



NOTES:

- 1) OVERALL DEVICE LENGTH AND DEFLECTION RADII ARE NOT STRICTLY PRESCRIBED BUT MUST BE DESIGNED SO THAT MOTORISTS ON EITHER SIDE OF THE DEVICE HAVE THE ABILITY TO SEE FROM ONE SIDE TO THE OTHER CLEARLY WITHOUT OBSTRUCTION.
- 2) WHEN DETERMINING LANE WIDTHS CONSIDERATION MUST BE GIVEN TO MANOEUVERING REQUIREMENTS OF GARBAGE COLLECTION SERVICES AND EMERGENCY SERVICE VEHICLES. LANE WIDTHS SHOWN ARE TYPICAL. LANE WIDTH SHOULD BE 3.0m OR 3.7m OR MORE TO PROVIDE FOR SAFE CYCLE PASSAGE. DESIGN OF LANE WIDTHS GREATER THAN 4.5m CAN LEAD TO USAGE BY TWO WAY TRAFFIC SIMULTANEOUSLY.
- 3) ON FLAT GRADES A 0.3m DRAINAGE CHANNEL MAY BE REQUIRED ON ONE OR BOTH SIDES OF THE DEVICE.
- 4) ROAD SIDE PARKING REQUIREMENTS MUST ALSO BE TAKEN INTO ACCOUNT AS THE PHYSICAL SIZE OF THIS DEVICE CAN POTENTIALLY HAVE AN ADVERSE IMPACT ON THE AVAILABILITY OF ROADSIDE PARKING SPACE.
- 5) THE LEVEL OF CYCLIST USAGE ON THE STREET NEEDS TO BE TAKEN INTO ACCOUNT TO DETERMINE WHETHER OR NOT CONCESSIONS MUST BE MADE FOR THEIR SAFE ACCESS. THE DEVICE MAY BE ABLE TO ACCOMMODATE CYCLISTS BY INCORPORATING A STRAIGHT-THROUGH CYCLE LANE WITH A MINIMUM WIDTH OF 1.0m BETWEEN THE ROAD EDGE AND THE INSIDE OF THE DEVICE ON WIDE PAVEMENTS. ELSEWHERE A BYPASS PATH MAY BE NECESSARY.
- 6) THE DRIVEWAY LINK OFFERS OPPORTUNITY TO ADD STREET SIDE LANDSCAPING, HOWEVER THE VEGETATION SELECTION MUST CONSIDER ANY IMPACT ON VISIBILITY THROUGH THE DEVICE. IT ALSO MUST BE MAINTAINED TO ENSURE VISIBILITY LEVELS REMAIN UNHINDERED BY THE GROWTH OF THE VEGETATION.
- 7) BOLLARDS WITH RETRO-REFLECTIVE MARKERS CAN BE USED IN PLACE OF THE UNI-DIRECTIONAL RED AND WHITE RRPMS TO IMPROVE NIGHT TIME VISIBILITY OF THE DEVICE. WHERE BOLLARDS ARE USED THEY SHOULD BE MOUNTED ON THE LIMIT OF THE DEVICE ITSELF RATHER THAN ON THE PAVEMENT. THE HEIGHT OF THE D4-1-1A HAZARD MARKERS SHOULD ALSO TAKE INTO ACCOUNT THE HEIGHT OF THE BOLLARDS. A MINIMUM OF 3 RRPMS OR BOLLARDS SHOULD BE USED IN ANY ONE LOCATION.
- 8) ONE DIRECTION OF A SINGLE LANE DEVICE SHALL BE PLACED UNDER GIVE WAY CONTROL, TO ASSIGN RIGHT OF WAY TO ONE SPECIFIC DIRECTION OF TRAFFIC FLOW. THIS WILL ALLEVIATE POTENTIAL CONFLICT AND AVOID MOTORIST CONFUSION. BOTH A GIVE WAY SIGN AND LINE SHALL BE INSTALLED. NO PARKING SHALL BE PERMITTED BETWEEN THE GIVE WAY LINE AND THE SINGLE LANE DEVICE.
- 9) STREET LIGHTING SHOULD BE DESIGNED AND INSTALLED IN ACCORDANCE WITH AS1158.
- 10) KERBING TO BE SEMI-MOUNTABLE.
- 11) 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 11 ADDED.				
2	SINGLE BARRIER LINE AND RRPMS ADDED IN ADVANCE OF GIVE WAY LINE. NOTE 2 AMENDED.				
1	NOTE 10 DELETED, NOTE 2 AND SIGN DETAIL AMENDED.				
AMENDMENTS		AMENDMENTS			

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TYPICAL TREATMENT FOR SLOW POINTS
SINGLE LANE DRIVEWAY LINK

DESIGNED D. LANDMARK	04/04	VERIFIED D. SULLIVAN	11/5/04
DRAWN N. PANGGABEAN	04/04	APPROVED R. GROVE	11/5/04
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