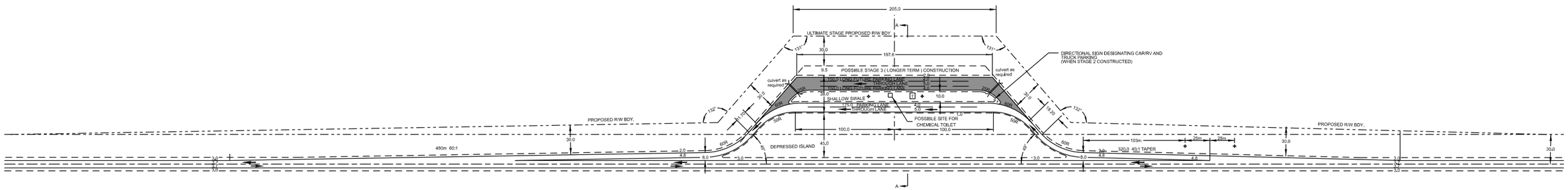
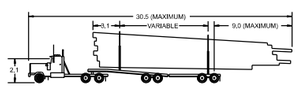




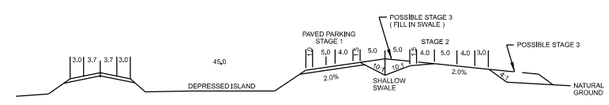
TANDEM-JEEP/POLE-TRAILER LOG HAUL TRUCK

N.T.S.

THE TEMPLATE USED FOR DESIGN OF THIS TURNOUT IS BASED ON A COMBINATION OF THE MAXIMUM OUTSWING AND OFF TRACKING THAT WOULD OCCUR WITH ANY OF THE TYPICAL LOG HAUL TRUCK-TRAILER CONFIGURATIONS WITH A 9M OVERHANG. THIS LAYOUT IS ALSO SUITABLE FOR A WB-36 TURNPIKE DOUBLE TRUCK AND OTHER SMALLER TRUCK UNITS.

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
2. THIS IS A "TYPICAL" PLAN. DESIGNERS MAY CONSIDER OTHER LAYOUTS OR DIMENSIONS TO SUIT TOPOGRAPHY, TRAFFIC, OR PHYSICAL CONSTRAINTS AT THE SITE. REASONS (RATIONALE) FOR MODIFICATIONS / CHANGES FROM THE "TYPICAL" PLAN SHOULD BE PROVIDED BY THE DESIGNER FOR THE DEPARTMENT'S CONSIDERATION.
3. **WHERE POSSIBLE, SITES SHOULD BE SELECTED SO THAT THE ACCELERATION TAPER IS LOCATED ON A DOWN GRADE SLOPE AND THE DECELERATION TAPER ON AN UPGRADE SLOPE TO ASSIST VEHICLE OPERATION.**
4. ADDITIONAL PARALLEL LANE LENGTH MAY BE PROVIDED AS REQUIRED BASED ON TRAFFIC AND GRADIENT.
5. SRA'S ARE TO BE BUILT IN STAGES. STAGE 1 HAS ADEQUATE PARKING FOR MODERATE TRAFFIC VOLUMES. STAGE 2 MAY BE CONSTRUCTED IF REQUIRED TO MEET DEMANDS IN THE FUTURE. IN SOME CASES IT MAY BE COST-EFFECTIVE TO DO THE STAGE 2 GRADING AT THE SAME TIME AS THE STAGE 1 WORK.
6. THE ACCELERATION AND DECELERATION TAPERS AS SHOWN ARE CONSIDERED SUITABLE WHERE THE UNDIVIDED HIGHWAY IS OPERATING AT LEVEL-OF-SERVICE 'A' AND THE TERRAIN IS RELATIVELY FLAT. WHERE THE LEVEL-OF-SERVICE IS LOWER OR THE ACCELERATION TAPER IS ON AN UPGRADE, THE NEED FOR A LONGER ACCELERATION LANE SHOULD BE ASSESSED. A MERGE SPEED OF 70 km/hr IS DESIRABLE BASED ON PERFORMANCE CURVES FOR HEAVY TRUCKS (180 g/W).
7. THIS SAFETY REST AREA IS INTENDED FOR USE BY ALL VEHICLES IN ONE DIRECTION ONLY
8. ADEQUATE DECISION SIGHT DISTANCE SHOULD BE PROVIDED AT EXIT TERMINALS.
9. REFER TO CHAPTER F OF THE DESIGN GUIDE FOR NUMBER OF PARKING STALLS, TOILETS AND OTHER FEATURES.



TYPICAL CROSS-SECTION A-A

N.T.S.

TOTAL AREA REQUIRED = 3.7ha
IN ADDITION TO HIGHWAY RIGHT-OF-WAY

- ✦ PROPOSED LIGHTING
- ☎ POSSIBLE TELEPHONE
- 2nd STAGE CONSTRUCTION

No.	REVISIONS	BY	DATE
2			
1	DRAWN FROM HGDG FIGURE-2.3.I	P.M.	MARCH 2007

Approved:
Original dated and signed by:
. . . . ALLAN KWAN . . . . .
Executive Director,
Technical Standards Branch

Date: MARCH 2007

Alberta Transportation

OBSOLETE
SEE FIGURE F-2.3.M34

TYPICAL SAFETY REST AREA
ON TWO LANE HIGHWAYS
20 YEAR AADT > 3000

Prepared By: G.E.C.	Checked By: BK	Scale: N.T.S.	Dwg No.: CB6-2.3.M34F