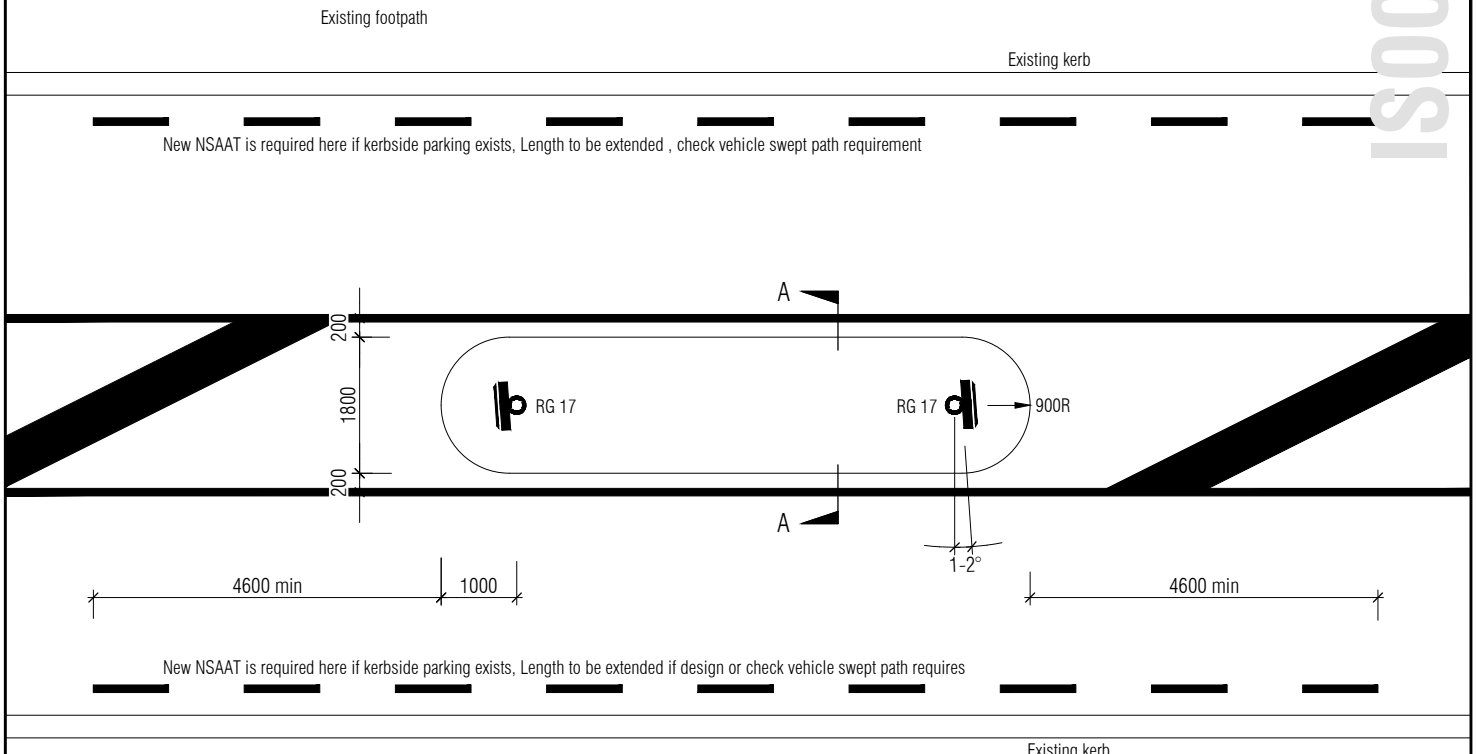
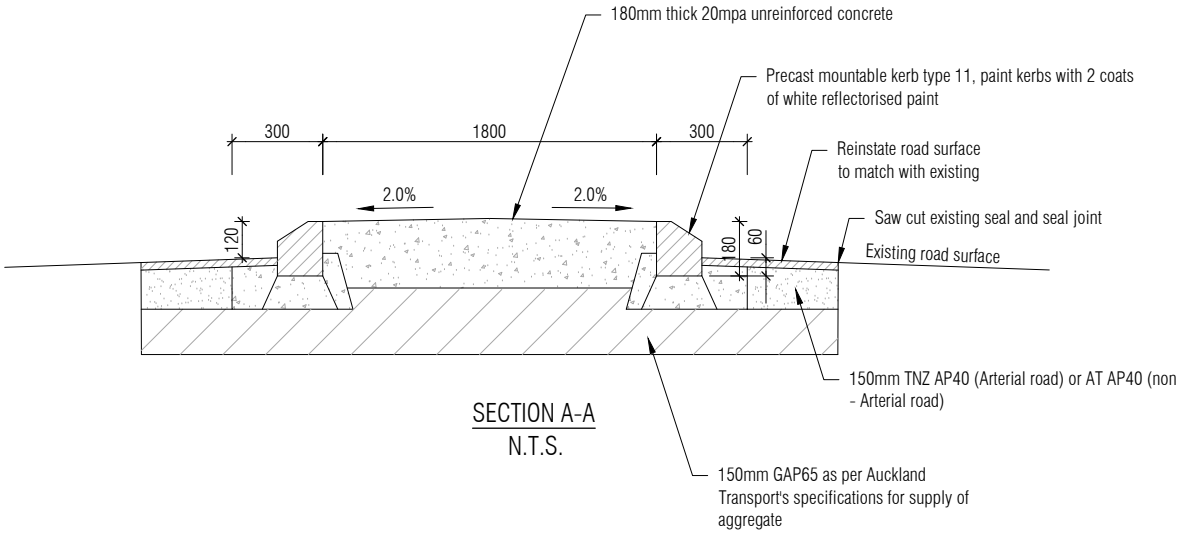
Islands drawing index

SED_NO	SED_Version	Title	Last Published	Comments
IS0000	B	Islands drawing index	14/02/2020 as working draft	Minor changes
IS0001	A	Standard detail for traffic island	14/02/2020 as working draft	No changes
IS0002	A	Typical pedestrian refuge island	14/02/2020 as working draft	No changes
IS0003	B	Planted side islands - road narrowings	14/02/2020 as working draft	Minor changes
IS0004	B	Planted side and central islands - road narrowings	14/02/2020 as working draft	Minor changes
IS0005	B	Typical details - planted side islands	14/02/2020 as working draft	Minor changes
IS0006	A	Mountable kerb & nib For traffic islands	14/02/2020 as working draft	No changes
IS0007	B	Roundabout and traffic Island slip-formed kerbs	14/02/2020 as working draft	Minor changes



CONVENTIONAL TRAFFIC ISLAND LAYOUT
N.T.S.



SECTION A-A
N.T.S.

NOTES:

1. Kerb blocks & insitu concrete - 20MPa.
2. 25 MPa fibre reinforced concrete for slip-form.

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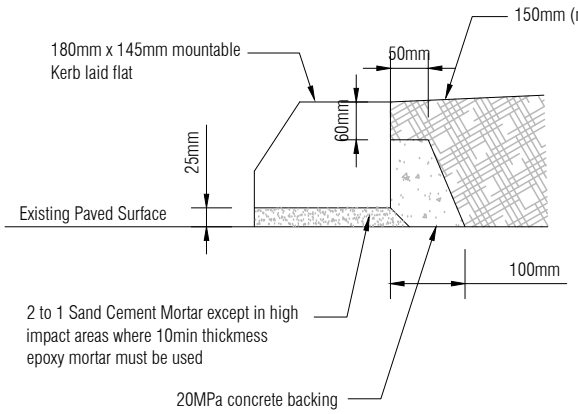
TDM TECHNICAL STANDARDS

Standard detail for traffic island

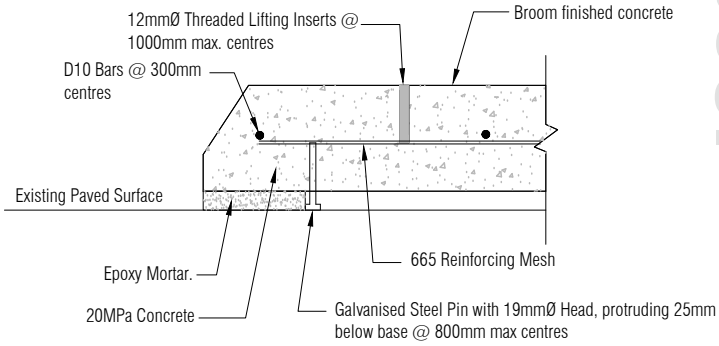
Date: 15/11/2024

SED No. IS0001

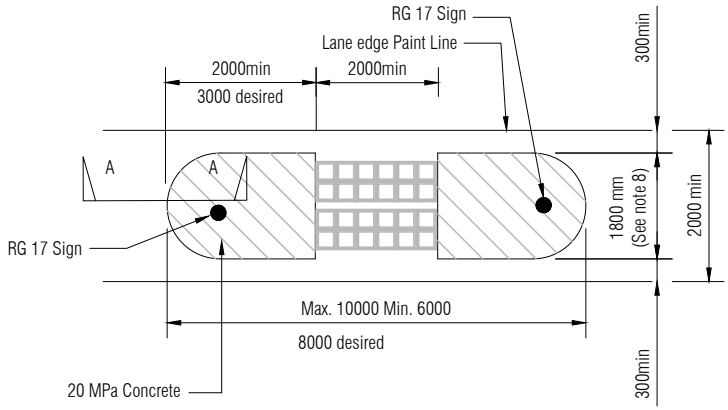
Version A



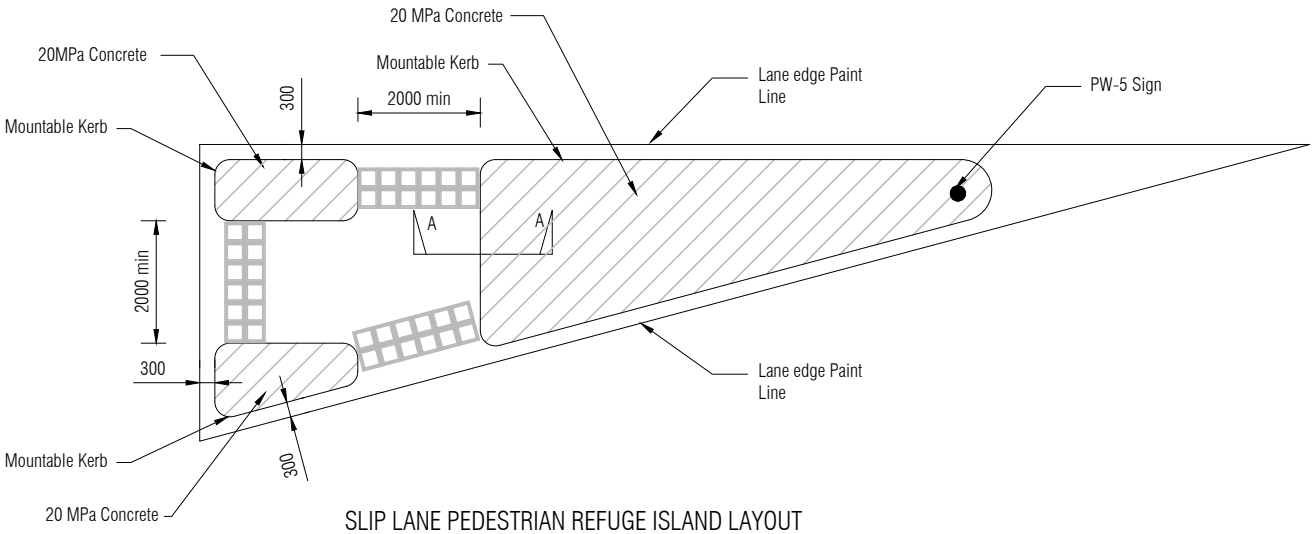
SECTION A-A - IN-SITU



SECTION A-A - PRECAST



CENTRAL MEDIAN PEDESTRIAN REFUGE ISLAND LAYOUT
STRAIGHT (90°) WALK-THROUGH



SLIP LANE PEDESTRIAN REFUGE ISLAND LAYOUT

NOTES

1. The existing paved surface (concrete or asphalt) must be coated with approved bonding agent prior to the placing of any mortar bedding or concrete backing material.
2. Surface of island must have a crossfall of 10% or max rise to centre of 150mm.
3. Use radius blocks as required.
4. All sign posts are to be SS-3 type - (Vertiflex Posts).
5. A minimum clearance of 300mm should be achieved between edge of any signs and kerb faces.
6. A minimum clearance of 300mm between kerb face and lane edge line should be achieved.
7. RG 17 signs on traffic islands must be rotated 4-5° away from the driver viewing axis.
8. Width of the island maybe reduced to not less than 1400mm if road width is constrained.

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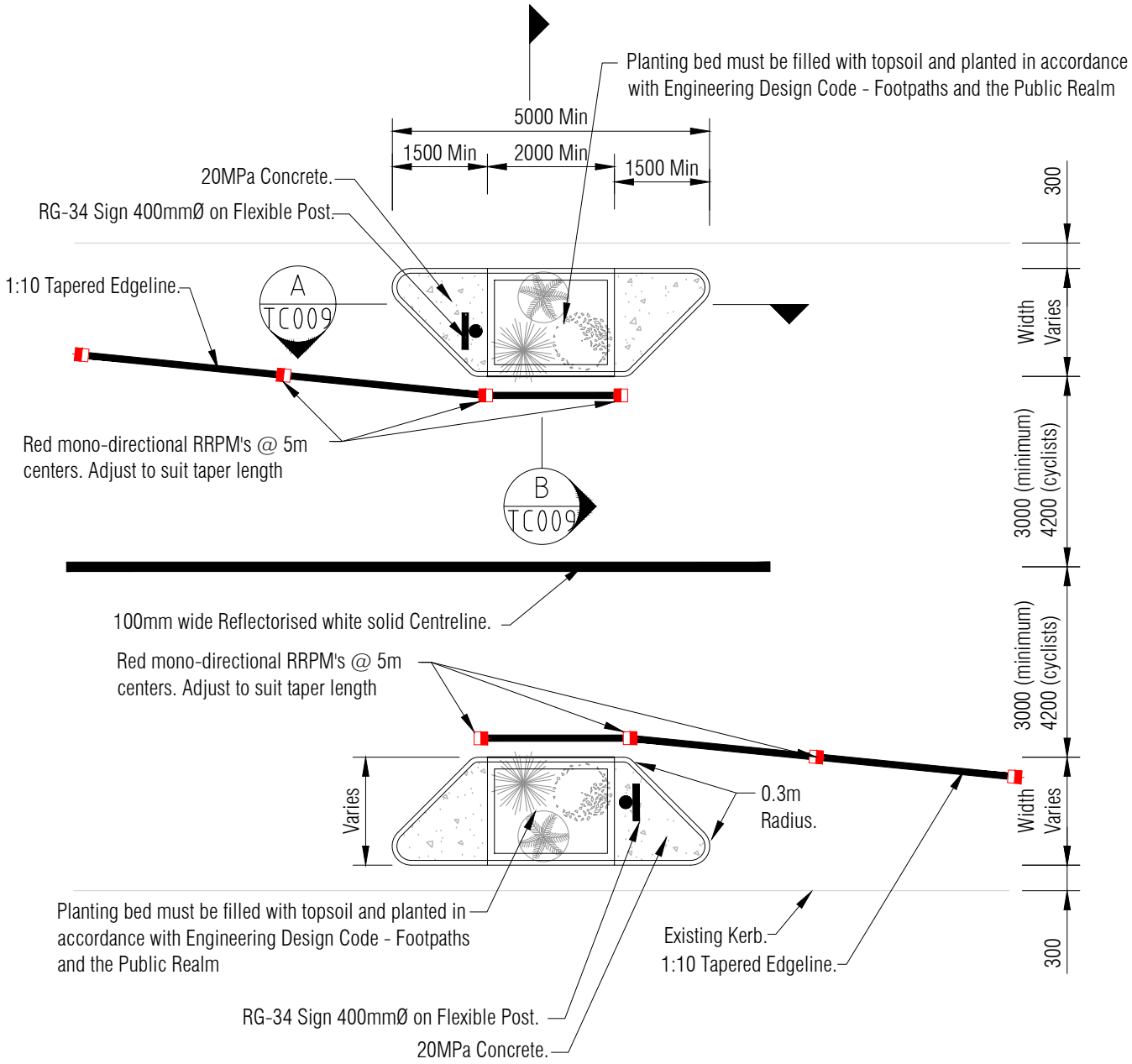
TDM TECHNICAL STANDARDS

Typical pedestrian refuge island

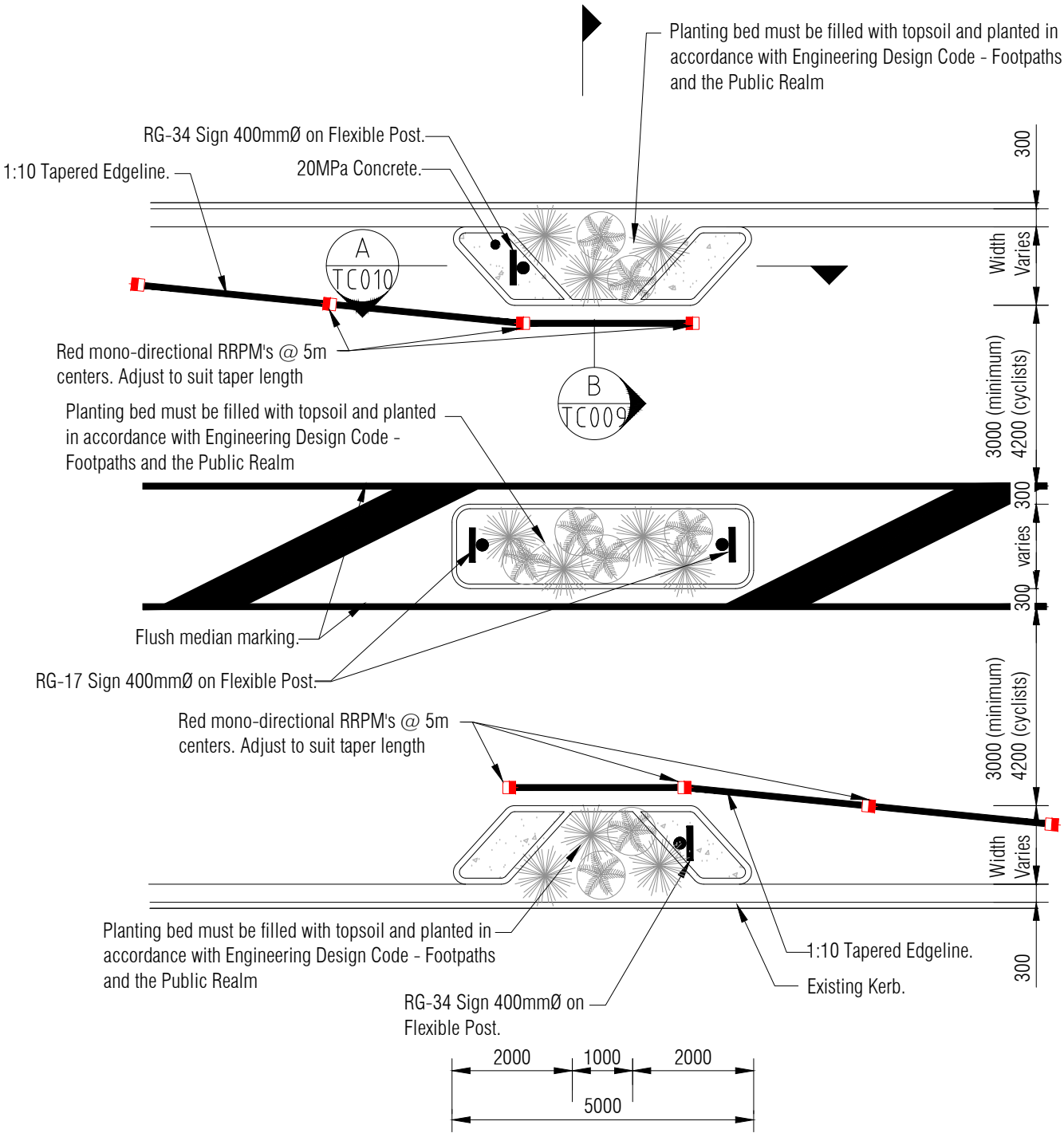
Date: 15/11/2024

SED No. IS0002

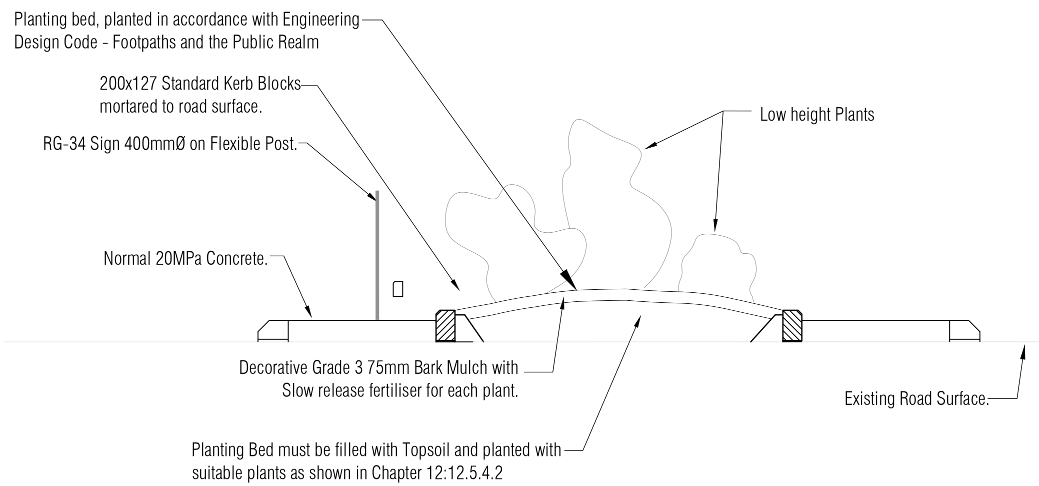
Version B



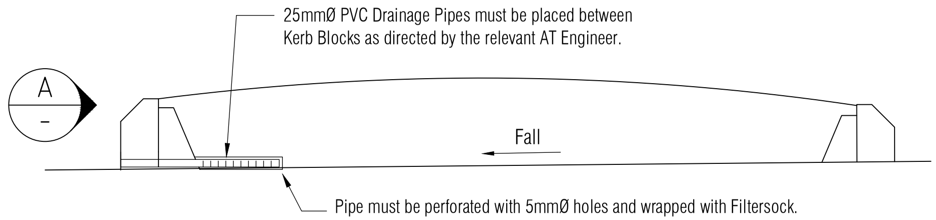
PLAN FOR THE SIDE ISLANDS



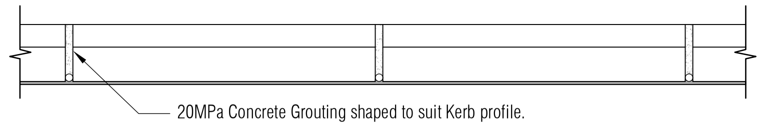
PLAN FOR SIDE AND CENTRAL ISLANDS



DETAIL CROSS SECTION A-A FOR ISLAND PLANTERS

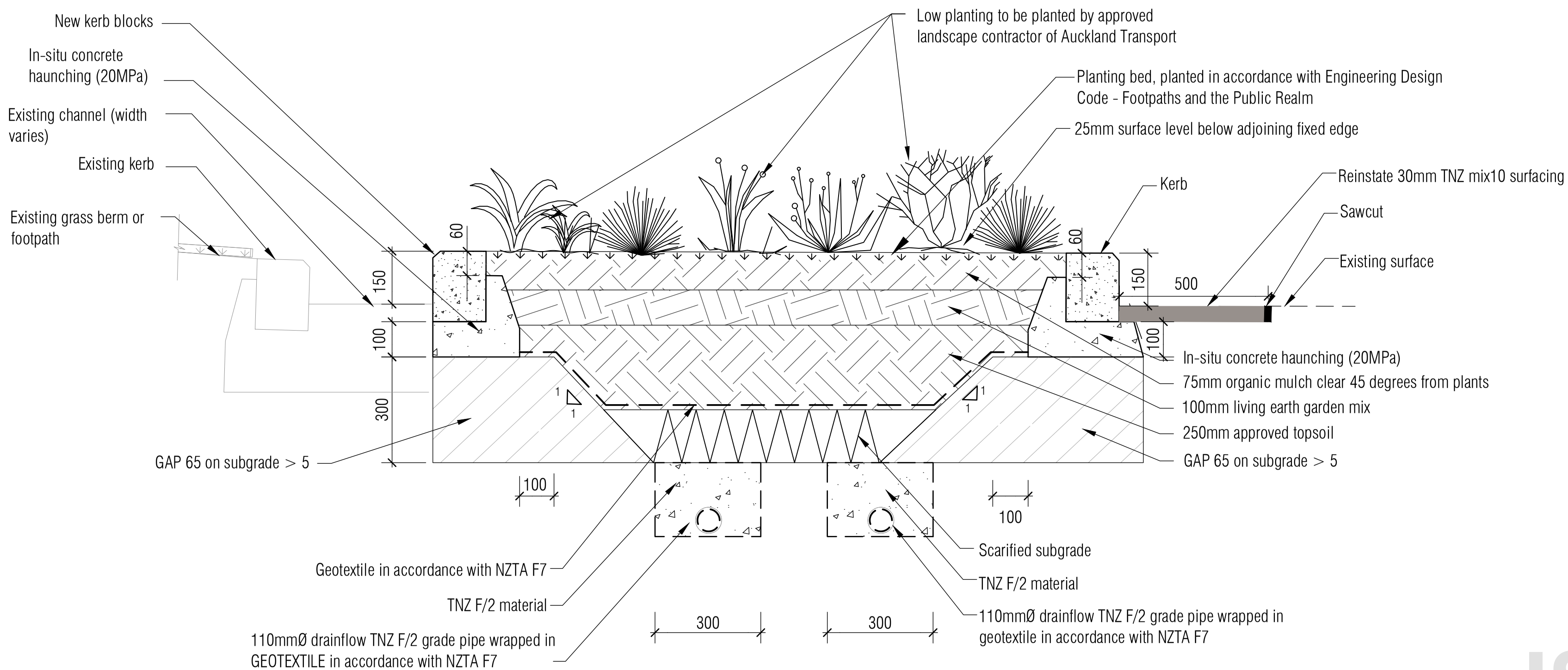


DRAINAGE DETAILS - TYPICAL SECTION OF SIDE ISLAND



NOTE:

1. Pipe placement to suit drainage low points specific to island locality, and to be agreed with the relevant AT engineer prior to placing.
2. Where the planting species requires excavation into the road pavement for additional planting depth, specific pavement drainage design is required for the relevant AT Engineers approval.



DETAIL CROSS SECTION B-B FOR ISLAND PLANTERS

Transport Design Manual | Standard Engineering Details

IS0005

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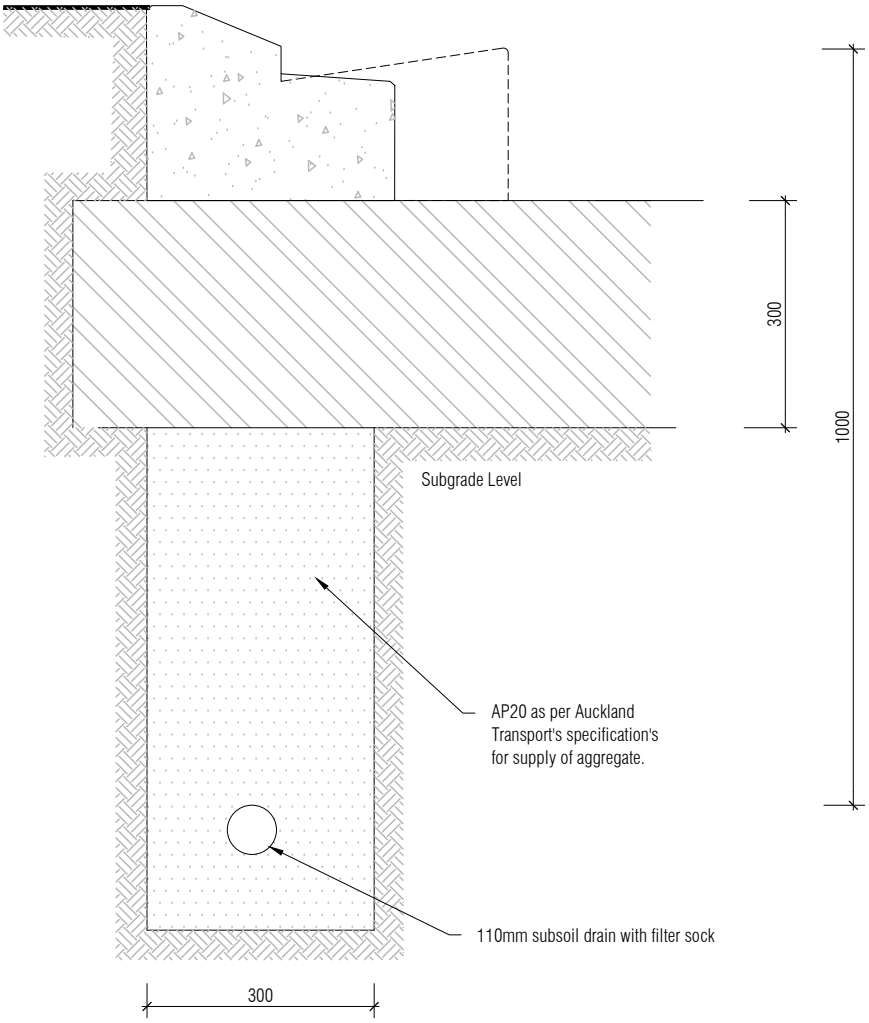
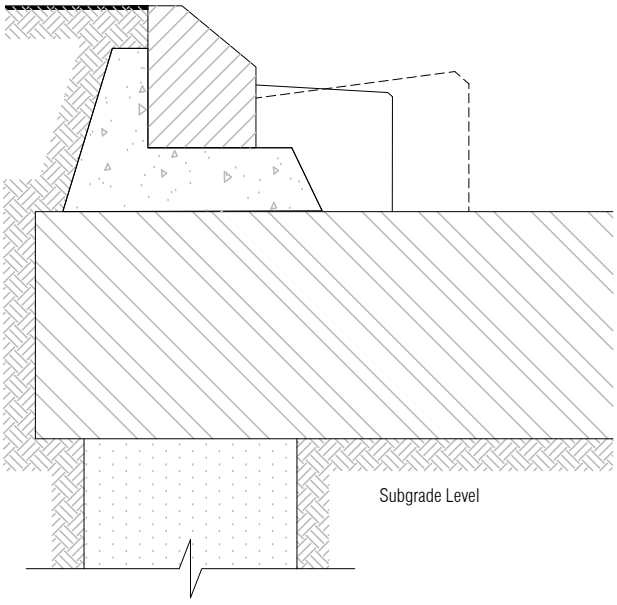
TDM TECHNICAL STANDARDS

Typical details - planted side islands

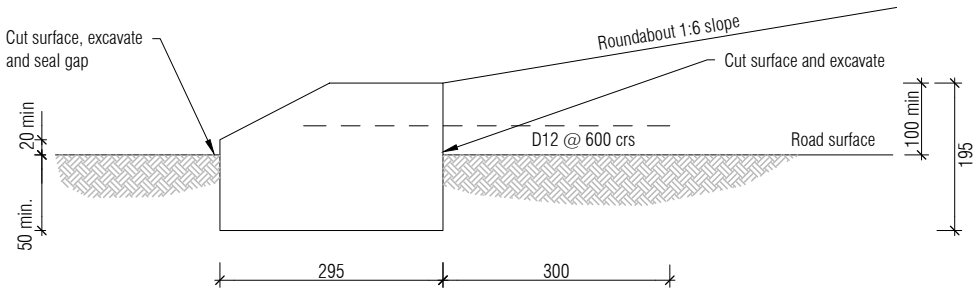
Date:	15/11/2024	
SED No.	IS0005	Version B



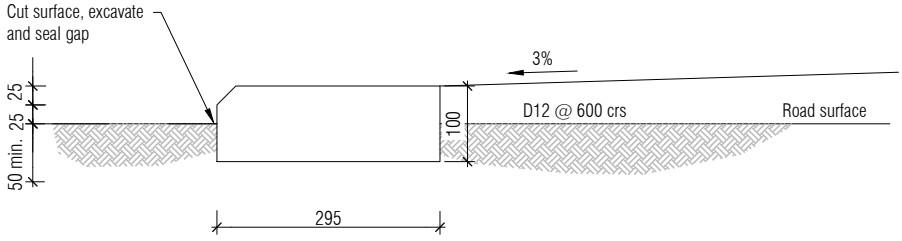


NOTES:

1. 25 MPa fibre reinforced concrete for slip-form.



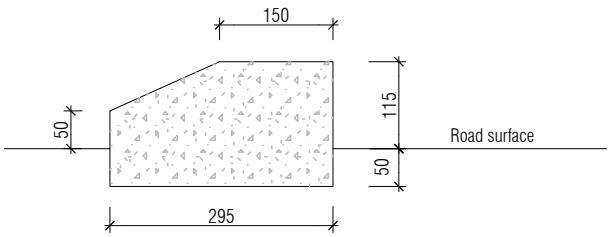
TYPE 11 STANDARD KERB PROFILE FOR ROUNDABOUTS (CENTRE ISLAND - NO OVERRUN)



KERB PROFILE FOR OVER-RUN APRONS

NOTES:

1. 25MPa Concrete with 4Kg/m3 of Brown Oxide no over-run
2. 25 MPa fibre reinforced concrete for slip-form.
3. Splitter islands or pedestrian refuge islands shall be cast 50mm below finished road surface. Any over-excavation shall be backfilled, compacted and resurfaced to match adjacent surface.
4. Concrete apron to roundabouts. Where roundabout will not be infilled with concrete, a concrete apron 1m wide must be constructed behind the kerb.
5. Where required concrete infill to islands/roundabouts shall be 100mm thick, 20MPa concrete with exposed aggregate.



SECTION THROUGH TRAFFIC ISLAND KERB INLAID ON ROAD SURFACE