

1. **SUBJECT:** **COMMERCIAL DRIVEWAY APPROACHES TO ROADS AND
DECELERATION LANES – GUIDELINES FOR USE OF CURBS**

2. **DEFINITION**

A “Deceleration Lane” is the travelled lane within a municipal roadway designated for right turning movements into a parcel of land. This lane allows for deceleration of right-turning vehicles separate from the thru lanes of traffic without decreasing the flow of traffic on the roadway.

3. **DRAWING**

Sketch – Curbs Permitted in the Right-of-Way

AS-204 – Commercial Drive - Concrete

4. **BEST PRACTICE**

All commercial driveway accesses shall be constructed using straight flare approaches with raised curbs terminated at the property line, in accordance with AS-204. Raised curbs will not be permitted in the right-of-way *except* in the following cases:

- Where the driveway approach is located at a signalized intersection. A drop curb as shown on drawing 4M-156 (Case 2 attached) may be required for infill developments if a full re-design of the intersection is not part of the scope of the development, to provide for adequate drainage across the access.
- Where the approach is designed for right-in/right-out turning movements only using a pork chop traffic island for restriction of left turn movements. A drop curb is required as shown on drawing 4M-156 (Case 3 attached) to provide drainage across the access.

Where the municipal road has a rural cross section (without curbs and gutter) raised curbs will not be permitted in the right-of-way, regardless of whether it falls under the cases above.

The applicant may be required to satisfy the following requirements where a deceleration lane or traffic island within the municipal roadway is proposed (See Case 1 on 4M-156 attached):

- Enter into a servicing agreement for the construction of said deceleration lane or traffic island.
- Obtain a permit from the Engineering Department for the work in the right-of-way, including applicable indemnities.
- Convey any land required to ensure that the deceleration lane and any sidewalks or other municipal infrastructure can be accommodated within the right-of-way.
- Follow Transportation Association of Canada’s guidelines and obtain approval from the City Engineer for the design of said deceleration lane or traffic island.
- Design for the drainage of the deceleration lane in a manner that would prevent runoff to private property.

It is noted that where a deceleration lane is constructed as shown on drawing 4M-156 (Case 1 attached), that it is assumed that the driveway approach will be integral to the deceleration lane and will have curbs that will follow the deceleration lane.

5. **RELATED BEST PRACTICES**

Driveway Approaches – BP2.3.1

6. RELATED CITY SPECIFICATIONS

S-5: Concrete Curbs and Combined Curbs and Gutters

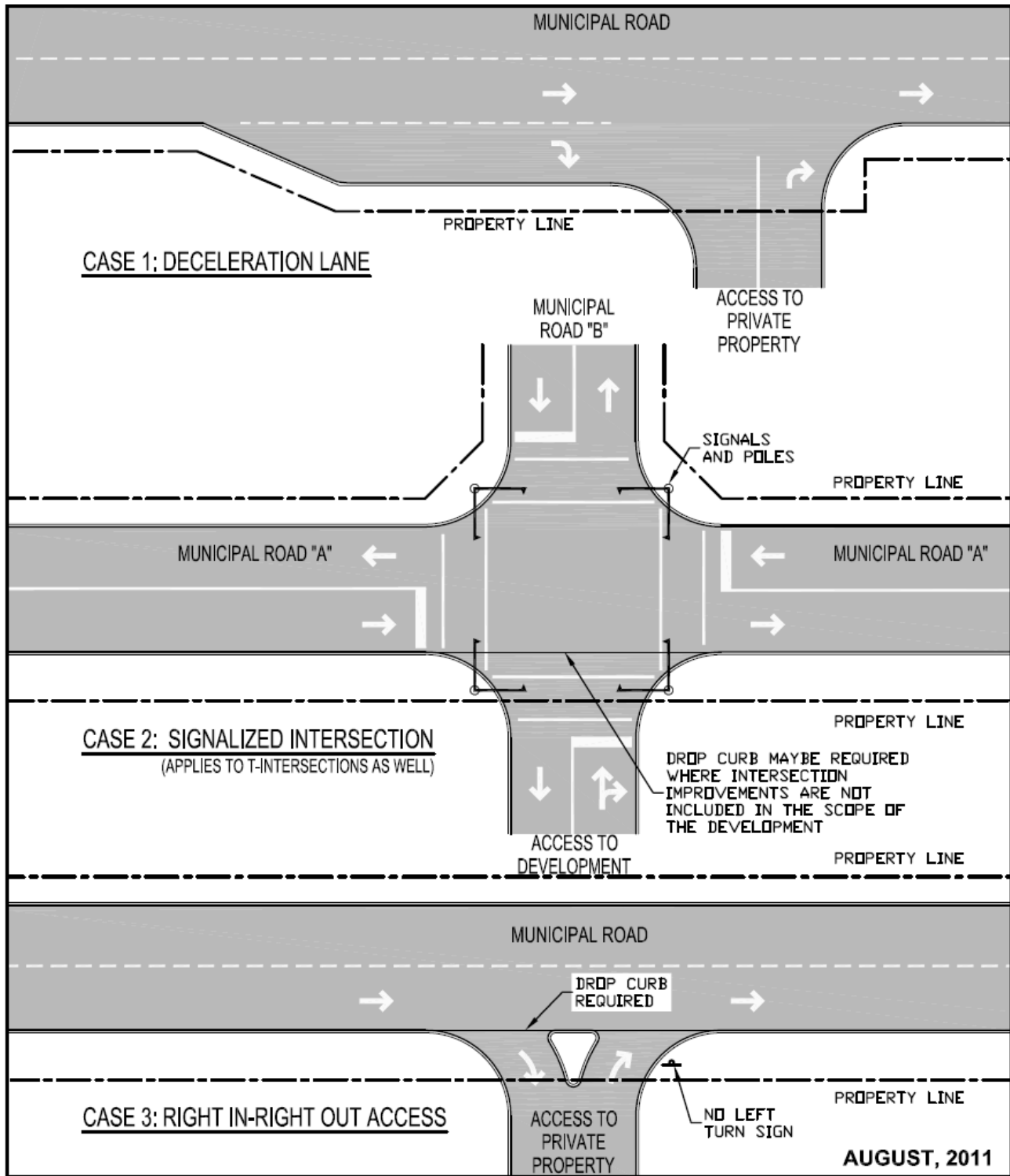
S-6: Concrete Sidewalk and Driveway Approaches

Mario Sonego
City Engineer or Designate

July 3, 2012
Date

Attachment – 4M-156

CASES WHERE CURBS ARE PERMITTED IN THE RIGHT-OF-WAY FOR ACCESS DRIVEWAYS



Created by Engineering - Development & Geomatics

4M-156

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