



DETAIL A

- NOTES:**
1. LENGTH MAY VARY TO REFLECT SITE SPECIFIC DECELERATION LENGTH AND QUEUING REQUIREMENTS.
 2. WIDENING FOR LEFT TURN LANE CAN BE ON ONE SIDE OF CENTERLINE, DEPENDING ON AVAILABLE RIGHT OF WAY, ADJACENT LAND DEVELOPMENT, AND HORIZONTAL ALIGNMENT OF MAJOR ROAD.
 3. LENGTH BASED ON WIDENING ABOUT CENTRELINE. MAY BE SHORTENED DEPENDING ON DESIGN SPEED OF MAJOR ROAD.
 4. FOR LANE WIDTHS BY CLASSIFICATION SEE S-2008-001A.
 5. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED.
 6. FOR STOP BAR REPLACEMENT REFER TO DRAWING 'S-2018-344'.
 7. INTERSECTION LIGHTING MUST COMPLY TO NSPW HIGHWAY LIGHTING POLICY.

D. Cross
 Manager Highway Planning and Design

Justin Tanner
 Director Highway Engineering Services

[Signature]
 Executive Director Highway Engineering and Construction



No.	REVISION

Scale : N.T.S.
 Drawn by : R.SUTCLIFFE
 Checked by : K.BODDY
 Date of Plan : MAR2024
 File No. : S-2024-039

**LANE DEVELOPMENT - CHANNELIZED 'FOUR-LEG'
 INTERSECTION - WB-21 DESIGN VEHICLE**