



FLAT GRADES - 2 PERCENT OR LESS

DESIGN SPEED OF TURNING ROADWAY CURVE kmh		STOP CONDITION	20	30	40	50	60
MINIMUM CURVE RADIUS IN metres			15	25	45	70	95
DESIGN SPEED kmh	LENGTH OF TAPER "T" IN metres	TOTAL LENGTH OF DECELERATION LANE, INCLUDING TAPER, "L" IN metres					
60	45	100	90	85	75	60	—
70	50	115	105	100	90	80	80
80	60	130	120	115	105	100	85
90	70	145	140	135	125	120	110
100	75	160	160	150	145	135	130
110	80	180	175	165	165	160	150
120	80	200	190	185	185	175	160
130	80	215	205	200	200	185	175

Ratio of length of deceleration lane on grade to length on level - all speeds
 3 - 4% up 0.9 3 - 4% down 1.2
 5 - 6% up 0.8 5 - 6% down 1.35

NOTES:

1. For length of deceleration lane use the most critical control (a) or (b).

(a) See table above.

(b) Length = storage + taper = $\frac{NS}{30}$ + taper

N = design volume of left turns per hour

S = length occupied by each vehicle (S = 8 m for cars,
S = 12 m for trucks).

2. W = 3.7 m for left turn lanes.
= 3.7 m for right turn lanes.

3. SW = 0.6 m



**Saskatchewan
Highways and
Transportation**

LENGTHS OF LEFT AND RIGHT TURN DECELERATION LANES

RECOMMENDED BY:	<i>[Signature]</i>	DIRECTOR TECH. STDS. & POLICIES	DATE	95-02-24	STANDARD PLAN NO	20618
APPROVED BY:	<i>[Signature]</i>	ASSIST. DEPUTY MINISTER OPERATIONS DIVISION	DATE	95-02-28	SHEET	1 of 1

LAST REV DATE: OCT.23, 1994

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