Adjust spacing of last RRPM to suit end of CC line

Turn lane width Refer Note 1.

Tail of last grow to coincide with end of CC line

Parking areas may or may not be defined by road markings depending on road owner requirements

Varies - Typical parking lane width of 2.3 - 2.6m

Refer Drawings: SD-84.001 & SD-84.002 for junction sign and road marking details

Actual taper as defined by Austroads

Where the parking lane is undefined a suitable approach edge line taper should be provided

In locations where the through lane is immediately adjacent to the kerb or the total width between the kerb and road centre line or median is less than 6m an indented turn lane will be required as shown below in Figure 84.8.1

Left turn lane length - Refer Note 1.

TYPICAL LAYOUT - AUL

TABLE 84.8.1

<table>
<thead>
<tr>
<th>OPERATING SPEED</th>
<th>NUMBER OF ARROWS</th>
<th>DIMENSION A (Arrow Spacing)</th>
<th>DIMENSION B (CC Line)</th>
<th>DIMENSION C (IC Line)</th>
</tr>
</thead>
<tbody>
<tr>
<td>54 km/h</td>
<td>2</td>
<td>Tolerance 7 m</td>
<td>Tolerance 10 m</td>
<td>Tolerance 15 m</td>
</tr>
<tr>
<td>64 km/h</td>
<td>2</td>
<td>Tolerance 12 m</td>
<td>Tolerance 15 m</td>
<td>Tolerance 20 m</td>
</tr>
<tr>
<td>70 km/h</td>
<td>2</td>
<td>Tolerance 15 m</td>
<td>Tolerance 18 m</td>
<td>Tolerance 25 m</td>
</tr>
<tr>
<td>80 km/h</td>
<td>2</td>
<td>Tolerance 18 m</td>
<td>Tolerance 21 m</td>
<td>Tolerance 30 m</td>
</tr>
<tr>
<td>90 km/h</td>
<td></td>
<td>Not generally applicable in urban areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 km/h</td>
<td></td>
<td>Refer Note 3 for additional details regarding the above dimensions</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTES

1. The warrants regarding the use of this type of facility and its required dimensions shall be in accordance with Austroads Guide to Road Design Part 4A: Unsignalised and Signalled Intersections.

2. Centre line is shown indicatively as separation line. Actual line type will vary according to site specific conditions.

3. The values in Table 84.8.1 are provided as a guide for new facilities. Where possible, following realigning work, existing facilities should be reinstated as per the Table. However it is recognised that in many locations, existing dimensions may not necessarily relate to current guidelines and that adjustment of continuity lines and grow spacing will be required to suit on-site conditions.

4. For new or upgraded intersection projects where a full length left turn facility is required the CHL channelised layout as shown on SD-84.009 is preferred.

REFERENCE DRAWINGS

- SD-81.001 - Standard Line Types and Codes
- SD-81.002 - Raised Pavement Markers
- SD-84.001 - Urban Junction Without Traffic Island - Typical Arrangement
- SD-84.002 - Urban Junction With Traffic Island - Typical Arrangement