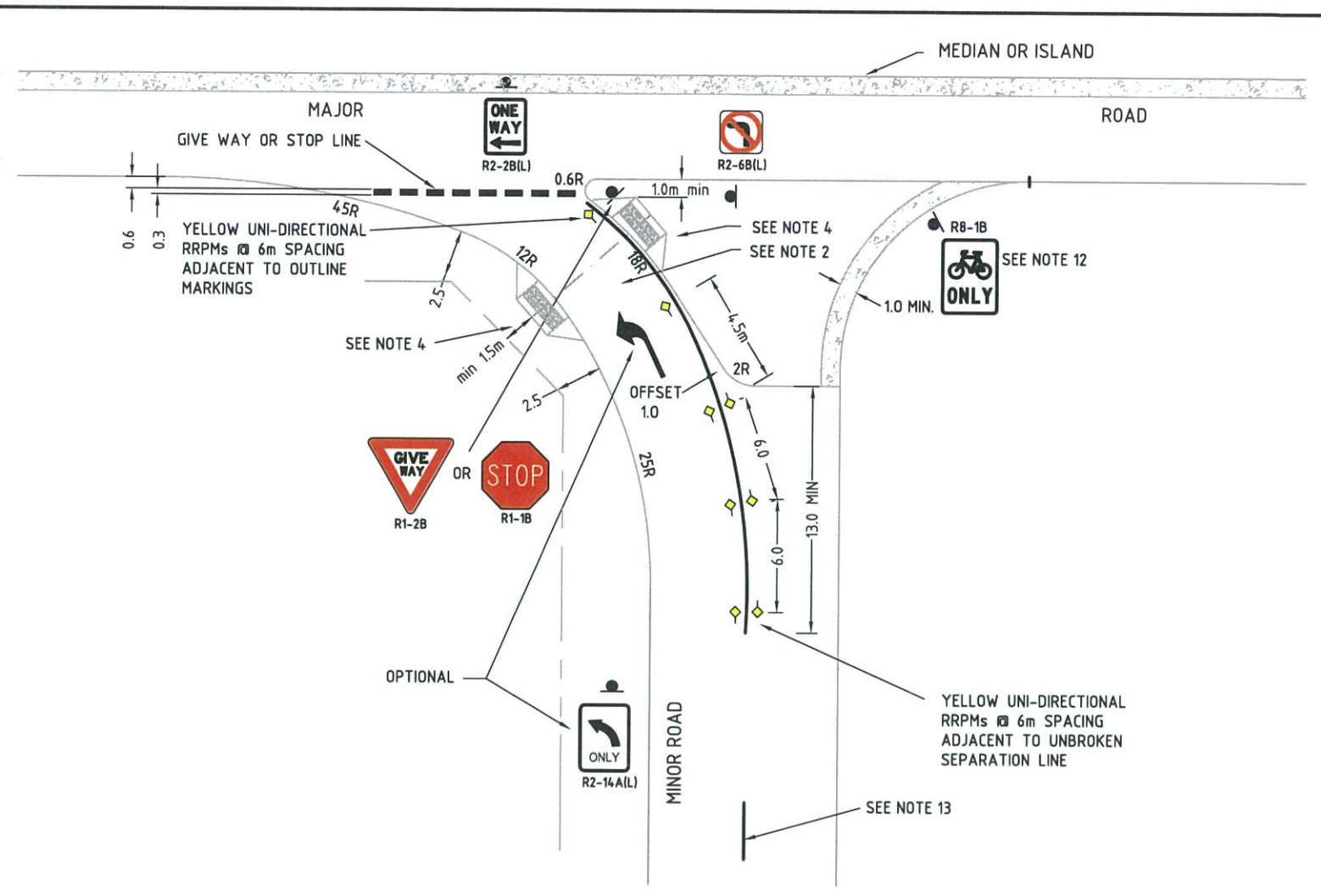


HIGH ANGLE ENTRY TREATMENT (70°) WITHOUT A RAISED MEDIAN

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 MID BLOCK 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 PARTIALLY 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 SIGNED 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) A LEVEL SECTION OF PATHWAY, A MINIMUM OF 1.5m WIDE, IS REQUIRED 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 DRWING 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, SIGNED AS INDICATED.
- 13) A MINIMUM OF TWO MODULES OF BROKEN SEPARATION LINE (24m) SHALL PRECEDE THE UNBROKEN SEPARATION LINE.

No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
5	SIGN SIZE OF R2-14 MODIFIED.	R. KOORNENGEVEL 15.01.15	6	BROKEN SEPARATION LINE IN ADVANCE OF UNBROKEN SEPARATION LINE AND NOTE 13 ADDED. RRPM'S ON UNBROKEN SEPARATION LINE AMENDED.	<i>[Signature]</i> 15/12
4	2 MODULES OF BROKEN SEPARATION LINE IN ADVANCE OF UNBROKEN SEPARATION LINE REMOVED. NOTE 11 DELETED. NOTE 1 AMENDED, OLD NOTE 14 ADDED TO NOTE 4.	D. LANDMARK 24.03.10			
3	NOTE 14 ADDED.	D. LANDMARK 21.08.07			
2	PAVEMENT MARKING ARROW AND R2-14 SIGN REMOVED FROM TREATMENT WITH A RAISED MEDIAN.	D. LANDMARK 14.06.07			
1	DOUBLE BARRIER LINE CHANGED TO UNBROKEN SEPARATION LINE. NOTES 11,12 AND SIGN DETAIL AMENDED. NOTE 9 REMOVED.	D. LANDMARK 03.04.07			

No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE

Government of Western Australia
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 Western Australia
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TYPICAL TREATMENT FOR PARTIAL CLOSURES
LEFT TURN EXIT ONLY
 LOCAL AUTHORITY

DESIGNED D. LANDMARK 04/04	VERIFIED D. SULLIVAN 11/5/04
DRAWN N.PANGGABEAN 04/04	APPROVED R. GROVE 11/5/04
DRAWING TYPE	FILE NUMBER 67-08-69
9920	DRAWING NUMBER 200331-0136-6

SCALE N.T.S.
 MICROFILM DATE
A3