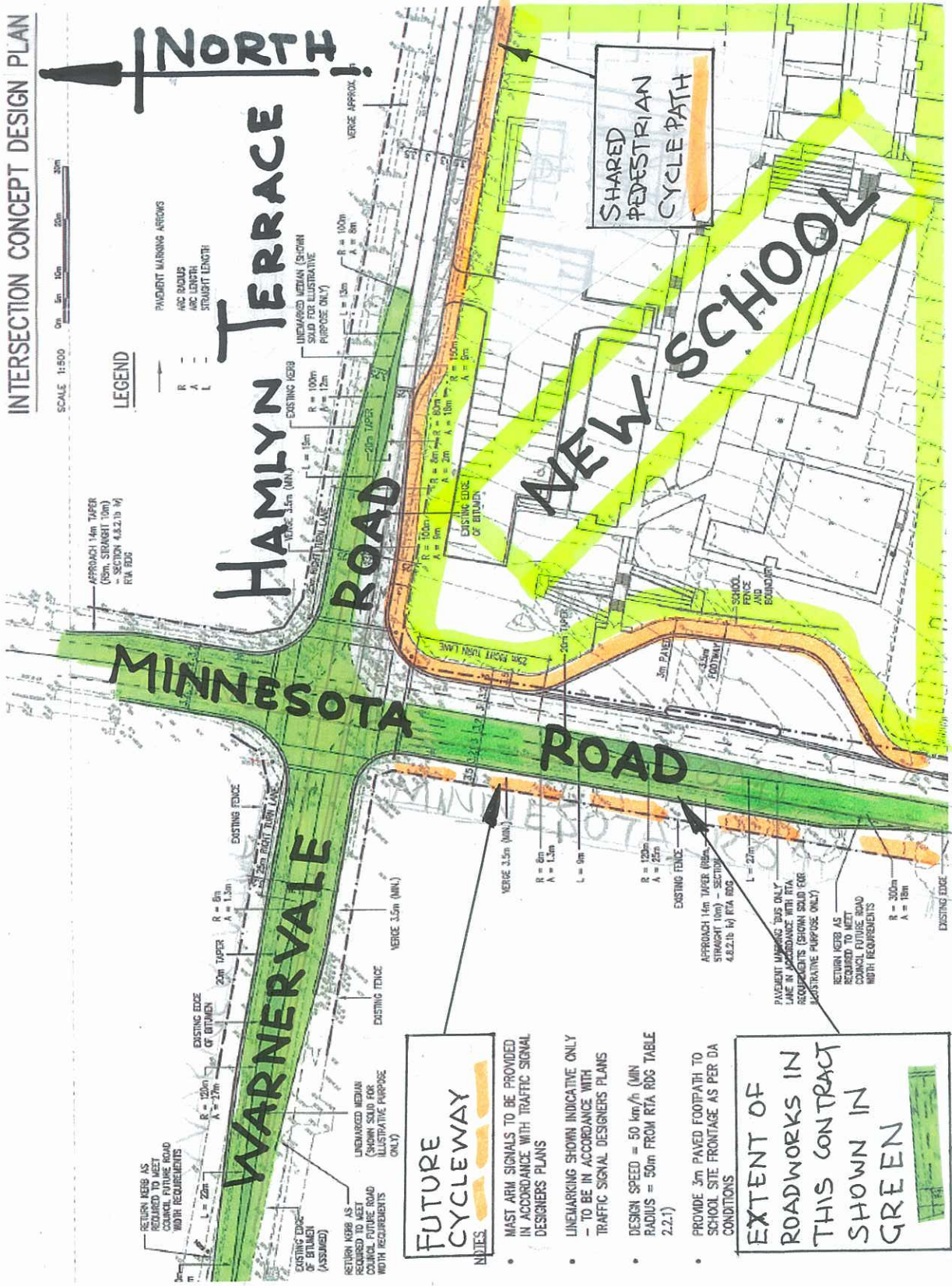


Minnesota Road and Warnervale Road Intersection Upgrade (Enclosure 1)



INTERSECTION CONCEPT DESIGN PLAN

SCALE 1:500 0m 5m 10m 20m 50m

LEGEND

PAVEMENT MARKING ARROWS
 R = RADIUS
 A = ARC LENGTH
 L = STRAIGHT LENGTH

APPROACH 14m TAPER
 (50m STRAIGHT 100m)
 SECTION 4.8.2.1b iv)
 RTA RDG

RETURN KERB AS
 SHOWN IN THESE ROAD
 COUNCIL FUTURE ROAD
 WIDTH REQUIREMENTS

UNDEGRADED MEDIAN
 (SHOWN SOLID FOR
 ILLUSTRATIVE PURPOSE
 ONLY)

RETURN KERB AS
 ASSUMED
 REQUIRED TO MEET
 COUNCIL FUTURE ROAD
 WIDTH REQUIREMENTS

FUTURE CYCLEWAY

- NOTES
- MAST ARM SIGNALS TO BE PROVIDED IN ACCORDANCE WITH TRAFFIC SIGNAL DESIGNERS PLANS
 - LINKMARKING SHOWN INDICATIVE ONLY — TO BE IN ACCORDANCE WITH TRAFFIC SIGNAL DESIGNERS PLANS
 - DESIGN SPEED = 50 km/h (MIN RADIUS = 50m FROM RTA RDG TABLE 2.2.1)
 - PROVIDE 3m PAVED FOOTPATH TO SCHOOL SITE FRONTAGE AS PER DA CONDITIONS

EXTENT OF ROADWORKS IN THIS CONTRACT SHOWN IN GREEN

SHARED PEDESTRIAN CYCLE PATH

NEW SCHOOL

HAMLYN TERRACE ROAD

MINNESOTA ROAD

WARNERVALE ROAD

VERGE APPROACH
 R = 100m
 A = 12m
 L = 15m

VERGE APPROACH
 R = 100m
 A = 12m
 L = 15m

VERGE APPROACH
 R = 125m
 A = 25m
 L = 27m

VERGE APPROACH
 R = 300m
 A = 18m

PAVEMENT MARKING 'BUS ONLY' LANE IN ACCORDANCE WITH RTA REQUIREMENTS (SHOWN SOLID FOR ILLUSTRATIVE PURPOSE ONLY)

RETURN KERB AS SHOWN IN THESE ROAD COUNCIL FUTURE ROAD WIDTH REQUIREMENTS

APPROACH 14m TAPER (40m STRAIGHT 100m) — SECTION 4.8.2.1b iv) RTA RDG

EXISTING KERB
 R = 8m
 A = 13m
 L = 9m

EXISTING KERB
 R = 100m
 A = 27m
 L = 27m

EXISTING KERB
 R = 100m
 A = 27m
 L = 27m

EXISTING KERB
 R = 100m
 A = 27m
 L = 27m