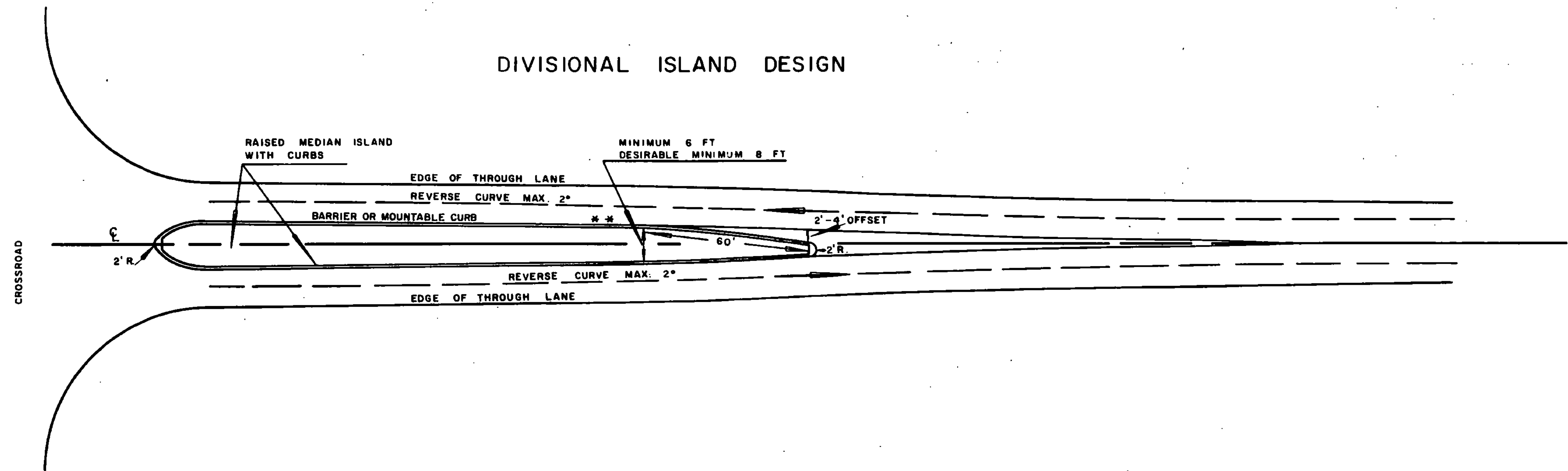
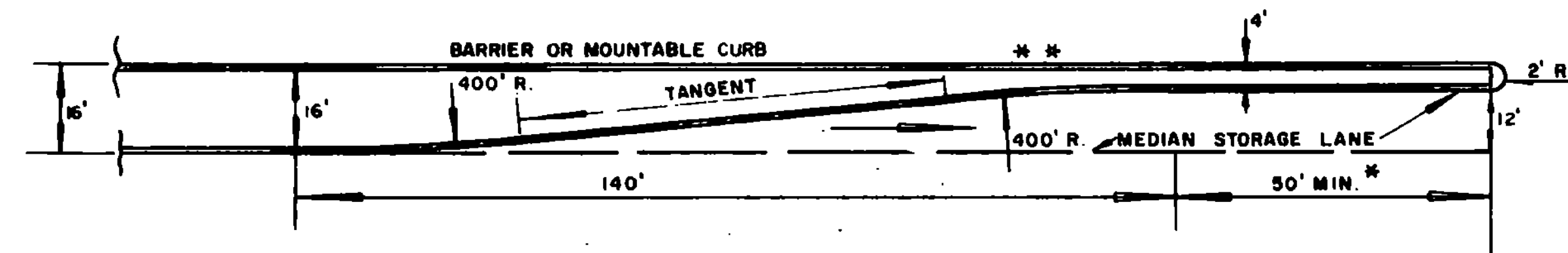


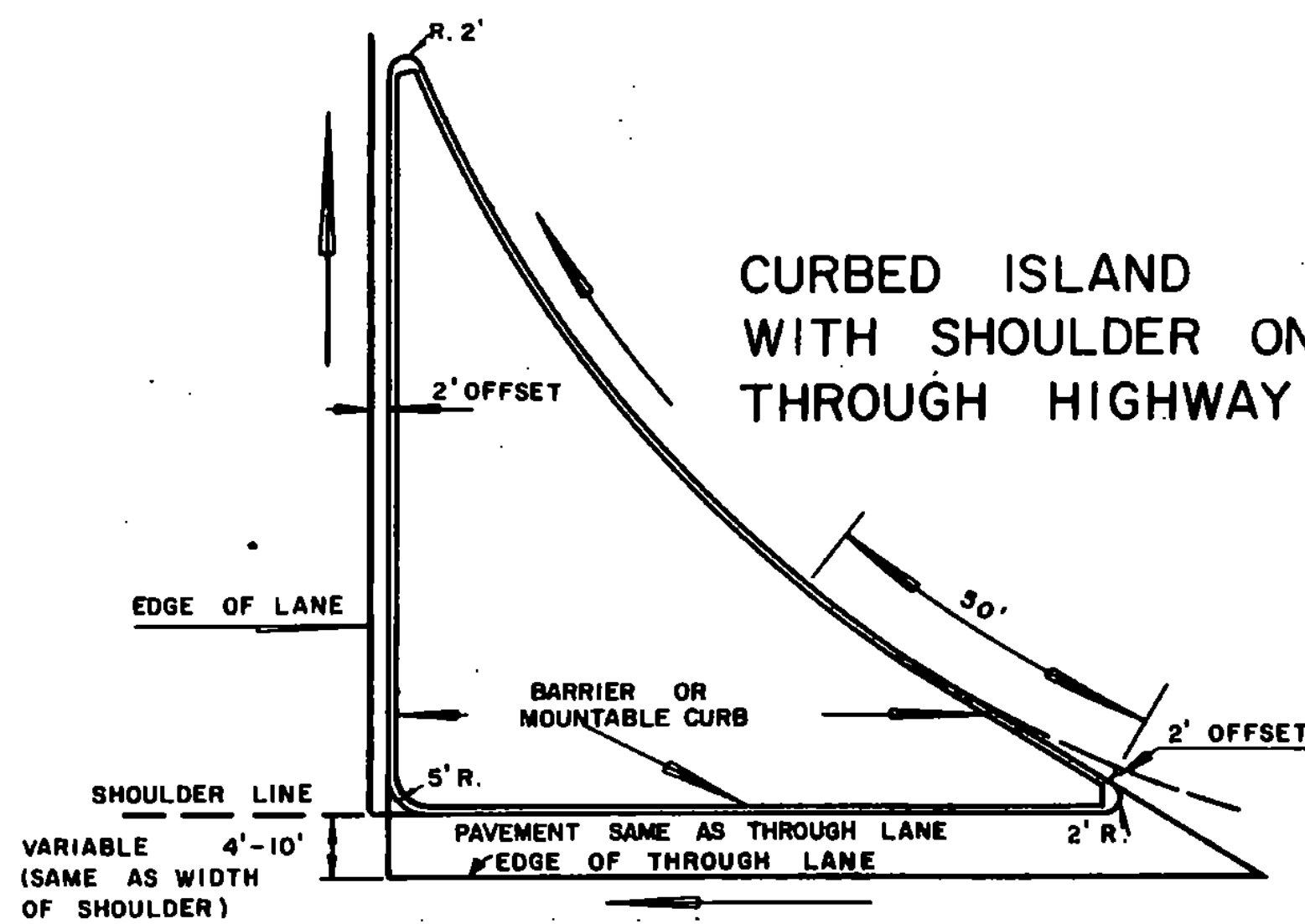
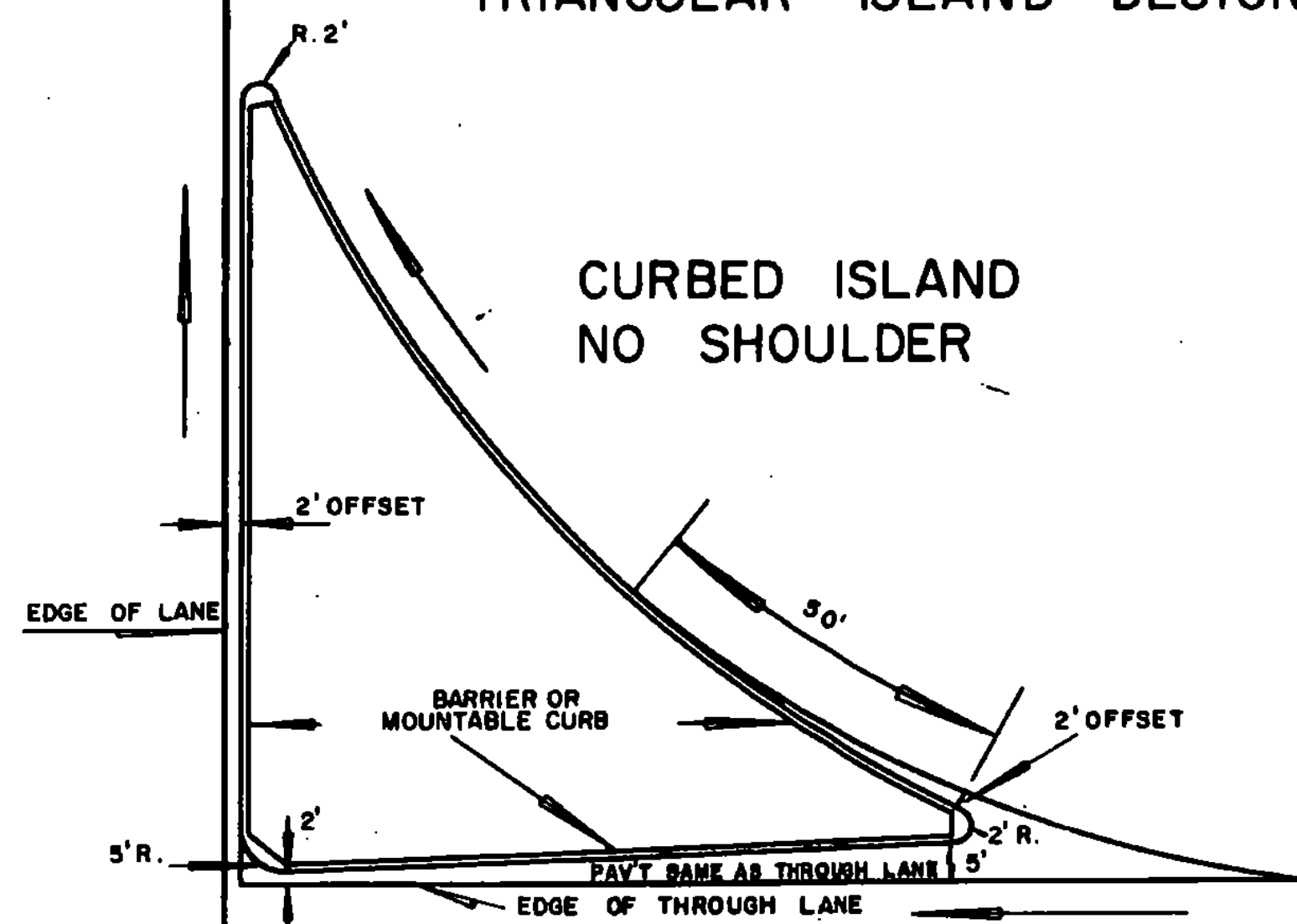
### DIVISIONAL ISLAND DESIGN



### DESIGN OF MEDIAN STORAGE LANE TAPER (SEE NOTE #3)



### TRIANGULAR ISLAND DESIGN



1. \* REFER TO A.A.S.H.O. POLICY ON GEOMETRIC DESIGN OF RURAL HIGHWAYS PAGE 433
2. \*\* BARRIER CURB TO BE USED IN URBAN AREAS WHERE PEDESTRIAN MOVEMENT ACROSS MEDIAN IS HEAVY. OTHERWISE MOUNTABLE CURB TO BE USED.
3. WHERE THROUGH TRAFFIC VOLUMES AND SPEEDS ARE HIGH, THE MEDIAN LANE AND TAPER SHALL HAVE AT LEAST THE LENGTH SHOWN IN TABLE VII - 10, PAGE 361 A.A.S.H.O. POLICY ON GEOMETRIC DESIGN OF RURAL HIGHWAYS AND THE VALUES GIVEN FOR A STOP CONDITION SHALL APPLY. IF THE LEFT TURNING VOLUME IS HIGH, ADDITIONAL STORAGE LENGTH SHALL BE PROVIDED.

REVISIONS AND CORRECTIONS

APPROVED

DATE *December 14, 1971*

*R.H. Crowell*  
CHIEF ENGINEER

*E.H. Stokney*  
ASST. CHIEF ENGINEER

*G.M. Lane*  
HIGHWAY ENGINEER

DRAWN: J.O.C.  
TRACED: GUS AJA

## DIVISIONAL ISLAND, STORAGE LANES, AND TRIANGULAR ISLAND DESIGNS



DEPARTMENT  
OF HIGHWAYS  
STANDARD

# B-16