



TYPICAL LAYOUT - CHL

- 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 Signalised Intersections.
 2. Centre line is shown indicatively as separation line. Actual line type will vary according to site specific conditions.
 3. A solid traffic island on the side road junction must be provided in conjunction with this type of facility. The island shall be of sufficient length to cover the full width of the turn lane exit.
 4. For facilities where the operating speed is above 70km/h an additional turn arrow should be provided at the start of the left turn lane. Arrow tail to coincide with the end of the entry taper.

- REFERENCE DRAWINGS**
- SD-81.001 - Standard Line Types and Codes
 - SD-81.002 - Raised Pavement Markers
 - SD-81.003 - Chevron Markings - Operating Speeds 70km/h and below
 - SD-81.004 - Chevron Markings - Operating Speeds above 70km/h
 - SD-84.011 - Rural Junction Without Traffic Island - Typical Arrangement
 - SD-84.012 - Rural Junction With Traffic Island - Typical Arrangement

DRAWING: DIER Standard Drawings - Traffic Facilities.dwg

No.	Amendment Description	Initials	Date
A3 Original	This sheet may be prepared using colour and may be incomplete if copied		

DRAWN	DATE
G. HILLS	19 JUL 2013
REVIEWED	DATE
D. HOWATSON	22 JUL 2013
APPROVED	DATE
R. BURK	22 JUL 2013
Manager Traffic Engineering	



Infrastructure, Energy and Resources
 STANDARD DRAWING
 TRAFFIC FACILITIES
 INTERSECTIONS & INTERCHANGES
 Rural Channelised Left Turn Facility - CHL
 Typical Arrangement

DO NOT SCALE	
Use of this drawing is governed by the conditions outlined on the DIER website. It is the users responsibility to ensure it is the current revision.	
STANDARD DRAWING NUMBER	REVISION NUMBER
SD-84.019	00