



THE HIGHWAYS AGENCY

TD 41/95



THE SCOTTISH OFFICE DEVELOPMENT DEPARTMENT



THE WELSH OFFICE
Y SWYDDFA GYMREIG



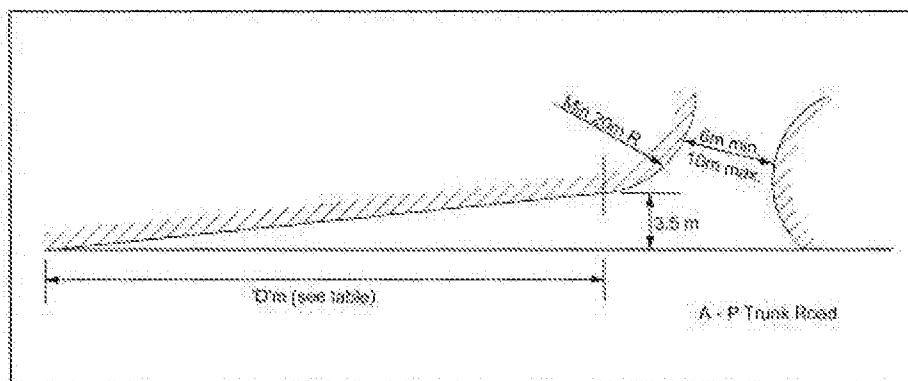
THE DEPARTMENT OF THE ENVIRONMENT
FOR NORTHERN IRELAND

Vehicular Access to All-Purpose Trunk Roads

Summary: This Standard sets out mandatory standards for the geometric layout of connections for direct vehicular access to all-purpose trunk roads where the numbers using the connection are below 500 AADT. The Standard describes the effects of vehicular access to Trunk Roads and outlines the results of recent research on the safety implications.



Layout 9 - Nearside Diverge Taper



Design Speed (kph)	On Up Gradient		On Down Gradient	
	0 - 4 %	Over 4 %	0 - 4%	Over 4%
120	110	80	110	150 (110)
100	80	55	80	110 (80)
85	55	40	55	80 (55)
70	40	25	40	55 (40)
60	25	25	25	40 (25)
50	25	25	25	25

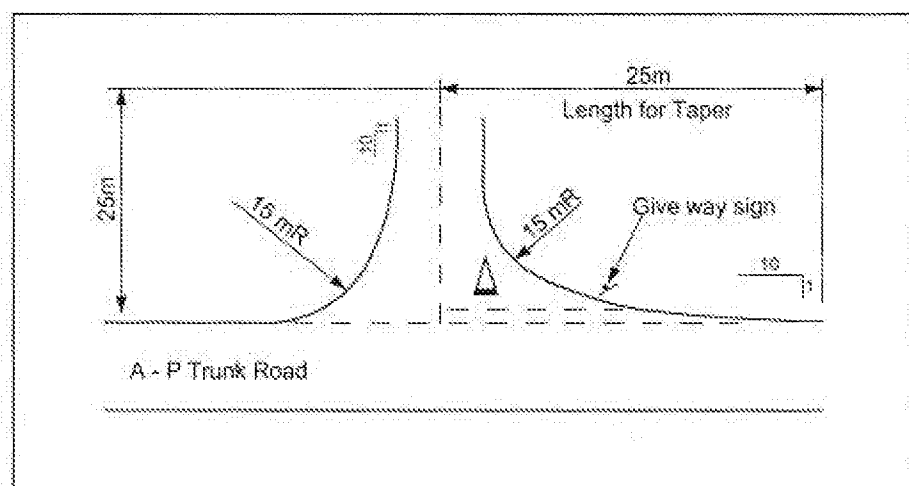
Figures in brackets may be used where the all purpose trunk road is a single carriageway

Diverge Taper Length 'D' Metres

The length may be reduced as a Relaxation by one design speed step where there are difficult site constraints.



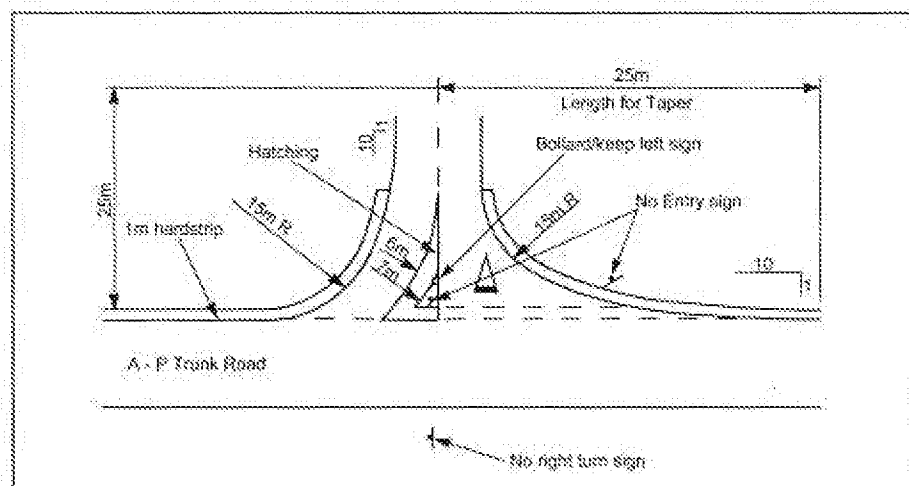
Layout 6 - Rural Access where long vehicles are predicted



Corner Radius

Alternatively, the compound curve for the corner, shown in TD 42 (DMRB 6.2.6) may be used.

Layout 7 - Rural Access where long vehicles are predicted
No Right Turn from Trunk Road



Corner Radius - See note to Layout 6









