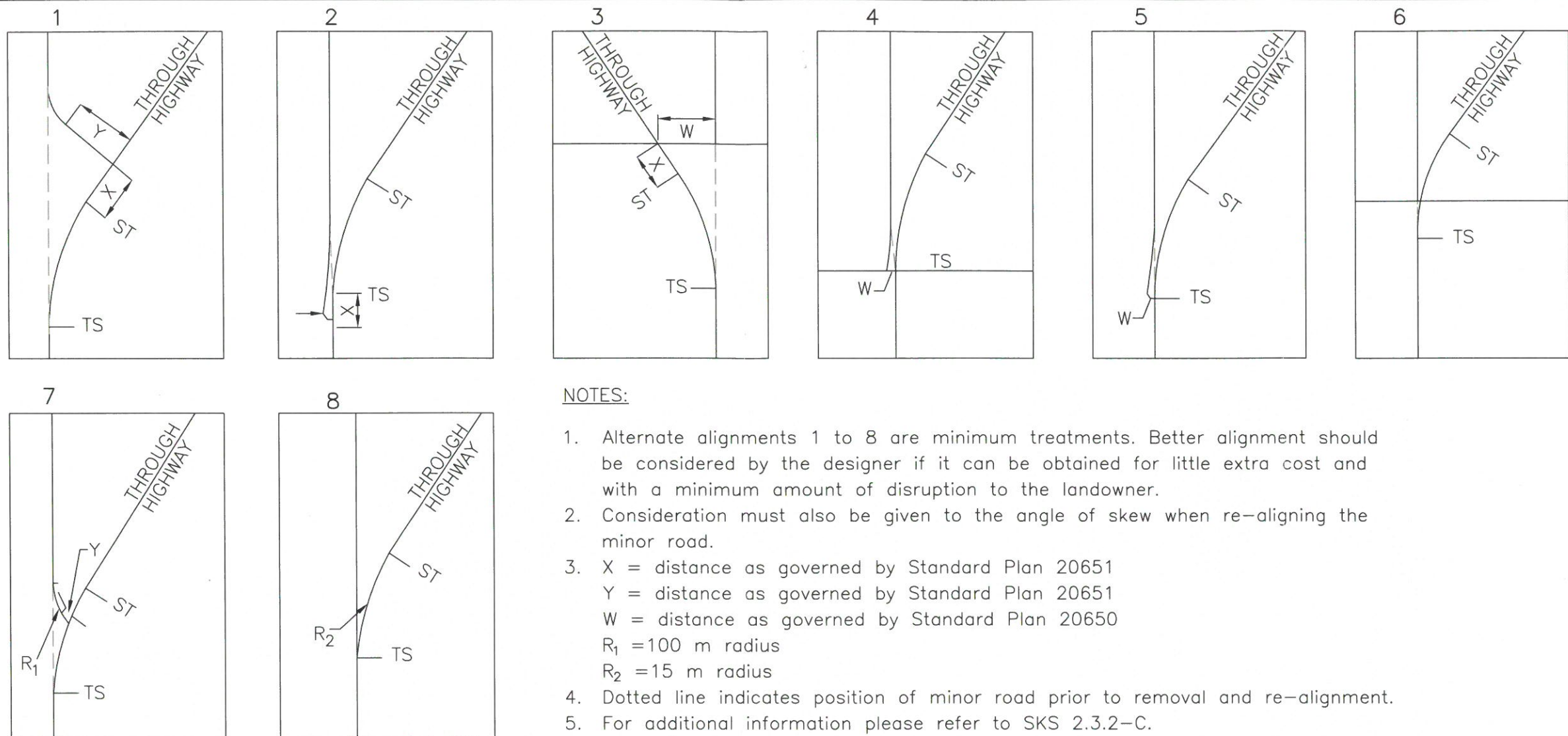




NOTES:

1. Alternate alignments 1 to 8 are minimum treatments. Better alignment should be considered by the designer if it can be obtained for little extra cost and with a minimum amount of disruption to the landowner.
2. Consideration must also be given to the angle of skew when re-aligning the minor road.
3. X = distance as governed by Standard Plan 20651
Y = distance as governed by Standard Plan 20651
W = distance as governed by Standard Plan 20650
R₁ = 100 m radius
R₂ = 15 m radius
4. Dotted line indicates position of minor road prior to removal and re-alignment.
5. For additional information please refer to SKS 2.3.2-C.

MINIMUM RE-ALIGNMENT											
	SUB-SYSTEM										
	1	2	3	4	5						
	Through Road	Through Road	Through Road	Through Road	Through Road	Through Road	Through Road	Through Road	Through Road	Through Road	Through Road
Intersecting Road	7430 7420	7430 7420	7430 7420	7430 7420	7430 7420	9010(m) 7020(ot)	7420 7020(b)	9010(m) 7020(ot)	7420 7020(b)	9010(m) 7020(ot)	8600
Paved	1	1	1	1	1	1	1	1	1	1	
9010(M) 7020(OT)	1	1	1	1	1	1	1	1	1	1	
8600(OT)	1	1	1	1	1	1	1	1	1	1	1,2
8600(G)	1	1	1	1	1	2	2	2	2	4,5	4,5
Ind. & Towns > 1000 pop	1	1	1	1	2,3	3,4,5	2,3	4,5	4,5	4,5	6,7
Urban 500 to 1000 pop	2,3	2,3	4,5	4,5	4,5	4,5	4,5	4,5	4,5	4,5	6,7
Grid & Urban < 500 pop	2,3	4,5	4,5	4,5	4,5	4,5	4,5	4,5,6,7	4,5	6,7	8
Other Municipal	8	8	8	8	8	8	8	8	8	8	8



RE-ALIGNMENT OF MINOR ROADS TANGENT TO A HORIZONTAL CURVE PROVINCIAL HIGHWAYS

RECOMMENDED BY		DIRECTOR DESIGN & TRAFFIC ENG	DATE	2016-03-30	STANDARD PLAN NO	20652
APPROVED BY		EXECUTIVE DIRECTOR TECHNICAL STANDARDS BRANCH	DATE	Apr 8, 2016	SHEET	1 OF 1