

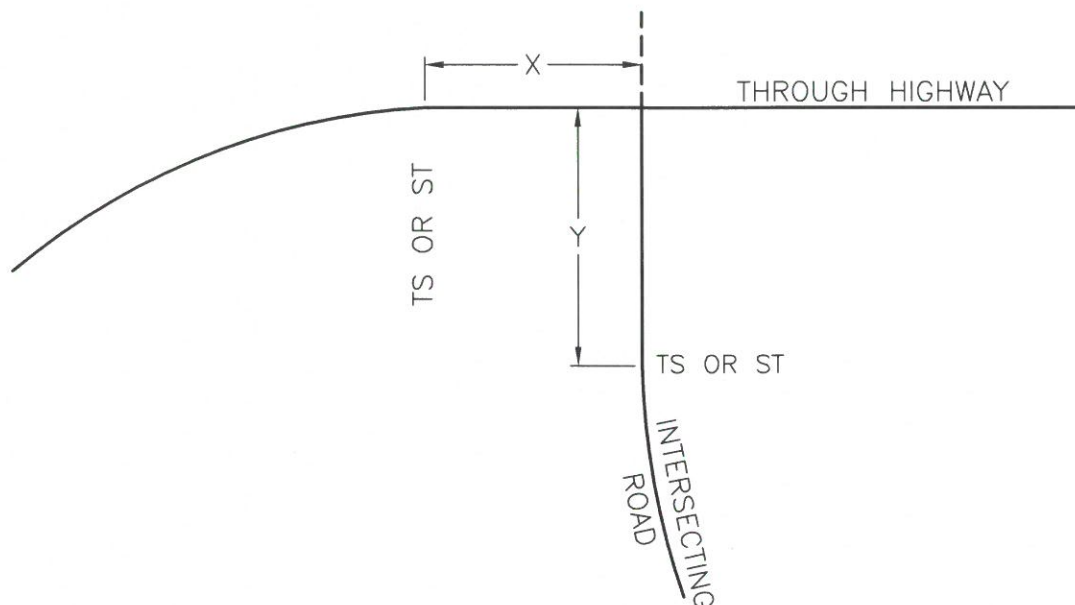


TABLE 1

MINIMUM TANGENT DISTANCES

Type of intersecting roads	Tangent distance X (m)	Tangent distance Y (m)
(a) Highways, access to cities, Industrial access roads.	300	Desirable 300, minimum 150, plus any extra tangent distance required to accommodate intersection signing on right hand curves.
(b) Access to towns, villages < 0.6 km from built-up area.	300	Desirable 200, minimum 30, plus provision for signing as listed in (a).
(c) Rural grid roads, access to towns, villages > 0.6 km from built-up area.	Desirable 300 Minimum 150	Same as (b).
(d) Lower class roads than listed in (c).	Desirable as in (c) but if necessary, intersection can be located on curve.	Desirable 200 Minimum 30



HORIZONTAL ALIGNMENT AT INTERSECTIONS

RECOMMENDED BY		DIRECTOR DESIGN & TRAFFIC ENG	DATE	2016-03-30	STANDARD PLAN NO	20651
APPROVED BY		EXECUTIVE DIRECTOR TECHNICAL STANDARDS BRANCH	DATE	Apr 8, 2016	SHEET	1 OF 2

NOTES:

1. Interchanges

- a. Where interchange construction is immediate, other features such as ramps will control, and the interchange can be located on a curve.
- b. When the interchange construction will be deferred for five years or longer, criterion listed in Table 1 will apply to the interim intersection.

2. Channelized Intersections

- a. If the channelization is to be located completely off the horizontal curve, there should be a minimum of 150 m of tangent between the end of the curve and the beginning of channelization.
- b. Where the beginning or end of channelization will fall on a horizontal curve, the channelization must be extended to the beginning or end of the curve.
- c. Where channelization is located on a curve, there must be sufficient tangent between the intersection and the end of the curve to accommodate the left turn lane and the preceding 150 m.

3. This standard will not apply to:

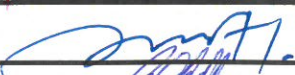
- a. Field approaches, farm yard approaches, and approaches to undeveloped road allowances.
- b. Intersections where the intersecting road enters the highway tangent to a horizontal curve. This type of intersection will be treated as a special case.

4. The design exception process shall be used in situations where it is not considered practical to meet the minimum standard. See SKS 0.2.1-C.

5. For additional information please refer to SKS 2.3.2-C.



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