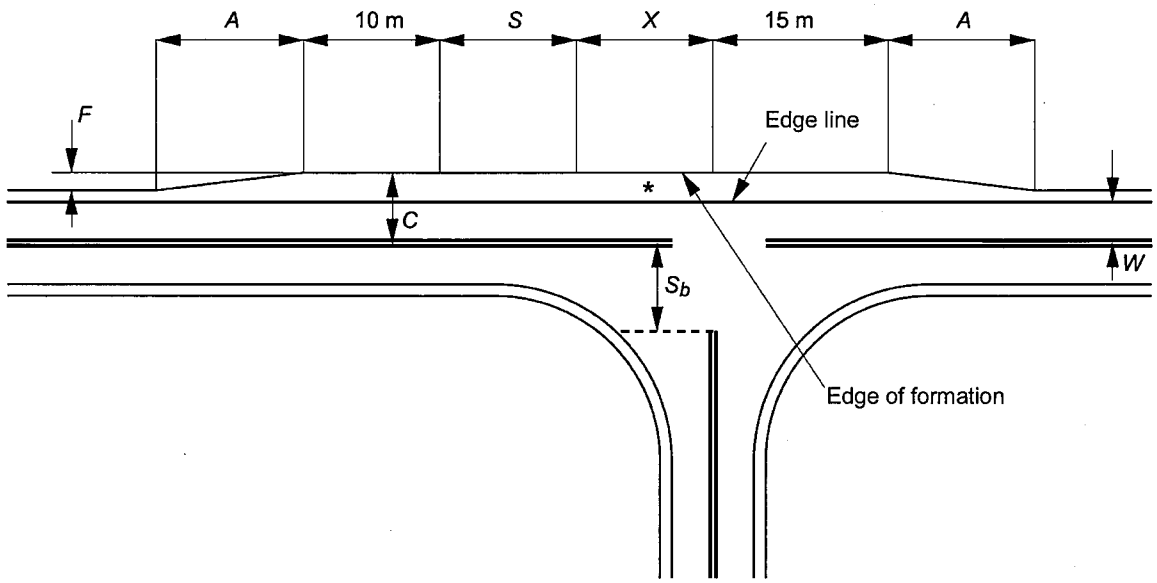
Figure A 28: Basic right (BAR) turn treatment on a two-lane rural road

* It is preferred that the widened shoulder is sealed, unless the shoulder can be maintained with a sound and even surface



Notes:

This treatment applies to the right turn from a major road to a minor road.

The dimensions of the treatment are:

W = Nominal through lane width (m) (including widening for curves). Width to be continuous through the intersection.

C = On straights –6.5 m minimum
7.0 m minimum for Type 1 & Type 2 road trains
On curves – widths as above + curve widening (based on widening for the design turning vehicle plus widening for the design through vehicle)

$A = \frac{0.5VF}{3.6}$
Increase length A on tighter curves (e.g. those with a side friction demand greater than the maximum desirable). Where the design through vehicle is larger than or equal to a 19 m semi-trailer the minimum speed used to calculate A is 80 km/h

V = Design speed of major road approach (km/h)

F = Formation/carriageway widening (m)

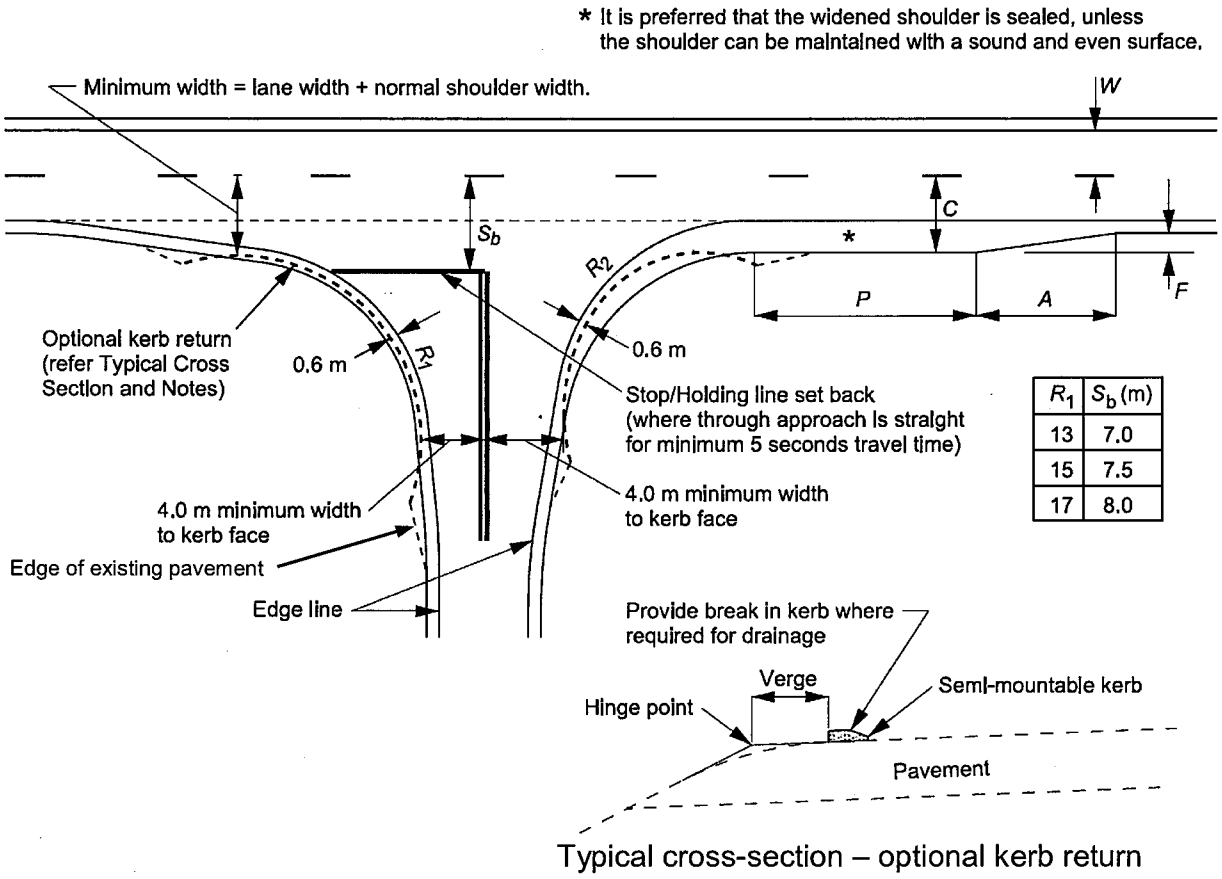
S = Storage length to cater for one design turning vehicle (m) (minimum length 12.5 m)

X = Distance based on design vehicle turning path, typically 10–15 m

Source: Department of Main Roads (2006)[25].

25 Department of Main Roads (2006) has been superseded and Figure A 28 has not been carried forward into Queensland Department of Transport and Main Roads (2016).

Figure 8.2: Rural basic left-turn treatment (BAL)



R_1	S_b (m)
13	7.0
15	7.5
17	8.0

Notes:

- *R_1 and R_2 are determined by the swept path of the design vehicle.*
- *The dimensions of the treatment are defined thus:*

  W = *Nominal through lane width (m) (including widening for curves).*

  C = *On straights – 6.0 m minimum.*

  On curves – 6.0 m plus curve widening (based on widening for the design turning vehicle plus widening for the design through vehicle).

  $A = \frac{0.5VF}{3.6}$

  V = *Design speed of major road approach (km/h).*

  F = *Formation/carriageway widening (m).*

  P = *Minimum length of parallel widened shoulder (Table 8.1).*

  S_b = *Setback distance between the centre of the major road and the give way or stop line in the minor road.*

Source: Department of Main Roads (2006)[35].

35 Department of Main Roads (2006) has been superseded and Figure 8.2 has not been carried forward into Queensland Department of Transport and Main Roads (2016).