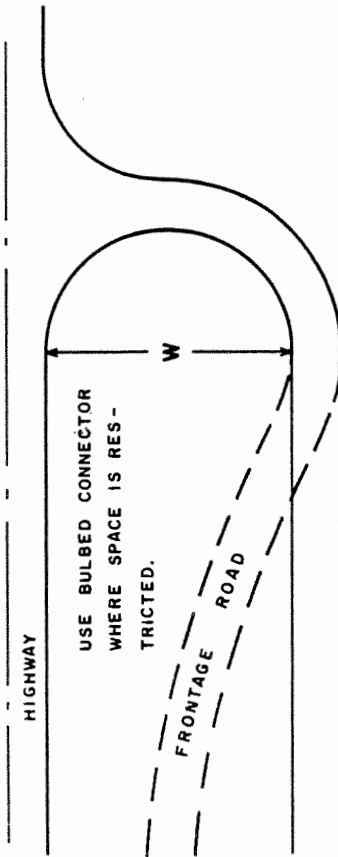


I. FRONTAGE ROAD TERMINAL CONNECTOR



APPLICABLE TO RIGHT AND LEFT HAND CONNECTORS.

W IS MEASURED FROM EDGE OF DRIVING LANE TO EDGE OF DRIVING LANE.

RECOMMENDED:

APPROVED:

DATE: JUNE 14, 1976

ROAD DESIGN ENGINEER

CHIEF ENGINEER

SASKATCHEWAN DEPARTMENT OF HIGHWAYS

DISTANCE BETWEEN HIGHWAY AND FRONTAGE ROADS AT INTERSECTIONS

STANDARD

PLAN

No.

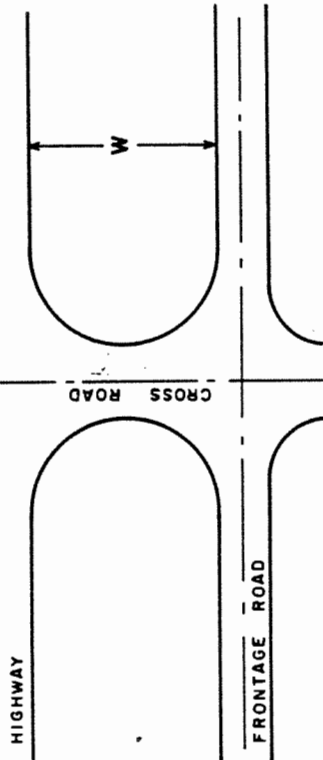
20650

SHEET 1 OF 2

CHARACTERISTICS	DESIGN YEAR A.D.T.	SEPARATION WIDTH W	NOTES
a) Low volume rural frontage road serving as farm access or as connection to municipal road.	Less than 50 v.p.d. on frontage road.	30 m preferred minimum 20 m absolute minimum	Design control is turning vehicle wheel path. Use SU-9 as design control vehicle. Provide width of turning roadway to accommodate WB-15. Turning WB-15 vehicle may use full width of turning roadway.
b) Rural or fringe area. Frontage road with commercial ribbon development or connecting to grid road or main village access.	Over 50 v.p.d. on frontage road.	30 m minimum.	As (a) above, but provide adequate roadway widths to enable turning vehicle to remain inside its own lane.
c) Urban	Less than 100 v.p.d. Over 100 v.p.d.	30 m preferred 20 m minimum 30 m preferred 20 m minimum	As (a) above As (b) above

NOTE: If frontage road is planned for extension beyond the connection, use design criteria appropriate to the final layout.

2. FRONTAGE ROAD WITH CROSS ROAD CONNECTOR



W IS MEASURED FROM EDGE OF DRIVING LANE TO EDGE OF DRIVING LANE.

APPLIES ALSO WHEN FRONTAGE ROAD TERMINATES AT CROSS ROAD.

RECOMMENDED:

APPROVED:

ROAD DESIGN ENGINEER

CHIEF ENGINEER

DATE: JUNE 14, 1976

SASKATCHEWAN DEPARTMENT OF HIGHWAYS

DISTANCE BETWEEN HIGHWAY AND FRONTAGE ROADS AT INTERSECTIONS

STANDARD

PLAN No.

20650

SHEET 2 OF 2

CHARACTERISTICS	DESIGN YEAR A.D.T.	SEPARATION WIDTH W	NOTES
a) Low volume rural frontage road, low volume cross road or stub connector, stop or yield controls on frontage road.	Less than 50 v.p.d. on connector.	40 m preferred, 30 m absolute minimum, except use 55 m minimum if stop or yield control on cross road for traffic entering from highway.	Design control is turning vehicle wheel path making reverse turn. Use SU-9 and WB-15 as design control vehicles. Turning vehicles may use full width of roadway (cross road or frontage road).
b) Rural or fringe area. Frontage road with commercial ribbon development and/or cross road is grid road, highway or village or town access.	50-100 v.p.d. on connector. Less than 50 v.p.d. total using frontage roads.	As above.	Design controls are: - Entering sight distance at intersection and turning vehicle wheel path. Design should ensure that vehicles may turn within own lane.
c) Urban	Over 100 v.p.d. on connector.	90 m minimum	As (a) and (b) above. If significant traffic volumes are anticipated, check space required for weaving, merging and capacity. May consider use of one-way frontage roads.