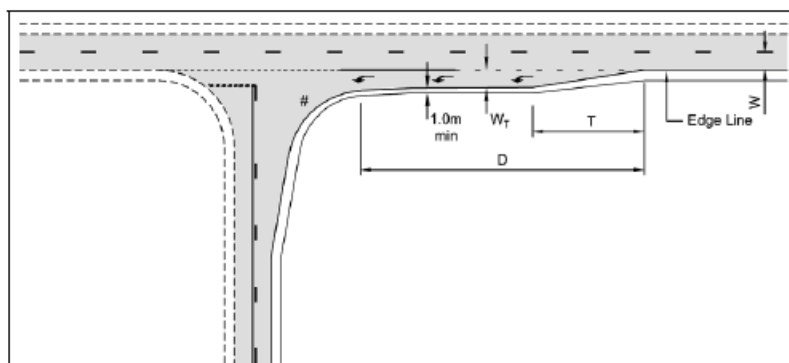


### 8.2.2 Rural Auxiliary Left-turn Treatment – Short Turn Lane [AUL(S)] on the Major Road

An AUL(S) turn treatment is shown in Figure 8.3. This treatment is suitable where there are low to moderate through and turning volumes (Section 4.8). For higher volume sites, a full-length AUL turn treatment is preferred. The required length of treatment is shown in Table 8.2.

The AUL(S) layout should not be used where there is reduced visibility to the turn treatment. Left-turning drivers on the major road need to perceive the location of the deceleration lane and the side road in time to make the necessary speed reduction in the through lane prior to diverging.



Notes:

1. # for setting out details of the left-turn geometry, use vehicle turning path templates and/or Table 8.2.
2. Approaches to left-turn slip lanes can create hazardous situations between cyclists and left-turning motor vehicles. Treatments to reduce the number of potential conflicts at left-turn slip lanes are given in this guide.
3. The dimensions of the treatment are defined as follows. Values of D and T are provided in Table 8.2.
  - W = Nominal through lane width (m) (including widening for curves). For a new intersection on an existing road, the width is to be in accordance with the current link strategy.
  - WT = Nominal width of the turn lane (m), including widening for curves based on the design turning vehicle = 3.0 m minimum.
  - T = Physical taper length (m) given by:

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

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

Source: QDMR (2006).

Figure 8.3: Rural AUL(S) treatment with a short left-turn lane