NOTES

1. FULLY MOUNTABLE ASPHALT PLATEAU TO BE CONSTRUCTED AS PER SECTION A-A. PLATFORM TO BE CONSTRUCTED MIN 100mm ABOVE EXISTING PAVEMENT LEVELS TO ENSURE CONSISTENT RAMP GRADES.

2. ISLANDS TO BE PLACED TO ACHIEVE MAXIMUM DEFLECTION THROUGH THE INTERSECTION. IN LOCAL TRAFFIC AREAS, GENERAL MAXIMUM DESIGN SPEED IS 40km/h. ZERO LINE OF SIGHT IS MINIMUM CRITERIA IN ALL CASES.

3. LOW LEVEL LANDSCAPING, AS SPECIFIED. MAXIMUM PLANT HEIGHT TO BE 600mm. LANDSCAPING SHALL NOT OBSTRUCT VISIBILITY FOR MOTORISTS OR PEDESTRIANS.

4. PEDESTRIAN MOBILITY TO BE PROVIDED AS REQUIRED. KERB RAMPS AND WALK THROUGH GAPS TO ISLANDS ON NOMINATED APPROACHES.

5. STREET LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS1158.

6. SIGN R1-3 SHALL BE PLACED ON THE LEFT SIDE OF ALL APPROACHES AND DUPLICATED ON ALL SPLITTER ISLANDS.

7. PAINTED TAILS WITH CHEVRONS MAY BE USED ON MINOR LEG APPROACHES WHERE ISLANDS ARE NOT ACHIEVABLE DUE TO INTERSECTION GEOMETRY.

8. WHITE (THERMOPLASTIC) PAINTED CHEVRONS TO SIDE RAMPS. CHEVRONS TO BE EQUALLY SPACED AROUND PERIMETER OF PLATEAU. SPACING BETWEEN CHEVRONS TO BE 2.0m MIN & 3.0m MAX.

9. NOTE REMOVED

10. THIS PLAN TO BE READ IN CONJUNCTION WITH AS1742.13, FIGURES 3.4 AND 3.5 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 13 (HARMONISED).

11. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.