

TYPICAL LAYOUT

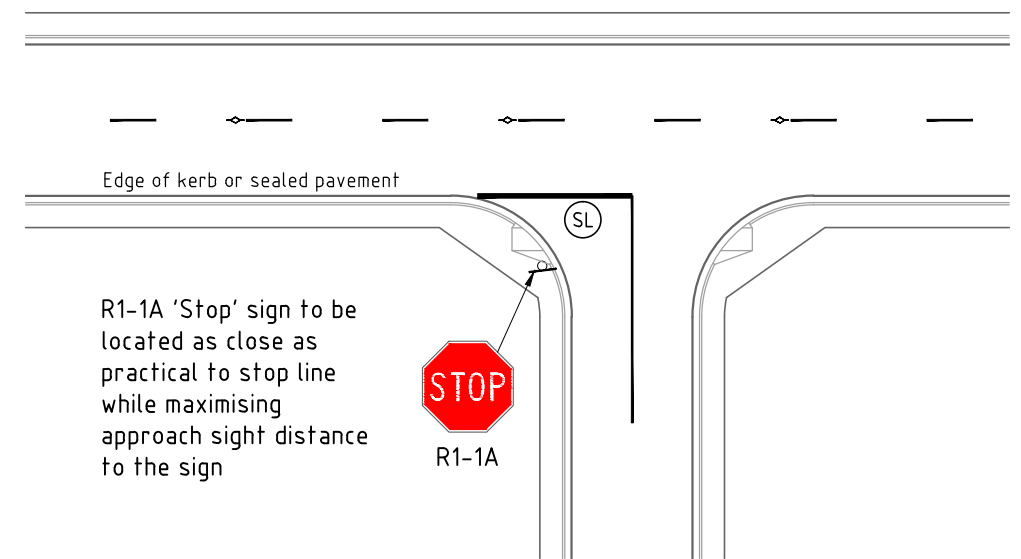


FIGURE 84.1.1

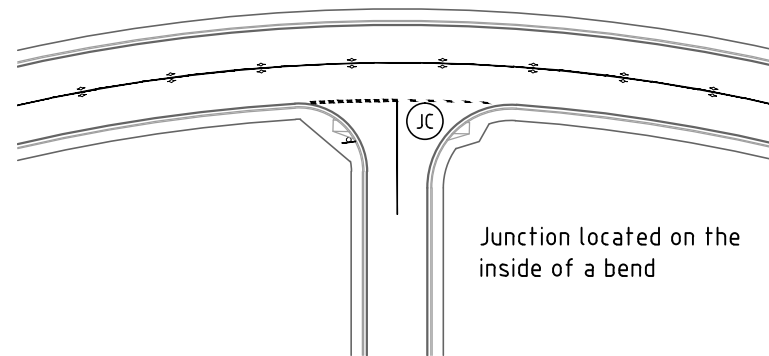


FIGURE 84.1.2

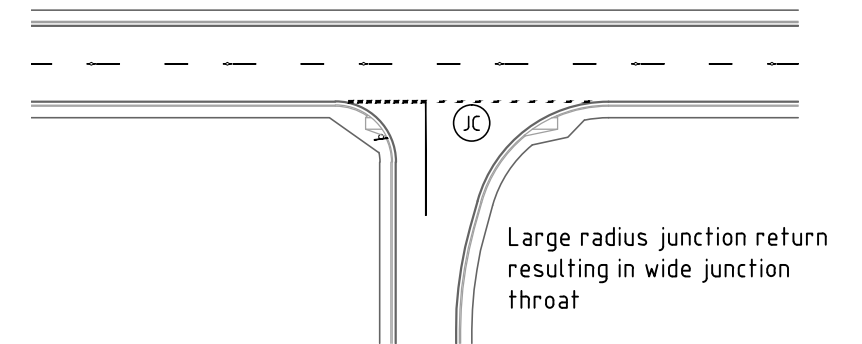


FIGURE 84.1.3

NOTES

1. Centre line is shown indicatively as separation line. Actual line type will vary according to site specific conditions.
2. Junction continuity lines across the departure side of junction are generally not required. They may be considered where the junction is located on the inside of a bend or a large radius junction return exists as per examples in Figures 84.1.2 and 84.1.3
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 pavement markings may be omitted. Cross intersections must be provided with junction controls on each minor side road.
4. On narrow side roads the barrier line may be shortened to 9m so that kerb side parking is not unnecessarily restricted. In locations with severely restricted space an absolute minimum of 3m may be adopted.

REFERENCE DRAWINGS

- SD-81.001 - Standard Line Types and Codes
- SD-81.002 - Raised Pavement Markers

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
INTERSECTIONS & INTERCHANGES
Urban Junction Without 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-84.001	00