NOTES:

1. INTERSECTION PRIORITY CHANGE WITHIN LOCAL TRAFFIC AREA IS GENERALLY IMPLEMENTED TO PROMOTE LOWER VEHICLE SPEEDS.

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

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

4. KERB RAMPS AND WALK THROUGH GAPS TO ISLANDS ON NOMINATED APPROACHES. PEDESTRIAN MOBILITY TO BE PROVIDED AS REQUIRED. WIDTH BETWEEN PAINTED ISLAND LINES TO BE 1.5 m MINIMUM.

5. STREET LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS1225.

6. SIGN R1-2 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. ISLAND WIDTH TO BE 1.2 m MINIMUM. ISLAND WIDTH WHERE PEDESTRIAN WALK THROUGH GAPS IS REQUIRED TO BE 1.5 m MINIMUM.

9. THIS PLAN TO BE READ IN CONJUNCTION WITH AS1742.23, FIGURE 3.10 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 13 (HARMONISED).

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

APPLICATION NOTE:
THIS DRAWING IS ONLY TO BE APPLIED TO ROADS ON AN ESTABLISHED ROAD NETWORK. IT IS NOT TO BE APPLIED TO ANY ROAD WITH A CARRIAGEWAY WIDTH ≤ 7.5m.