HIGH ANGLE ENTRY TREATMENT (70°) WITHOUT A RAISED MEDIAN

NOTES:

1) BE AWARE OF THE ILLEGAL NATURE OF RIGHT TURN MOVEMENTS ONTO THE MAJOR ROADWAY FROM THE ONE-WAY SLIP ROAD OR RIGHT TURN MOVEMENTS FROM THE MAJOR ROADWAY INTO THE ONE WAY SLIP ROAD. TO AVOID THIS ACTIVITY IT IS RECOMMENDED THAT A MIDDLE MEDIAN ISLAND BE INSTALLED ON THE MAJOR ROAD. IN THE ABSENCE OF A MEDIAN, NO RIGHT TURN SIGNAGE SHALL BE INSTALLED TO REDUCE THE ILLEGAL RIGHT TURN MOVEMENTS.

2) THE GEOMETRY OF THE ONE WAY SLIP ROAD INTO THE PARITY CLOSED ROAD SHOULD BE CONFIRMED BY USE OF TURNING TEMPLATES APPROPRIATE TO THE SPECIFIC VEHICLES USING THE ROAD. HOWEVER LANE WIDTHS SHOULD BE TYPICALLY 4.6m TO ENSURE VEHICLE SPEEDS ARE SUFFICIENTLY RESTRICTED. THE MAXIMUM SLIP ROAD LENGTH IS TO BE 10m. BREAK DOWN ISSUES ALSO NEED TO BE CONSIDERED WITH REGARD TO GEOMETRY.

3) CYCLISTS NEEDS SHOULD BE CONSIDERED AND WHERE NECESSARY ACCOMMODATED FOR BOTH ENTRY AND EXIT MOVEMENTS. OFF-ROAD ACCESS SHOULD BE PROVIDED AND SIGNEE APPROPRIATELY.

4) POSITIONING OF THE PEDESTRIAN CROSSINGS SHOULD BE DESIGNED TAKING INTO CONSIDERATION THE FOLLOWING CRITERIA:
   a) PATH SHOULD BE AS NEAR AS PARALLEL TO THE THROUGH TRAFFIC OF THE MAJOR ROAD.
   b) THE SHORTEST PATH ACROSS THE ROAD SHOULD BE FOLLOWED.
   c) WHERE A MINIMUM PATH WIDTH OF 1.5m AT THE TOP OF THE Ramp.
   d) WHERE A MINIMUM PATH WIDTH OF 1.5m AT THE TOP OF THE RAMP CANNOT BE ACCOMMODATED, CONSIDER INSTALLING A "DROP DOWN" RAMP IN ACCORDANCE WITH DRIVING NUMBER 200931-0090.

5) ALL STREET LIGHTING SHOULD BE DESIGNED AND INSTALLED IN ACCORDANCE WITH AS1158.

ENTRY TREATMENT (<70°) WITH A RAISED MEDIAN

6) DESIGN PRIORITY SHOULD BE GIVEN TO THE USE OF THE HIGH ENTRY TREATMENT (70° TO MAJOR ROAD). HOWEVER IT MUST BE MADE CLEAR THAT VEHICLES DO NOT HAVE THE ABILITY TO MAKE RIGHT HAND TURNS.

7) THE PLACEMENT OF A SINGLE LEFT TURN PAVEMENT ARROW IS HIGHLY DESIRABLE TO REINFORCE THE SLIP-ROAD'S PURPOSE. THE ARROW SHOULD BE LOCATED APPROXIMATELY 5m BEFORE THE GIVE WAY/STOP LINE.

8) THIS DRAWING SUPERSEDES DRAWING NUMBER 9220-198 FOR LEFT TURN EXITS.

9) MAY HAVE A R9-3 "BICYCLE EXCEPTED" SUPPLEMENTARY PLATE IF THERE IS A PATH BICYCLES CAN FOLLOW.

10) INSTALL A MINIMUM OF TWO "STRAIGHT AHEAD" PAVEMENT ARROWS IN THE NEAR-SIDE LANE IN ADVANCE OF THE INTERSECTION.

11) A RAISED MEDIAN IS PREFERRED OVER A DOUBLE BARRIER OR SINGLE UNBROKEN SEPARATION/DIVIDING LINE. A DOUBLE BARRIER LINE IS PREFERRED OVER A SINGLE UNBROKEN SEPARATION/DIVIDING LINE. THIS WILL DEPEND ON ACCESS REQUIREMENTS.

12) IF ACCESS TO THE SIDE ROAD BY BICYCLES IS DESIRED, A SEPARATE BICYCLE PATH MAY BE CONSTRUCTED, SIGNEE AS INDICATED.

13) A MINIMUM OF TWO MODULES OF BROKEN SEPARATION LINE (24m) SHALL PRECEDE THE UNBROKEN SEPARATION LINE.