

# Standard Drawing Updates

## Traffic Facilities

25 July 2013

This information sheet provides a summary to the changes / inclusions in the suite of updated and new standard drawings prepared and published in July 2013 by DIER Transport Infrastructure Services Division relating to road markings and typical intersection arrangements.

The drawings are intended to provide details of specific DIER requirements and expand on certain aspects of Australian Standards and Austroads Guidelines with respect to application of these facilities on Tasmanian roads.

While the drawings indicate most typical arrangements and details, they shall be read in conjunction with relevant DIER Specifications, Austroads Guidelines and Australian Standards, particularly where site specific conditions and constraints exist that may not be covered by the Standard Drawings.

Relevant documents include but are not limited to;

- DIER Specifications;
  - R63 – Signs
  - R64 – Pavement Markings
  - T3 – Road Design Standards
  - T10 – Traffic Signs and Pavement Marking
- Austroads Guidelines
  - Guide to Road Design Series
  - (in particular, GRD Part 4A: Unsignalised and Signalised Intersections)
- Australian Standards
  - AS 1742

Superseded drawing numbers are indicated in **blue** in this document.

Please do not hesitate to contact Senior Traffic Engineering Officer, Garry Hills, by email [garry.hills@dier.tas.gov.au](mailto:garry.hills@dier.tas.gov.au) or phone (03) 6336 2833 with any questions regarding these Standard Drawings.

**SD-81.001** – Pavement Markings – Standard Line Types and Codes

- Replaces previous versions of the pavement marking code shown on various drawings indicated below;
  - 3403-14/P48
  - G-8-183
  - G-8-286
  - Roadwork Specification R64 – Appendix B
- Line type code 'EI' changed to 'EC'
- Line type code 'E2' (previously Audible Edge line) changed so that it now specifies a 150mm wide edge line regardless of material type.
- Line type code 'EC2' introduced – 150mm wide edge continuity line
- Junction Continuity line type 'JC' width reduced to 150mm and spacing altered to 600mm line / 1800mm gap.
- New codes introduced to specify 'Audio-Tactile' markings – namely standard code supplemented with a lower case 'a'.
- Notes relating to 'Type A' Audio-Tactile markings amended to ensure placement of standard painted line after placement of thermoplastic strips.
- **NOTE:** Placing a copy or extract of the previous 'Pavement Markings Code' (shown on abovementioned drawing numbers) on traffic facility design drawings is no longer appropriate. A suitable note indicating '*Refer to DIER Standard Drawing SD-81.001 for pavement marking line type details*' may be used if desired.

**SD-81.002** – Pavement Markings – Raised Pavement Markers

- New drawing showing typical placement and spacing requirements for RRPM's in relation to each standard line type.
- This drawing is intended to provide clarity of the requirements of AS 1742.2 and cover other situations not detailed in this standard.
- Additional RRPM placement details are also given on subsequent typical arrangement drawings.

**SD-81.003** – Pavement Markings – Chevron Markings (Operating Speeds 70km/h and below)

- New drawing showing typical details for painted chevrons in lower speed (typically urban) environments.
- Chevron width of 500mm with gap of 3m

**SD-81.004** – Pavement Markings – Chevron Markings (Operating Speeds above 70km/h)

- Replaces previous drawing [3403-14/P51](#) and shows typical details for painted chevrons in higher speed (typically rural) environments.
- Chevron width of 1m with gap of 5m

**SD-81.005** – Pavement Markings – Traffic Island Approach Markings

- Replaces previous drawing [G-8-132](#) and shows typical details for approach markings to traffic islands.
- Note that the 21m length is measured from end of island nose and may not necessarily equal the total length of the line required.
- Gives some guidance with respect to ensuring a smooth approach transition to the traffic island.

**SD-81.006** – Pavement Markings – Safety Bar Islands

- Replaces previous drawings for standard safety bar islands;
  - [G-10-422](#)
  - [G-10-425](#)
  - [G-10-442](#)
- Labels for island type references changed
  - SSB1 now LSB (Long Safety Bar Island)
  - SSB2 now RSB (Roundabout Safety Bar Island)
  - SSB3 now SSB (Short Safety Bar Island)
- Provision to adjust safety bar spacing to allow for pedestrian walkways included.

**SD-84.001 & SD-84.002** – Intersections & Interchanges – Urban Junction without Traffic Island & Urban Junction with Traffic Island

- Replaces previous drawing [G-8-2](#)
- ‘JC’ Junction continuity lines are now typically not required unless specific site conditions exist where they can be considered.
- Typical ‘B3’ barrier line length extended with allowance for shorter lengths as required by site conditions.

**SD-84.003 to SD-84.009** – Intersections & Interchanges – Various Urban Junction Layouts and Typical Arrangements

- New Standard Drawings showing pavement marking and signage requirements for the various urban junction treatments defined in Austroads GRD - Part 4A.
  - BAR - Basic Right Turn
  - CHR(S) – Short Lane Channelised Right Turn
  - CHR – Fully Channelised Right Turn
  - BAL – Basic Left Turn
  - AUL(S) – Short Lane Auxiliary Left Turn
  - AUL – Full Length Auxiliary Left Turn
  - CHL – Channelised Left Turn

**SD-84.011 & SD-84.012** – Intersections & Interchanges – Rural Junction without Traffic Island & Rural Junction with Traffic Island

- Replaces previous drawing [3403-14/P60](#) (Type A & B Junctions)
- ‘JC’ Junction continuity lines are no longer required for rural junctions.
- Typical ‘B3’ barrier line length extended with allowance for shorter lengths as required by site conditions.
- Edge continuity line across width of junction introduced.
- Details of edge line returns provided for locations where sealed shoulders 1m or greater in width exist.

**SD-84.013** – Intersections & Interchanges – Rural Basic Right Turn Facility

- New Standard Drawing showing pavement marking and signage requirements for the BAR - Basic Right Turn rural junction treatment defined in Austroads GRD - Part 4A.

**SD-84.014** – Intersections & Interchanges – Channelised Short Lane Right Turn Facility

- Replaces previous drawing [3403-14/P61](#) (Type B Junction)
- Shows pavement marking and signage requirements for the CHR(S) – Channelised Short Lane Right Turn rural junction treatment defined in Austroads GRD - Part 4A.

**SD-84.015** – Intersections & Interchanges – Channelised Short Lane Right Turn Facility

- Replaces previous drawing [3403-14/P62](#) (Type C Junction)
- Shows pavement marking and signage requirements for the CHR – Full Channelised Right Turn rural junction treatment defined in Austroads GRD - Part 4A.
- **NOTE:** B2 lines previously used on the approach and departure tapers of painted chevron areas are now marked as CC lines. B2 lines are still used for the road centre line.

**SD-84.016 to SD-84.019** – Intersections & Interchanges – Various Rural Junction Layouts and Typical Arrangements

- Replaces in part previous drawing [3403-14/P62](#) (Type C Junction)
- New Standard Drawings showing pavement marking and signage requirements for the various rural junction left turn treatments defined in Austroads GRD - Part 4A.
  - BAL – Basic Left Turn
  - AUL(S) – Short Lane Auxiliary Left Turn
  - AUL – Full Length Auxiliary Left Turn
  - CHL – Channelised Left Turn