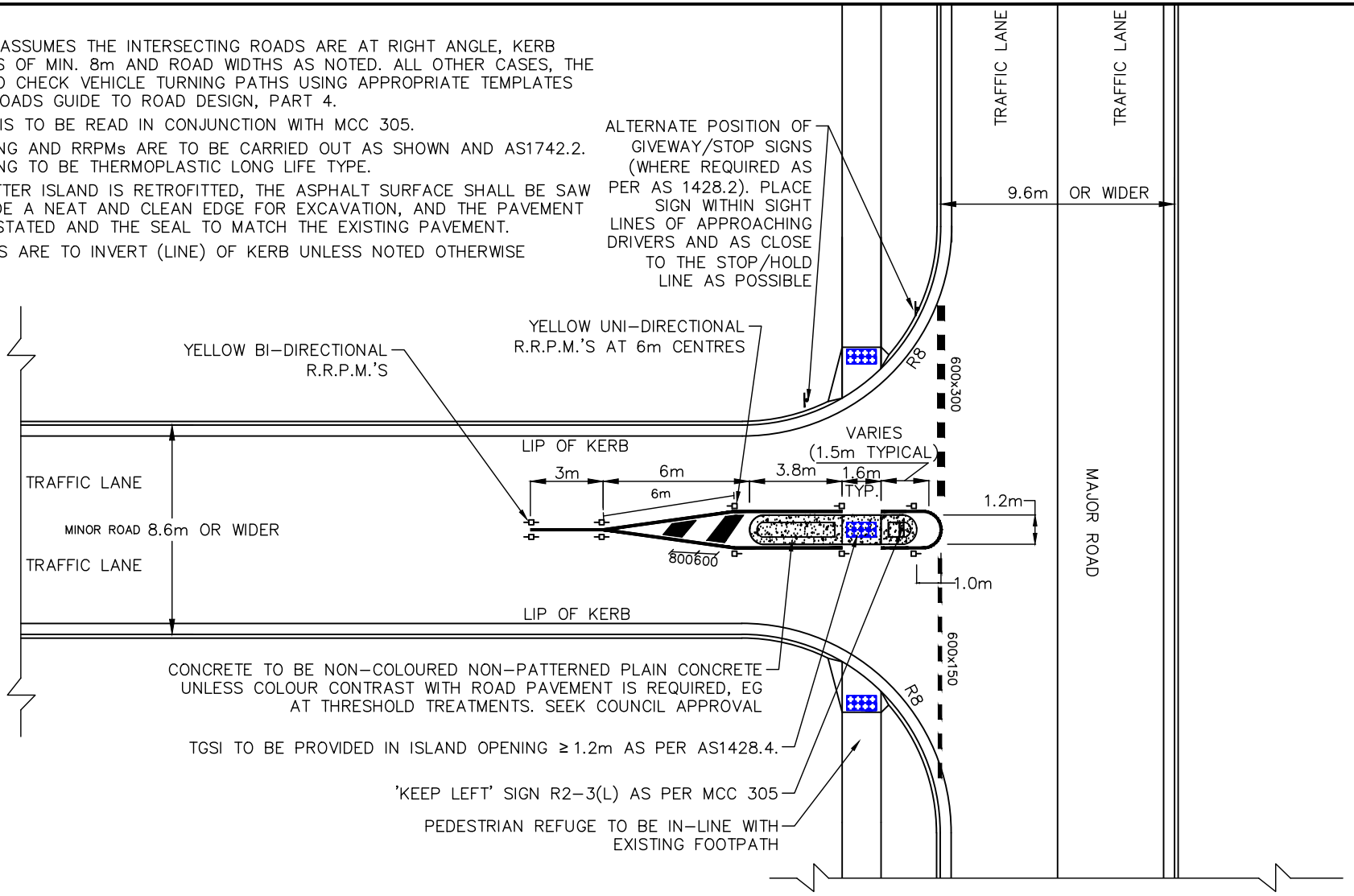
NOTES:

1. THIS DRAWING ASSUMES THE INTERSECTING ROADS ARE AT RIGHT ANGLE, KERB RETURN RADIUS OF MIN. 8m AND ROAD WIDTHS AS NOTED. ALL OTHER CASES, THE DESIGNER IS TO CHECK VEHICLE TURNING PATHS USING APPROPRIATE TEMPLATES AS PER AUSTROADS GUIDE TO ROAD DESIGN, PART 4.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH MCC 305.
3. ALL LINEMARKING AND RRPMs ARE TO BE CARRIED OUT AS SHOWN AND AS1742.2. ALL LINEMARKING TO BE THERMOPLASTIC LONG LIFE TYPE.
4. WHERE A SPLITTER ISLAND IS RETROFITTED, THE ASPHALT SURFACE SHALL BE SAW CUT TO PROVIDE A NEAT AND CLEAN EDGE FOR EXCAVATION, AND THE PAVEMENT IS TO BE REINSTATED AND THE SEAL TO MATCH THE EXISTING PAVEMENT.
5. ALL DIMENSIONS ARE TO INVERT (LINE) OF KERB UNLESS NOTED OTHERWISE



TYPICAL SI1 SPLITTER ISLAND LAYOUT:

USED WHEN THE MINOR ROAD IS ≥8.6m AND THE MAJOR ROAD IS ≥9.6m
OTHERWISE USE SI3 TYPE ISLAND, REFER MCC 307 & 305

ISSUE	APP'D	DATE	AMENDMENT
E			
D	M.H.	06/18	AMENDED ISLAND CRITERIA
C	M.H.	07/17	AMENDED PAINTED CHEVRON MARKING LENGTH AND ISLAND USAGE
B	M.H.	12/16	AMENDED INTERSECTION LABELS & NOTES
A	M.H.	08/16	PRELIMINARY DESIGN

GENERAL NOTES

CITY OF MELTON
ENGINEERING SERVICES DEPT

DESIGN L.SHE
DRAWN L.SHE
CHECKED M.HUTCHINSON
DATE APRIL 2016

PROJECT **STANDARD DRAWING - MCC 306**

DETAILS SI1 TYPE SPLITTER ISLAND TYPICAL LAYOUT

N.T.S.

SHEET 1 OF 1 | PAPER A4
DRAWING No. | REV D
FILE NAME MCC 306 - SI1 SPLITTER ISLAND LAYOUT PLAN.DWG

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