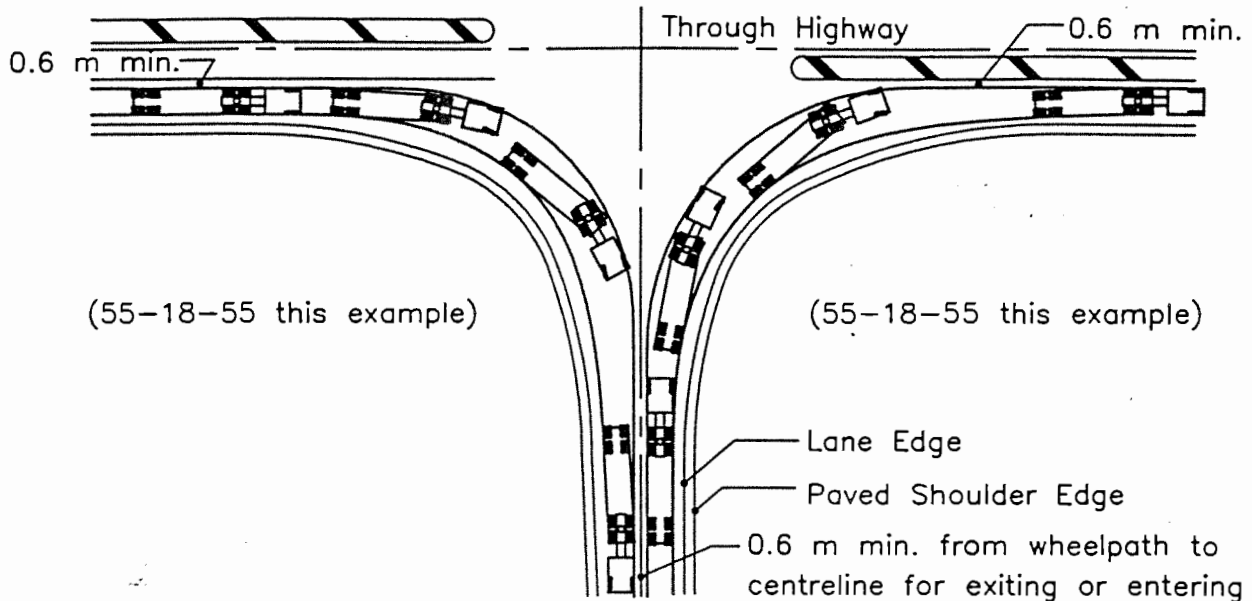


The following four cases illustrate the principles employed when designing turning radii.

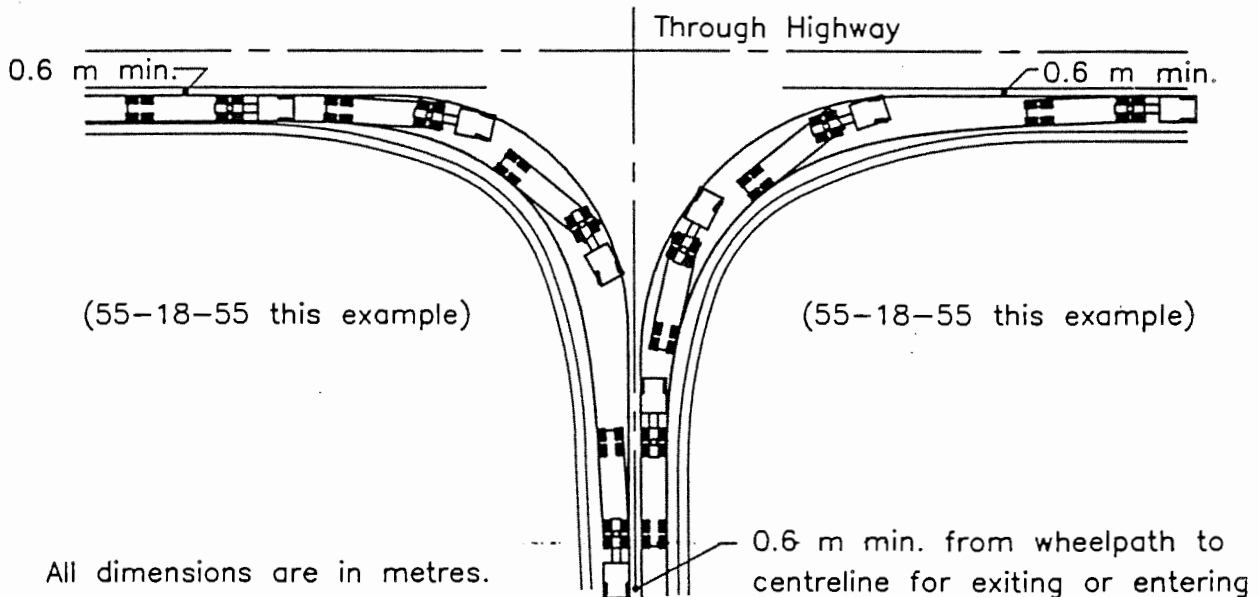
Case 1 : CHANNELIZED INTERSECTION

Use 3-centered curve or splined curve using co-ordinates



Case 2 : BYPASS LANE INTERSECTION

Use 3-centered curve or splined curve using co-ordinates



All dimensions are in metres.

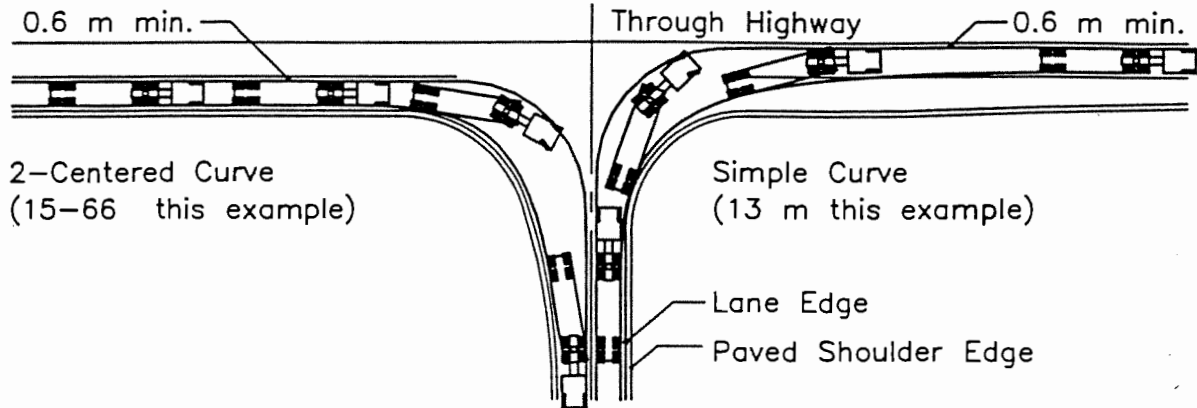


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Highways and
Transportation

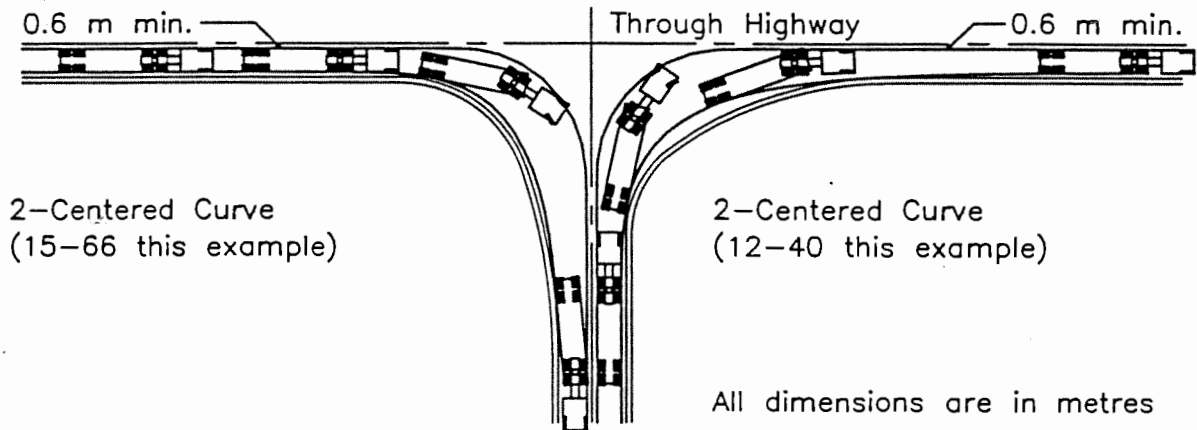
DESIGN PRINCIPLES FOR
TURNING RADII

RECOMMENDED BY:	<i>Burkhardt</i>	DIRECTOR TECH. STDS. & POLICIES	DATE	95-02-28	STANDARD PLAN NO	20600
APPROVED BY:	<i>[Signature]</i>	ASSIST. DEPUTY MINISTER OPERATIONS DIVISION	DATE	95-02-28	SHEET	1 of 2

Case 3 : FLARED INTERSECTION



Case 4 : NON TREATED INTERSECTION



All dimensions are in metres

NOTES:

1. Use Pathtracker (or equivalent computer software) or TAC turning templates, based on the applicable case, to determine the turning radii.
2. For industrial access roads, campgrounds, picnic sites and access to urban centres over 2,000 population use the Case 1 design principles regardless of intersection treatment.
3. Right turn off highway cannot encroach opposing lane for flared intersection or non treated intersection. Shown in Case 3 and 4.
4. For locations where intersection is skewed, some encroachment may be acceptable to minimize intersection width.
5. Example paths are for WB-15 design vehicle.
6. Shoulder radius = lane edge radius - average shoulder width.
7. Shoulder radius = shoulder radius - surfacing depth x side slope.
8. See Paved Road Approach on Paved Class Highways, Standard Plan No. 21200T.



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LAST REV DATE: FEB.28,1995

ACAD DWG: 20600-2