

3.2M Horizontal Alignment

3.2.5M Lane Widening on Curves

3.2.5.3M Lane Widening: Design Domain

The TAC Clause “**Quantitative Aids**” in Subsection **3.2.5.3** is applicable to the Department’s highways with the following substitution:

3. In most cases, Tables 3.2.14 to 3.2.16 of the Guide should suffice as design guides for the determination of the additional width. However, the following qualification applies: where the recommended total pavement widening is less than 0.6 m, then it is not necessary to provide for it.

The TAC Clause “**Warrants: Best Practices**” in Subsection **3.2.5.3** is applicable to the Department’s highways with the following elaboration:

In general, lane widening does not apply to the mainline alignment of rural high-speed highways (i.e. highways with a design speed of 90km/h or greater) that comprise the vast majority of the Department’s road network.

The requirement for lane widening is generally restricted to low speed roadways with sharp curvature. A common situation where this is found is on service roads, particularly where the separation is narrow and “bulbed” connections are used.

Service roads are usually found in urban areas and therefore have relatively high traffic volumes. This combined with the fact that truck access is almost always a requirement means that there is a high probability that two trucks may meet on a curve. Thus, lane widening is warranted.

Another specific area where lane widening has been applicable to the Department’s roadways is on industrial accesses. Where access is primarily intended to accommodate trucks and the alignment has tight curvature, lane widening should be employed.