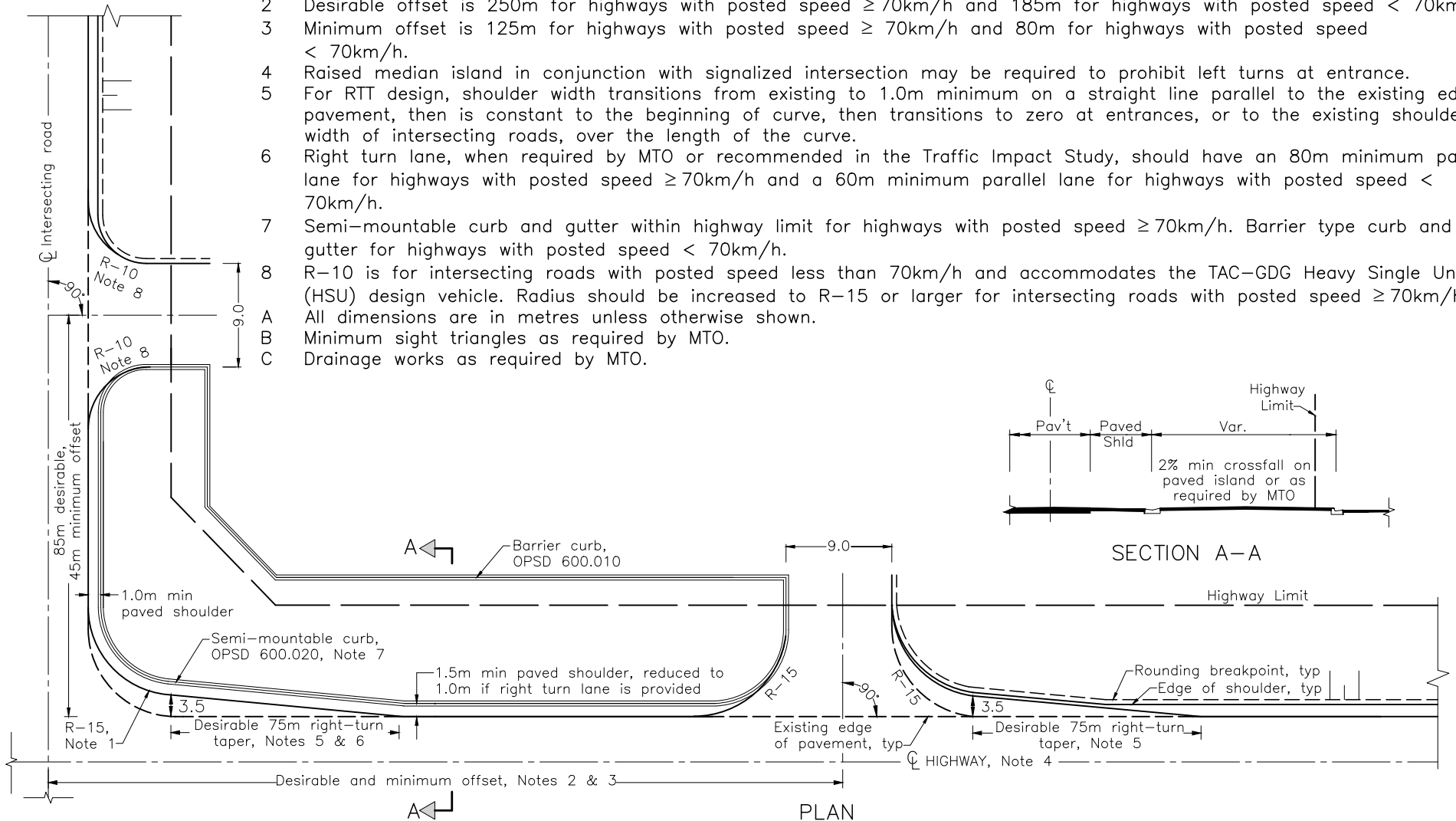


**NOTES:**

- 1 Larger radius, including the use of an equivalent compound curve as described in the TAC-GDG, may be required for designs without a right-turn taper (RTT). Smaller radius may be appropriate for highways with posted speed < 70km/h.
  - 2 Desirable offset is 250m for highways with posted speed ≥ 70km/h and 185m for highways with posted speed < 70km/h.
  - 3 Minimum offset is 125m for highways with posted speed ≥ 70km/h and 80m for highways with posted speed < 70km/h.
  - 4 Raised median island in conjunction with signalized intersection may be required to prohibit left turns at entrance.
  - 5 For RTT design, shoulder width transitions from existing to 1.0m minimum on a straight line parallel to the existing edge of pavement, then is constant to the beginning of curve, then transitions to zero at entrances, or to the existing shoulder width of intersecting roads, over the length of the curve.
  - 6 Right turn lane, when required by MTO or recommended in the Traffic Impact Study, should have an 80m minimum parallel lane for highways with posted speed ≥ 70km/h and a 60m minimum parallel lane for highways with posted speed < 70km/h.
  - 7 Semi-mountable curb and gutter within highway limit for highways with posted speed ≥ 70km/h. Barrier type curb and gutter for highways with posted speed < 70km/h.
  - 8 R-10 is for intersecting roads with posted speed less than 70km/h and accommodates the TAC-GDG Heavy Single Unit (HSU) design vehicle. Radius should be increased to R-15 or larger for intersecting roads with posted speed ≥ 70km/h.
- A All dimensions are in metres unless otherwise shown.  
 B Minimum sight triangles as required by MTO.  
 C Drainage works as required by MTO.



MINISTRY OF TRANSPORTATION ONTARIO DRAWING	March 2019	Rev	1
COMMERCIAL ENTRANCE SERVICE STATION, 2 & 4 LANE HIGHWAY NEAR SIDE LOCATION, RAISED ISLAND		----- ----- -----	
		MTOD 305.010	