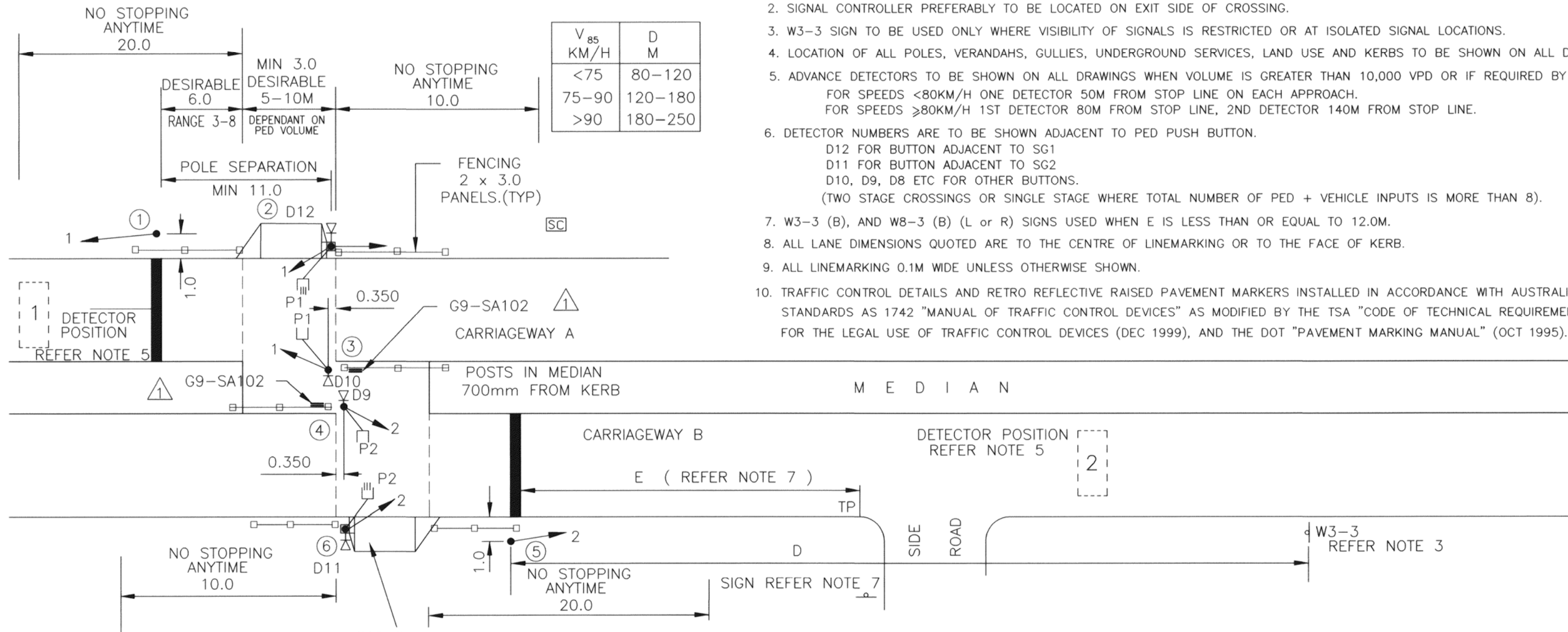


- NOTES:
1. MAST ARMS ARE TO BE USED WHERE SPEED $\geq 80\text{KM/H}$ OR WHERE SIGHT DISTANCE IS RESTRICTED AND CANNOT BE IMPROVED. WHERE MAST ARMS ARE USED, OVERHEAD POWER LINE CLEARANCE IS TO BE CHECKED. MAST ARM 1.0M FROM KERB.
 2. SIGNAL CONTROLLER PREFERABLY TO BE LOCATED ON EXIT SIDE OF CROSSING.
 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 $< 80\text{KM/H}$ ONE DETECTOR 50M FROM STOP LINE ON EACH APPROACH. FOR SPEEDS $\geq 80\text{KM/H}$ 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. (TWO STAGE CROSSINGS OR SINGLE STAGE WHERE TOTAL NUMBER OF PED + VEHICLE INPUTS IS MORE THAN 8).
 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. ALL LINEMARKING 0.1M WIDE UNLESS OTHERWISE SHOWN.
 10. 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 (DEC 1999), AND THE DOT "PAVEMENT MARKING MANUAL" (OCT 1995).

V_{85} KM/H	D M
< 75	80-120
75-90	120-180
> 90	180-250



LEGEND

- ⑤ TRAFFIC SIGNAL POST
- 300MM THREE ASPECT LANTERN WITH OPEN COWLS
- ⇄ TWO ASPECT PEDESTRIAN LANTERN WITH VERTICAL LOUVRES
- ⊓ AUDIO-TACTILE PEDESTRIAN PUSH BUTTON
- SP POINT OF SUPPLY
- SC SIGNAL CONTROLLER
- [1] INDUCTIVE LOOP DETECTOR
- W3-3 (B) "SIGNALS AHEAD" SIGN
- W8-3 (B) (L OR R) SUPPLEMENTARY PLATE FOR W3-3 (ON SIDE ROAD)
- SAFETY FENCE BELMONT STYLE OR SIMILIAR(0.8/1.2 HIGHT)
- G9-SA102 PUSH BUTTON AND WAIT FOR WALK SIGNAL

PHASE DIAGRAM

P1=SG4
P2=SG3
PB1=D12
PB2=D11
PB3=D10
PB4=D9

→ VEHICLE MOVEMENT
⇄ PEDESTRIAN MOVEMENT
SG1 (SG2) IS A SPECIAL MOVEMENT (P1 (P2) MAY ONLY INTRODUCE OR RUN IF SG1 (SG2) IS RED.)

11. ALL VEHICLE LANTERNS ARE 300MM UNLESS OTHERWISE SHOWN.
12. ALL RAMPS, MEDIANS AND CORNER ISLAND CUTOUTS HAVE TACTILE GROUND SURFACE INDICATORS, AND ARE CONSTRUCTED IN ACCORDANCE WITH DRAWINGS S-4074 SHEET 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 3

NO.	DESCRIPTION	DATE	RESP	AUTHORISED	APPROVED FOR C. OF H.	DATE
1	PUSH BUTTON AND WAIT FOR WALK SIGNAL G9-SA102 ADDED	30/03/04	CE	P HURLEY 21/04/04	RJ BASSETT	27/04/04
AMENDMENTS						

FILE NAME: PAC Median more than 3M_D4018s06.dwg
 DIRECTORY: H:\UNITDATA\STANDARD\

TRANSPORT SA

**PEDESTRIAN ACTUATED SIGNAL STANDARD
 DUAL CARRIAGEWAY
 RAISED MEDIAN > 3.0 m**

DESIGN		APPROVED	
DRAWN		R.J.BASSETT	
CHECKED	C.ESTEVE	FOR COMM. OF HIGHWAYS	
EXAMINED	DATE 20.3.03	PROJECT	DOCKET
PROJ START + KM		PROJ END + KM	
PROJECT		SURVEY	
SHEET 6		DRG S - 4018	

DEPARTMENT OF TRANSPORT
 GOVERNMENT OF SOUTH AUSTRALIA
 METROPOLITAN REGION TRAFFIC OPERATIONS

GD 706

M.F.