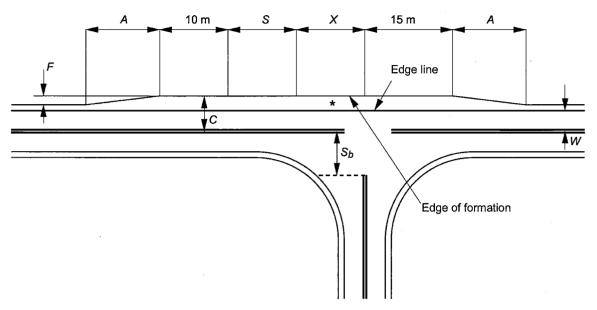
Figure A 28: Basic right (BAR) turn treatment on a two-lane rural road

* 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 = 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

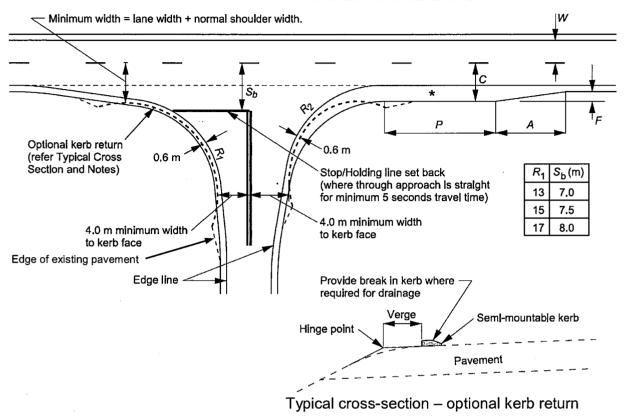
- V = Design speed of major road approach (km/h)
- F = Formation/carriageway widening (m)
- S = Storage length to cater for one design turning vehicle (m) (minimum length 12.5 m)
- X = Distance based on design vehicle turning path, typically 10–15 m

Source: Department of Main Roads (2006)²⁵.

Department of Main Roads (2006) has been superseded and Figure A 28 has not been carried forward into Queensland Department of Transport and Main Roads (2016).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

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



Notes:

- R₁ and R₂ 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).