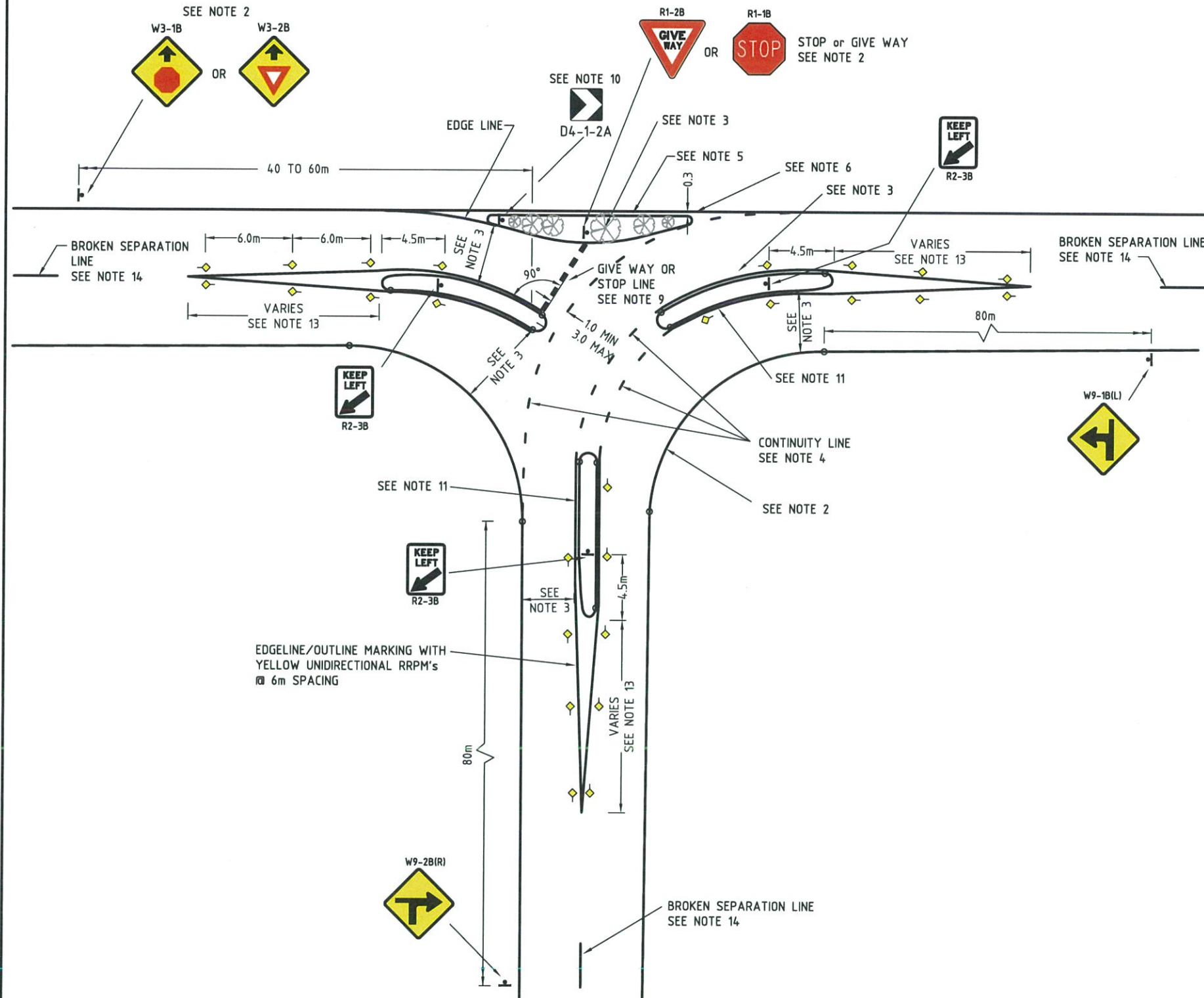


NOTES:

- 1) THIS DEVICE IS ONLY TO BE USED ON LOW TRAFFIC VOLUME LOCAL ROADS. THE USE OF MODIFIED T INTERSECTIONS IS NOT RECOMMENDED ON BUS ROUTES.
- 2) DUE TO THE VARIOUS WAYS IN WHICH TRAFFIC PRIORITY CAN BE ASSIGNED TO THIS DEVICE, CAREFUL CONSIDERATION MUST BE GIVEN TO THE USE OF APPROPRIATE SIGNAGE AND ROAD MARKING.
- 3) ISLAND GEOMETRY SHOULD BE DERIVED FROM THE USE OF TURNING TEMPLATES AND ALSO BE BASED ON ROUNDABOUT TURNING PRINCIPLES PERTAINING TO LATERAL SHIFT, DEFLECTIONS AND SWEEP PATH RADII. LANE WIDTH SHOULD BE 3.0m OR 3.7m OR MORE TO PROVIDE FOR SAFE CYCLE PASSAGE.
- 4) CONSIDERATION SHOULD BE GIVEN TO THE USAGE OF CONTINUITY LINES TO MORE CLEARLY DEFINE THE CONTINUING AND TERMINATING ROADWAYS. THEIR USE IS PURELY OPTIONAL BUT MAY BE USED WHERE DEEMED BENEFICIAL. WHERE INSTALLED, LONG LIFE MATERIAL SHOULD BE USED.
- 5) THE LEVEL OF CYCLIST USAGE OF THE STREETS SHOULD BE GAUGED TO DETERMINE WHETHER CONCESSIONS MUST BE MADE FOR THEIR SAFE ACCESS WHEN DESIGNING A MODIFIED T INTERSECTION. ON WIDE PAVEMENTS THE ISLAND MAY BE DESIGNED TO INCLUDE A STRAIGHT-THROUGH CYCLIST LANE BETWEEN THE KERB AND ISLAND, ELSEWHERE BYPASS PATHS MAY BE NECESSARY.
- 6) ON FLAT GRADES A 0.3m DRAINAGE CHANNEL CAN BE INCORPORATED INTO THE DESIGN OF THE ISLAND.
- 7) ALL MEDIAN ISLANDS SHOULD ONLY BE CONSTRUCTED WITH SEMI-MOUNTABLE KERBING.
- 8) STREET LIGHTING SHOULD BE DESIGNED AND INSTALLED IN ACCORDANCE WITH AS1158.
- 9) GIVE WAY OR STOP LINE SHOULD BE SET BACK A MINIMUM OF 1.0m AND A MAXIMUM OF 3.0m FROM THE EDGE OF THE THROUGH ROAD AND INSTALLED IN A STRAIGHT LINE PERPENDICULAR TO THE ISLAND.
- 10) A D4-1-2A HAZARD MARKER MAY BE INSTALLED TO HIGHLIGHT THE APPROACH TO THE INTERSECTION. USE WHERE THE INTERSECTION LAYOUT IS NOT OBVIOUS AT A DISTANCE EQUAL TO THE APPROACH SIGHT DISTANCE.
- 11) OUTLINE MARKING AND RRPM'S TO CONTINUE TO END OF BOTH ISLANDS ON INSIDE OF CURVE. IF CONTINUITY LINES ARE INSTALLED BETWEEN THE MEDIAN ISLANDS (SEE NOTE 4) THEN OUTLINE MARKING AND RRPM'S SHALL BE INSTALLED TO END OF BOTH ISLANDS ON THE OUTSIDE OF THE CURVE AS WELL. OTHERWISE THE EDGELINE/OUTLINE MARKING ON THE OUTSIDE OF THE CURVE SHOULD ONLY EXTEND AS FAR AS THE KEEP LEFT SIGN.
- 12) PEDESTRIAN CROSSING POINTS SHOULD BE ASSESSED FOR INDIVIDUAL SITES AND APPROPRIATE FACILITIES PROVIDED.
- 13) LENGTH OF OUTLINE MARKINGS DEPENDS ON POSTED SPEED LIMIT AND WIDTH OF SPLITTER ISLAND. FOR POSTED SPEED $\leq 60\text{km/h}$, REFER TO DWG No 200331-0184. FOR POSTED SPEED $\geq 70\text{km/h}$, REFER TO DWG No 201031-0004. FOR SPLITTER ISLAND $> 3\text{m}$ WIDE, REFER TO DWG No 200331-0191.
- 14) A MINIMUM OF TWO MODULES OF BROKEN SEPARATION LINE (24m) SHALL PRECEDE THE ISLAND EDGELINE/OUTLINE MARKINGS.



No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
4	UNBROKEN SEPARATION LINE CHANGED TO OUTLINE MARKING ON APPROACH TO SPLITTER ISLANDS. RRPM'S CHANGED TO UNIDIRECTIONAL. OLD NOTE 11 DELETED, NOTES 3, 4, 9 & 11 AMENDED.	D. LANDMARK 24.03.10			
3	W1-BB1 SIGNS REPLACED WITH MODIFIED INTERSECTION WARNING SIGNS. NOTE 13 DELETED.	D. LANDMARK 16.09.09			
2	GIVE WAY, STOP SIGN NUMBERS CORRECTED.	D. LANDMARK 16.05.08			
1	DOUBLE BARRIER LINE CHANGED TO UNBROKEN SEPARATION LINE. NOTES 3, 11, 12 AND SIGN DETAIL AMENDED, NOTE 11 REMOVED AND NOTE 14 ADDED.	D. LANDMARK 03.04.07			
			5	LENGTH OF OUTLINE MARKINGS AMENDED. BROKEN SEPARATION LINE AND NOTE 13 & 14 ADDED.	

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TYPICAL TREATMENT FOR T-INTERSECTIONS
MODIFIED T - INTERSECTION FOR EXISTING LOCATIONS
 LOCAL AUTHORITY

DESIGNED D. LANDMARK	04/04	VERIFIED D. SULLIVAN	11/5/04
DRAWN N.PANGGABEAN	04/04	APPROVED R. GROVE	11/5/04
DRAWING TYPE	FILE NUMBER	DRAWING NUMBER	
	67-08-69	200331-0134-5	
9920		AMEND.	

SCALE N.T.S.
 MICROFILM DATE
A 3