

TABLE 2

RIGHT TURN LANE DESIGN GRADE FACTORS

ALL DESIGN SPEEDS	DOWN GRADE %	GRADE FACTOR > 1	UP GRADE %	GRADE FACTOR > 1
	8-7	1.5	2-3	1.0
7-6	1.4	3-4	0.9	
6-5	1.4	4-5	0.9	
5-4	1.3	5-6	0.8	
4-3	1.2	6-7	0.8	
3-2	1.1	7-8	0.7	

TABLE 1

DIRECT RIGHT - TURN TAPERS

DESIGN SPEED(km/h) (THROUGH ROADWAY)	LENGTH OF TAPER FOR W = 3.5 m (m)
50	55
60	65
70	75
80	85
90	95
100	105

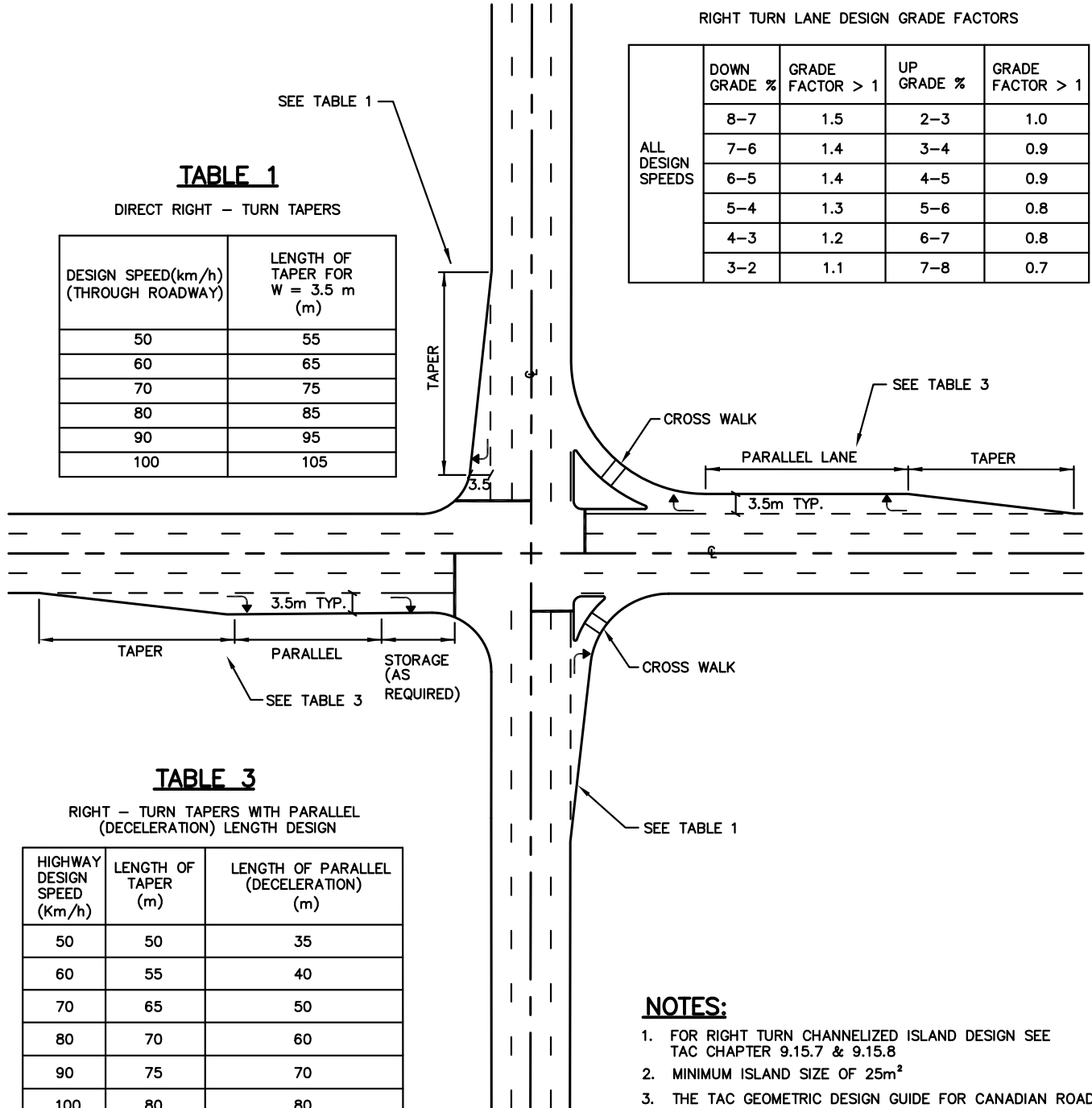


TABLE 3

RIGHT - TURN TAPERS WITH PARALLEL (DECELERATION) LENGTH DESIGN

HIGHWAY DESIGN SPEED (Km/h)	LENGTH OF TAPER (m)	LENGTH OF PARALLEL (DECELERATION) (m)
50	50	35
60	55	40
70	65	50
80	70	60
90	75	70
100	80	80

MINIMUM PARALLEL (DECELERATION) LENGTH MUST BE FACTORED FOR GRADES GREATER THAN OR LESS THAN 2% (REFER TO ADJUSTMENT FACTORS IN TABLE 2).

NOTES:

1. FOR RIGHT TURN CHANNELIZED ISLAND DESIGN SEE TAC CHAPTER 9.15.7 & 9.15.8
2. MINIMUM ISLAND SIZE OF 25m²
3. THE TAC GEOMETRIC DESIGN GUIDE FOR CANADIAN ROADS SHALL BE FOLLOWED WHEN THE NOTED CRITERIA CANNOT BE USED UNDER CERTAIN CIRCUMSTANCES.
4. TAPERS SHALL BE MADE SMOOTH USING HORIZONTAL CURVES (300 m RADI). AT THE BEGINNING AND END OF TRANSITIONS.

ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED.



WORKS DEPARTMENT

**RIGHT TURN LANE
DESIGN GUIDELINE - TYPICAL**

DWG. DATE: 2009 04
 REVISION NO.: 4
 REV. DATE: 2018 05
 SCALE: N.T.S.

S-300.050