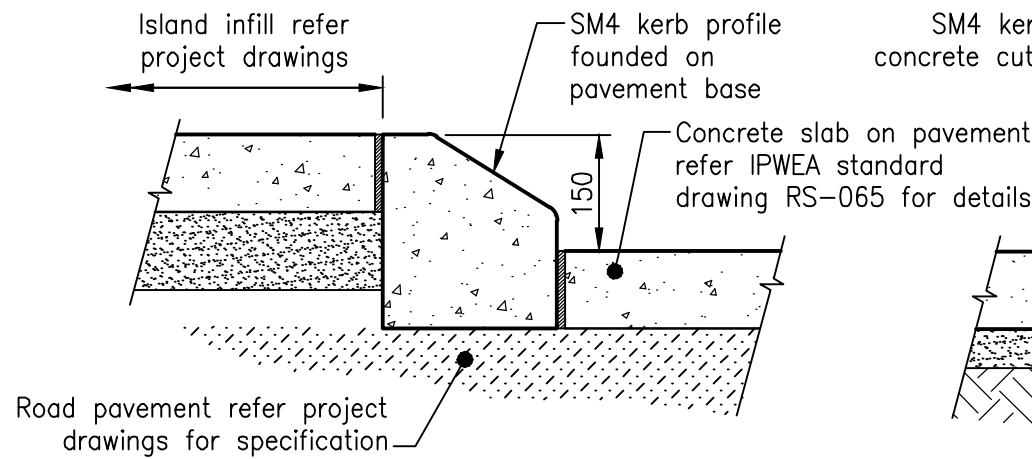


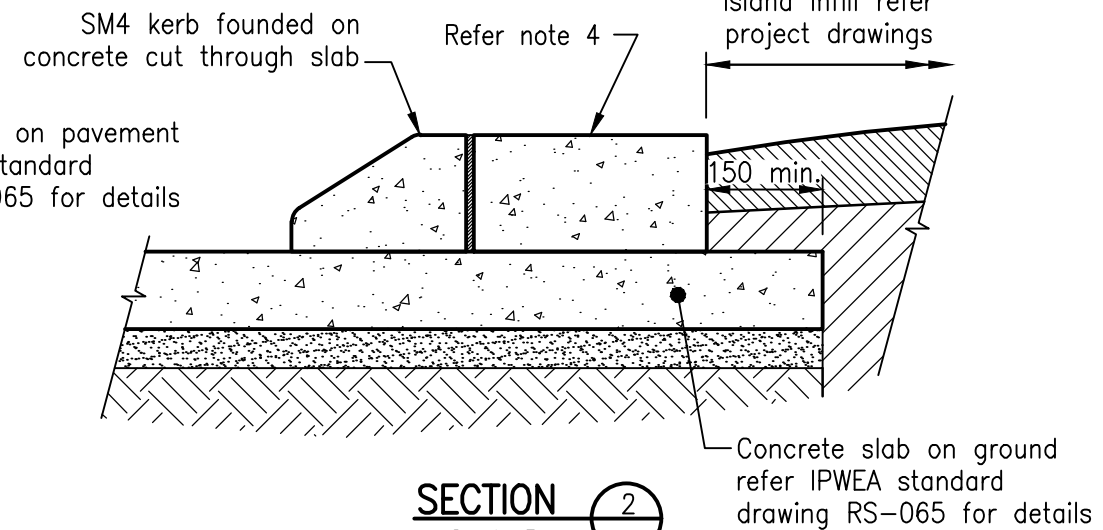
**MEDIAN ISLAND KEY**

Scale A



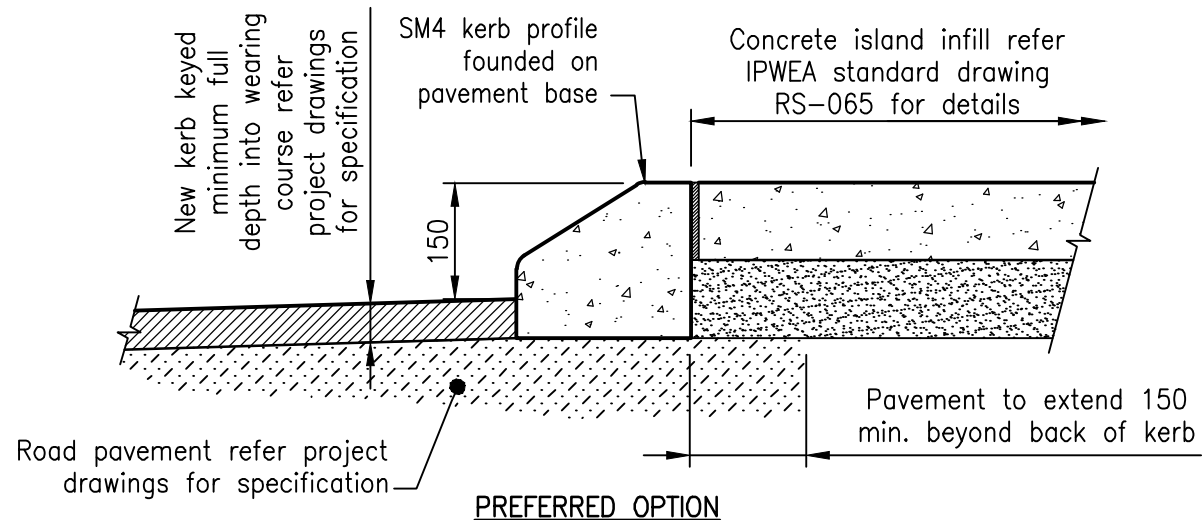
**SECTION 1**  
Scale B

**TYPICAL PEDESTRIAN CUT THROUGH WITH PAVEMENT BASE**

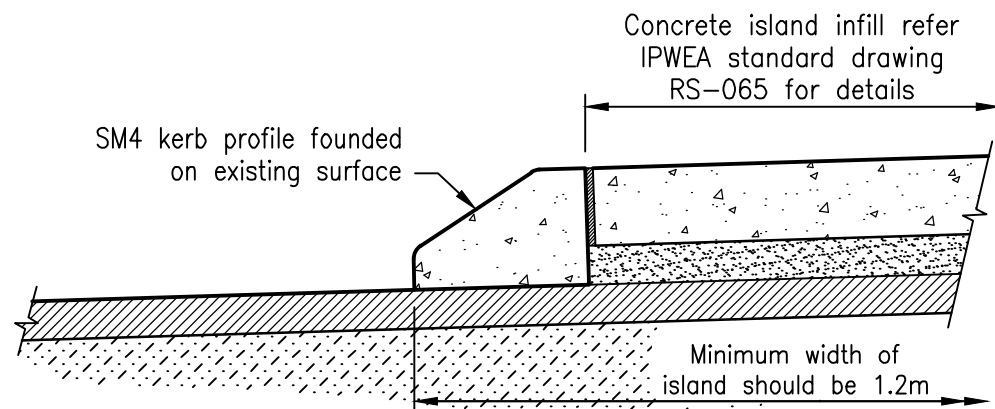


**SECTION 2**  
Scale B

**TYPICAL PEDESTRIAN CUT THROUGH WITHOUT PAVEMENT BASE**



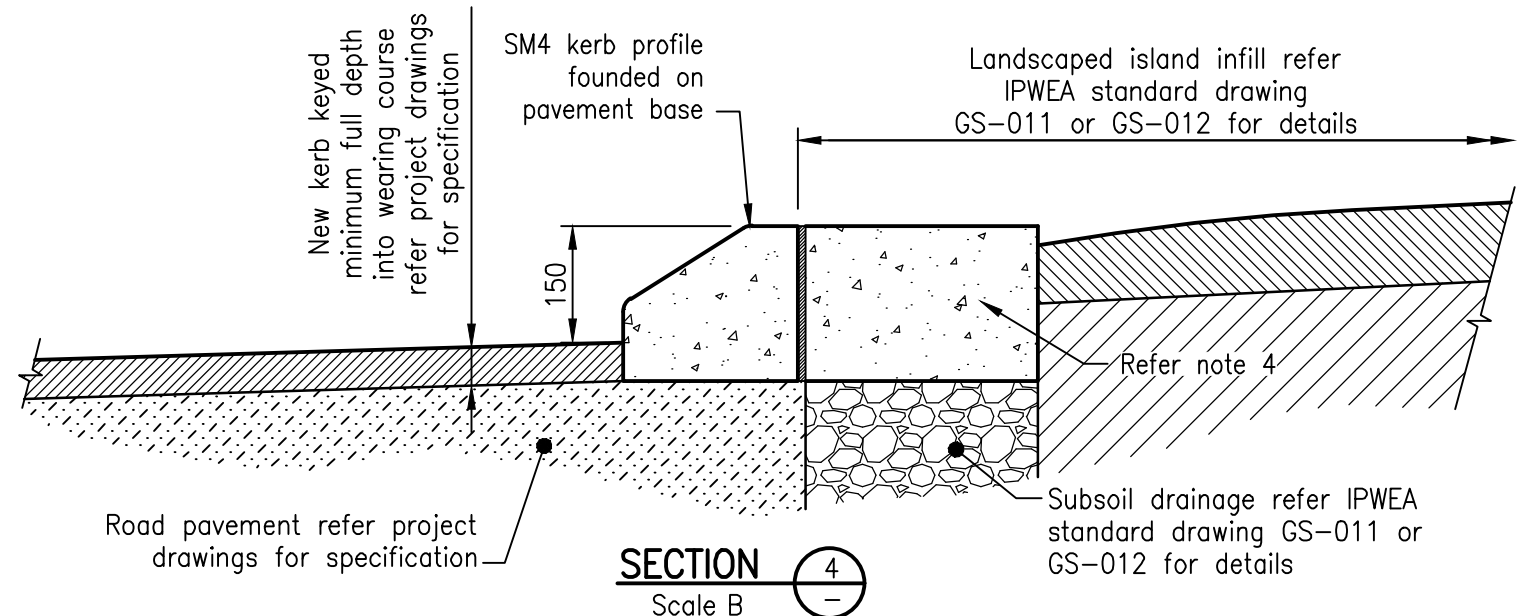
**PREFERRED OPTION**



**ALTERNATE OPTION (RETROFIT SITUATIONS ONLY)**

**SECTION 3**  
Scale B

**TYPICAL KERB BORDERING CONCRETE INFILL**



**SECTION 4**  
Scale B

**TYPICAL KERB BORDERING LANDSCAPED INFILL**

**NOTES:**

- In retrofit situations only designer to determine requirement for keying median kerb into pavement seal. Consideration should be given to:
  - Size and location of island and potential for damage.
  - Existing pavement condition.
  - Disturbance to road users.
- Kerb type to be specified on project drawings. SM4 kerb profile preferred. B4 kerb profile can be substituted only where 600mm clearance to poles (traffic, light etc) cannot be achieved.
- Where cast in-situ median islands are to be installed into an existing road pavement refer IPWEA standard drawing RS-170 for saw cutting and reinstatement details unless noted otherwise.
- Install 300mm wide concrete reinforced backing strip only if specified.
- Reinforcement for carpark backing strip to be a single N12 bar placed centrally.

REVISIONS	INIT	DATE
E		
D		
C		
B		
A	RH	12/16
	DW	07/16
ORIGINAL ISSUE		

SCALES	
A	0mm 500 1000 1500 2000 1:100
B	0mm 50 100 150 200 1:10

Drawn	DW	Date	07/16
Coordinator	PP	Date	07/16
AUTHORISED			
<b>SYD JERRAM</b> 07/07/16			
Manager Integrated Transport Planning & Design RPEQ 6872			

**TRAFFIC ISLAND DETAILS  
CAST IN-SITU**



DRG No. **RW-4050**

ORIGINAL SIZE **A3** REVISION **A**