**LONG SAFETY BAR ISLAND (LSB)**

Safety bar spacing may be adjusted as required to ensure bars are located clear of pedestrian walkways.

Traffic island approach markings as per SD-81.005

400 x 200 Yellow safety bars

Holding or stop line (where provided) or projection of lip of kerb / edge of seal

**SHORT SAFETY BAR ISLAND (SSB)**

400 x 200 Yellow safety bars at Nom. 15m crs. Spacing may be adjusted as required to ensure bars are located clear of pedestrian walkways.

Traffic island approach markings as per SD-81.005

Nom. circulating path radius

R0.6m

Exact size and shape of island will be determined by site specific space requirements and vehicle turn paths. Total island lengths less than 4m should be avoided.

**ROUNDABOUT SAFETY BAR ISLAND (RSB)**

400 x 200 Yellow safety bars

Nom. circulating path radius

R0.3m

Holding or stop line (where provided) or projection of lip of kerb / edge of seal

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 re-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 Markers
- SD-81.005 - Traffic Island Approach Markings

**STANDARD DRAWING NUMBER**

SD-81.006

**REVISION NUMBER**

00