

TYPICAL LAYOUT

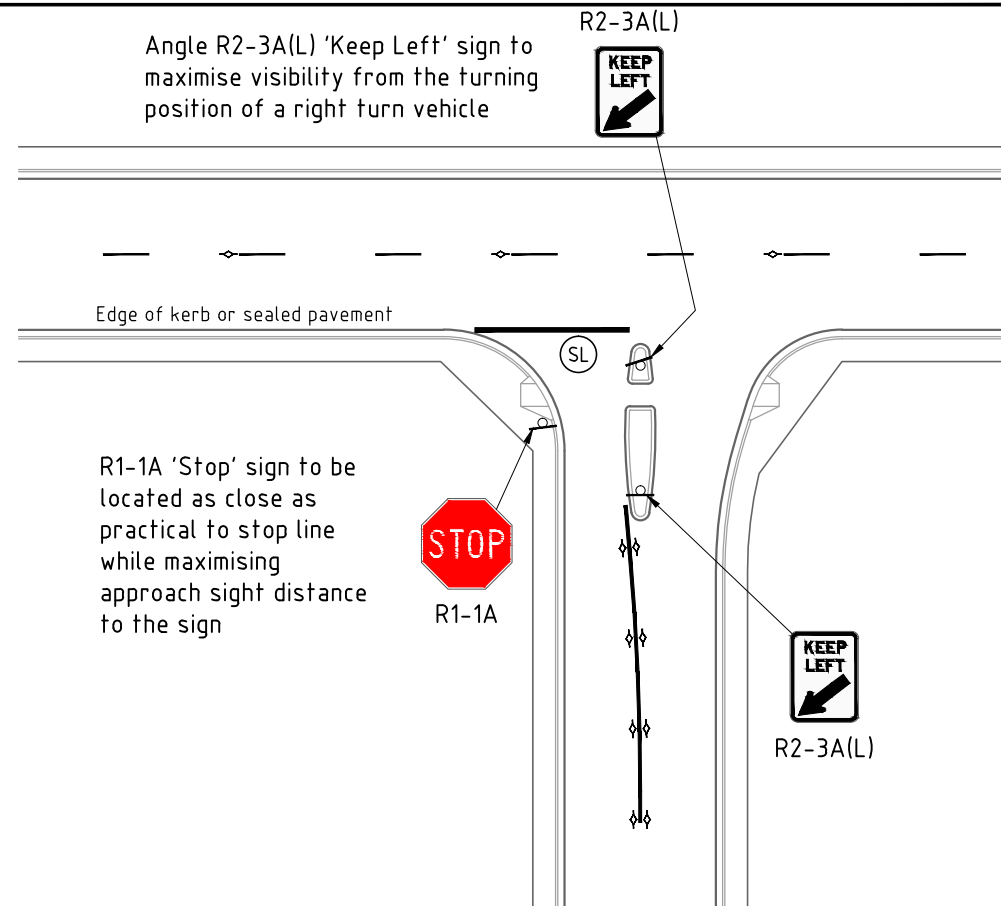


FIGURE 84.2.1

NOTES

1. Centre line is shown indicatively as separation line. Actual line type will vary according to site specific conditions.
2. Traffic island location and geometry will typically be determined by design vehicle swept paths.
3. Typically at minor low volume urban road T-junctions where the junction priority is clear that the 'Giving Way at a T-intersection' road rule applies, junction control signs and holding line pavement markings may be omitted. Cross intersections must be provided with junction controls on each minor side road. Island approach markings shall always be provided.
4. On narrow side roads 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.
5. Where a pedestrian refuge is provided at junction islands, hazard board signage shall not be used.

REFERENCE DRAWINGS

- SD-81.001 - Standard Line Types and Codes
- SD-81.002 - Raised Pavement Markers
- SD-81.005 - Traffic Island Approach Markings
- SD-84.001 - Urban Junction Without Traffic Island - Typical Arrangement

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
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D. HOWATSON	22 JUL 2013
APPROVED	DATE
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Infrastructure, Energy and Resources

STANDARD DRAWING  
TRAFFIC FACILITIES  
INTERSECTIONS & INTERCHANGES  
Urban Junction With Traffic Island  
Typical Arrangement

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-84.002	00