

Through Interchange Area

<u>Design Standard of Intersecting (minor) Road</u>	<u>Design Speed (km/h)</u>	<u>Minimum Design Speed (2) (km/h)</u>
Expressway or Freeway (3)	110	100
U 130 - 7430	110	100
U 120 - 7420, U 110 - 7420	100	90
U 110 - 7020, U 110 - 9010	90	80
U 110 - 7020(O.T.), U 100 - 8600	90	80
Grid Road	80	70
Access to Urban Area (rural condition) (1)	80	70
Access to Urban Area (urban condition) (1)	80	70
Urban Arterial (divided)	80	70

(1) Where the access to an urban area is also a highway, the following will govern:

(a) Where the interchange is located inside the built-up area, use the urban access design speed as listed for the urban condition.

(b) Where the interchange is located in the fringe of the built-up area or within 450 metres of the built-up area, design speeds will be as follows:

(i) Where the intersecting highway ends at the interchange, use the design speeds for access to urban areas (rural condition).

(ii) Where the intersecting highway extends or in the future will extend, beyond the interchange, use the design speeds listed for the appropriate class of highway.

(2) Where there are special reasons, the design speed may be reduced to the indicated minimum. However, serious consideration must be given to ramifications of the reduced design speed.

(3) Expressway or freeway means an expressway or freeway under development where the parclo or diamond interchange is the first stage.

RECOMMENDED:

[Signature]
DESIGN ENGINEER

APPROVED:

[Signature]
CHIEF ENGINEER

DATE: SEPT. 8, 1980

SASKATCHEWAN DEPARTMENT OF HIGHWAYS

DESIGN SPEEDS FOR INTERSECTING ROAD
AT DIAMOND AND PARCLO INTERCHANGES

STANDARD

PLAN
No.

20715