



NOTES:

- 1) ONE END OF A SINGLE LANE DEVICE SHALL BE UNDER GIVE WAY SIGN CONTROL, TO ASSIGN RIGHT OF WAY TO A SPECIFIC TRAFFIC DIRECTION.
- 2) LANE WIDTHS SHOWN ARE DESIRABLE. APPROACH LANE WIDTHS SHOULD BE 3.0m OR 3.7m OR MORE TO PROVIDE FOR SAFE CYCLE PASSAGE. ON BUS ROUTES OR WHERE THERE IS A HIGH VOLUME OF COMMERCIAL TRAFFIC, OR ON DESIGNATED CYCLE ROUTES OR WHERE THERE IS A HIGH NUMBER OF CHILDREN OR INEXPERIENCED CYCLISTS, LANE WIDTHS SHOULD BE 3.7m OR MORE.
- 3) CONSIDERATION MUST BE GIVEN TO IMPACT ON THE PARKING USAGE OF THE STREET AND TO THE OVERALL IMPACT ON THE ROADWAY.
- 4) RRPMS SHALL BE USED TO INCREASE DEVICE VISIBILITY. A MINIMUM OF 3 SHALL BE USED IN ANY ONE LOCATION @ EQUAL SPACING.
- 5) ON FLAT GRADES A 0.3m WIDE DRAINAGE CHANNEL MAY BE REQUIRED.
- 6) STREET LIGHTING SHOULD BE DESIGNED AND INSTALLED IN ACCORDANCE WITH AS1158.
- 7) THE LEVEL OF CYCLIST USAGE IN THE STREET SHOULD BE USED TO DETERMINE WHETHER CONCESSIONS MUST BE MADE FOR THEIR ACCESS THROUGH THE DEVICE. THE DEVICE MAY BE CAPABLE OF ACCOMMODATING A STRAIGHT-THROUGH CYCLIST LANE WITH A MINIMUM WIDTH OF 1.0m BETWEEN ROAD EDGE AND INNER SIDE OF ISLANDS ON WIDE PAVEMENTS. ELSEWHERE A BYPASS PATH MAY BE REQUIRED.
- 8) KERBING TO BE SEMI-MOUNTABLE.
- 9) A MINIMUM OF TWO MODULES OF BROKEN SEPARATION LINE (24m) SHALL PRECEDE THE UNBROKEN SEPARATION LINE.

| No. | DESCRIPTION | APPROVED & DATE | No. | DESCRIPTION | APPROVED & DATE |
|------------|---|-----------------|------------|-------------|-----------------|
| 3 | BROKEN SEPARATION LINE AND NOTE 9 ADDED. | | | | |
| 2 | NOTE 9 DELETED, NOTE 2 AMENDED. | | | | |
| 1 | DOUBLE BARRIER LINE CHANGED TO UNBROKEN SEPARATION LINE, NOTES 2,9 AND SIGN DETAIL AMENDED, NOTE 7 REMOVED. | | | | |
| AMENDMENTS | | | AMENDMENTS | | |

MAIN ROADS
 Western Australia
 TECHNOLOGY & ENVIRONMENT DIRECTORATE
 ROAD & TRAFFIC ENGINEERING BRANCH
 WATERLOO CRESCENT EAST PERTH 6004
 Telephone (08) 9323 4111 Fax (08) 9323 4449

TYPICAL TREATMENT FOR SLOW POINTS
SINGLE LANE SLOW POINT

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|-------------------------|-------------|-------------------------|---------|
| DESIGNED D. LANDMARK | 04/04 | VERIFIED D. SULLIVAN | 11/5/04 |
| DRAWN N. PANGABEAN | 04/04 | APPROVED R. GROVE | 11/5/04 |
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