAL | 8 | 10 | 10 |
| AGRICULTURAL | 10 | 10.5 | 15 |
| UTILITY MAINTENANCE | 8 | | 15 |
| PUBLIC ROAD ALLOWANCE | 8 | | 15 |

* ENGINEERING DISCRETION SHOULD BE USED IN SELECTING A ROADWAY WIDTH TO SUIT THE NEEDS OF THE ACCESS.

| | | | |
|-----|---------------------------------------|------|----------|
| △ | modify roadway widths and slope ratio | B.K. | 03-31-06 |
| △ | Modify Slope Ratio, Add Notes | B.K. | 01/99 |
| No. | REVISIONS | BY | DATE |

Approved:

ORIGINAL SIGNED
BY ALLAN KWAN

Executive Director
Technical Standards Branch

Date: OCTOBER 1992

APPROACH TREATMENT FOR MINOR INTERSECTING ROADWAY

| | | | |
|-------------------|------------------|---------------|--------------------|
| Prepared By: R.T. | Checked By: B.K. | Scale: N.T.S. | Dwg No.: CB6-2.3M5 |
|-------------------|------------------|---------------|--------------------|