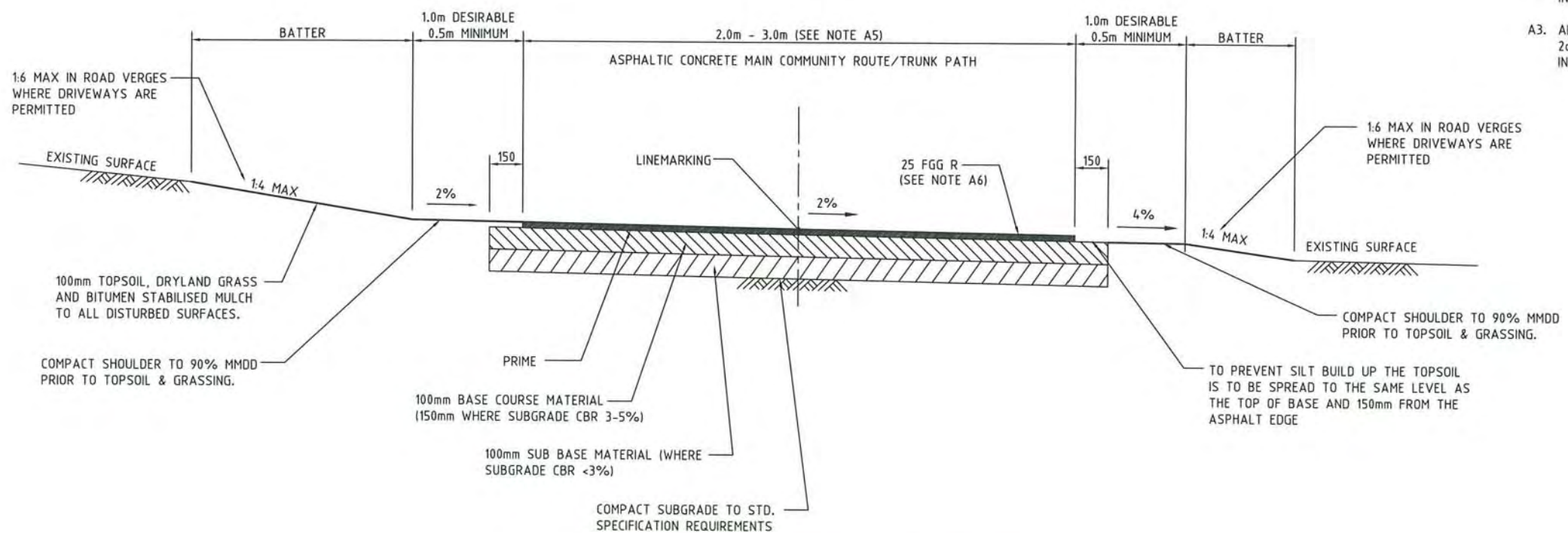


**TYPICAL SECTION  
CONCRETE PATH - OPTION 'A'**  
SCALE 1:25

1. CONCRETE THICKNESS IN OPEN SPACES AND AT DRIVEWAYS 100mm. THICKNESS IN VERGES WHERE DRIVEWAY POSITIONS ARE KNOWN 75mm
2. NEW FOOTPATHS IN SUBDIVISIONS WHERE DRIVEWAY POSITIONS ARE NOT KNOWN TO BE 100mm.
3. ALTERNATIVES FOR CONCRETE PATH  
OPTION B 100mm 25MPa FIBRE REINFORCED CONCRETE  
OPTION C 100mm 25MPa CONCRETE, F72 CENTRAL
4. BASE FOR OPTIONS B AND C : 25mm CRUSHER DUST COMPACTED WITH MIN. 4 PASSES OF A STATIC ROLLER.



**TYPICAL ASPHALT SECTION**  
SCALE 1:25

**GENERAL NOTES:**

G1. ALL EARTHWORKS ARE TO BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION FOR URBAN INFRASTRUCTURE WORKS, SECTION 2.

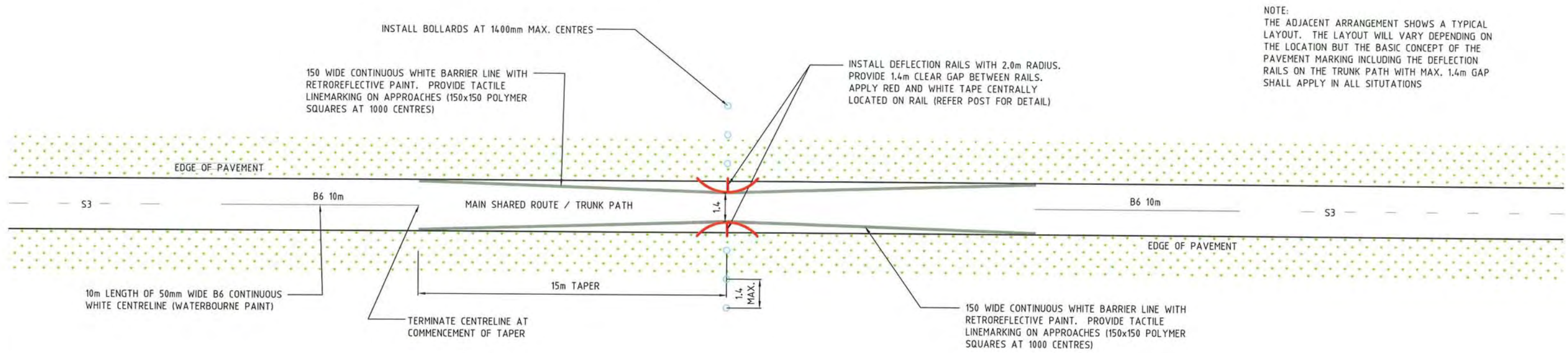
**CONCRETE PATH NOTES**

- C1. ALL CONCRETE TO BE CLASS 25 MPa - 20mm MAX AGGREGATE.
- C2. ALL WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION FOR URBAN INFRASTRUCTURE WORKS, SECTION 6.
- C3. EXPANSION JOINTS (EJ) ARE TO BE SEALED WITH 12mm JOINTEX FOR THE FULL DEPTH OF THE PAVING. FOOTPATH EJ'S TO BE LOCATED ADJACENT TO ALL STRUCTURES, SERVICE PITS, KERBS JOINTS AND CROSSINGS, ELSEWHERE AT 5m CENTRES (UNLESS OTHERWISE SPECIFIED OR DIRECTED.)
- C4. WEAKENED PLANE JOINTS (WJ) TO BE 3 mm WIDE AND TO 1/4 OF THE DEPTH OF PAVING. SPACING OF WJ'S IS TO APPROXIMATE THE WIDTH OF PATH.
- C5. CONSTRUCTION JOINTS (CJ) TO BE PROVIDED AGAINST EXISTING CONCRETE CONSTRUCTION EXCEPT WHERE EJ IS SPECIFIED.
- C6. AVOID JOINT PATTERNS THAT RESULT IN ACUTE ANGLED SECTIONS.
- C7. FORM 1200mm x 1200mm TRIANGULAR SPLAYS IN ALL CORNERS WHERE FOOTPATHS INTERSECT UNLESS DIRECTED OTHERWISE.
- C8. FOOTPATH CONSTRUCTION AND WORK IN ADJOINING VERGES TO BE CARRIED OUT SO AS TO ELIMINATE ANY UNDRAINED HOLLOWES. ANY LOCATION WHERE A DRAINAGE DIFFICULTY BECOMES APPARENT IS TO BE DRAWN TO THE ATTENTION OF THE SUPERINTENDENT AND NO CONCRETE IS TO BE PLACED UNTIL INSTRUCTED.
- C9. BROOMED FINISH TO BE APPLIED TO ALL PAVING.
- C10. ALL PAVING TO BE CURED CONTINUOUSLY FOR 3 DAYS.

**ASPHALT PATH NOTES:**

- A1. WHERE THE SUPERINTENDENT DETERMINES THAT THE SUBGRADE COMPRISES HIGH PLASTICITY CLAY (LIQUID LIMIT GREATER THAN 50) CONSTRUCT A SELECT MATERIAL LAYER 150mm THICK. MIN CBR 10% IN ACCORDANCE WITH DSU14
- A2. PAINT 50mm WIDE B6 OR S3 TRUNK PATH CENTRELINE WITH WATER BOURNE PAINT IN ACCORDANCE WITH STANDARD DRAWING DS9-01.
- A3. ALL PAVEMENT WORKS SHALL MEET THE REQUIREMENTS FOR TRAFFIC CATEGORY 2d AND BE IN ACCORDANCE WITH THE STANDARD SPECIFICATION FOR URBAN INFRASTRUCTURE WORKS, SECTION 4.

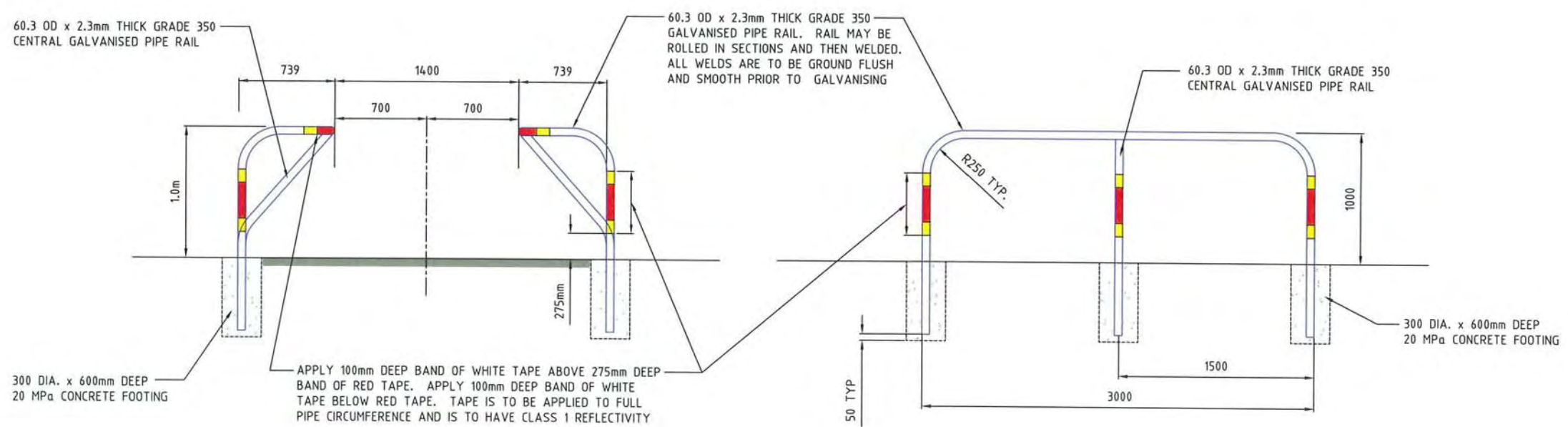
  <p><b>ACT GOVERNMENT</b></p>	
<p><b>DESIGN STANDARD URBAN INFRASTRUCTURE</b></p>	
Authorised Signature	18/06/07
Drawn	Date
Martin Gordon	18/06/07
Project Engineer	Date
Tony Gill	18/06/07
<p><b>PATH STANDARD DETAILS</b></p>	
Scale	Date
1:25 @ A3	18 JUNE 2007
AutoCAD File	
DS13-01.DWG	
Latest Revision Details	
Notes amended to include references to Standard Specification as updated. Grade at edge of asphalt path increased to help prevent silt build up.	
Drawing No.	Revision
DS13-01	A





NOTE:  
THE ADJACENT ARRANGEMENT SHOWS A TYPICAL LAYOUT. THE LAYOUT WILL VARY DEPENDING ON THE LOCATION BUT THE BASIC CONCEPT OF THE PAVEMENT MARKING INCLUDING THE DEFLECTION RAILS ON THE TRUNK PATH WITH MAX. 1.4m GAP SHALL APPLY IN ALL SITUATIONS

**MOTOR VEHICLE RESTRICTION POINT**  
NOT TO SCALE

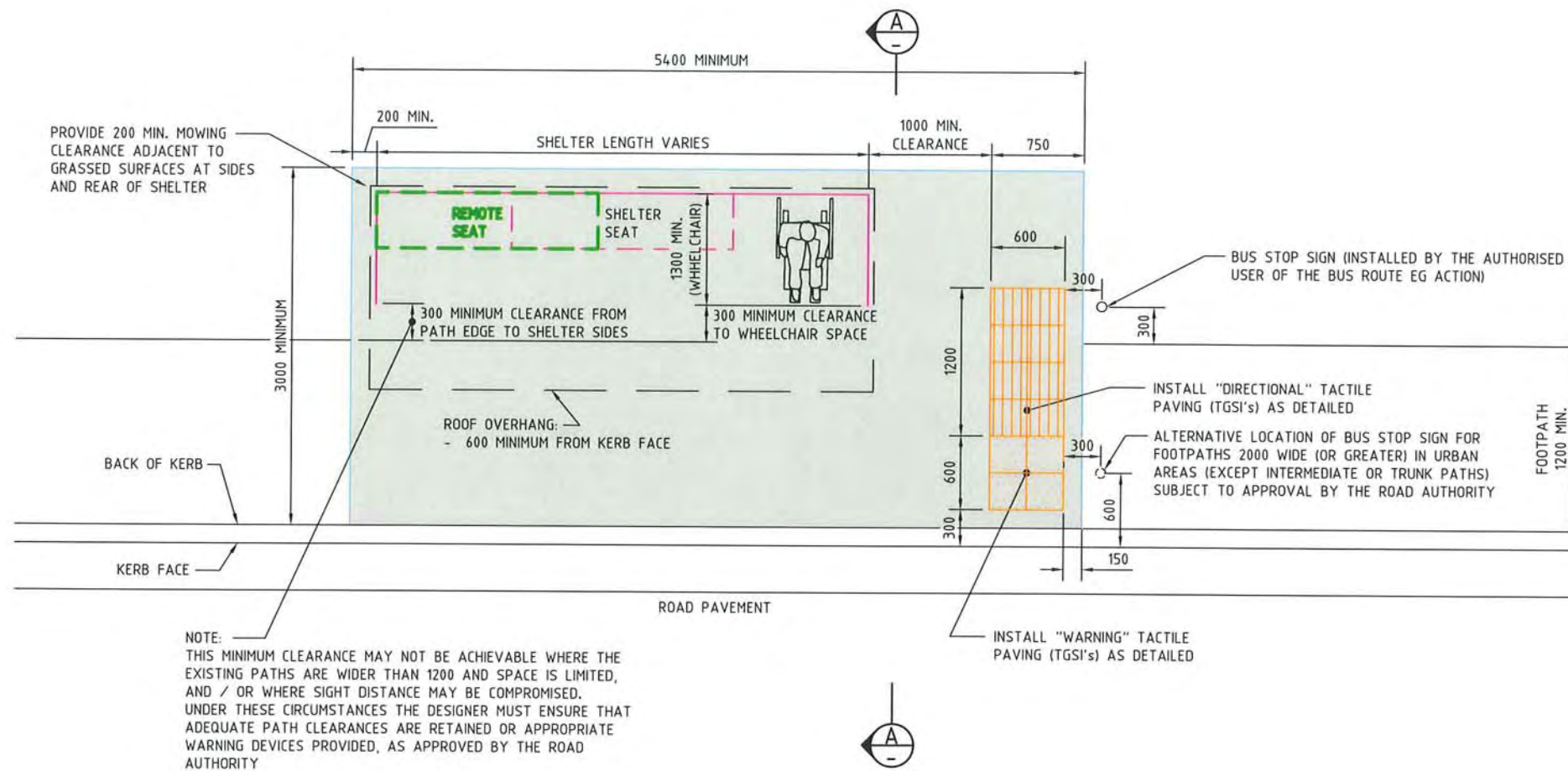
NOTE:  
ALL RAIL ASSEMBLIES ARE TO BE HOT DIPPED GALVANISED AFTER FABRICATION.  
DAMAGED AREAS OF GALVANISED SURFACE COATING ARE TO BE WIRE BRUSHED TO BARE METAL AND PAINTED WITH TWO COATS OF APPROVED INORGANIC ZINC SILICATE FOLLOWED BY APPROVED 'CHROME' TOP COAT (TO MATCH GALVANISED COLOUR)



**3.0m DEFLECTION RAIL DETAILS**  
NOT TO SCALE

 <b>ACT GOVERNMENT</b>	
 <b>DESIGN STANDARD URBAN INFRASTRUCTURE</b>	
Authorised Signature	18/06/07
Drawn	Date
Project Engineer	Date
<b>VEHICLE RESTRICTION DETAIL</b>	
Scale	Date
AutoCAD File	18 JUNE 2007
Latest Revision Details Motor vehicle restriction detail amended to utilise deflection rails instead of bollards. Notes amended.	
Drawing No.	Revision
DS13-02	A

NOTE:  
THIS BUS STOP PAD SIZE IS BASED ON A 3450 x 1300 (EXC. ROOF OVERHANG) SHELTER SIZE. WHERE A LARGER SHELTER IS USED THE PAD SIZE SHALL BE INCREASED BY THE SAME AMOUNT AS THE SHELTER SIZE INCREASE



NOTE:  
THIS MINIMUM CLEARANCE MAY NOT BE ACHIEVABLE WHERE THE EXISTING PATHS ARE WIDER THAN 1200 AND SPACE IS LIMITED, AND / OR WHERE SIGHT DISTANCE MAY BE COMPROMISED. UNDER THESE CIRCUMSTANCES THE DESIGNER MUST ENSURE THAT ADEQUATE PATH CLEARANCES ARE RETAINED OR APPROPRIATE WARNING DEVICES PROVIDED, AS APPROVED BY THE ROAD AUTHORITY

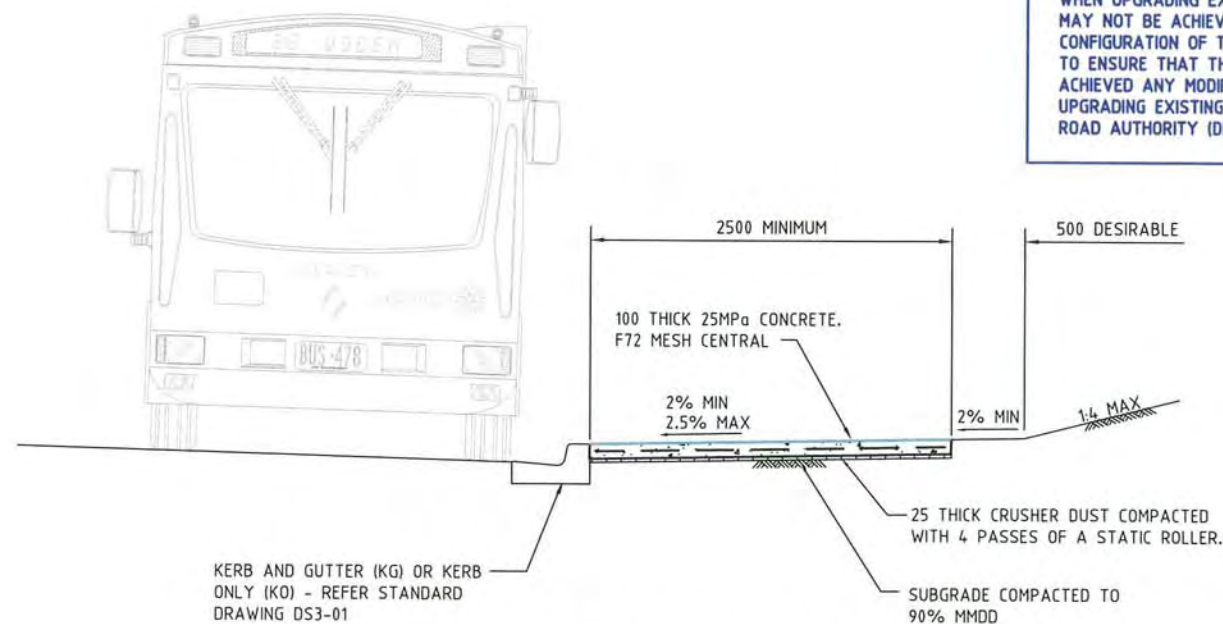
### TYPICAL LAYOUT

N.T.S.

### NOTE

THE REQUIREMENTS OUTLINED ON THIS DRAWING APPLY TO THE DESIGN AND CONSTRUCTION OF NEW BUS STOPS.

WHEN UPGRADING EXISTING BUS STOPS SOME OF THESE REQUIREMENTS MAY NOT BE ACHIEVABLE, OR ECONOMICALLY JUSTIFIABLE, DUE TO THE CONFIGURATION OF THE EXISTING BUS STOP PADS AND OTHER FEATURES. TO ENSURE THAT THE INTENT OF DISABILITY REQUIREMENTS ARE ACHIEVED ANY MODIFICATIONS TO THIS DRAWING FOR THE PURPOSE OF UPGRADING EXISTING BUS STOPS MUST FIRST BE APPROVED BY THE ROAD AUTHORITY (DIRECTOR ROADS ACT OR HIS/HER REPRESENTATIVE).



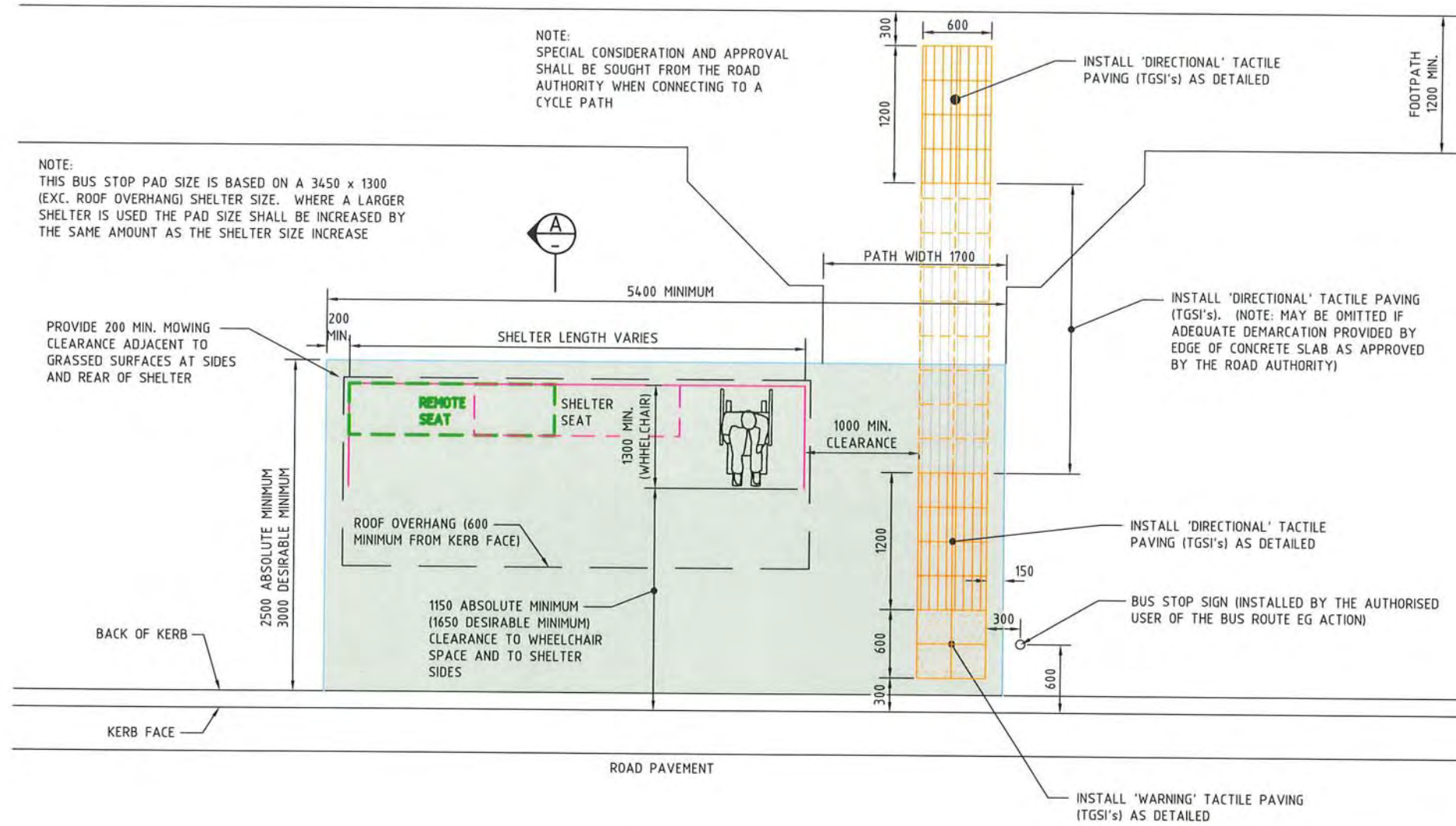
### CROSS SECTION A-A

N.T.S.

## NOTES

- WHERE PRACTICABLE BUS STOPS SHOULD BE LOCATED ON FLAT AREAS OF ROAD PREFERABLY NOT EXCEEDING 2.5% LONGITUDINAL GRADE. SPECIAL APPROVAL MAY BE GRANTED ON ROADS IN EXCESS OF THIS GRADE BY THE ROAD AUTHORITY.
- TACTILE PAVERS (TGSi's) SHALL BE FULLY VITRIFIED PORCELAIN TILES NOMINAL DIMENSIONS 300 x 300 x 12 DEEP INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND AS1428.4-2002. BODY OF TILES TO BE FLUSH WITH SURROUNDING SURFACE IE RAISED INDICATORS TO BE PROUD OF THE SURFACE.
- TACTILE PAVERS (TGSi's) SHALL HAVE A LUMINANCE CONTRAST TO THE SURROUNDING SURFACE - REFER AS1428.4-2002 FOR REQUIREMENTS.
- THESE TYPICAL DETAILS ALLOW FOR THE PROVISION OF SEATING AND/OR SHELTERS ON THE BUS STOP PAD FOR DESIGN PURPOSES. THE ROAD AUTHORITY WILL ADVISE WHETHER A SEAT OR SHELTER IS REQUIRED ON ANY GIVEN BUS STOP PAD.
- THESE DRAWINGS DO NOT INCORPORATE ANY DETAILS OF COMPLIANCE REQUIREMENTS IF ANY IN RELATION TO BUS TIMETABLE OR OTHER INFORMATION SIGNAGE THAT MIGHT BE PROVIDED BY THE BUS OPERATOR.
- REFER DRG. DS13-03-2 FOR BUS STOP DETAILS WHERE THE PATH IS LOCATED NEAR THE BOUNDARY. WHERE THE PATH IS LOCATED IN A POSITION NOT SHOWN IN DS13-03-1 OR DS13-03-2, THE DESIGNER SHALL FIRST ASSESS THE LOCATION AND THEN LIAISE WITH THE ROAD AUTHORITY REGARDING THE APPROACH PATH ALIGNMENT.
- MINIMUM HEIGHT CLEARANCE OF SHELTER OVERHANG IS TO BE IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS.
- THE MINIMUM SIZE PAD MAY NOT BE ABLE TO BE ACCOMMODATED AT SOME LOCATIONS DUE TO THE LIMITED AVAILABLE SPACE, TERRAIN SLOPE OR OTHER CONSTRAINTS. UNDER THESE CIRCUMSTANCES THE ROAD AUTHORITY SHALL BE CONSULTED IN REGARD TO POSSIBLE ALTERNATIVE OPTIONS.

<b>ACT GOVERNMENT</b>	
<b>DESIGN STANDARD URBAN INFRASTRUCTURE</b>	
Authorised Signature <i>Tony Gill</i>	18/06/07
Drawn Martin Gordon	Date 18/06/07
Project Engineer Tony Gill	Date 18/06/07
<b>BUS STOP STANDARD DETAILS CONNECTING PATH BEHIND KERB</b>	
Scale	Date
N.T.S.	18 JUNE 2007
AutoCAD File DS13-03-1.DWG	
Latest Revision Details Complete revision of earlier version dated August 2002.	
Drawing No. DS13-03-1	Revision A

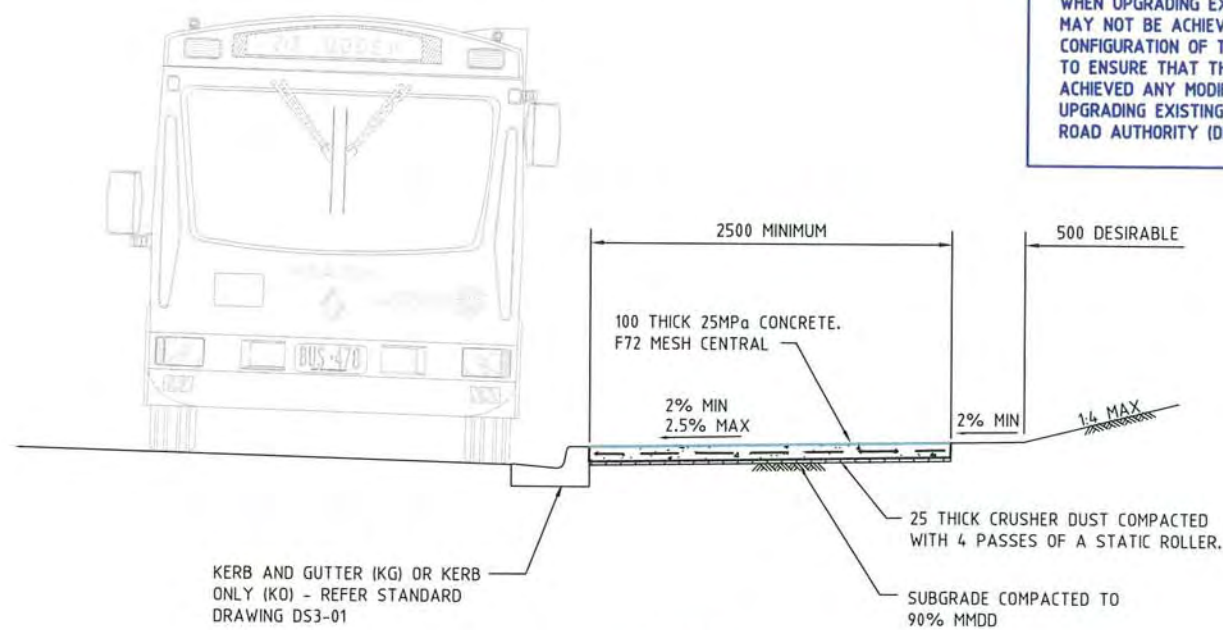


**TYPICAL LAYOUT**  
SCALE N.T.S.

**NOTE**

THE REQUIREMENTS OUTLINED ON THIS DRAWING APPLY TO THE DESIGN AND CONSTRUCTION OF NEW BUS STOPS.

WHEN UPGRADING EXISTING BUS STOPS SOME OF THESE REQUIREMENTS MAY NOT BE ACHIEVABLE, OR ECONOMICALLY JUSTIFIABLE, DUE TO THE CONFIGURATION OF THE EXISTING BUS STOP PADS AND OTHER FEATURES. TO ENSURE THAT THE INTENT OF DISABILITY REQUIREMENTS ARE ACHIEVED ANY MODIFICATIONS TO THIS DRAWING FOR THE PURPOSE OF UPGRADING EXISTING BUS STOPS MUST FIRST BE APPROVED BY THE ROAD AUTHORITY (DIRECTOR ROADS ACT OR HIS/HER REPRESENTATIVE).



**CROSS SECTION A-A**  
N.T.S.

**NOTES**

- WHERE PRACTICABLE BUS STOPS SHOULD BE LOCATED ON FLAT AREAS OF ROAD PREFERABLY NOT EXCEEDING 2.5% LONGITUDINAL GRADE. SPECIAL APPROVAL MAY BE GRANTED ON ROADS IN EXCESS OF THIS GRADE BY THE ROAD AUTHORITY.
- TACTILE PAVERS (TGSIs) SHALL BE FULLY VITRIFIED PORCELAIN TILES NOMINAL DIMENSIONS 300 x 300 x 12 DEEP INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND AS1428.4-2002. BODY OF TILES TO BE FLUSH WITH SURROUNDING SURFACE IE RAISED INDICATORS TO BE PROUD OF THE SURFACE.
- TACTILE PAVERS (TGSIs) SHALL HAVE A LUMINANCE CONTRAST TO THE SURROUNDING SURFACE - REFER AS1428.4-2002 FOR REQUIREMENTS.
- THESE TYPICAL DETAILS ALLOW FOR THE PROVISION OF SEATING AND/OR SHELTERS ON THE BUS STOP PAD FOR DESIGN PURPOSES. THE ROAD AUTHORITY WILL ADVISE WHETHER A SEAT OR SHELTER IS REQUIRED ON ANY GIVEN BUS STOP PAD.
- THESE DRAWINGS DO NOT INCORPORATE ANY DETAILS OF COMPLIANCE REQUIREMENTS IF ANY IN RELATION TO BUS TIMETABLE OR OTHER INFORMATION SIGNAGE THAT MIGHT BE PROVIDED BY THE BUS OPERATOR.
- REFER DRG. DS13-03-1 FOR BUS STOP DETAILS WHERE THE PATH IS LOCATED ADJACENT TO THE KERB. WHERE THE PATH IS LOCATED IN A POSITION NOT SHOWN IN DS13-03-1 OR DS13-03-2, THE DESIGNER SHALL FIRST ASSESS THE LOCATION AND THEN LIAISE WITH THE ROAD AUTHORITY REGARDING THE APPROACH PATH ALIGNMENT.
- MINIMUM HEIGHT CLEARANCE OF SHELTER OVERHANG IS TO BE IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS.
- THE MINIMUM SIZE PAD MAY NOT BE ABLE TO BE ACCOMMODATED AT SOME LOCATIONS DUE TO THE LIMITED AVAILABLE SPACE, TERRAIN SLOPE OR OTHER CONSTRAINTS. UNDER THESE CIRCUMSTANCES THE ROAD AUTHORITY SHALL BE CONSULTED IN REGARD TO POSSIBLE ALTERNATIVE OPTIONS.

ACT GOVERNMENT

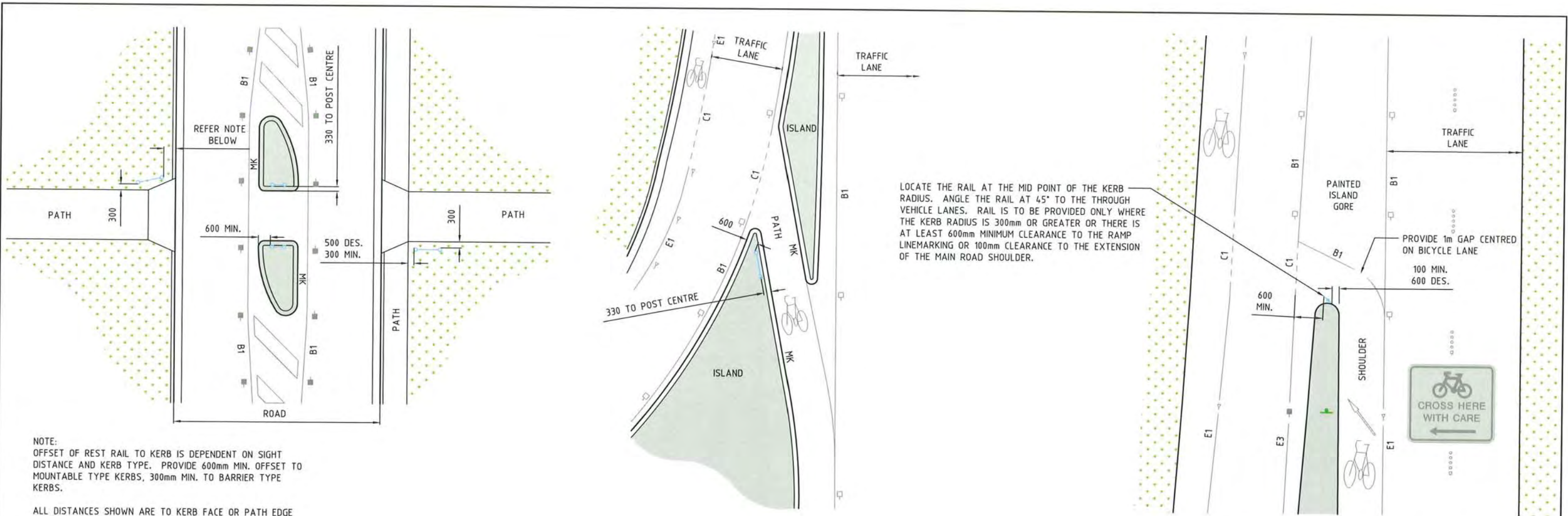
**DESIGN STANDARD  
URBAN INFRASTRUCTURE**

Authorised Signature	18/06/07
Drawn	Date
Project Engineer	Date

**BUS STOP  
STANDARD DETAILS  
CONNECTING PATH NEAR BOUNDARY**

Scale	Date
N.T.S.	18 JUNE 2007
AutoCAD File	
DS13-03-2.DWG	
Latest Revision Details	
Complete revision of earlier version dated August 2002 covering an alternative path location near the boundary.	

Drawing No.	Revision
DS13-03-2	A



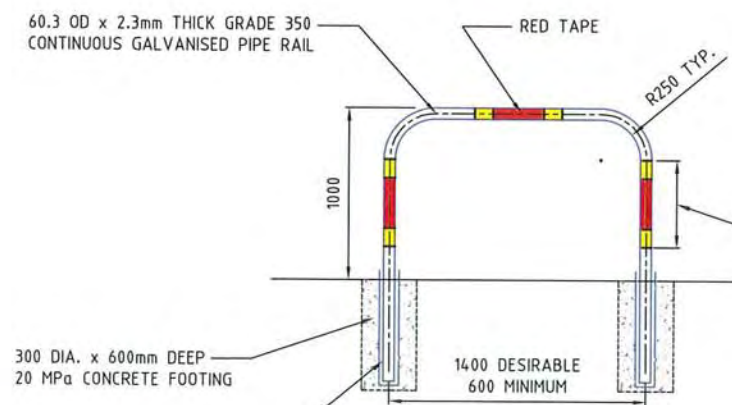
NOTE:  
 OFFSET OF REST RAIL TO KERB IS DEPENDENT ON SIGHT DISTANCE AND KERB TYPE. PROVIDE 600mm MIN. OFFSET TO MOUNTABLE TYPE KERBS, 300mm MIN. TO BARRIER TYPE KERBS.

ALL DISTANCES SHOWN ARE TO KERB FACE OR PATH EDGE

NOTE:  
 THE SINGLE POST REST RAIL IS TO BE USED WHERE IT IS NOT PRACTICABLE TO USE A DUAL POST REST RAIL DUE TO OFFSET REQUIREMENTS

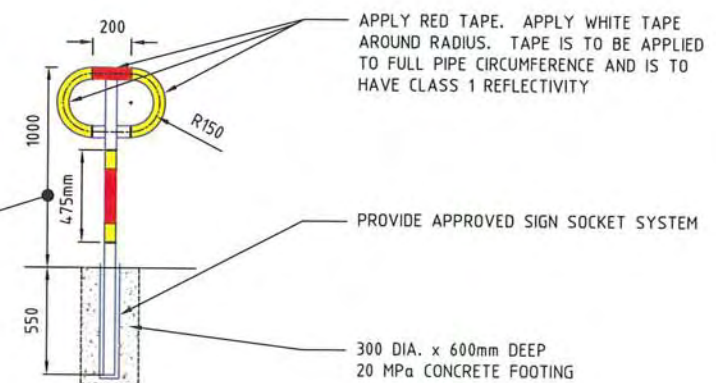
TYPICAL LAYOUT FOR DUAL POST CYCLE REST RAIL

TYPICAL LAYOUT FOR SINGLE POST CYCLE REST RAIL



PROVIDE APPROVED SIGN SOCKET SYSTEM WHERE RAIL WITHIN INTERSECTION AREA OR REFUGE ISLAND

APPLY 100mm DEEP BAND OF WHITE TAPE ABOVE 275mm DEEP BAND OF RED TAPE. APPLY 100mm DEEP BAND OF WHITE TAPE BELOW RED TAPE. TAPE IS TO BE APPLIED TO FULL PIPE CIRCUMFERENCE AND IS TO HAVE CLASS 1 REFLECTIVITY





APPLY RED TAPE. APPLY WHITE TAPE AROUND RADIUS. TAPE IS TO BE APPLIED TO FULL PIPE CIRCUMFERENCE AND IS TO HAVE CLASS 1 REFLECTIVITY

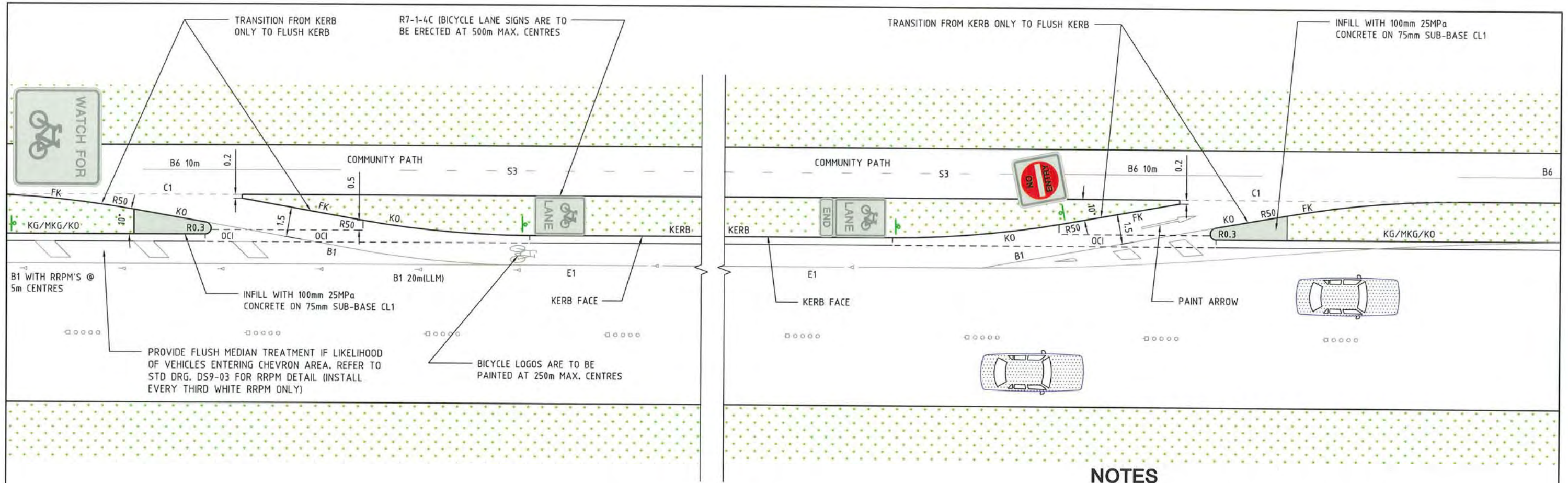
PROVIDE APPROVED SIGN SOCKET SYSTEM

300 DIA. x 600mm DEEP 20 MPa CONCRETE FOOTING

DUAL POST CYCLE REST RAIL DETAIL

SINGLE POST CYCLE REST RAIL DETAIL

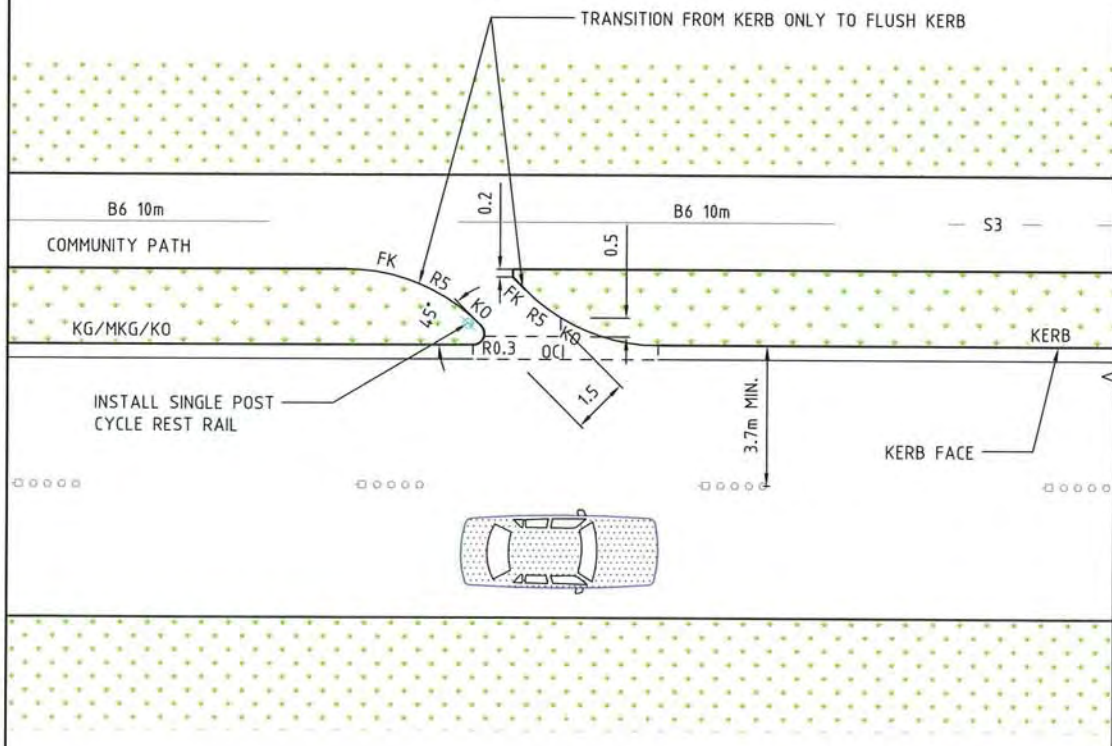
 	
<b>DESIGN STANDARD          URBAN INFRASTRUCTURE</b>	
Authorised Signature	18/06/07
Drawn	Date
Martin Gordon	18/06/07
Project Engineer	Date
Tony Gill	18/06/07
<b>CYCLE REST RAIL          DETAILS</b>	
Scale	Date
1:200 @ A3	18 JUNE 2007
AutoCAD File	
DS13-04.DWG	
Latest Revision Details	
First Issue	
Drawing No.	Revision
DS13-04	



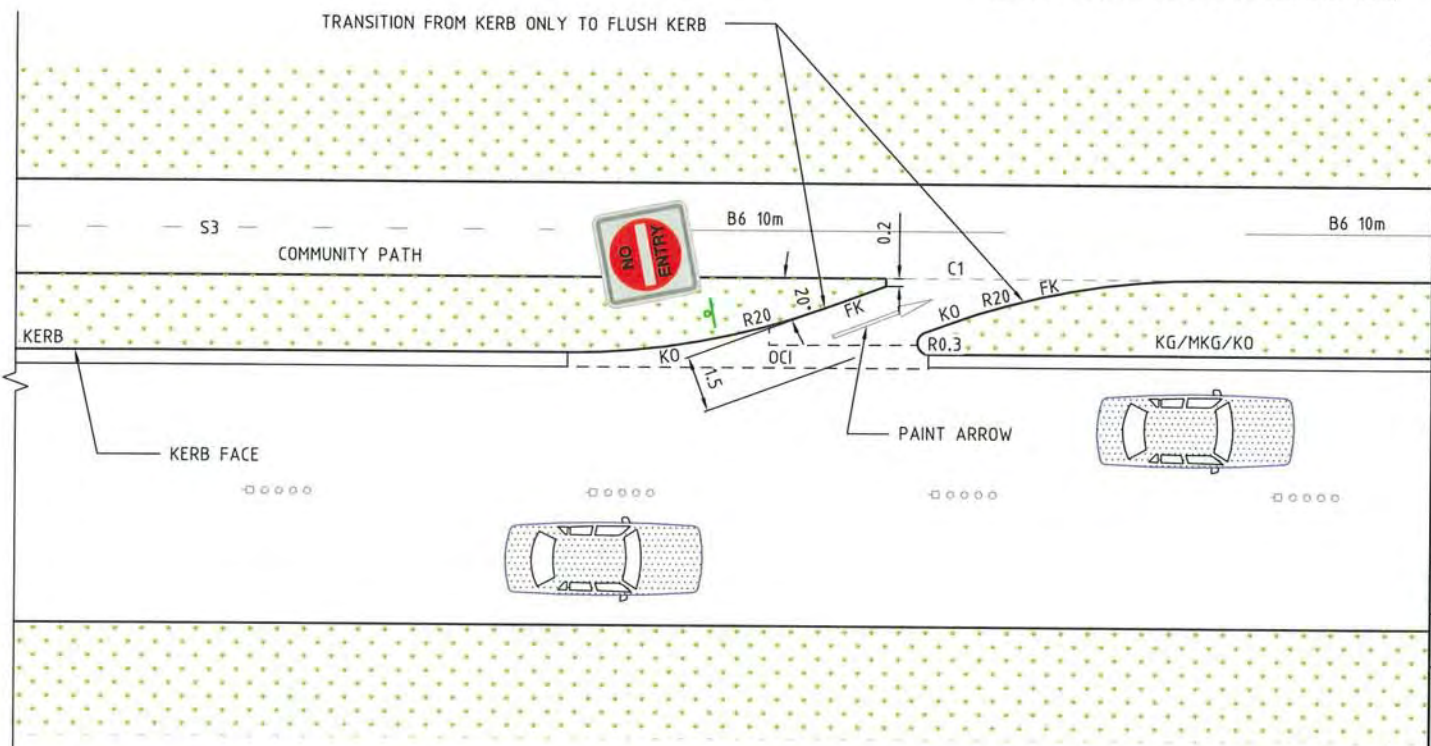
**ARTERIAL ROAD  
OFF TO ON ROAD CONNECTION DETAILS**

**NOTES**

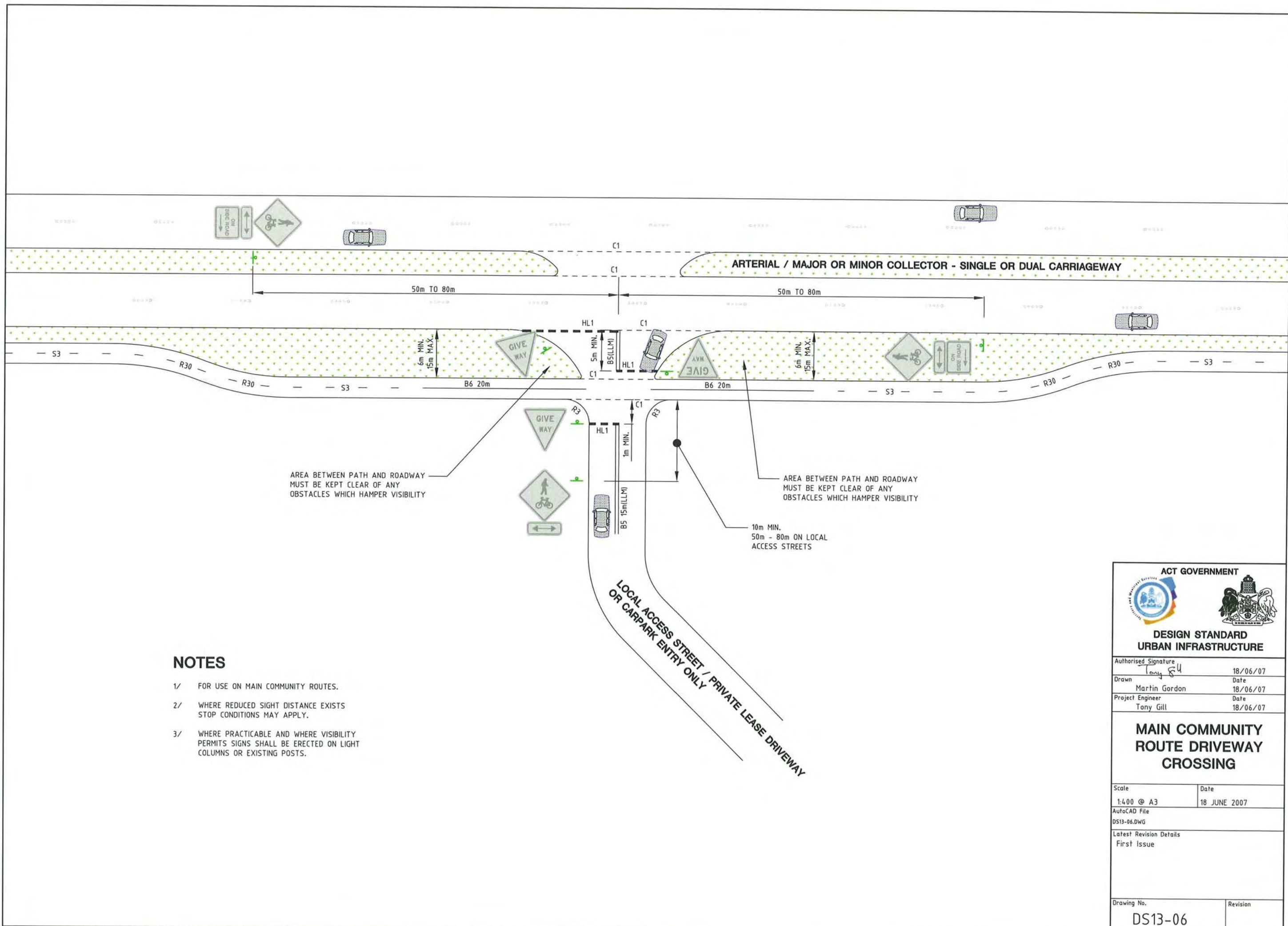
- 1/ TREATMENTS SHOWN ARE GENERALLY FOR MAIN ROUTES ONLY.
- 2/ THE LONGITUDINAL GRADIENT OF OFF TO ON ROAD CYCLE RAMP ON ARTERIAL ROADS SHOULD BE CONSTRUCTED TO AVOID AN ABRUPT CHANGE OF GRADE IN EXCESS OF 5% AND IN GENERAL THE LONGITUDINAL GRADIENT SHOULD NOT EXCEED 6.6% WITH A 2% NOM. CROSSFALL.
- 3/ THE GRADIENT OF OFF TO ON ROAD CYCLE RAMP ON LOW VOLUME / SPEED ROADS SHOULD IN GENERAL NOT EXCEED 10% WITH A 2% NOM. CROSSFALL.
- 4/ WHERE PRACTICABLE AND WHERE VISIBILITY PERMITS SIGNS SHALL BE ERECTED ON LIGHT COLUMNS OR EXISTING POSTS



**LOW VOLUME / SPEED ROAD  
OFF TO ON ROAD CONNECTION DETAILS**





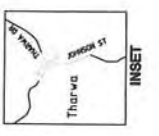
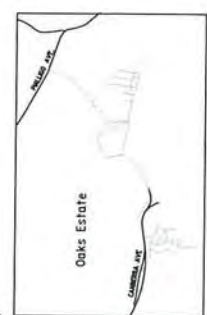
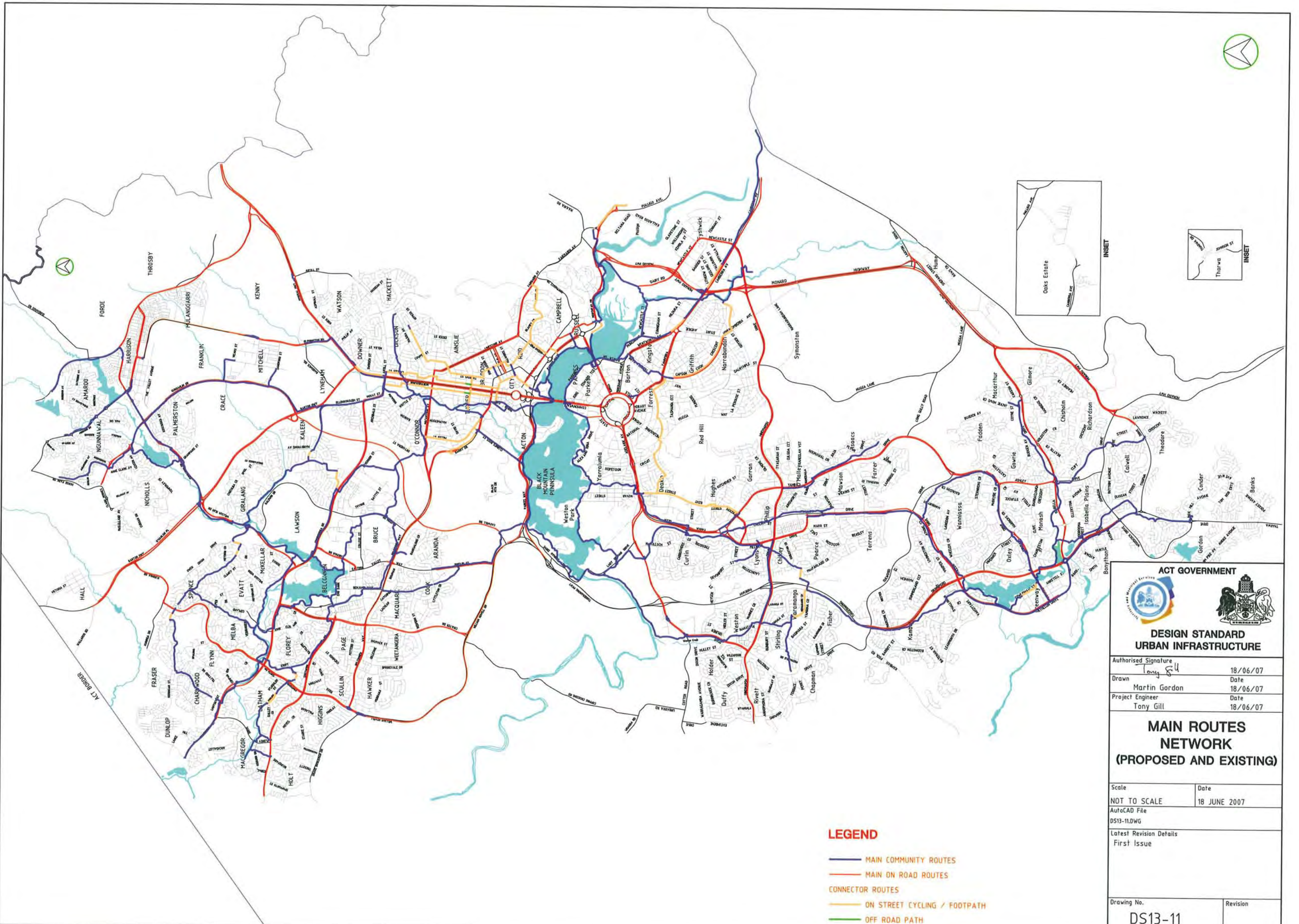
 <p><b>ACT GOVERNMENT</b></p>	
<p><b>DESIGN STANDARD URBAN INFRASTRUCTURE</b></p>	
Authorised Signature	18/06/07
Drawn	Date
Martin Gordon	18/06/07
Project Engineer	Date
Tony Gill	18/06/07
<p><b>ON TO OFF ROAD PATH CONNECTION DETAILS</b></p>	
Scale	Date
1:40, 1:200 @ A3	18 JUNE 2007
AutoCAD File	
DS13-05.DWG	
Latest Revision Details	
First Issue	
Drawing No.	Revision
DS13-05	





**NOTES**

- 1/ FOR USE ON MAIN COMMUNITY ROUTES.
- 2/ WHERE REDUCED SIGHT DISTANCE EXISTS STOP CONDITIONS MAY APPLY.
- 3/ WHERE PRACTICABLE AND WHERE VISIBILITY PERMITS SIGNS SHALL BE ERECTED ON LIGHT COLUMNS OR EXISTING POSTS.

  <p><b>ACT GOVERNMENT</b></p>	
<p><b>DESIGN STANDARD URBAN INFRASTRUCTURE</b></p>	
Authorised Signature	18/06/07
Drawn	Date
Project Engineer	Date
<p><b>MAIN COMMUNITY ROUTE DRIVEWAY CROSSING</b></p>	
Scale	Date
AutoCAD File	Date
Latest Revision Details	
First Issue	
Drawing No.	Revision
DS13-06	



**ACT GOVERNMENT**

**DESIGN STANDARD  
URBAN INFRASTRUCTURE**

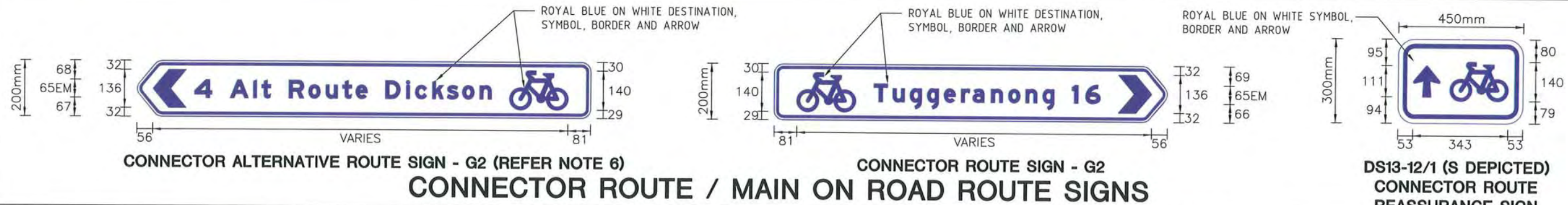
Authorised Signature <i>Tony Gill</i>	18/06/07
Drawn Martin Gordon	Date 18/06/07
Project Engineer Tony Gill	Date 18/06/07

**MAIN ROUTES  
NETWORK  
(PROPOSED AND EXISTING)**

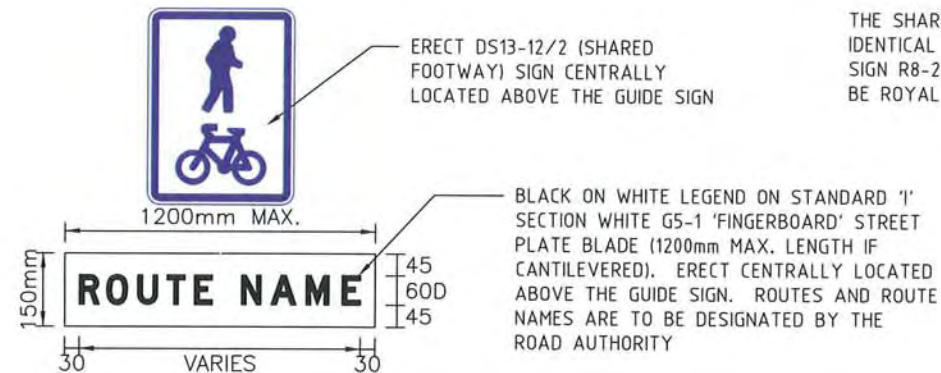
Scale NOT TO SCALE	Date 18 JUNE 2007
AutoCAD File DS13-11.DWG	
Latest Revision Details First Issue	
Drawing No. DS13-11	Revision

- LEGEND**
- MAIN COMMUNITY ROUTES
  - MAIN ON ROAD ROUTES
  - CONNECTOR ROUTES
  - ON STREET CYCLING / FOOTPATH
  - OFF ROAD PATH

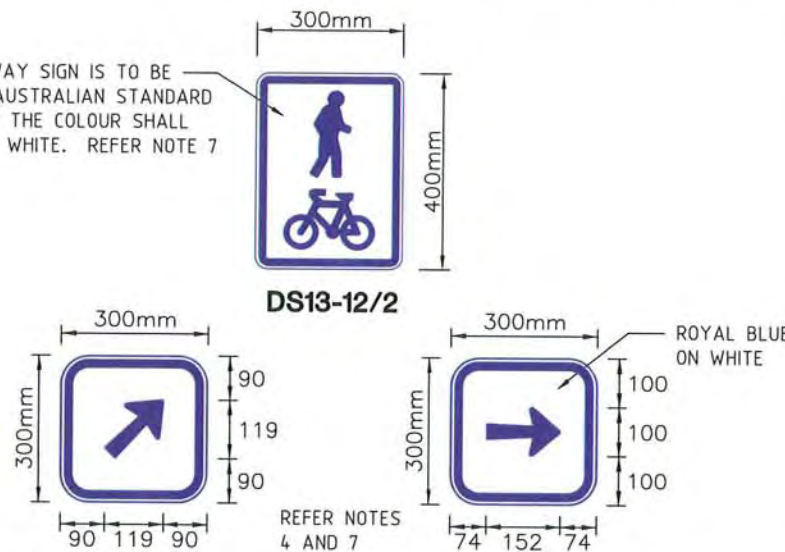




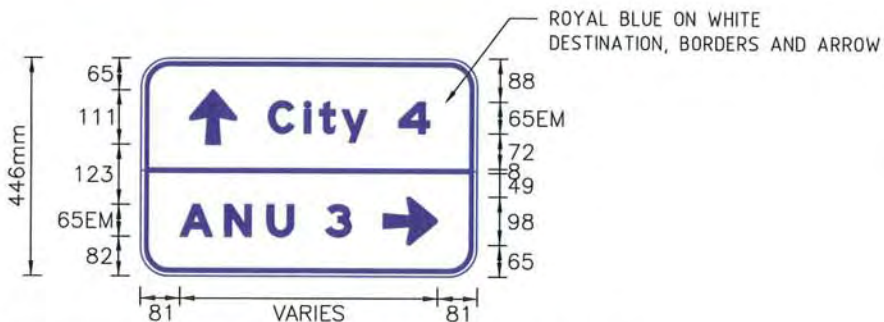
**CONNECTOR ROUTE / MAIN ON ROAD ROUTE SIGNS**



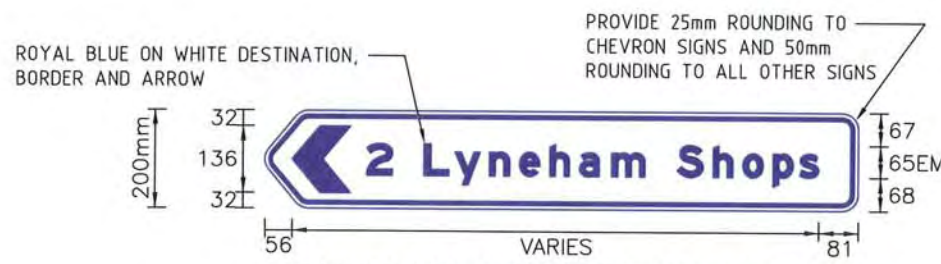
**MAIN COMMUNITY ROUTE DESIGNATION SIGNAGE**  
(FOR USE AT KEY DECISION POINTS)



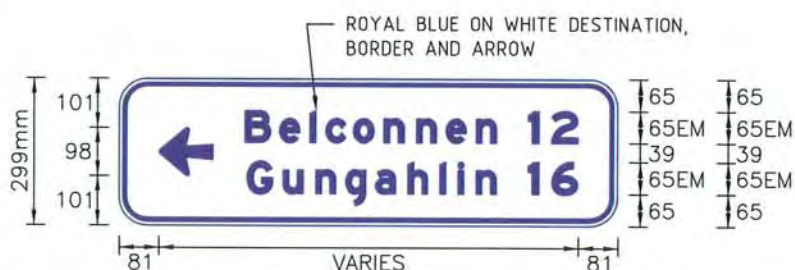
**DS13-12/3(R OBL DEPICTED) DS13-12/3(R DEPICTED)**  
**MAIN COMMUNITY ROUTE RE-ASSURANCE SIGNAGE**



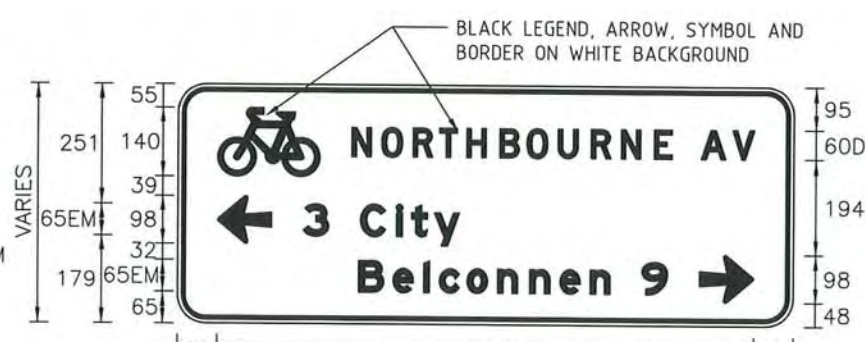
**MULTI DIRECTIONAL DESTINATION SIGN - G2**  
(FOR USE AT KEY DECISION POINTS)



**SINGLE DIRECTION DESTINATION SIGN - G2**  
(FOR USE AT KEY DECISION POINTS AND AS LOCAL AREA SIGNAGE)



**MAIN COMMUNITY ROUTE START SIGN - G4**



**ON ROAD CYCLING CONNECTION DIRECTION SIGN - G2**

**MAIN COMMUNITY ROUTE SIGNS**

**NOTES**

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SECTION 13.7 OF THE DESIGN STANDARDS FOR URBAN INFRASTRUCTURE SECTION 13.
- SIGN LEGENDS, BORDERS AND LOGOS ARE TO BE AS DETAILED ON THIS DRAWING. WHERE A BLUE COLOUR IS SPECIFIED THE COLOUR SHALL BE DARK (ROYAL) BLUE. TOURIST DESTINATIONS SHALL HAVE A WHITE LEGEND ON A BROWN BACKGROUND. STREET / ROUTE NAMES SHALL HAVE A BLACK LEGEND ON A WHITE BACKGROUND. BACKGROUNDS ARE TO BE REFLECTIVE CLASS 1. WHITE LETTERING SHALL BE CLASS ONE MATERIAL. BORDERS ARE TO BE 16mm WIDE WITH 8mm GAP TO EDGE OF BLADE.
- SIGNS ARE TO BE LOCATED TO BE CONSPICUOUS TO PATH USERS AND MINIMISE RISK OF CONFUSION TO MOTORISTS. SIGNS MUST NOT BE CO-LOCATED WITH ROAD DESTINATION SIGNAGE.
- CHEVRON SIGNS SHALL BE LEFT (L), RIGHT (R) OR DUAL (D) POINTING. ARROW DIRECTIONS MAY BE STRAIGHT (S), LEFT (L), RIGHT (R), LEFT OBLIQUE (L.OBL) OR RIGHT OBLIQUE (R.OBL).
- ALL SIGNS AT KEY DECISION POINTS ARE TO BE INSTALLED TO ALLOW THE INSTALLATION OF A ROUTE NAME SIGN (G5-1).
- THE CONNECTOR ALTERNATIVE ROUTE SIGN IS TO BE USED WHERE A MAIN ON-ROAD ROUTE CROSSES A MAIN COMMUNITY OR CONNECTOR ROUTE.
- MAIN COMMUNITY ROUTE SIGNS ARE ALSO TO BE USED ON OFF ROAD PATH SECTIONS OF CONNECTOR ROUTES.
- FOR EXAMPLES OF SIGNAGE LAYOUTS REFER TO STD. DRG. DS13-13 & 14.
- WHERE POSSIBLE SIGNS ARE TO BE MOUNTED ON A SINGLE POST. REFER TO STD. DRG. DS9-15 FOR POST AND FOOTING DETAILS.

**ACT GOVERNMENT**

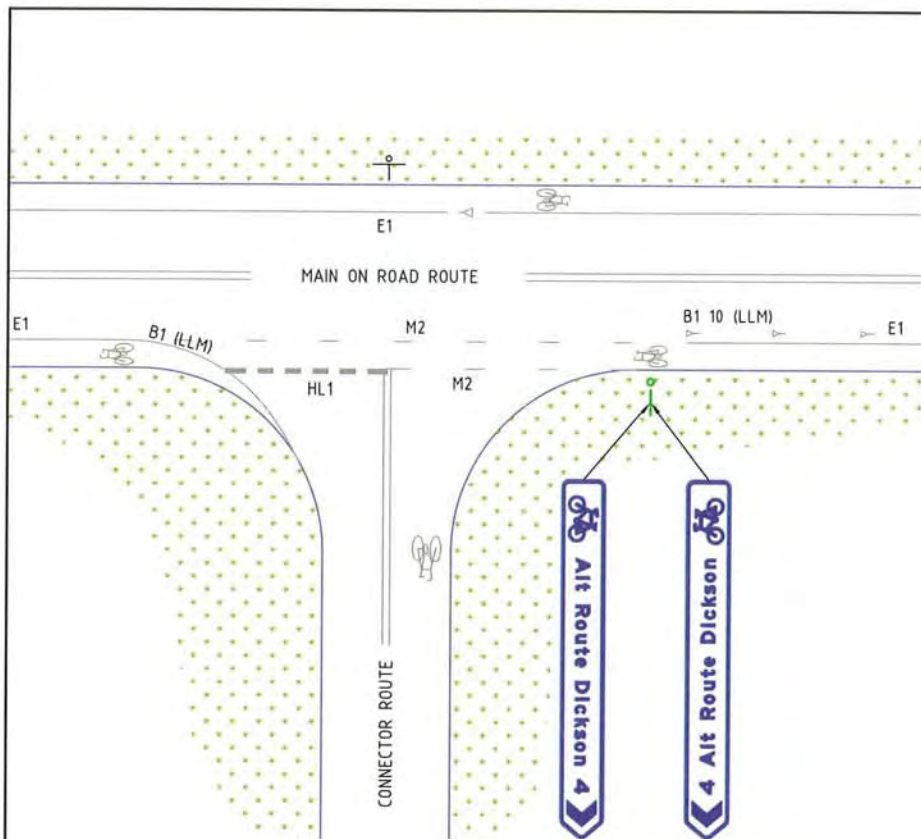
**DESIGN STANDARD URBAN INFRASTRUCTURE**

Authorised Signature	18/06/07
Drawn	Date
Martin Gordon	18/06/07
Project Engineer	Date
Tony Gill	18/06/07

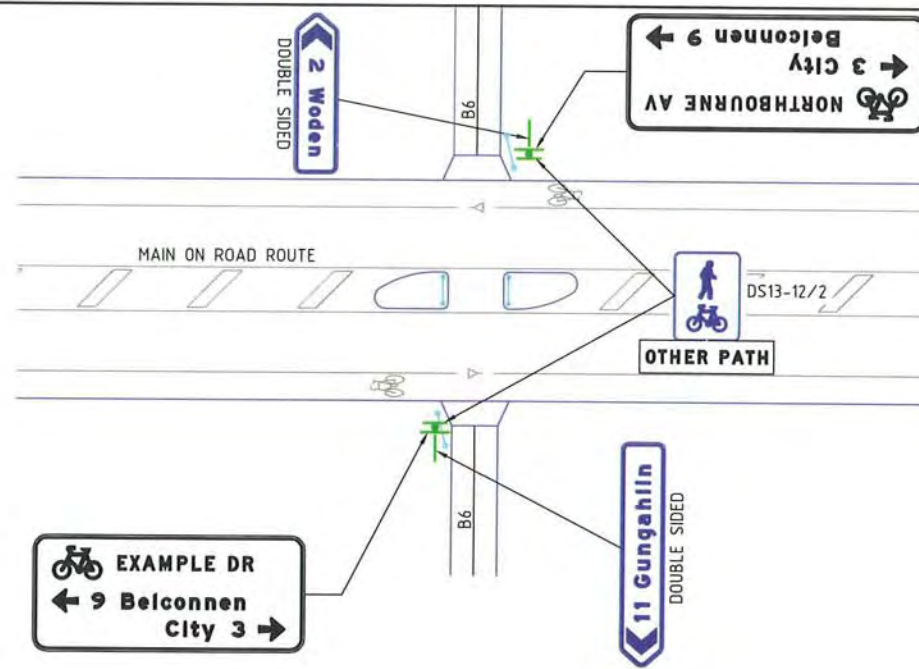
**MAIN ROUTES GUIDE SIGNS STANDARD DETAILS**

Scale	Date
NOT TO SCALE	18 JUNE 2007
AutoCAD File	
DS13-12.DWG	
Latest Revision Details	
First Issue	

Drawing No.	Revision
DS13-12	

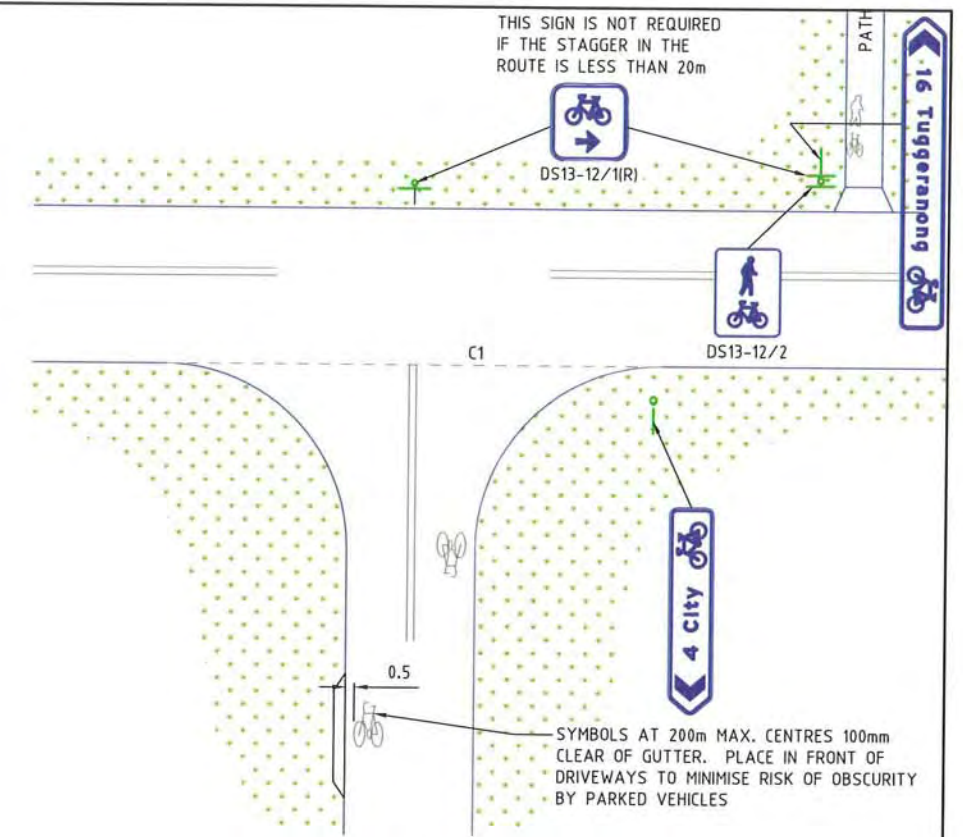


**MAIN ON-ROAD CYCLE ROUTE INTERSECTION WITH CONNECTOR ROUTE**



NOTE:  
REGULATORY AND WARNING SIGNS HAVE BEEN OMITTED FOR CLARITY. REFER MAIN COMMUNITY ROUTE ROAD CROSSING FOR DETAILS

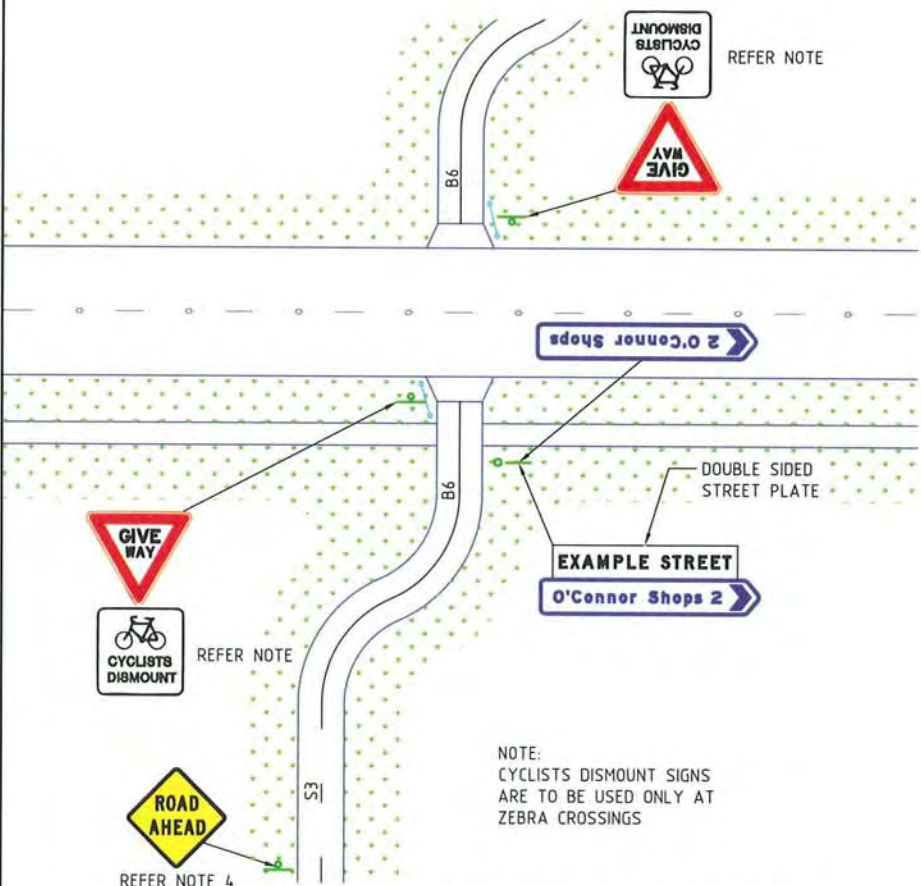
**MAIN ON-ROAD CYCLE ROUTE INTERSECTION WITH MAIN COMMUNITY ROUTE**



THIS SIGN IS NOT REQUIRED IF THE STAGGER IN THE ROUTE IS LESS THAN 20m

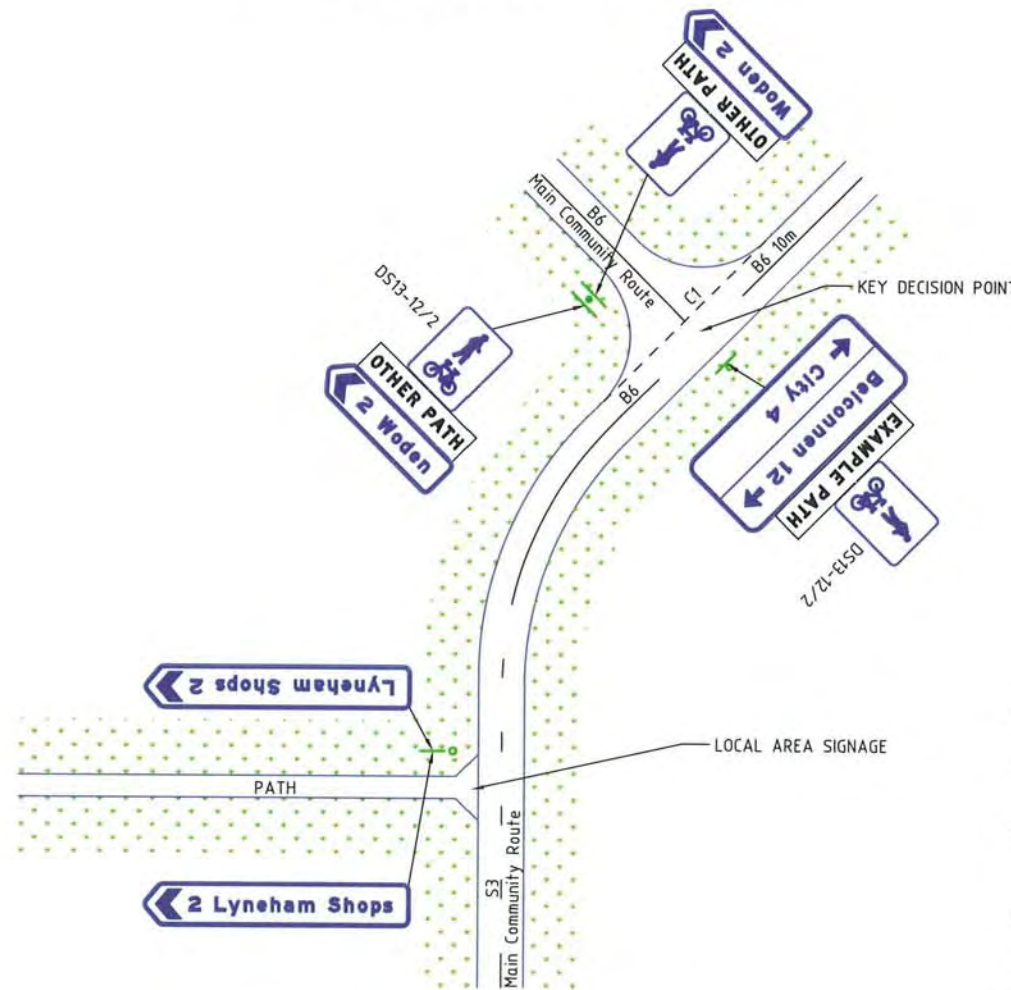
SYMBOLS AT 200m MAX. CENTRES 100mm CLEAR OF GUTTER. PLACE IN FRONT OF DRIVEWAYS TO MINIMISE RISK OF OBSCURITY BY PARKED VEHICLES

**CONNECTOR ROUTE FROM STREET TO OFF-ROAD PATH**



NOTE:  
CYCLISTS DISMOUNT SIGNS ARE TO BE USED ONLY AT ZEBRA CROSSINGS

**MAIN COMMUNITY ROUTE ROAD CROSSING**

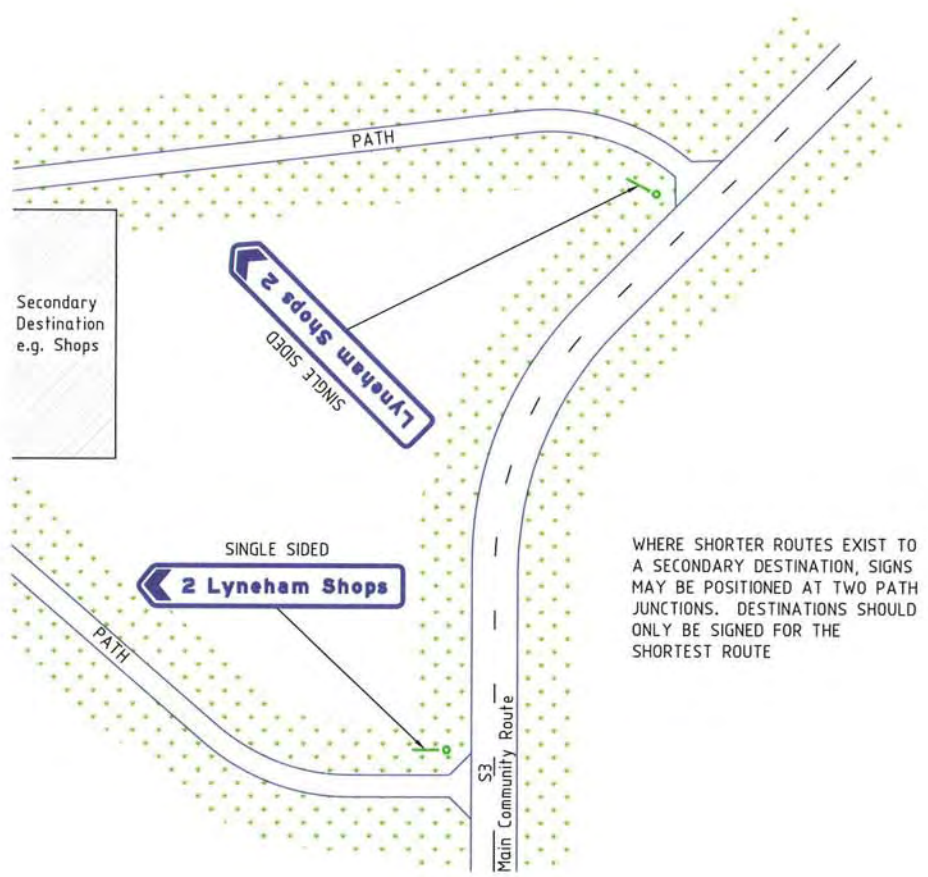


**MAIN COMMUNITY ROUTE DIRECTIONAL SIGNAGE**

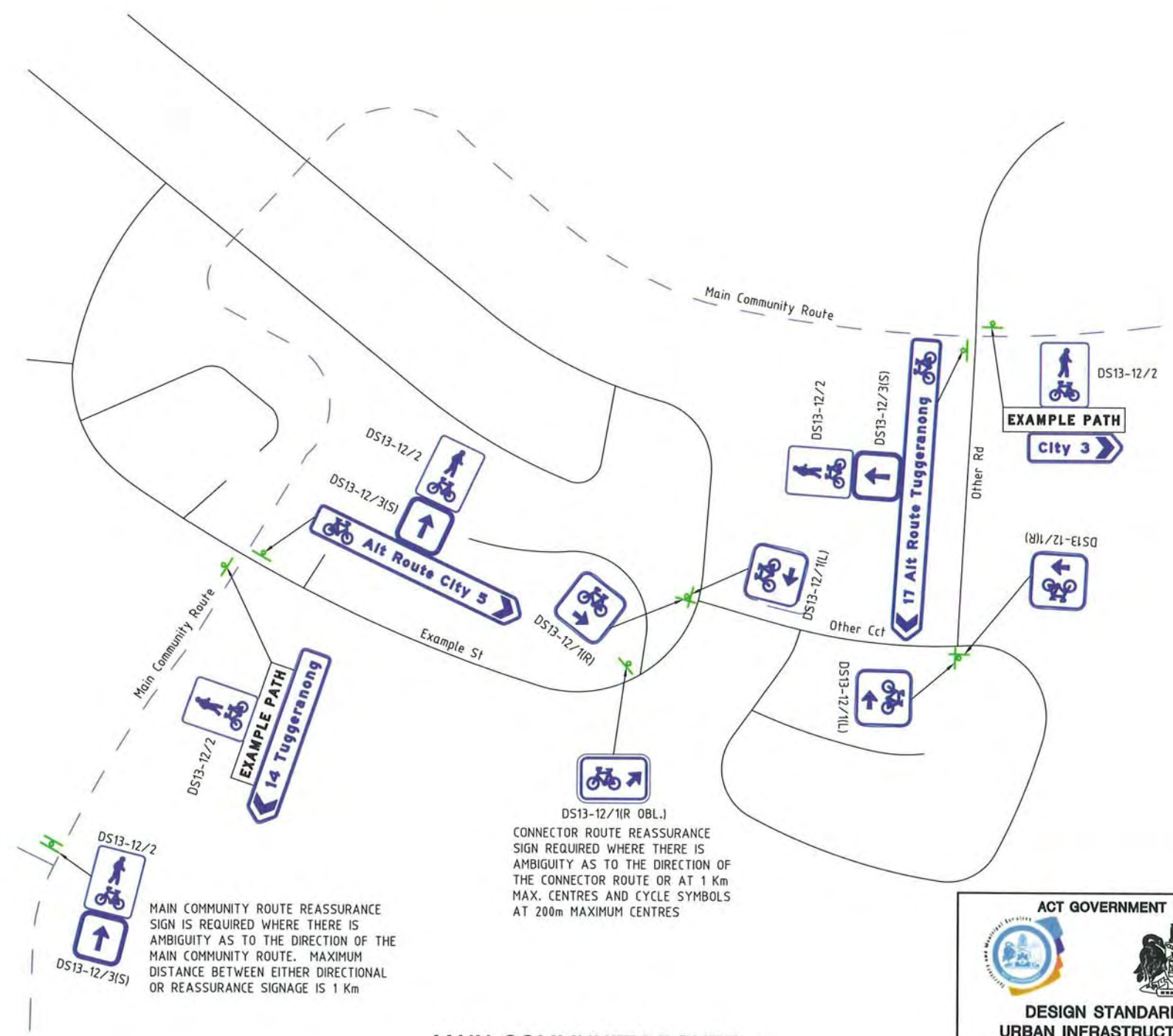
**NOTES**

- 1/ TREATMENTS SHOWN ARE GENERALLY FOR MAIN ROUTES ONLY.
- 2/ DIRECTIONAL SIGNS ARE TO BE USED ON CONNECTOR ROUTES AT KEY DECISION POINTS WITH GENERAL MAXIMUM SPACING AT 1 Km.
- 3/ WHERE PRACTICABLE AND WHERE VISIBILITY PERMITS SIGNS SHALL BE ERECTED ON LIGHT COLUMNS OR EXISTING POSTS.
- 4/ ERECT W6-8 ON BOTH APPROACHES APPROXIMATELY 60m FROM ROAD.
- 5/ GENERALLY TO BE INSTALLED ONLY WHERE MAIN COMMUNITY ROUTE CROSSES MAIN ON-ROAD ROUTE.

 <b>DESIGN STANDARD</b> <b>URBAN INFRASTRUCTURE</b>	
Authorised Signature <i>Tony Gill</i>	Date 18/06/07
Drawn Martin Gordon	Date 18/06/07
Project Engineer Tony Gill	Date 18/06/07
<b>SIGN LOCATION LAYOUTS - 1 OF 2</b>	
Scale 1:400 @ A3	Date 18 JUNE 2007
AutoCAD File DS13-13.DWG	
Latest Revision Details First Issue	
Drawing No. DS13-13	Revision



**MAIN COMMUNITY ROUTE LOCAL AREA SIGNAGE**



**MAIN COMMUNITY ROUTE / CONNECTOR ROUTE SIGNAGE**

**NOTES**

- 1/ TREATMENTS SHOWN ARE GENERALLY FOR MAIN ROUTES ONLY.
- 2/ WHERE A CONNECTOR ROUTE FORMS PART OF A MAIN COMMUNITY ROUTE ie. MAIN COMMUNITY ROUTE USES LOCAL ACCESS STREET FOOTPATH, USE CONNECTOR ROUTE REASSURANCE SIGNAGE TO ENCOURAGE CYCLISTS TO USE THE ROAD PAVEMENT. PEDESTRIAN SYMBOLS MAY BE USED ON THE FOOTPATH TO REASSURE PEDESTRIANS THEY ARE STILL ON A MAIN COMMUNITY ROUTE.
- 3/ DIRECTIONAL SIGNS ARE TO BE USED ON CONNECTOR ROUTES AT KEY DECISION POINTS WITH GENERAL MAXIMUM SPACING AT 1 Km.
- 4/ WHERE PRACTICABLE AND WHERE VISIBILITY PERMITS SIGNS SHALL BE ERECTED ON LIGHT COLUMNS OR EXISTING POSTS.

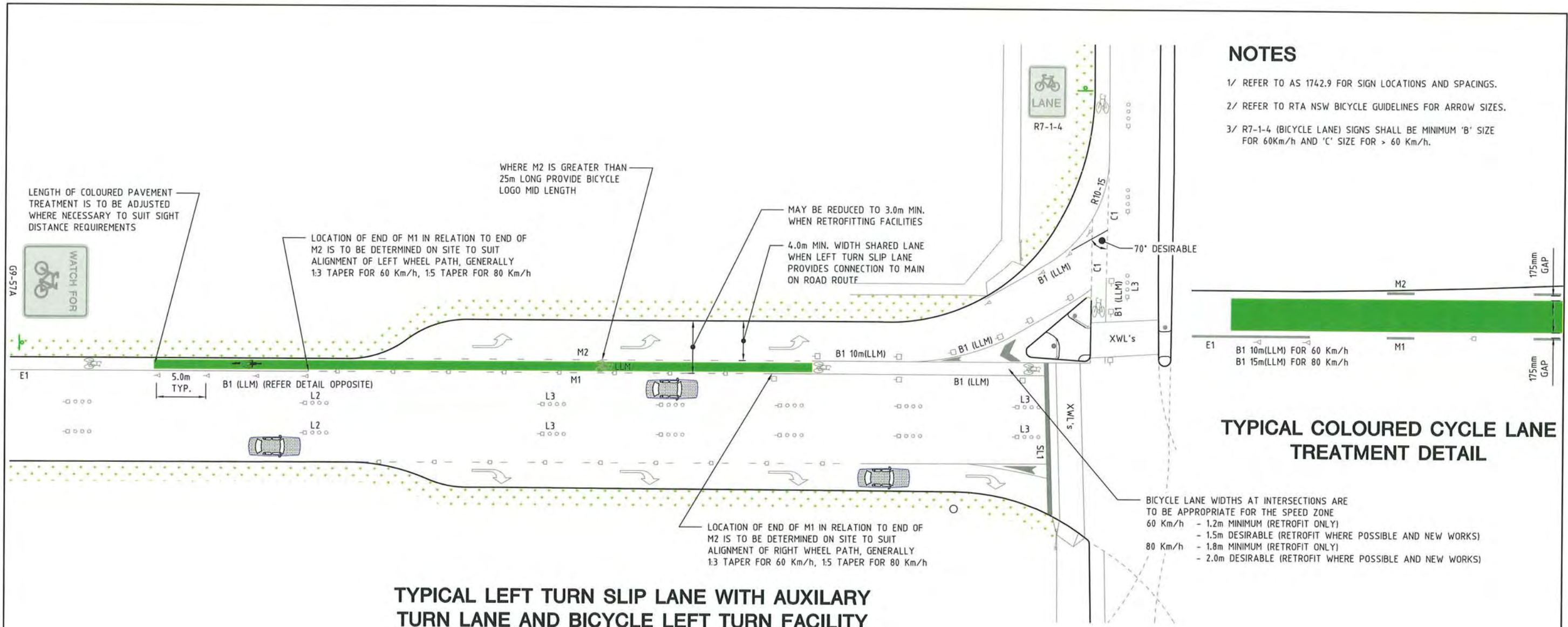
**ACT GOVERNMENT**

**DESIGN STANDARD URBAN INFRASTRUCTURE**

Authorised Signature	Tony Gill	18/06/07
Drawn	Martin Gordon	18/06/07
Project Engineer	Tony Gill	18/06/07

**SIGN LOCATION LAYOUTS - 2 OF 2**

Scale	1:400 @ A3	Date	18 JUNE 2007
AutocAD File	DS13-14.DWG		
Latest Revision Details	First Issue		
Drawing No.	DS13-14	Revision	



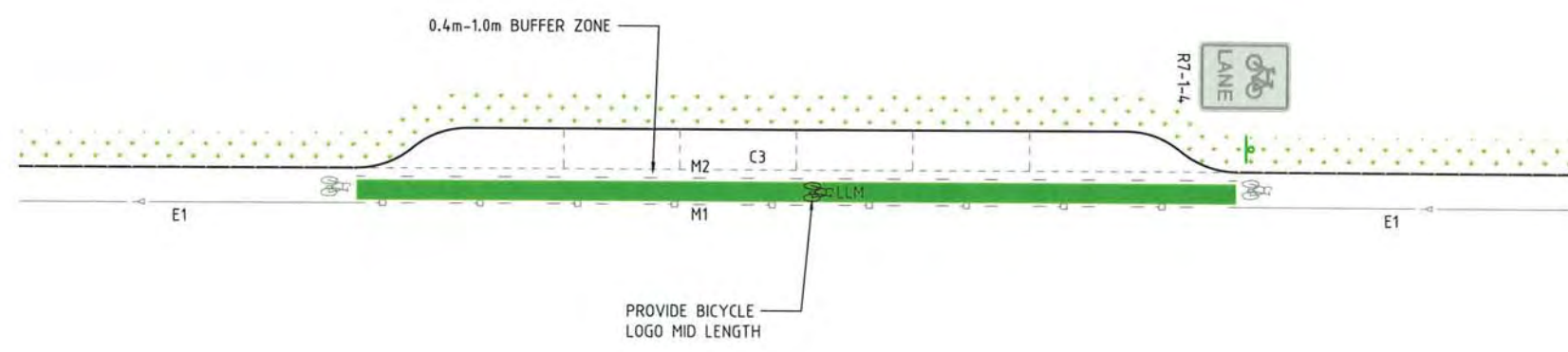
**NOTES**

- 1/ REFER TO AS 1742.9 FOR SIGN LOCATIONS AND SPACINGS.
- 2/ REFER TO RTA NSW BICYCLE GUIDELINES FOR ARROW SIZES.
- 3/ R7-1-4 (BICYCLE LANE) SIGNS SHALL BE MINIMUM 'B' SIZE FOR 60km/h AND 'C' SIZE FOR > 60 Km/h.

**TYPICAL COLOURED CYCLE LANE TREATMENT DETAIL**

- BICYCLE LANE WIDTHS AT INTERSECTIONS ARE TO BE APPROPRIATE FOR THE SPEED ZONE
- 60 Km/h - 1.2m MINIMUM (RETROFIT ONLY)
  - 1.5m DESIRABLE (RETROFIT WHERE POSSIBLE AND NEW WORKS)
  - 80 Km/h - 1.8m MINIMUM (RETROFIT ONLY)
  - 2.0m DESIRABLE (RETROFIT WHERE POSSIBLE AND NEW WORKS)

**TYPICAL LEFT TURN SLIP LANE WITH AUXILARY TURN LANE AND BICYCLE LEFT TURN FACILITY**



**TYPICAL HIGH TURNOVER PARALLEL PARKING DETAIL**

<b>ACT GOVERNMENT</b>	
<b>DESIGN STANDARD URBAN INFRASTRUCTURE</b>	
Authorised Signature	18/06/07
Drawn	Date
Martin Gordon	18/06/07
Project Engineer	Date
Tony Gill	18/06/07
<b>COLOURED PAVEMENT TREATMENT</b>	
Scale	Date
NTS	18 JUNE 2007
AutoCAD File	
DS13-21.DWG	
Latest Revision Details	
First Issue	
Drawing No.	Revision
DS13-21	

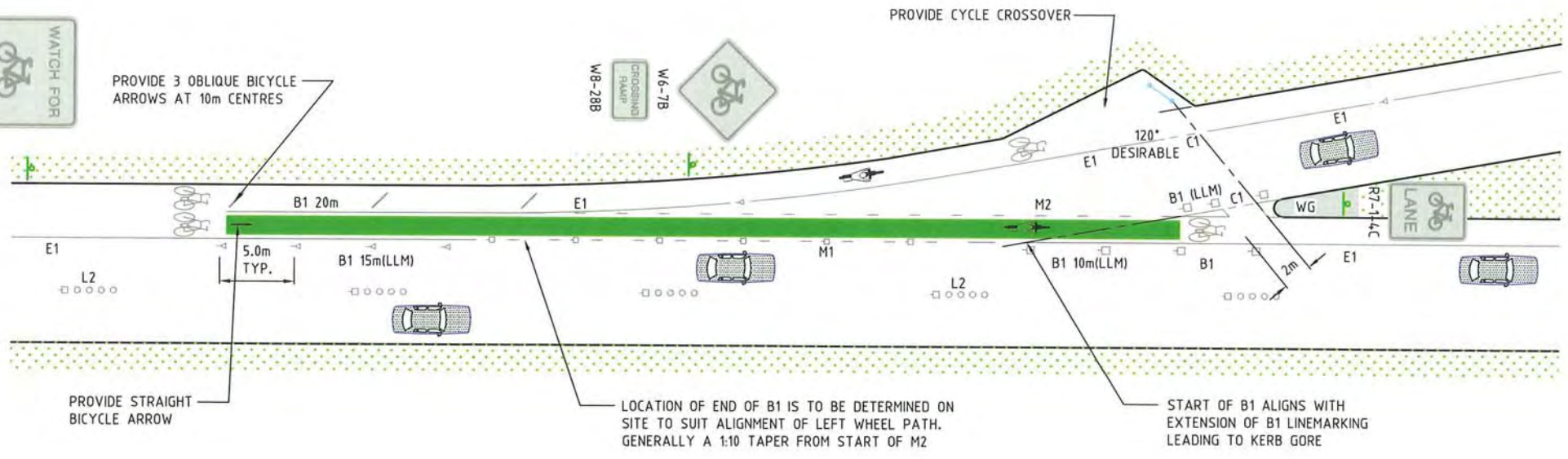


PROVIDE 3 OBLIQUE BICYCLE ARROWS AT 10m CENTRES



PROVIDE CYCLE CROSSOVER

120° DESIRABLE



PROVIDE STRAIGHT BICYCLE ARROW

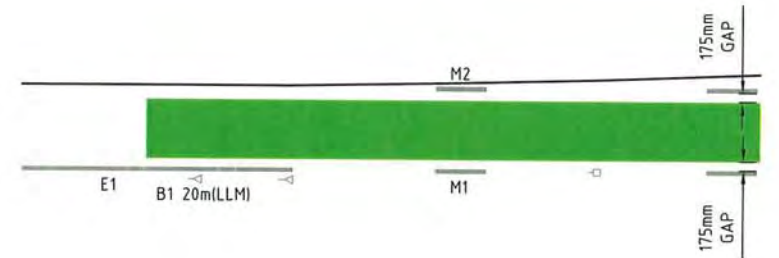
LOCATION OF END OF B1 IS TO BE DETERMINED ON SITE TO SUIT ALIGNMENT OF LEFT WHEEL PATH. GENERALLY A 1:10 TAPER FROM START OF M2

START OF B1 ALIGNS WITH EXTENSION OF B1 LINEMARKING LEADING TO KERB GORE

### ARTERIAL ROAD EXIT RAMP WITH OFF RAMP CYCLE FACILITIES

### NOTES

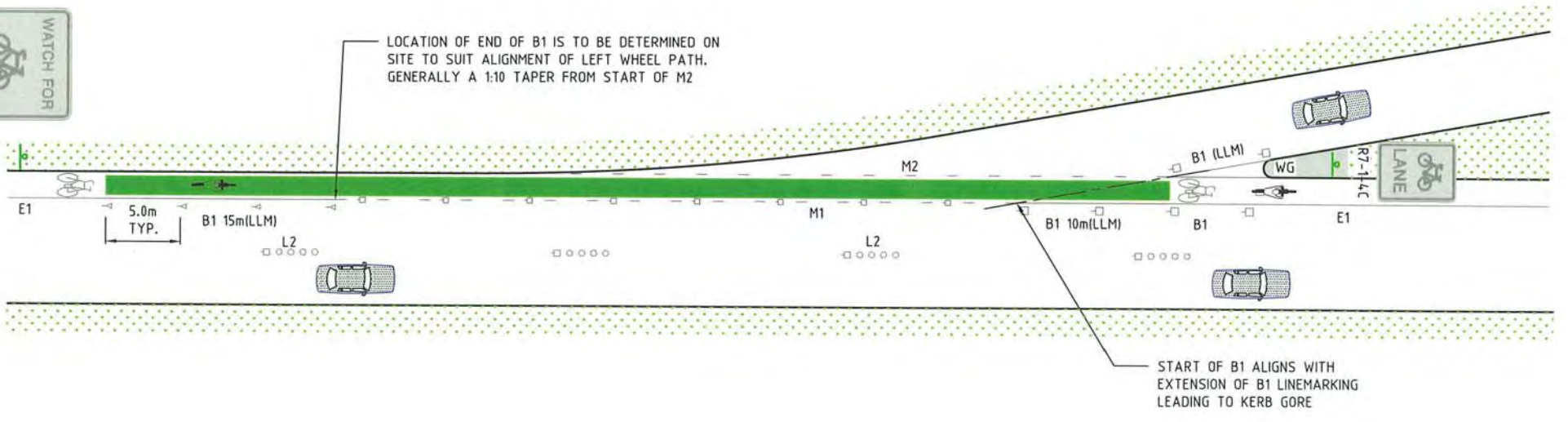
- 1/ REFER TO AS 1742.9 FOR SIGN LOCATIONS AND SPACINGS.
- 2/ REFER TO RTA NSW BICYCLE GUIDELINES FOR ARROW SIZES.
- 3/ R7-1-4 (BICYCLE LANE) SIGNS SHALL BE MINIMUM 'B' SIZE FOR 60Km/h AND 'C' SIZE FOR > 60 Km/h.
- 4/ THE TREATMENT DETAILED ON THIS DRAWING SHOULD GENERALLY NOT BE CONSIDERED FOR SPEED ZONES GREATER THAN 80 Km/h.



### TYPICAL COLOURED CYCLE LANE TREATMENT DETAIL



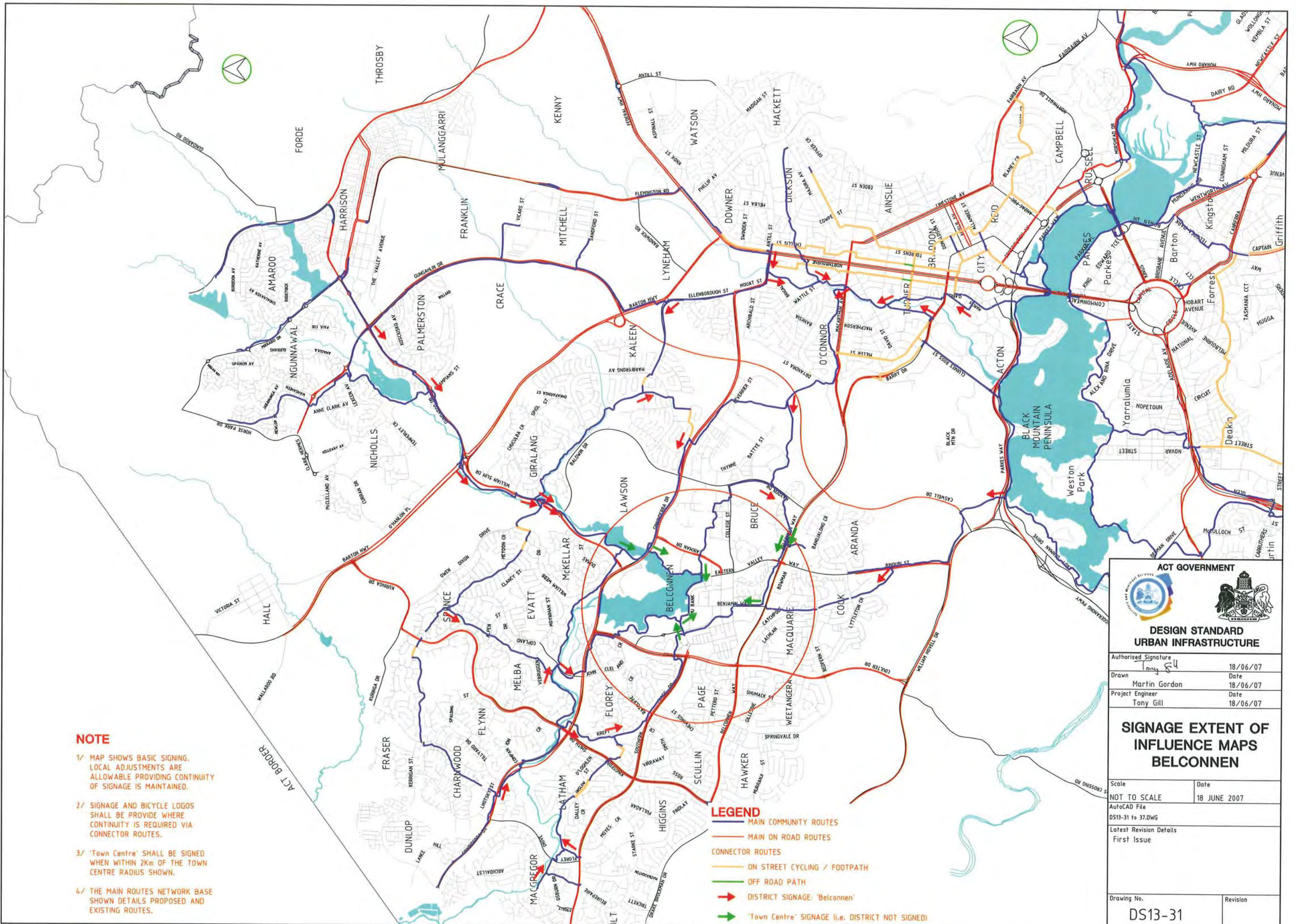
LOCATION OF END OF B1 IS TO BE DETERMINED ON SITE TO SUIT ALIGNMENT OF LEFT WHEEL PATH. GENERALLY A 1:10 TAPER FROM START OF M2



START OF B1 ALIGNS WITH EXTENSION OF B1 LINEMARKING LEADING TO KERB GORE

### ARTERIAL ROAD EXIT RAMP WITHOUT OFF RAMP CYCLE FACILITIES

 <b>ACT GOVERNMENT</b>	
 <b>DESIGN STANDARD</b> <b>URBAN INFRASTRUCTURE</b>	
Authorised Signature	18/06/07
Drawn	Date
Project Engineer	Date
<b>COLOURED PAVEMENT TREATMENT AT EXIT RAMPS</b>	
Scale	Date
AutoCAD File	18 JUNE 2007
Latest Revision Details First Issue	
Drawing No.	Revision
<b>DS13-22</b>	



**NOTE**

- 1/ MAP SHOWS BASIC SIGNING. LOCAL ADJUSTMENTS ARE ALLOWABLE PROVIDING CONTINUITY OF SIGNAGE IS MAINTAINED.
- 2/ SIGNAGE AND BICYCLE LOGOS SHALL BE PROVIDED WHERE CONTINUITY IS REQUIRED VIA CONNECTOR ROUTES.
- 3/ 'Town Centre' SHALL BE SIGNED WHEN WITHIN 2km OF THE TOWN CENTRE RADIUS SHOWN.
- 4/ THE MAIN ROUTES NETWORK BASE SHOWN DETAILS PROPOSED AND EXISTING ROUTES.

- LEGEND**
- MAIN COMMUNITY ROUTES
  - MAIN ON ROAD ROUTES
  - CONNECTOR ROUTES
  - ON STREET CYCLING / FOOTPATH
  - OFF ROAD PATH
  - ➔ DISTRICT SIGNAGE: 'Belconnen'
  - ➔ 'Town Centre' SIGNAGE (i.e. DISTRICT NOT SIGNED)

**ACT GOVERNMENT**

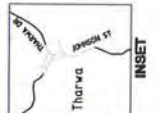
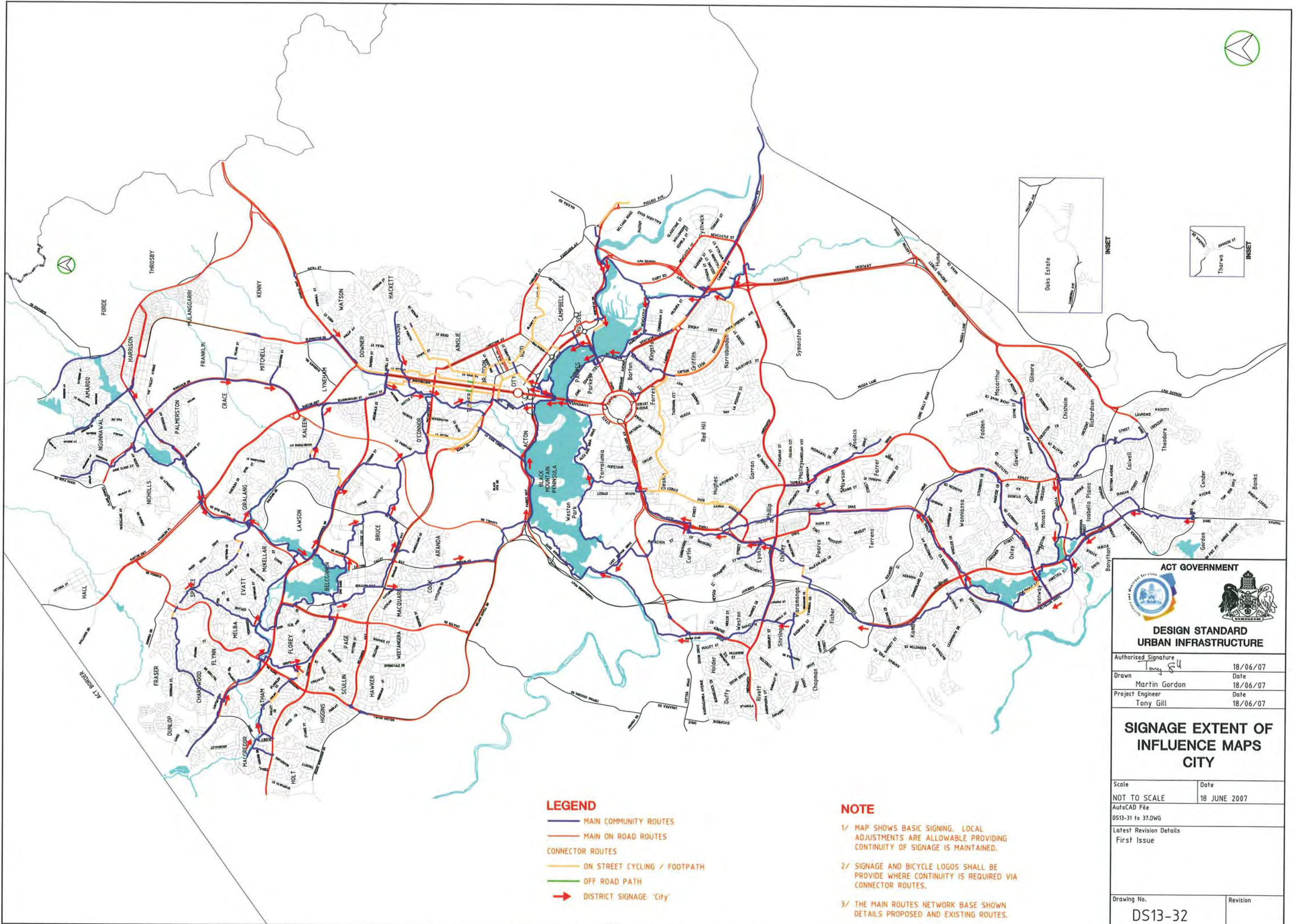


**DESIGN STANDARD  
URBAN INFRASTRUCTURE**

Authorised Signature	<i>Tony Gill</i>	18/06/07
Drawn	Martin Gordon	18/06/07
Project Engineer	Tony Gill	18/06/07

**SIGNAGE EXTENT OF  
INFLUENCE MAPS  
BELCONNEN**

Scale	NOT TO SCALE	Date	18 JUNE 2007
AutoCAD File	DS13-31 to 37.DWG		
Latest Revision Details	First Issue		
Drawing No.	DS13-31	Revision	



**DESIGN STANDARD  
URBAN INFRASTRUCTURE**

Authorised Signature	<i>Tony Gill</i>	18/06/07
Drawn	Martin Gordon	18/06/07
Project Engineer	Tony Gill	18/06/07

**SIGNAGE EXTENT OF  
INFLUENCE MAPS  
CITY**

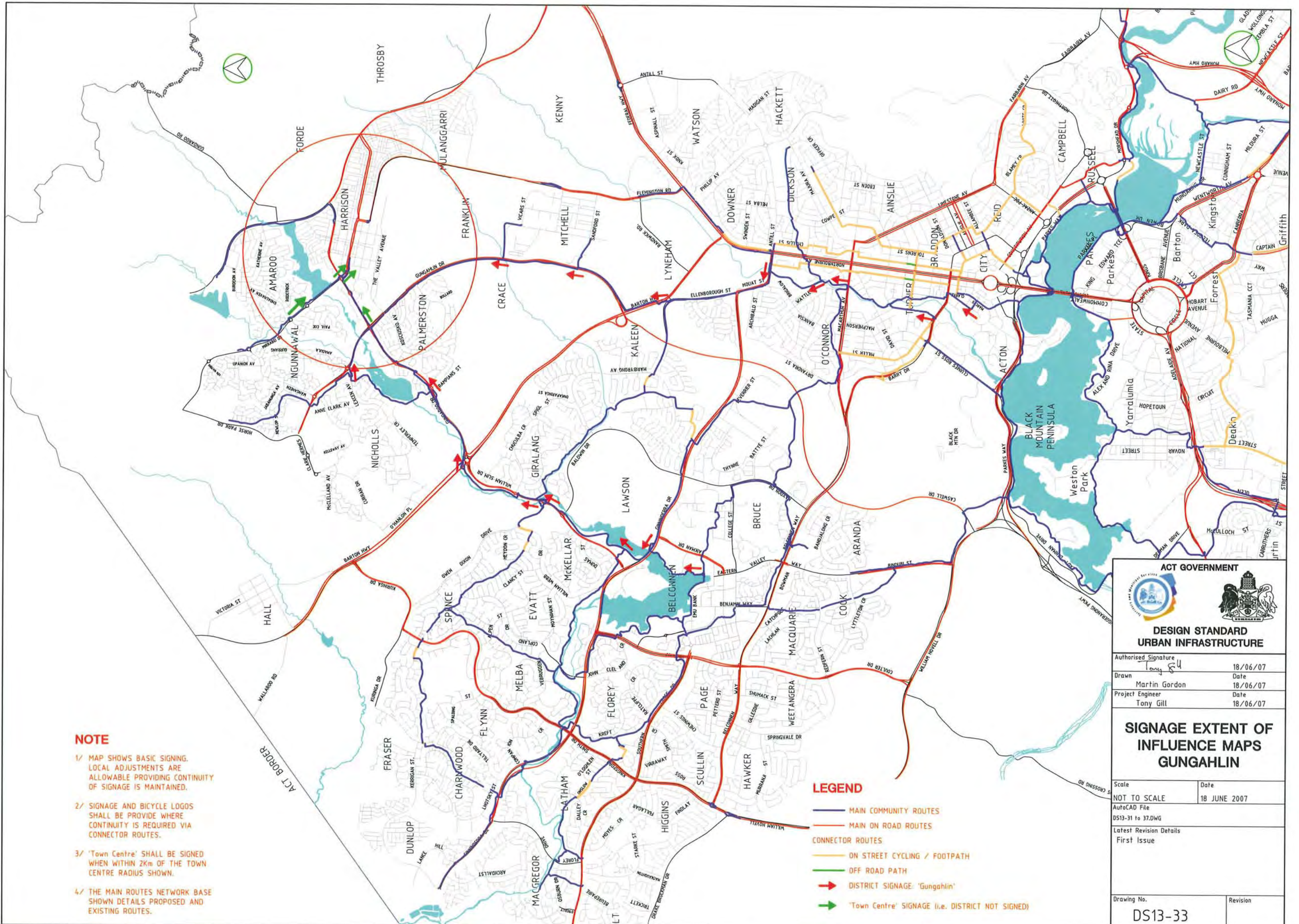
Scale	NOT TO SCALE	Date	18 JUNE 2007
AutoCAD File	DS13-31 to 37.DWG		

Latest Revision Details	First Issue
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Drawing No.	DS13-32	Revision	
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- LEGEND**
- MAIN COMMUNITY ROUTES
  - MAIN ON ROAD ROUTES
  - CONNECTOR ROUTES
  - ON STREET CYCLING / FOOTPATH
  - OFF ROAD PATH
  - ➔ DISTRICT SIGNAGE 'City'



- NOTE**
- 1/ MAP SHOWS BASIC SIGNING. LOCAL ADJUSTMENTS ARE ALLOWABLE PROVIDING CONTINUITY OF SIGNAGE IS MAINTAINED.
  - 2/ SIGNAGE AND BICYCLE LOGOS SHALL BE PROVIDED WHERE CONTINUITY IS REQUIRED VIA CONNECTOR ROUTES.
  - 3/ THE MAIN ROUTES NETWORK BASE SHOWN DETAILS PROPOSED AND EXISTING ROUTES.



- NOTE**
- 1/ MAP SHOWS BASIC SIGNING. LOCAL ADJUSTMENTS ARE ALLOWABLE PROVIDING CONTINUITY OF SIGNAGE IS MAINTAINED.
  - 2/ SIGNAGE AND BICYCLE LOGOS SHALL BE PROVIDED WHERE CONTINUITY IS REQUIRED VIA CONNECTOR ROUTES.
  - 3/ 'Town Centre' SHALL BE SIGNED WHEN WITHIN 2km OF THE TOWN CENTRE RADIUS SHOWN.
  - 4/ THE MAIN ROUTES NETWORK BASE SHOWN DETAILS PROPOSED AND EXISTING ROUTES.

- LEGEND**
- MAIN COMMUNITY ROUTES
  - MAIN ON ROAD ROUTES
  - CONNECTOR ROUTES
  - ON STREET CYCLING / FOOTPATH
  - OFF ROAD PATH
  - ➔ DISTRICT SIGNAGE: 'Gungahlin'
  - ➔ 'Town Centre' SIGNAGE (i.e. DISTRICT NOT SIGNED)

**ACT GOVERNMENT**

**DESIGN STANDARD  
URBAN INFRASTRUCTURE**

Authorised Signature	<i>Tony Gill</i>	18/06/07
Drawn	Martin Gordon	18/06/07
Project Engineer	Tony Gill	18/06/07

**SIGNAGE EXTENT OF  
INFLUENCE MAPS  
GUNGALHIN**

Scale	NOT TO SCALE	Date	18 JUNE 2007
AutoCAD File	DS13-31 to 37.DWG		
Latest Revision Details	First Issue		
Drawing No.	DS13-33	Revision	

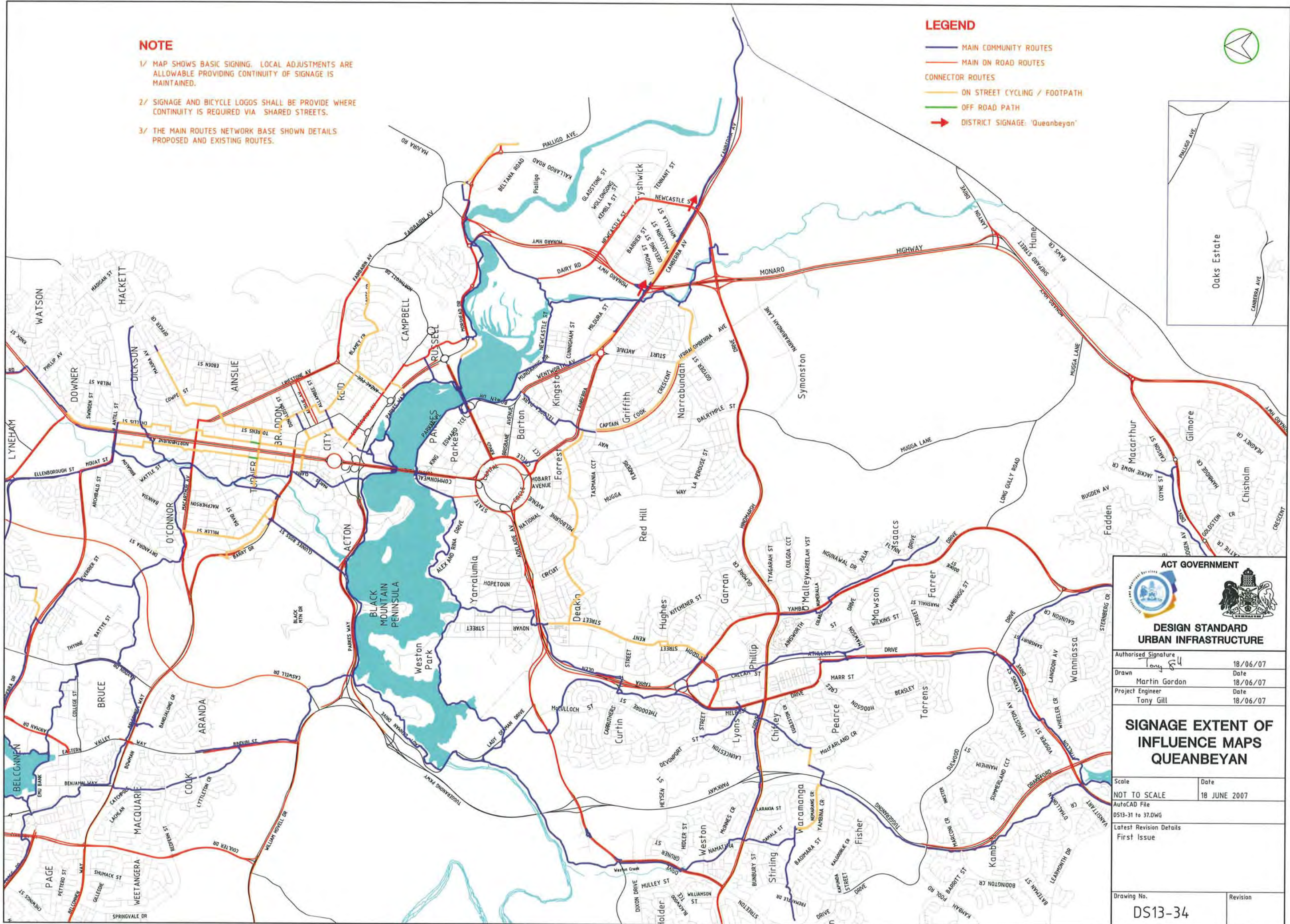
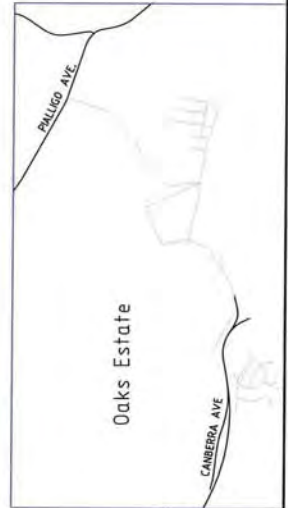


**NOTE**

- 1/ MAP SHOWS BASIC SIGNING. LOCAL ADJUSTMENTS ARE ALLOWABLE PROVIDING CONTINUITY OF SIGNAGE IS MAINTAINED.
- 2/ SIGNAGE AND BICYCLE LOGOS SHALL BE PROVIDED WHERE CONTINUITY IS REQUIRED VIA SHARED STREETS.
- 3/ THE MAIN ROUTES NETWORK BASE SHOWN DETAILS PROPOSED AND EXISTING ROUTES.

**LEGEND**

- MAIN COMMUNITY ROUTES
- MAIN ON ROAD ROUTES
- CONNECTOR ROUTES
- ON STREET CYCLING / FOOTPATH
- OFF ROAD PATH
- ➔ DISTRICT SIGNAGE: 'Queanbeyan'



**ACT GOVERNMENT**

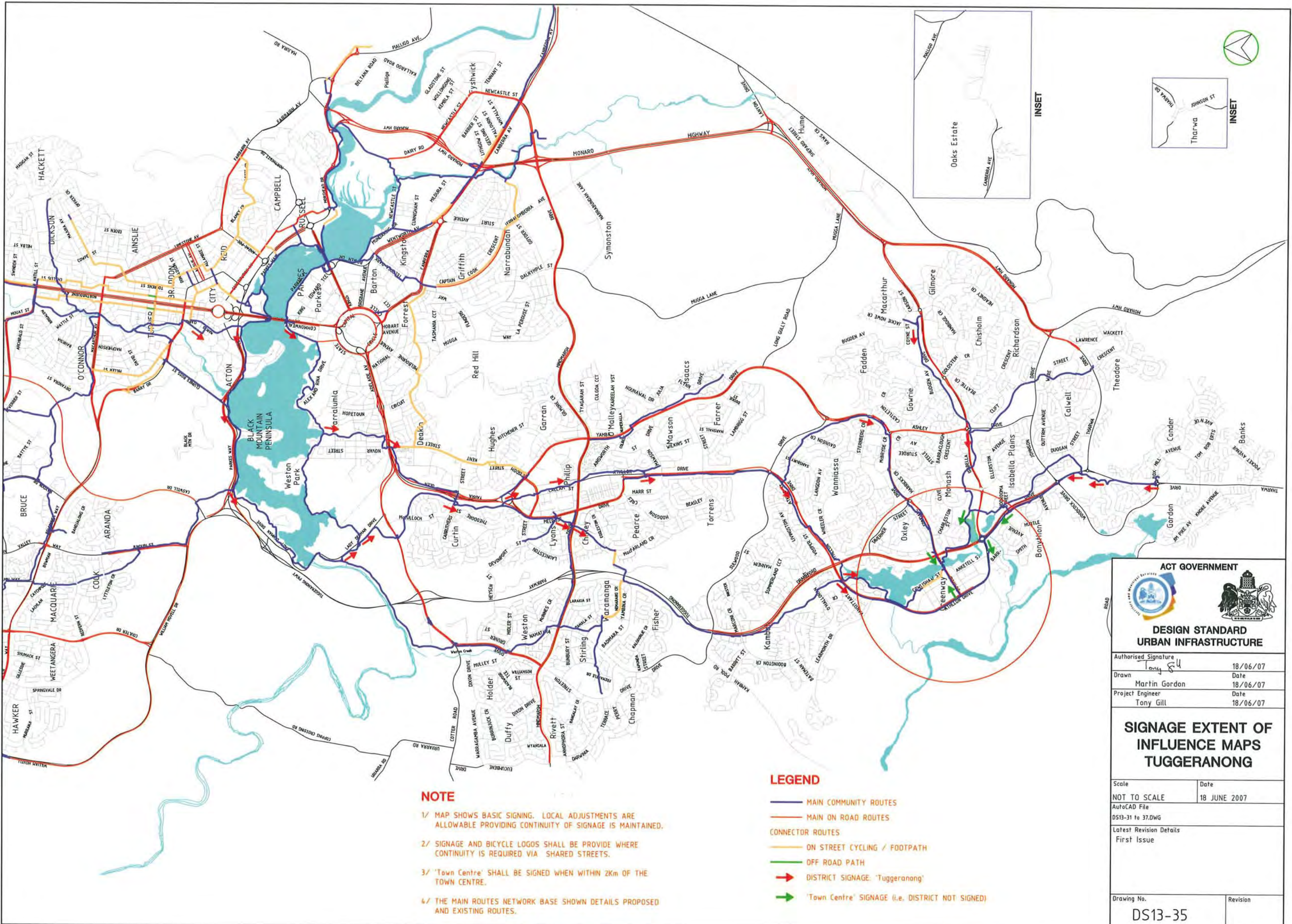
**DESIGN STANDARD  
URBAN INFRASTRUCTURE**

Authorised Signature	18/06/07
Drawn	Date
Project Engineer	Date
	18/06/07

**SIGNAGE EXTENT OF  
INFLUENCE MAPS  
QUEANBEYAN**

Scale	Date
NOT TO SCALE	18 JUNE 2007
AutoCAD File	
DS13-31 to 37.DWG	
Latest Revision Details	
First Issue	


Drawing No.	Revision
DS13-34	



- NOTE**
- 1/ MAP SHOWS BASIC SIGNING. LOCAL ADJUSTMENTS ARE ALLOWABLE PROVIDING CONTINUITY OF SIGNAGE IS MAINTAINED.
  - 2/ SIGNAGE AND BICYCLE LOGOS SHALL BE PROVIDED WHERE CONTINUITY IS REQUIRED VIA SHARED STREETS.
  - 3/ 'Town Centre' SHALL BE SIGNED WHEN WITHIN 2km OF THE TOWN CENTRE.
  - 4/ THE MAIN ROUTES NETWORK BASE SHOWN DETAILS PROPOSED AND EXISTING ROUTES.

- LEGEND**
- MAIN COMMUNITY ROUTES
  - MAIN ON ROAD ROUTES
  - CONNECTOR ROUTES
  - ON STREET CYCLING / FOOTPATH
  - OFF ROAD PATH
  - ➔ DISTRICT SIGNAGE 'Tuggeranong'
  - ➔ 'Town Centre' SIGNAGE (i.e. DISTRICT NOT SIGNED)

**ACT GOVERNMENT**




**DESIGN STANDARD  
URBAN INFRASTRUCTURE**

Authorised Signature	<i>Tony Gill</i>	18/06/07
Drawn	Martin Gordon	18/06/07
Project Engineer	Tony Gill	18/06/07

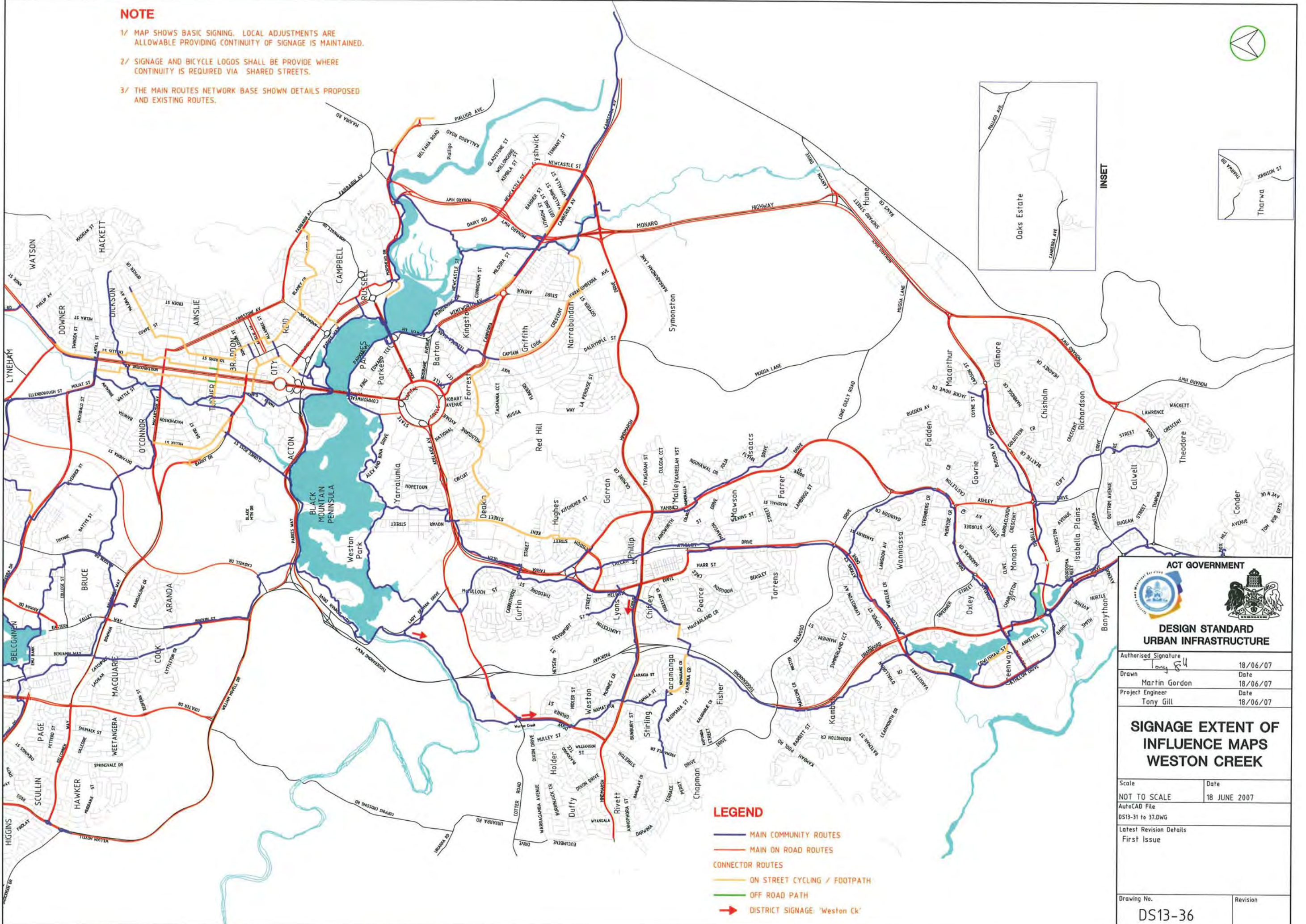
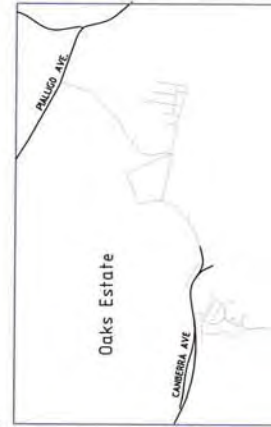
**SIGNAGE EXTENT OF  
INFLUENCE MAPS  
TUGGERANONG**

Scale	Date
NOT TO SCALE	18 JUNE 2007
AutoCAD File	
DS13-31 to 37.DWG	
Latest Revision Details	
First Issue	

Drawing No.	Revision
DS13-35	

**NOTE**

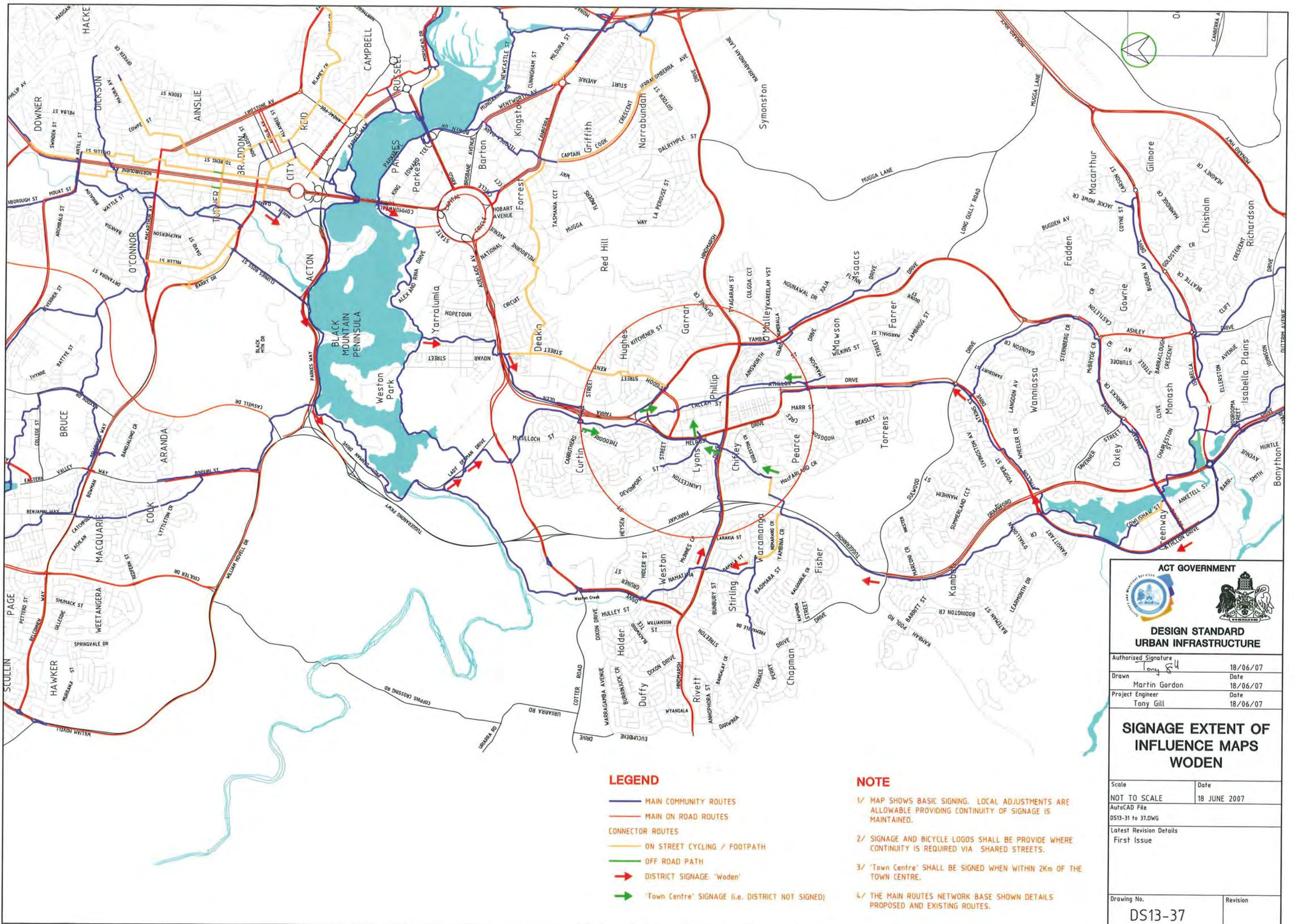
- 1/ MAP SHOWS BASIC SIGNING. LOCAL ADJUSTMENTS ARE ALLOWABLE PROVIDING CONTINUITY OF SIGNAGE IS MAINTAINED.
- 2/ SIGNAGE AND BICYCLE LOGOS SHALL BE PROVIDED WHERE CONTINUITY IS REQUIRED VIA SHARED STREETS.
- 3/ THE MAIN ROUTES NETWORK BASE SHOWN DETAILS PROPOSED AND EXISTING ROUTES.



**LEGEND**

- MAIN COMMUNITY ROUTES
- MAIN ON ROAD ROUTES
- CONNECTOR ROUTES
- ON STREET CYCLING / FOOTPATH
- OFF ROAD PATH
- ➔ DISTRICT SIGNAGE: 'Weston Ck'

<p><b>ACT GOVERNMENT</b></p> <p><b>DESIGN STANDARD URBAN INFRASTRUCTURE</b></p>	
Authorised Signature	18/06/07
Drawn	Date
Project Engineer	Date
<p><b>SIGNAGE EXTENT OF INFLUENCE MAPS WESTON CREEK</b></p>	
Scale	Date
NOT TO SCALE	18 JUNE 2007
AutoCAD File	
DS13-31 to 37.DWG	
Latest Revision Details	
First Issue	
Drawing No.	Revision
DS13-36	



**LEGEND**

- MAIN COMMUNITY ROUTES
- MAIN ON ROAD ROUTES
- CONNECTOR ROUTES
- ON STREET CYCLING / FOOTPATH
- OFF ROAD PATH
- ➔ DISTRICT SIGNAGE: 'Woden'
- ➔ 'Town Centre' SIGNAGE (i.e. DISTRICT NOT SIGNED)

**NOTE**

- 1/ MAP SHOWS BASIC SIGNING. LOCAL ADJUSTMENTS ARE ALLOWABLE PROVIDING CONTINUITY OF SIGNAGE IS MAINTAINED.
- 2/ SIGNAGE AND BICYCLE LOGOS SHALL BE PROVIDED WHERE CONTINUITY IS REQUIRED VIA SHARED STREETS.
- 3/ 'Town Centre' SHALL BE SIGNED WHEN WITHIN 2Km OF THE TOWN CENTRE.
- 4/ THE MAIN ROUTES NETWORK BASE SHOWN DETAILS PROPOSED AND EXISTING ROUTES.



**DESIGN STANDARD  
URBAN INFRASTRUCTURE**

Authorised Signature	<i>Tony Gill</i>	18/06/07
Drawn	Martin Gordon	18/06/07
Project Engineer	Tony Gill	18/06/07

**SIGNAGE EXTENT OF  
INFLUENCE MAPS  
WODEN**

Scale	Date
NOT TO SCALE	18 JUNE 2007

AutoCAD File  
DS13-31 to 37.DWG

Latest Revision Details  
First Issue

Drawing No.	Revision
DS13-37	