NOTE: For larger islands in higher speed rural locations, the approach line will typically extend beyond the minimum dimension shown to suit site specific conditions.

Approach should be curved nominally over the full length to ensure a smooth physical and visual transition past the island nose. Avoid short or straight transitions as per examples in Figure 815.1

**TYPICAL TRAFFIC ISLAND APPROACH MARKINGS**

**FIGURE 815.2**
Longer approach to island offset from centre line

For wider islands typically with a nose radii greater than 1m, provision of chevrons and a departure CC line may be considered.

**FIGURE 815.3**
Longer approach to wide traffic island

**NOTES:**

1. On narrow roads (where island is located at a junction) the barrier line may be shortened to 15m so that kerb side parking is not unnecessarily restricted. In locations with severely restricted space an absolute minimum of 9m may be adopted.

2. On approaches to larger islands or islands offset from the road centre line (typically in central median locations) it may be necessary to lengthen the barrier line to facilitate a smooth lateral transition for traffic. Where practical the line should be extended in 6m increments with RRPM's continued at 6m spacing to suit. Refer examples in Figures 815.2 & 815.3.

3. Where the road is provided with approaching centre line markings consisting of B2' or B1' type lines, the island approach barrier line may be substituted with B2' line type.

**REFERENCE DRAWINGS:**
- SD-81.001 - Standard Line Types and Codes
- SD-81.002 - Raised Pavement Markers
- SD-81.003 - Chevron Markings - Operating Speeds 70km/h and below
- SD-81.004 - Chevron Markings - Operating Speeds above 70km/h