



NOTES:

- 1) PEDESTRIAN MOVEMENTS MUST CROSS THE ROAD WAY IN A COLINEAR MANNER. 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 200931-0089 TO 200931-0091.
- 2) GEOMETRY IS NOT STRICTLY PRESCRIBED. ALL VEHICLE SWEEP PATHS AND LATERAL SHIFTS SHOULD BE DESIGNED ACCORDING TO VEHICULAR USAGE DEMANDS.
- 3) SEE MAIN ROADS GUIDELINES FOR APPROPRIATE DATA PERTAINING TO THE OVERALL MEDIAN ISLAND WIDTHS AND DIMENSIONS OF PEDESTRIAN ACCESS. MINIMUM LENGTH OF THE MEDIAN ISLAND IS TO BE 12m.
- 4) PAINTED MEDIANS CAN BE USED PRIOR TO THE MEDIAN ISLAND. CHEVRON MARKING ON PAINTED MEDIANS SHOULD BE USED WHERE THE ROAD AND MEDIAN ASPHALT IS THE SAME COLOUR. WHERE A PAINTED MEDIAN PRECEDES A MEDIAN ISLAND THE USE OF THE KEEP LEFT SIGN IS NOT MANDATORY AS IT IS ALREADY CLEARLY MARKED AND DEFINES THAT TRAFFIC MUST PASS TO THE LEFT OF THE MEDIAN ISLAND. IN THIS CASE THE CONCRETE MEDIAN CAN BE CONSTRUCTED TO 10m MINIMUM.
- 5) CARRIAGEWAY AND LANE WIDTHS MUST CONSIDER THE NEEDS OF CYCLISTS; WEIGHING UP OVERALL DEMANDS VS WARRANTS FOR SHARED LANE; NO FACILITY; OFF ROAD USAGE.
- 6) THIS DEVICE CAN BE APPLIED ON ALL ROADWAYS UP TO LOCAL DISTRIBUTOR CLASSIFICATION. THE DESIGN CRITERIA APPLIES TO A MEDIAN ISLAND USED IN ISOLATION AS AN INDIVIDUAL DEVICE.
- 7) STREET LIGHTING MUST BE DESIGNED AND INSTALLED IN ACCORDANCE WITH AS1158.
- 8) THE USE OF GRAB RAILS IS OPTIONAL AND IS AT THE DISCRETION OF AND TO THE COST OF THE LGA.

- 9) THIS SIGN TO BE USED ONLY IF NO BUS STOP IS LOCATED IMMEDIATELY DOWNSTREAM OF THE PEDESTRIAN CROSSING. IN THIS CASE THE MR-RPK-8(L) / MR-RPK-6(R) COMBINATION AND MR-RPK-6(L) SIGNS ARE OMITTED.
- 10) W6-1 / W8-25 COMBINATION IS MANDATORY WHERE THE POSTED SPEED IS 70km/h, OR HIGHER.
- 11) FOR A WARDEN CONTROLLED SCHOOL CROSSING SEE DRAWING NUMBER 9120-174.
- 12) THIS DRAWING SUPERSEDES DRAWING NUMBER 8920-066 FOR LANE WIDTH $W > 5.5m$. FOR $W < 5.5m$ SEE DRAWING NUMBER 200331-139.
- 13) NO STOPPING SIGNS MAY NEED TO BE MOVED TO PROHIBIT STOPPING TOO CLOSE TO THE INTERSECTION.
- 14) LINE MARKING AND RRPMS LAYOUT DEPENDS ON POSTED SPEED LIMIT AND WIDTH OF SPLITTER ISLAND. FOR POSTED SPEED $\leq 60km/h$, REFER TO DWG No 200331-0184. FOR POSTED SPEED $\geq 70km/h$, REFER TO DWG No 201031-0004. FOR SPLITTER ISLAND $> 3m$ WIDE, REFER TO DWG No 200331-0191.
- 15) A MINIMUM OF TWO MODULES OF BROKEN SEPARATION LINE (24m) SHALL PRECEDE THE ISLAND OUTLINE MARKINGS. ALL LINES TO BE 120mm WIDE.

POSTED SPEED LIMIT (km/h)	A (m)
≤ 60	80-120
70-80	120-180
≥ 90	180-250

TABLE 1

AMENDMENTS		APPROVED & DATE		APPROVED & DATE		APPROVED & DATE		APPROVED & DATE		APPROVED & DATE	
No.	DESCRIPTION	No.	DESCRIPTION	No.	DESCRIPTION	No.	DESCRIPTION	No.	DESCRIPTION	No.	DESCRIPTION
3	2 MODULES OF BROKEN SEPARATION LINE IN ADVANCE OF PEDESTRIAN REFUGE ISLAND AND NOTE 14 & 15 ADDED. OUTLINE MARKING DIMENSION AND TABLE 1 AMENDED. LATERAL DIVERGENCE TABLE REMOVED.										
2	UNBROKEN SEPARATION LINE IN ADVANCE OF PEDESTRIAN REFUGE ISLAND REPLACED WITH OUTLINE MARKINGS. BIDIRECTIONAL RRPMS REPLACED WITH UNIDIRECTIONAL RRPMS. 2 MODULES OF BROKEN SEPARATION LINE REMOVED. OLD NOTE 10 DELETED, NEW NOTE 13 ADDED.										
1	DOUBLE BARRIER LINE CHANGED TO UNBROKEN SEPARATION LINE, NOTE 10 AND SIGN DETAIL AMENDED, NOTE 12 REMOVED.										

mainroads
WESTERN AUSTRALIA

PLANNING AND TECHNICAL SERVICES DIRECTORATE
ROAD AND TRAFFIC ENGINEERING BRANCH

Waterloo Crescent East Perth 6004
Telephone (08) 9323 4111 Fax (08) 9323 4430

DESIGNED	D. LANDMARK 04/04
DRAWN	N. PANGABEAN 07/04/04
VERIFIED	D. SULLIVAN 11/05/04
APPROVED	R. GROVE 11/05/04
FILE NUMBER	67-08-69

GUIDELINE DRAWING

TYPICAL TREATMENT FOR MEDIAN ISLANDS
PEDESTRIAN REFUGE ISLAND
(LANE WIDTH $> 5.5m$)

MRWA DRAWING NUMBER
200331-0140-4

A3
Scales N.T.S.