1. A MINIMUM OF 3 U-TURN PAVEMENT ARROWS TO BE INSTALLED AT 25m SPACING.
2. MR-GT-150(R) SIGN TO BE INSTALLED ONLY IF ROAD GEOMETRY WILL NOT PERMIT A SINGLE UNIT TRUCK TO EXECUTE A U-TURN.
3. MINIMUM WIDTH OF U-TURN LANE TO BE 3.5m TO ACCOMMODATE SINGLE UNIT TRUCK, MINIMUM WIDTH OF U-TURN LANE TO BE 3.0m TO ACCOMMODATE A CAR.
4. DECELERATION LENGTH TO BE BASED ON A COMFORTABLE DECELERATION RATE OF 2.5m/s² IN ACCORDANCE WITH TABLE 5.2 OF AUSTROADS “GUIDE TO ROAD DESIGN PART 4A: UNIGNALISED AND SIGNALISED INTERSECTIONS”.
5. CARRIAGEWAY TO BE WIDENED TO ACCOMMODATE DESIGN VEHICLE AS NECESSARY, SURFACING TO BE FLUSH WITH EXISTING, COLOUR TO MATCH EXISTING ROAD SURFACE, SKID RESISTANCE TO MATCH ADJACENT ROAD SURFACE, SURFACING TO BE SELF-DRAINING.
6. "NO STOPPING" SIGNS REQUIRED IF STOPPING BAN IS NOT ALREADY COVERED BY EXISTING SIGNS.
7. MEDIAN WIDTH TO BE A MINIMUM OF 5.5m TO ACCOMMODATE CARS AND 6.6m TO ACCOMMODATE TRUCKS.
8. WIDTH OF TURNING LANE TO BE DESIGNED IN ACCORDANCE WITH SWEEP PATH OF DESIGN VEHICLE (CAR OR SINGLE UNIT TRUCK) ALLOWING FOR 0.5m CLEARANCE EITHER SIDE OF THE SWEEP PATH.

U-TURN PAVEMENT ARROW (LONG LIFE MATERIAL)
WHITE UNIDIRECTIONAL RRPM's @ 6m SPACING
EDGES LINE
BROKEN LANE LINE

STRAIGHT THROUGH PAVEMENT ARROWS (LONG LIFE MATERIAL)
INSTALL CONTINUITY LINE IF CARRIAGEWAY IS WIDENED
CONTINUITY LINE

MR-GT-150(R)
MR-RPK-8UL
MR-RPK-8(R)

SEE NOTE 2
SEE NOTE 3
SEE NOTE 4
SEE NOTE 5
SEE NOTE 6
SEE NOTE 7
SEE NOTE 8

LENGTH OF U-TURN POCKET (SEE NOTE 4)