



NOTES

1. Use of the long safety bar island (LSB) is preferred. On narrow roads generally less than 8m in width the short safety bar island (SSB) may be considered.
2. The length of the long safety bar island (LSB) may be extended to suit specific site conditions as required. Extension shall be in increments of 3m with additional safety bars provided at 3m spacing to suit.
3. Safety bar islands may be curved to suit curved junction approach geometry. The 0.75m island width shall be maintained in these cases.
4. Islands may be in-filled within the outline markings with a suitable coloured pavement surfacing material as specified by the road owner. Colour selection should ensure satisfactory contrast with the yellow safety bars.

REFERENCE DRAWINGS

- SD-81.001 - Standard Line Types and Codes
- SD-81.002 - Raised Pavement Markings
- SD-81.005 - Traffic Island Approach Markings

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
Safety Bar Islands

DO NOT SCALE	
Use of this drawing is governed by the conditions outlined on the DIER website. It is the users responsibility to ensure it is the current revision.	
STANDARD DRAWING NUMBER	REVISION NUMBER
SD-81.006	00