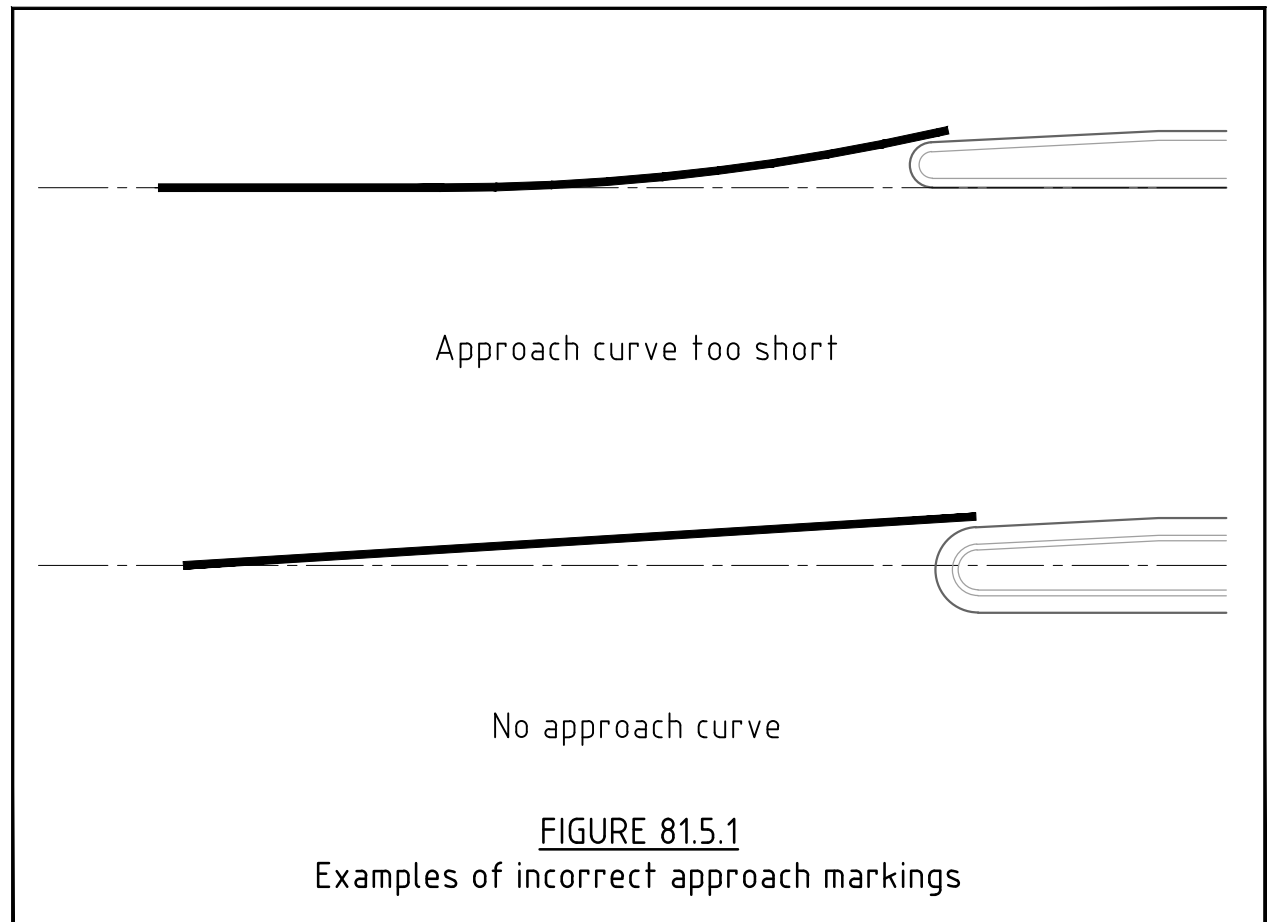
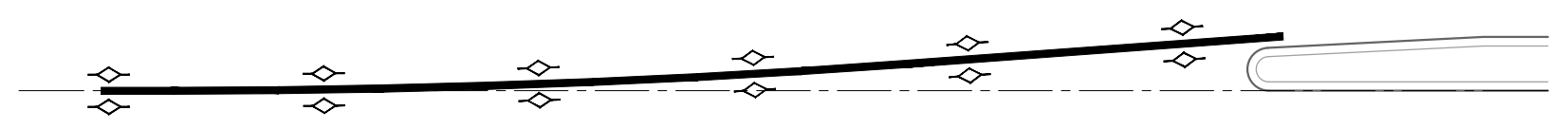


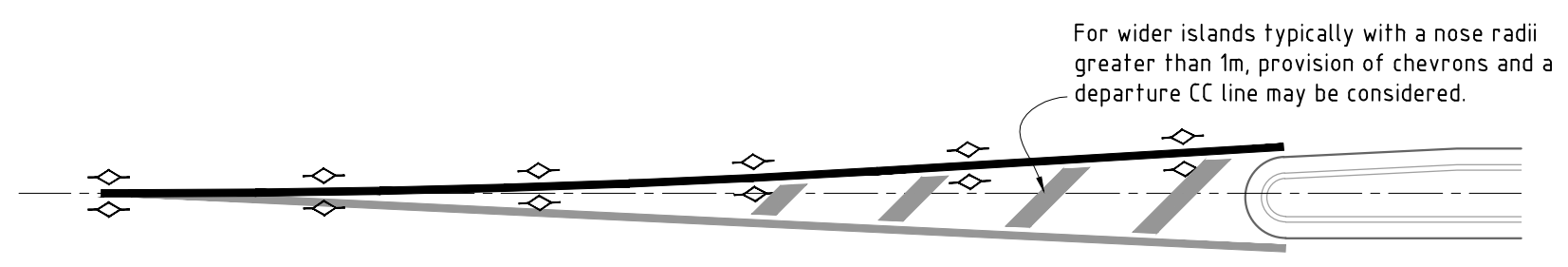
**TYPICAL TRAFFIC ISLAND APPROACH MARKINGS**



**FIGURE 81.5.1**  
Examples of incorrect approach markings



**FIGURE 81.5.2**  
Longer approach to island offset from centre line



**FIGURE 81.5.3**  
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 through traffic. Where practical the line should be extended in 6m increments with RRPM's continued at 6m spacing to suit. Refer examples in Figures 81.5.2 & 81.5.3.
  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

DRAWING: DIER Standard Drawings - Traffic Facilities.dwg

No.	Amendment Description	Initials	Date
A3 Original	This sheet may be prepared using colour and may be incomplete if copied		
DRAWN		DATE	
G. HILLS		19 JUL 2013	
REVIEWED		DATE	
D. HOWATSON		22 JUL 2013	
APPROVED		DATE	
R. BURK		22 JUL 2013	
		Manager Traffic Engineering	



**Infrastructure, Energy and Resources**

STANDARD DRAWING  
TRAFFIC FACILITIES  
PAVEMENT MARKINGS  
Traffic Island Approach Markings

<b>DO NOT SCALE</b>	
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STANDARD DRAWING NUMBER	REVISION NUMBER
<b>SD-81.005</b>	<b>00</b>