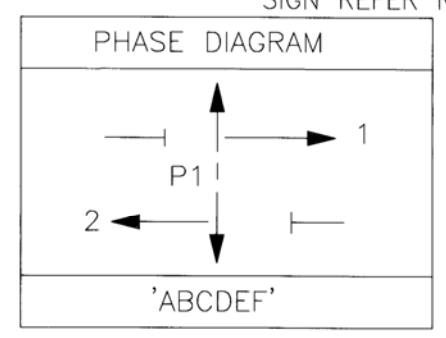


- NOTES:
1. MAST ARMS ARE TO BE USED WHERE SPEED ≥ 80 KM/H OR WHERE SIGHT DISTANCE IS RESTRICTED AND CANNOT BE IMPROVED. WHERE MAST ARMS ARE USED OVERHEAD POWER LINE CLEARANCE IS TO BE CHECKED. MAST ARM 1.0M FROM KERB.
 2. SIGNAL CONTROLLER PREFERABLY TO BE LOCATED ON EXIT SIDE OF CROSSING.
 3. W3-3 SIGN TO BE USED ONLY WHERE VISIBILITY OF SIGNALS IS RESTRICTED OR AT ISOLATED SIGNAL LOCATIONS.
 4. LOCATION OF ALL POLES, VERANDAHS, GULLIES, UNDERGROUND SERVICES, LAND USE AND KERBS TO BE SHOWN ON ALL DRAWINGS.
 5. ADVANCE DETECTORS TO BE SHOWN ON ALL DRAWINGS WHEN VOLUME IS GREATER THAN 10,000 VPD OR IF REQUIRED BY ACTS. FOR SPEEDS < 80 KM/H ONE DETECTOR APPROX. 50M FROM STOP LINE ON EACH APPROACH. FOR SPEEDS > 80 KM/H 1ST DETECTOR 80M FROM STOP LINE, 2ND DETECTOR 140M FROM STOP LINE.
 6. DETECTOR NUMBERS ARE TO BE SHOWN ADJACENT TO PED PUSH BUTTON. D12 FOR BUTTON ADJACENT TO SG1, D11 FOR BUTTON ADJACENT TO SG2, D10, D9, D8 ETC FOR OTHER BUTTONS. (FOR SINGLE STAGE CROSSING WHERE TOTAL NUMBER OF PED + VEHICLE INPUTS IS MORE THAN 8 START WITH D12).
 7. W3-3 (B), AND W8-3 (B) (L or R) SIGNS USED WHEN E IS LESS THAN OR EQUAL TO 12.0M.
 8. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF KERB.
 9. TRAFFIC CONTROL DETAILS AND RETRO REFLECTIVE RAISED PAVEMENT MARKERS, INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARDS AS 1742 "MANUAL OF TRAFFIC CONTROL DEVICES", AS MODIFIED BY THE TSA "CODE OF TECHNICAL REQUIREMENTS FOR THE LEGAL USE OF TRAFFIC CONTROL DEVICES" (DECEMBER 1999, AND THE DOT "PAVEMENT MARKING MANUAL" (OCT 1995).

- LEGEND
- (1) TRAFFIC SIGNAL POST
 - 300mm THREE ASPECT LANTERN WITH OPEN COWLS
 - [] TWO ASPECT PEDESTRIAN LANTERN
 - [] AUDIO-TACTILE PEDESTRIAN PUSH BUTTON
 - [] PEDESTRIAN PUSH BUTTON
 - SP POINT OF SUPPLY
 - [SC] SIGNAL CONTROLLER
 - [] INDUCTIVE LOOP DETECTOR
 - W3-3 (B) "SIGNALS AHEAD" SIGN
 - W8-3 (B)(L OR R) SUPPLEMENTARY PLATE FOR W3-3 (ON SIDE ROAD)
 - R2-3(L) "KEEP LEFT"
 - [] SAFETY FENCE, BELMONT STYLE OR SIMILIAR (0.8/1.2 HIGH)



P1=SG4
PB1=D12
PB2=D11
PB3=D10

V ₈₅ KM/H	D M
<75	80-120
75-90	120-180
>90	180-250

→ VEHICLE MOVEMENT
 ← - - - PEDESTRIAN MOVEMENT

NOTE: PHASE SEQUENCE MAY VARY. SG1 (SG2) IS A SPECIAL MOVEMENT (P1 MAY ONLY INTRODUCE OR RUN IF SG1 (SG2) IS RED.)

10. ALL LINEMARKING 0.1M WIDE UNLESS OTHERWISE SHOWN.
11. ALL VEHICLE LANTERNS ARE 300MM UNLESS OTHERWISE SHOWN.
12. ALL RAMPS HAVE TACTILE SURFACE INDICATORS, AND ARE CONSTRUCTED IN ACCORDANCE WITH DRAWING S-4074 SH 3
13. MEDIANS EDGELINED 0.15M FROM FACE OF KERB EXCEPT WHEN THE WIDTH BETWEEN THE CENTRE OF THE LANE LINE AND THE MEDIAN KERB FACE IS GREATER THAN 3.0M THERE SHALL BE NO EDGELINE, AND THE MEDIAN KERB SHALL BE PAINTED FOR THE ENTIRE LENGTH WHICH THAT LANE EXISTS. (THIS APPLIES TO THE RIGHT TURN SLOT AS WELL).
14. FOR SIGN INSTALLATION DETAILS, REFER TO OPERATIONAL INSTRUCTION 20.7 "GENERAL SIGN INSTALLATION".
15. SG1 TO CONTROL THE NORTHERN OR EASTERN APPROACH.

THIS DRAWING IS NOT TO SCALE
 AND SUPERSEDES DRG No S-4018 SH 2

FILE NAME: PAC Median up to 3M_D4018s05.DWG
 DIRECTORY: H:\UNITDATA\STANDARD\

TRANSPORT SA

DESIGN	APPROVED		PEDESTRIAN ACTUATED CROSSING STANDARD	
DRAWN	R.J.BASSETT		MEDIAN UP TO 3.0m (SOLID OR PAINTED)	
CHECKED	FOR COMM. OF HIGHWAYS		PROJECT START + KM PROJ END + KM	
EXAMINED	DATE 20.3.03	PROJECT	DOCKET	SURVEY
AMENDMENTS		SHEET 5	DRG S - 4018	



GD 705