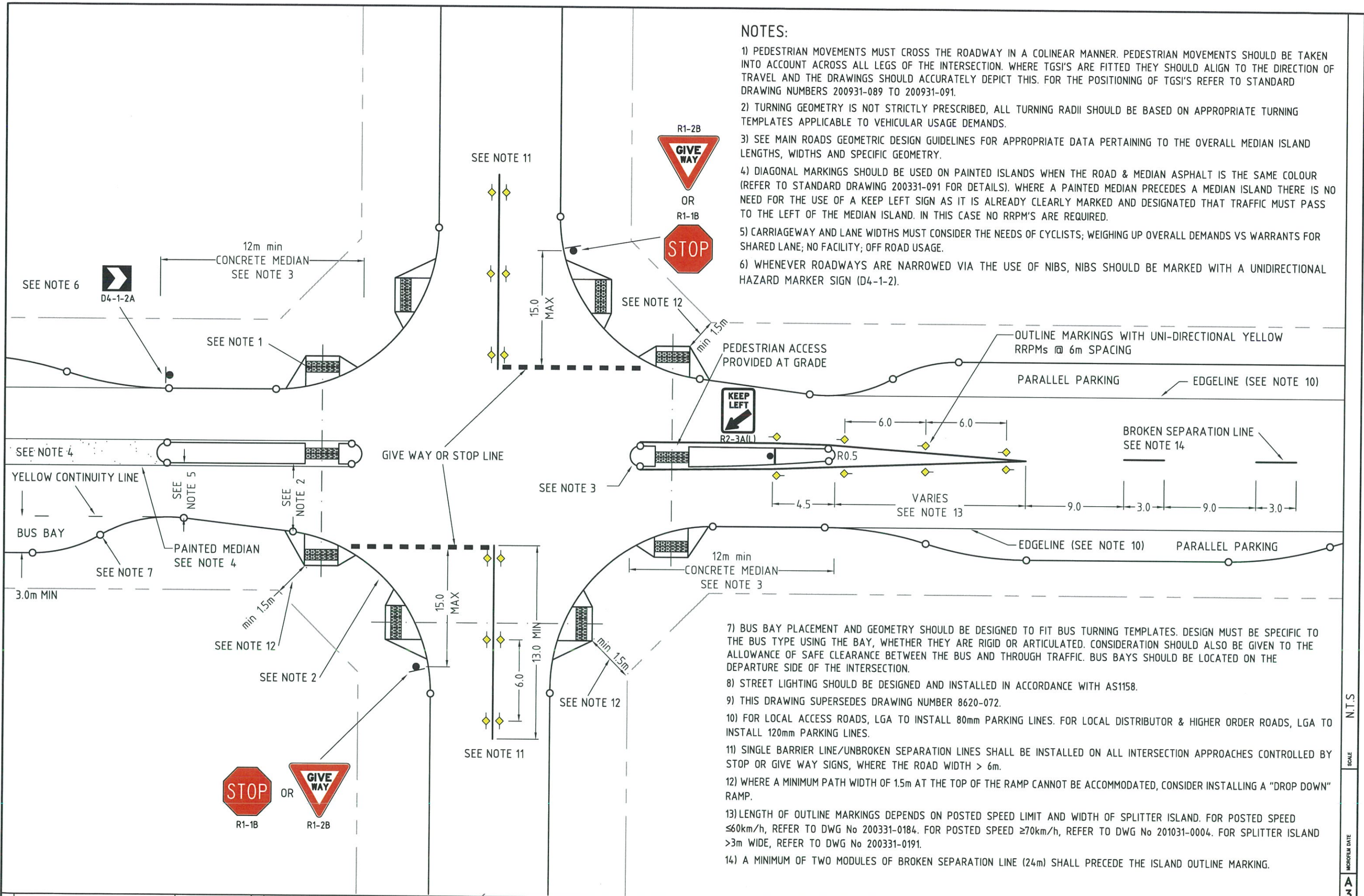


**NOTES:**

- 1) PEDESTRIAN MOVEMENTS MUST CROSS THE ROADWAY IN A COLINEAR MANNER. PEDESTRIAN MOVEMENTS SHOULD BE TAKEN INTO ACCOUNT ACROSS ALL LEGS OF THE INTERSECTION. 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.
- 2) TURNING GEOMETRY IS NOT STRICTLY PRESCRIBED, ALL TURNING RADII SHOULD BE BASED ON APPROPRIATE TURNING TEMPLATES APPLICABLE TO VEHICULAR USAGE DEMANDS.
- 3) SEE MAIN ROADS GEOMETRIC DESIGN GUIDELINES FOR APPROPRIATE DATA PERTAINING TO THE OVERALL MEDIAN ISLAND LENGTHS, WIDTHS AND SPECIFIC GEOMETRY.
- 4) DIAGONAL MARKINGS SHOULD BE USED ON PAINTED ISLANDS WHEN THE ROAD & MEDIAN ASPHALT IS THE SAME COLOUR (REFER TO STANDARD DRAWING 200331-091 FOR DETAILS). WHERE A PAINTED MEDIAN PRECEDES A MEDIAN ISLAND THERE IS NO NEED FOR THE USE OF A KEEP LEFT SIGN AS IT IS ALREADY CLEARLY MARKED AND DESIGNATED THAT TRAFFIC MUST PASS TO THE LEFT OF THE MEDIAN ISLAND. IN THIS CASE NO RRPM'S ARE REQUIRED.
- 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) WHENEVER ROADWAYS ARE NARROWED VIA THE USE OF NIBS, NIBS SHOULD BE MARKED WITH A UNIDIRECTIONAL HAZARD MARKER SIGN (D4-1-2).
- 7) BUS BAY PLACEMENT AND GEOMETRY SHOULD BE DESIGNED TO FIT BUS TURNING TEMPLATES. DESIGN MUST BE SPECIFIC TO THE BUS TYPE USING THE BAY, WHETHER THEY ARE RIGID OR ARTICULATED. CONSIDERATION SHOULD ALSO BE GIVEN TO THE ALLOWANCE OF SAFE CLEARANCE BETWEEN THE BUS AND THROUGH TRAFFIC. BUS BAYS SHOULD BE LOCATED ON THE DEPARTURE SIDE OF THE INTERSECTION.
- 8) STREET LIGHTING SHOULD BE DESIGNED AND INSTALLED IN ACCORDANCE WITH AS1158.
- 9) THIS DRAWING SUPERSEDES DRAWING NUMBER 8620-072.
- 10) FOR LOCAL ACCESS ROADS, LGA TO INSTALL 80mm PARKING LINES. FOR LOCAL DISTRIBUTOR & HIGHER ORDER ROADS, LGA TO INSTALL 120mm PARKING LINES.
- 11) SINGLE BARRIER LINE/UNBROKEN SEPARATION LINES SHALL BE INSTALLED ON ALL INTERSECTION APPROACHES CONTROLLED BY STOP OR GIVE WAY SIGNS, WHERE THE ROAD WIDTH > 6m.
- 12) WHERE A MINIMUM PATH WIDTH OF 1.5m AT THE TOP OF THE RAMP CANNOT BE ACCOMMODATED, CONSIDER INSTALLING A "DROP DOWN" RAMP.
- 13) 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.
- 14) A MINIMUM OF TWO MODULES OF BROKEN SEPARATION LINE (24m) SHALL PRECEDE THE ISLAND OUTLINE MARKING.



No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
3	NOTE 11 CHANGED: SEPARATION LINES TO BE MANDATORY.	D. LANDMARK 12.5.08	5	OUTLINE MARKINGS EXTENDED AROUND ISLANDS. NOTES 13 & 14 ADDED.	<i>[Signature]</i>
2	NOTE 12 ADDED.	D. LANDMARK 21.08.07	4	UNBROKEN SEPARATION LINE ON APPROACH TO SPLITTER ISLAND REPLACED WITH OUTLINE MARKINGS. RRPM'S CHANGED FROM BIDIRECTIONAL TO UNIDIRECTIONAL. REQUIREMENT FOR 2 MODULES OF BROKEN SEPARATION LINE IN ADVANCE OF UNBROKEN SEPARATION LINE REMOVED. NOTES 14 & 11 AMENDED.	D. LANDMARK 24.3.10
1	DOUBLE BARRIER LINE CHANGED TO UNBROKEN SEPARATION LINE. NOTE 11 AND SIGN DETAIL AMENDED. NOTE 9 REMOVED.	D. LANDMARK 03.06.07			
AMENDMENTS			AMENDMENTS		

**MAIN ROADS**  
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TYPICAL TREATMENT FOR MEDIAN ISLANDS

**INTERSECTION MEDIAN ISLAND**

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	200331-0141-5	
9920		AMEND.	

SCALE N.T.S. A3