

		Major Arterial				Minor Arterial				Collector	
		60 km/h		70 km/h		60 km/h		70 km/h		60 km/h	
Description	TAC Reference	TAC Design Standards	Proposed Standards	TAC Design Standards	Proposed Standards	TAC Design Standards	Proposed Standards	TAC Design Standards	Proposed Standards	TAC Design Standards	Proposed Standards
Classification											
ROAD CLASSIFICATIONS	Table 1.3.2.1	UAD 80	UAD 80	UAD 90	UAD 90	RAU 80	RAU 80	RAU 90	RAU 90	RAU 80	RAU 80
DESIGN SPEED	N/A	80 km/h	80 km/h	90 km/h	90 km/h	80 km/h	80 km/h	90 km/h	90 km/h	80 km/h	80 km/h
POSTED SPEED	N/A	60 km/h	60 km/h	70 km/h	70 km/h	60 km/h	60 km/h	70 km/h	70 km/h	60 km/h	60 km/h
Horizontal Alignments											
MINIMUM RADII R _{min} .											
NC NORMAL CROWN (-0.02m/m)	Table 2.1.2.4	2130 m	2130 m	2620 m	2620 m	2130 m	2130 m	2620 m	2620 m	2130 m	2130 m
RC REVERSE CROWN (+0.02m/m) (e _{max} =+0.04m/m)	Table 2.1.2.4	400 m	400 m	530 m	530 m	400 m	400 m	530 m	530 m	400 m	400 m
RC REVERSE CROWN (+0.02m/m) (e _{max} =+0.06m/m)	Table 2.1.2.4	450 m	450 m	600 m	600 m	450 m	450 m	600 m	600 m	450 m	450 m
SUPERELEVATION RATE (e _{max} =+0.04m/m)	Table 2.1.2.4	280 m	280 m	380 m	380 m	280 m	280 m	380 m	380 m	280 m	280 m
SUPERELEVATION RATE (e _{max} =+0.06m/m)	Table 2.1.2.4	250 m	250 m	340 m	340 m	250 m	250 m	340 m	340 m	250 m	250 m
TRANSITION BETWEEN 4-LANE AND 2-LANE :											
PARALLEL LANE	Figure 2.3.9.2	140-215 m	140 m	160-240 m	160 m	140-215 m	140 m	160-240 m	160 m	140-215 m	140 m
MERGING TAPER	Figure 2.3.9.2	130	130 m	130 m	130 m	130	130 m	130 m	130 m	130	130 m
DIVERGING TAPER	Figure 2.3.9.2	70	70 m	70 m	70 m	70	70 m	70 m	70 m	70	70 m
RIGHT TURN TAPER	Table 2.3.5.2	17:1-24:1	130 m	17:1-24:1	130 m	17:1-24:1	130 m	17:1-24:1	130 m	17:1-24:1	130 m
RIGHT TURN PARALLEL LANE	Table 2.3.5.2	60-130 m	based on storage	60-130 m	based on storage	60-130 m	based on storage	60-130 m	based on storage	60-130 m	based on storage
LEFT TURN TAPER	Table 2.3.8.1	15:1-48:1	70 m	27:1-54:1	100 m	15:1-48:1	70 m	27:1-54:1	100 m	15:1-48:1	70 m
LEFT TURN PARALLEL LANE	Table 2.3.8.1	based on storage	based on storage	based on storage	based on storage	based on storage	based on storage	based on storage	based on storage	based on storage	based on storage
MINIMUM TANGENT AT INTERSECTION	N/A	N/A	100 m	N/A	100 m	N/A	100 m	N/A	100 m	N/A	100 m
Cross Sections											
THROUGH LANE WIDTH	Table 2.2.2.3	3.7 m	3.65 m	3.7 m	3.65 m	3.7 m	3.65 m	3.7 m	3.65 m	3.7 m	3.65 m
LT LANE WIDTH	2.2.3.2	3.7-3.3 m	3.5 m	3.7-3.3 m	3.5 m	3.7-3.3 m	3.5 m	3.7-3.3 m	3.5 m	3.7-3.3 m	3.5 m
LT LANE WIDTH WITH ISLAND	N/A	N/A	3.5 m	N/A	3.5 m	N/A	3.5 m	N/A	3.5 m	N/A	3.5 m
RT LANE WIDTH	2.2.3.2	3.7-3.3 m	3.5 m	3.7-3.3 m	3.5 m	3.7-3.3 m	3.5 m	3.7-3.3 m	3.5 m	3.7-3.3 m	3.5 m
TWO WAY LEFT TURN LANE (2WLTL)	3.2.6.2	3.5-5.0 m	5.0 m	3.5-5.0 m	5.0 m	3.5-5.0 m	5.0 m	3.5-5.0 m	5.0 m	3.5-5.0 m	5.0 m
MIXED USE LANE	N/A	N/A	4.2 m	N/A	4.2 m	N/A	4.2 m	N/A	4.2 m	N/A	4.2 m
BICYCLE LANE	N/A	N/A	1.5 m	N/A	1.5 m	N/A	1.5 m	N/A	1.5 m	N/A	1.5 m
TANGENT SECTION CROSS FALL	2.1.5.2	2.0 %	2.0 %	2.0 %	2.0 %	2.0 %	2.0 %	2.0 %	2.0 %	2.0 %	2.0 %
SIDEWALK WIDTH	2.2.6.5	1.5-2.0 m	1.5 m	1.5-2.0 m	1.5 m	1.5-2.0 m	1.5 m	1.5-2.0 m	1.5 m	1.5-2.0 m	1.5 m
SIDEWALK WIDTH AT BUS BAY	2.2.6.5	3.0 m	3.0 m	3.0 m	3.0 m	3.0 m	3.0 m	3.0 m	3.0 m	3.0 m	3.0 m
BOULEVARD WIDTH	2.2.6.2	1.5 m to 3.0 m	3.0 m	1.5 m to 3.0 m	3.0 m	1.5 m to 3.0 m	3.0 m	1.5 m to 3.0 m	3.0 m	1.5 m to 3.0 m	3.0 m
BOULEVARD CROSSFALL	2.2.6.4	4.0 % (min)	4.0 %	4.0 % (min)	4.0 %	4.0 % (min)	4.0 %	4.0 % (min)	4.0 %	4.0 % (min)	4.0 %
MULTI-USE TRAIL	N/A	N/A	3.0 m	N/A	3.0 m	N/A	3.0 m	N/A	3.0 m	N/A	3.0 m
DRIVEWAY GRADES (MAX %) BEHIND SIDEWALKS	2.2.6.4	1.0 % to 5.0 %	2.0 %	1.0 % to 5.0 %	2.0 %	1.0 % to 5.0 %	2.0 %	1.0 % to 5.0 %	2.0 %	1.0 % to 5.0 %	2.0 %
DRIVEWAY GRADES (MAX %) B/W CURB AND SIDEWALK	2.2.6.4	1.0 % to 5.0 %	2.0 %	1.0 % to 5.0 %	2.0 %	1.0 % to 5.0 %	2.0 %	1.0 % to 5.0 %	2.0 %	1.0 % to 5.0 %	2.0 %
SIDEWALK CROSSFALL	2.2.6.5	1.0-5.0 %	2.0 %	1.0-5.0 %	2.0 %	1.0-5.0 %	2.0 %	1.0-5.0 %	2.0 %	1.0-5.0 %	2.0 %
Vertical Alignments											
MAXIMUM GRADE	Table 2.1.3.1	3.0 %	3.0 %	3.0 %	3.0 %	3.0 %	3.0 %	4.0%	4.0%	3.0 %	3.0 %
MINIMUM GRADE	2.1.3.1	0.5 %	0.5 %	0.5 %	0.5 %	0.5 %	0.5 %	0.5 %	0.5 %	0.5 %	0.5 %
MINIMUM LENGTH OF SAG VERTICAL CURVE / K _{min} .	Table 2.1.3.4	12-16 (comfort) 25-32 (headlight)	32	15-20 (comfort) 30-40 (headlight)	40	12-16 (comfort) 25-32 (headlight)	32	15-20 (comfort) 30-40 (headlight)	40	12-16 (comfort) 25-32 (headlight)	32
MINIMUM LENGTH OF CREST VERTICAL CURVE / K _{min} .	Table 2.1.3.2	24-36 (rounded)	36	32-53 (rounded)	53	24-36 (rounded)	36	32-53 (rounded)	53	24-36 (rounded)	36
Layout											
RADIUS OF CURBS AT INTERSECTION											
ARTERIAL TO COLLECTOR	N/A	N/A	15 m	N/A	15 m	N/A	15 m	N/A	15 m	N/A	15 m
ARTERIAL TO ARTERIAL	N/A	N/A	18 m	N/A	18 m	N/A	18 m	N/A	18 m	N/A	18 m
DAYLIGHT TRIANGLES	N/A	N/A	15 m	N/A	15 m	N/A	15 m	N/A	15 m	N/A	15 m
Other											
ROW WIDTH (As per the Region's Official Plan)	N/A	N/A	47 m	N/A	47 m	N/A	N/A	N/A	N/A	N/A	N/A