

FIGURE 1
HIGH ENTRY ANGLE ISLAND

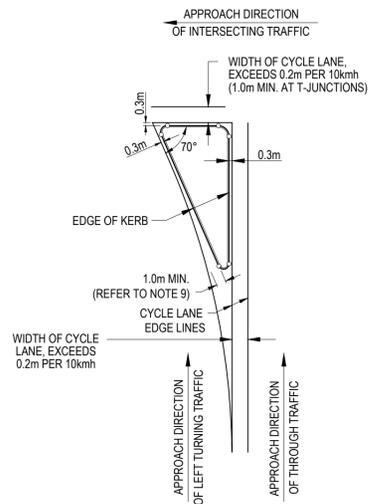


FIGURE 2
HIGH ENTRY ANGLE ISLAND WITH ADJACENT CYCLE LANE

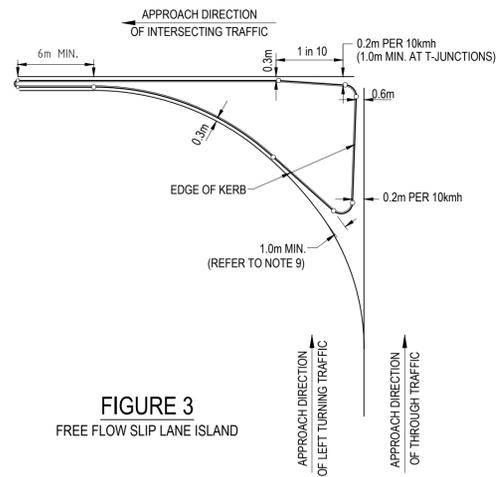


FIGURE 3
FREE FLOW SLIP LANE ISLAND

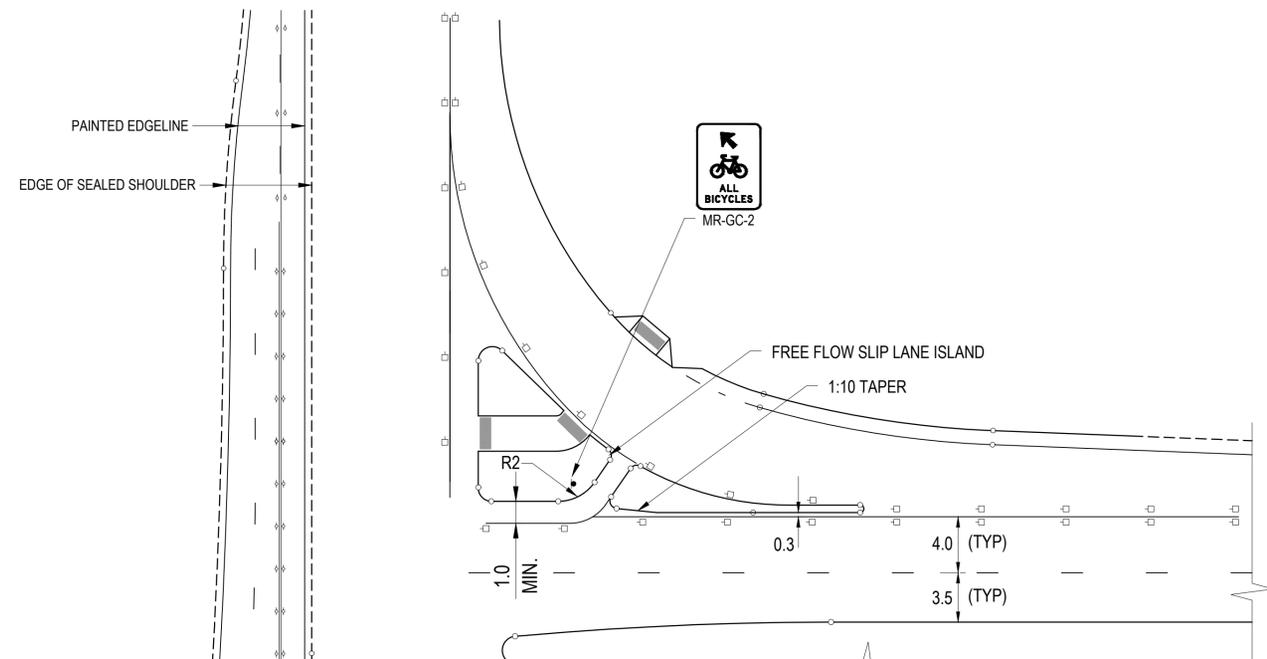


FIGURE 7
CYCLE LANE TREATMENT AT FREE FLOW LEFT TURN SLIP LANE

- NOTES**
- EACH ELEMENT OF THE DESIGN NOT SPECIFIED ON THIS DRAWING SHALL BE DETERMINED FROM: (a) THE MAIN ROADS SUPPLEMENT TO AUSTRROADS "GUIDE TO ROAD DESIGN PART 4A: UNSIGNALISED AND SIGNALISED INTERSECTIONS". (b) AUSTRROADS "GUIDE TO ROAD DESIGN PART 4A: UNSIGNALISED AND SIGNALISED INTERSECTIONS". IN THAT ORDER.
 - THE PAVEMENT MARKING (LINE AND RAISED PAVEMENT MARKERS) SHOWN ON THIS DRAWING ARE INDICATIVE ONLY. DETAILS OF PAVEMENT MARKING REQUIREMENTS SHALL BE OBTAINED FROM THE MAIN ROADS STANDARD CONTRACT DRAWINGS AND, AS 1742.2 AND THE FOLLOWING DRAWINGS:-
201031-0026 RAISED PAVEMENT MARKER GENERAL APPLICATIONS IN URBAN AREAS.
201031-0027 RAISED PAVEMENT MARKER GENERAL APPLICATIONS IN RURAL AND OUTER METROPOLITAN AREAS.
199931-0198 PAVEMENT MARKING LINE TYPES.
200331-0182 PAVEMENT MARKINGS AND RRPMS AT TYPE "BA" AND TYPE "AU" INTERSECTIONS.
200331-0094 PAVEMENT MARKING GORE PATTERN.
200331-0184 SPLITTER ISLANDS - PAVEMENT MARKING AND RRPMS. 200431-0002 STOP AND GIVE WAY LINES.
 - FOR DETAILS OF KERB DESIGN REFER TO MAIN ROADS SUPPLEMENT TO AUSTRROADS GUIDE TO ROAD DESIGN PART 3, CLAUSE 4.6.4.
 - FOR DETAILS OF CYCLE LANE DESIGN AND PEDESTRIAN RAMPS REFER TO MAIN ROADS SUPPLEMENTS TO AUSTRROADS PARTS 4 & 4A.
 - ENDS OF KERBS ARE TO BE TREATED AS PER DETAILS ON DRAWING No. 199331-0377.
 - FOR SPLITTER ISLAND TREATMENT REFER TO MAIN ROADS SUPPLEMENT TO AUSTRROADS PARTS 4 & 4A.
 - ON EACH TRAFFIC LANE APPROACH TO THE INTERSECTION, ONLY THE FIRST ISLAND NOSE NEEDS TO BE OFFSET THE 0.2m x 10kmh DESIGN SPEED. SUBSEQUENT ISLANDS ONLY NEED TO BE OFFSET BY 0.6m.
 - AT SIGNALISED INTERSECTIONS KERB MAY BE EXTENDED ALONG TURNING POCKET TAPER AND A MIN. OF 10m ALONG TANGENT, TO PREVENT DRIVING ON THE SHOULDERS.
 - FOR OFFSET TO ISLANDS FOR LEFT TURN MOVEMENTS ON MAJOR INTERSECTIONS ADOPT AN OFFSET OF 1.0m BASED ON 0.2m PER 10kmh, FOR A DESIGN SPEED OF 50kmh.
 - KERBING ADJACENT TO THE THROUGH CARRIAGEWAY DIRECTLY OPPOSITE THE INTERSECTION MAY NOT BE REQUIRED IF THE INTERSECTION IS UNSIGNALISED.

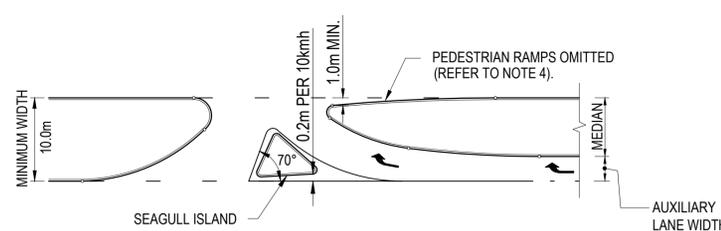
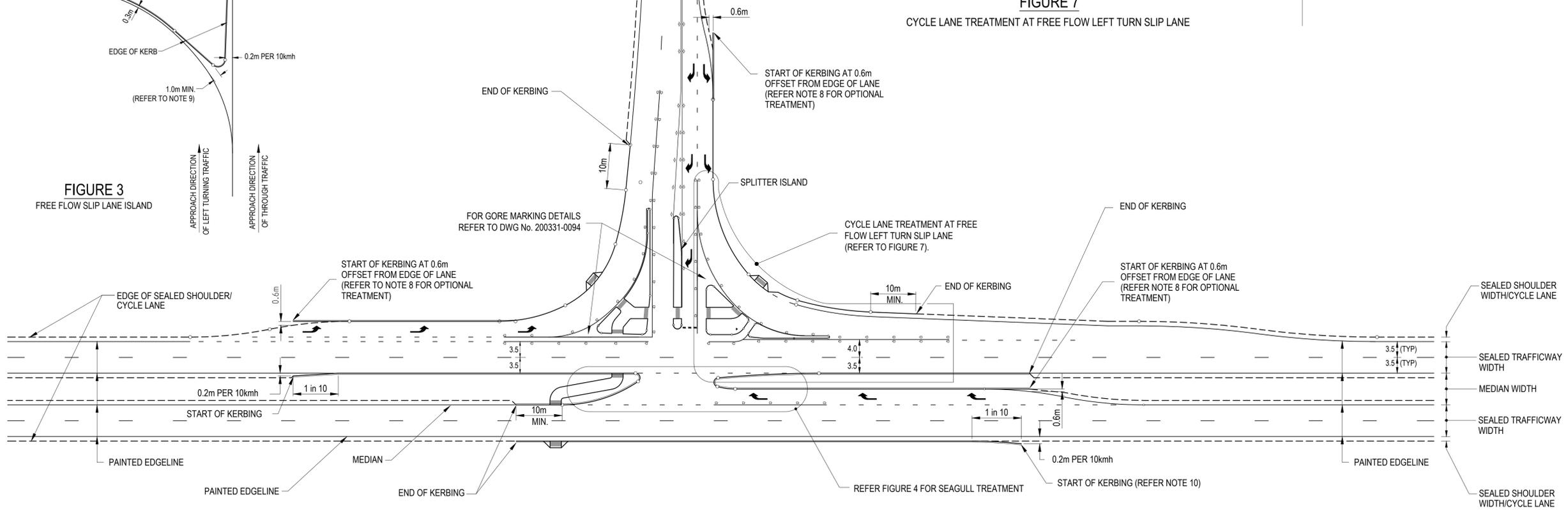


FIGURE 4
SEAGULL ISLAND TREATMENT

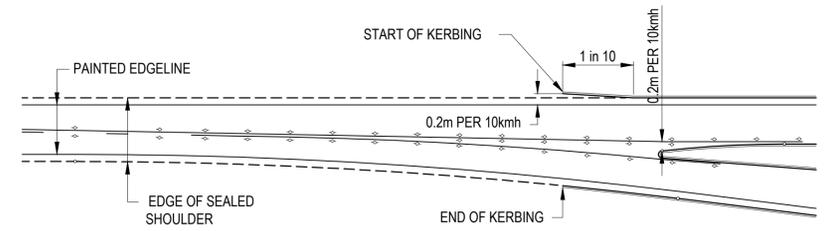


FIGURE 5
MEDIAN NOSE TREATMENT

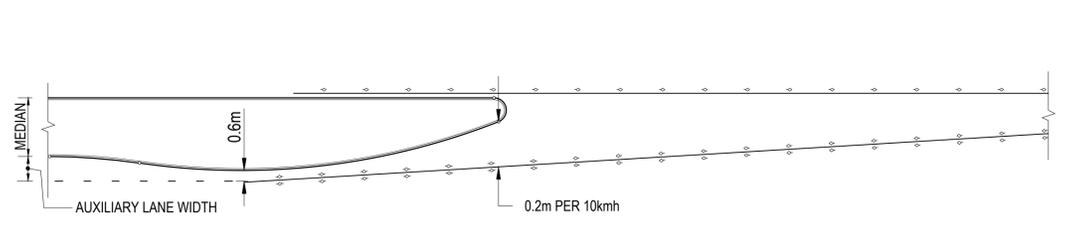


FIGURE 6
ALTERNATIVE RIGHT TURN POCKET TREATMENT

No.	DESCRIPTION	APPROVED & DATE
8	FONT STYLE CHANGED TO ARIAL NARROW.	
7	TITLEBLOCK AND REFERENCES UPDATED.	
6	REFERENCES TO NOTES CORRECTED.	
5	TSSs ADDED.	
4	ADDED CYCLE LANE TREATMENT AT FREE FLOW LEFT TURN SLIP LANE.	
3	FREE FLOW SLIP LANE ISLAND WITH CYCLE LANE CUT-THROUGH AMENDED, KERBING EXTENTS AMENDED AND FIGURE 3 AMENDED.	
	AMENDMENTS	

C.M. 28/11/2023	
C. MAGRIPLIS 10/08/23	
C. MAGRIPLIS 2/10/14	
C. MAGRIPLIS 20/11/12	
T. FREEMAN 18-05-08	
R. GROVE 23-01-07	

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APPROVED	R. GROVE 17-06-02
FILE NO.	13/4331

GUIDELINE DRAWING
 KERB TREATMENTS FOR FREE FLOW LEFT TURN SLIP LANES, AUXILIARY ACCELERATION LANES & SEAGULL ISLAND ALTERNATIVE. DUAL CARRIAGEWAY IN MAJOR ROAD.
 MRWA DRAWING NUMBER
200231-0053-8