

departure leg generated by a vehicle slowing to turn left into the service lane whilst other vehicles are accelerating away from the roundabout. Sight distance for vehicles turning left out of the northern end of a one-way access could also be restricted by the bend in SH1 to the north.

8. Roadmarking: Whilst the following are matters for detail design, the SAT notes:
- The two lanes to one lane merges on the SH1 departure legs are shown with marked tapers on the scheme plan drawing whilst the standard arrangement is to not have these taper markings so that motorists do not try to assert priority when merging.
 - Shoulder markings should be terminated approximately 30m prior to the roundabout per MOTSAM so that any cyclists electing to remain on the carriageway (refer also item 6) are forced to take ownership of the traffic lane rather than continuing within the shoulder and ending up being “squeezed” by vehicles at the entrance to the roundabout.
 - Correct Alberta markings will need to be applied.
 - The layout needs to be designed to tie in with the existing flush median to the south of the roundabout (see **Photo 3**).



Photo 3

9. Power poles: Having regard to the safe system approach to design to minimise trauma in the event of a crash, it is assumed that power poles that present hazards close to the carriageway will be relocated.

Yours sincerely

Jos Vroegop

Steve Reddish

Jon England