



NOTES:

- 1) USE OF COLOURED ASPHALT IS PREFERRED TO THE USE OF BRICK PAVING. BRICK PAVING MAY SUBSIDE AND PRESENT A POTENTIAL HAZARD TO ROAD USERS AND HAS POOR ADHESION FOR PAVEMENT MARKINGS.
- 2) THE THRESHOLD TREATMENT/ENTRY STATEMENT SHOULD NOT POSE ANY CONFLICT TO PEDESTRIAN CROSSING POINTS. ALL PEDESTRIAN MOVEMENTS MUST REMAIN AT A CONSISTENT GRADE AND FREE FROM OBSTRUCTION. MEDIAN ISLANDS SHOULD PROVIDE AT-GRADE PEDESTRIAN ACCESS WHERE NECESSARY. WHERE TGSIS ARE FITTED THEY SHOULD ALIGN TO THE DIRECTION OF TRAVEL AND THE DRAWINGS SHOULD ACCURATELY DEPICT THIS. FOR THE POSITIONING OF TGSIS REFER TO STANDARD DRAWING NUMBERS 200931-089 TO 200931-091. WHERE POSSIBLE PEDESTRIAN CROSSING SHOULD BE THROUGH THE MEDIAN ISLAND.
- 3) FLUSH PAVED THRESHOLD TREATMENT/ENTRY STATEMENT SHOULD ALLOW SUFFICIENT CLEARANCE (MINIMUM OF 1.0m) AT INTERSECTION TO ALLOW APPLICATION OF STOP/GIVE WAY LINE ONTO ASPHALT. (REFER TO STANDARD DRAWING NUMBER 200431-002).
- 4) LANE WIDTHS SHOWN ARE DESIRABLE. APPROACH LANE WIDTHS SHOULD BE 3.0m OR 3.7m OR MORE TO PROVIDE FOR SAFE CYCLE PASSAGE. ON BUS ROUTES OR WHERE THERE IS A HIGH VOLUME OF COMMERCIAL TRAFFIC, OR ON DESIGNATED CYCLE ROUTES OR WHERE THERE IS A HIGH NUMBER OF CHILDREN OR INEXPERIENCED CYCLISTS, LANE WIDTHS SHOULD BE 3.7m OR MORE. ENTRY GEOMETRY SHOULD BE DETERMINED BY THE USE OF VEHICLE SWEEP PATHS. THE MINIMUM VEHICLE TYPE IS THE GARBAGE TRUCK/EMERGENCY VEHICLE.
- 5) RADII SHOULD BE CONSISTENT WITH THE APPROPRIATE DESIGN VEHICLE TURNING TEMPLATE.
- 6) MEDIAN ISLAND KERBING TO BE SEMI-MOUNTABLE.
- 7) WHERE LANDSCAPING IS USED, ENSURE THAT SIGHT LINES ARE NOT OBSTRUCTED BY THE PLANTINGS USED.
- 8) STREET LIGHTING SHOULD BE DESIGNED AND INSTALLED IN ACCORDANCE WITH AS1158.
- 9) REFER TO MAIN ROADS' GUIDELINE "KEEP LEFT, STOP, GIVE WAY AND DIVISIONAL MARKERS" FOR USE OF STOP/GIVE WAY SIGNS.
- 10) IT IS RECOMMENDED PRACTICE THAT A MEDIAN SPLITTER ISLAND IS INSTALLED ON ANY ROAD DIRECTLY OPPOSITE A ROAD WITH AN INSTALLED SPLITTER ISLAND.
- 11) THE EDGE OF THE RAMP SHOULD LINE UP WITH THE EDGE OF THE FOOTPATH OR FENCELINE, IF THE FOOTPATH EXTENDS TO THE PROPERTY BOUNDARY.
- 12) PROVIDE A PAINTED BULLNOSE IF ISLAND SET BACK FROM STOP LINE IS GREATER THAN 2.0m.
- 13) "KEEP LEFT" SIGN NOT REQUIRED IF A STOP/GIVE WAY SIGN IS LOCATED ON THE SPLITTER ISLAND AND IF ISLAND < 25m LONG.
- 14) REFER TO MAIN ROADS' GUIDELINE "KEEP LEFT, STOP, GIVE WAY AND DIVISIONAL MARKERS" FOR USE OF KEEP LEFT SIGNS ON THE FRONT OF MEDIANS.
- 15) LENGTH OF OUTLINE MARKINGS DEPENDS ON POSTED SPEED LIMIT AND WIDTH OF SPLITTER ISLAND. FOR POSTED SPEED ≤60km/h, REFER TO DWG No 200331-0184. FOR POSTED SPEED ≥70km/h, REFER TO DWG No 201031-0004. FOR SPLITTER ISLAND >3m WIDE, REFER TO DWG No 200331-0191.
- 16) A MINIMUM OF TWO MODULES OF BROKEN SEPARATION LINE (24m) SHALL PRECEDE THE OUTLINE MARKING.



No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
4	NOTE 9 AMENDED AND NOTE 16 ADDED.				
3	OUTLINE MARKINGS CHANGED. NOTE 15 ADDED.	R.KOORENLEVEL 5.5.16			
2	UNBROKEN SEPARATION LINE CHANGED TO OUTLINE MARKINGS. ROPS'S CHANGED TO UN-DIRECTIONAL. OLD NOTE 12 DELETED. NOTES 2,4 AND 12 AMENDED. NEW NOTE 14.	D. LANDMARK 24.3.19			
1	DOUBLE BARRIER LINE CHANGED TO UNBROKEN SEPARATION LINE. NOTES 2,4,9,12,14 AND SIGN DETAILS AMENDED. NOTE 15 REMOVED.	D. LANDMARK 3.6.07			

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TYPICAL TREATMENT FOR ENTRY STATEMENTS  
**THRESHOLD TREATMENT/ENTRY STATEMENT**  
 FLUSH

DESIGNED	D. LANDMARK	04/04	VERIFIED	D. SULLIVAN	11/5/04
DRAWN	N. PANGABEAN	04/04	APPROVED	R. GROVE	11/5/04
DRAWING TYPE	FILE NUMBER	67-08-69			
	DRAWING NUMBER	200331-0126-4			
9920					

SCALE N.T.S. A3 MICROFILM DATE