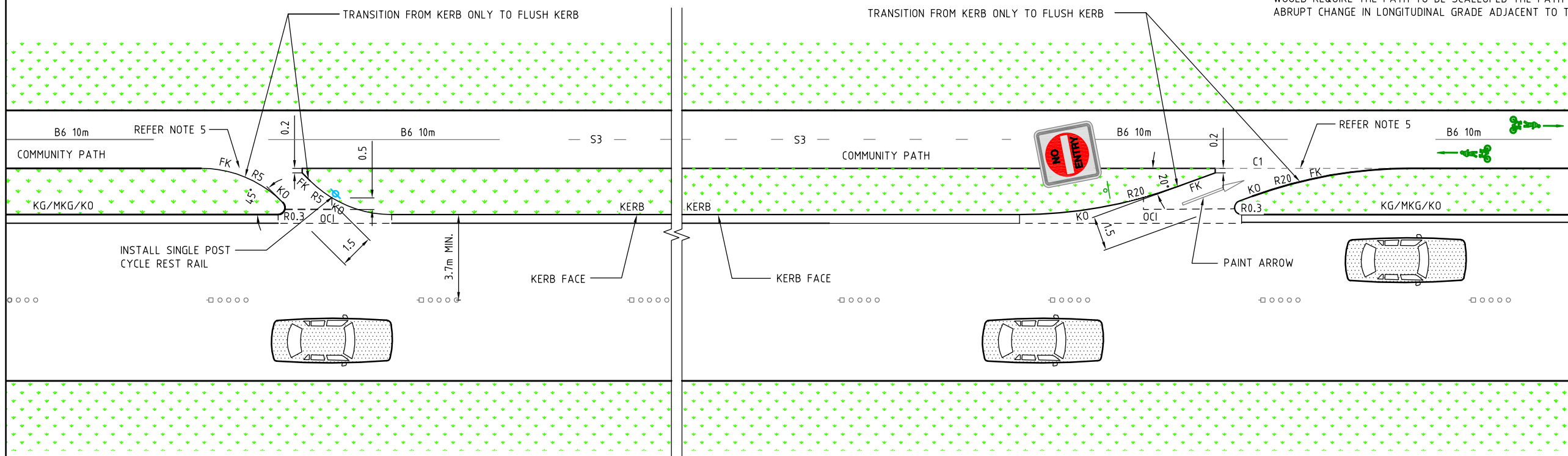




ARTERIAL ROAD OFF TO ON ROAD CONNECTION DETAILS

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.
- 5/ WHERE THE ADJACENT PATH IS IN CLOSE PROXIMITY TO THE ROAD EDGE AND DIFFERENCE IN LEVELS WOULD REQUIRE THE PATH TO BE SCALLOPED THE PATH IS TO BE REALIGNED TO AVOID ANY ABRUPT CHANGE IN LONGITUDINAL GRADE ADJACENT TO THE RAMP CONNECTION.





LOW VOLUME / SPEED ROAD <70KM/H OFF TO ON ROAD CONNECTION DETAILS

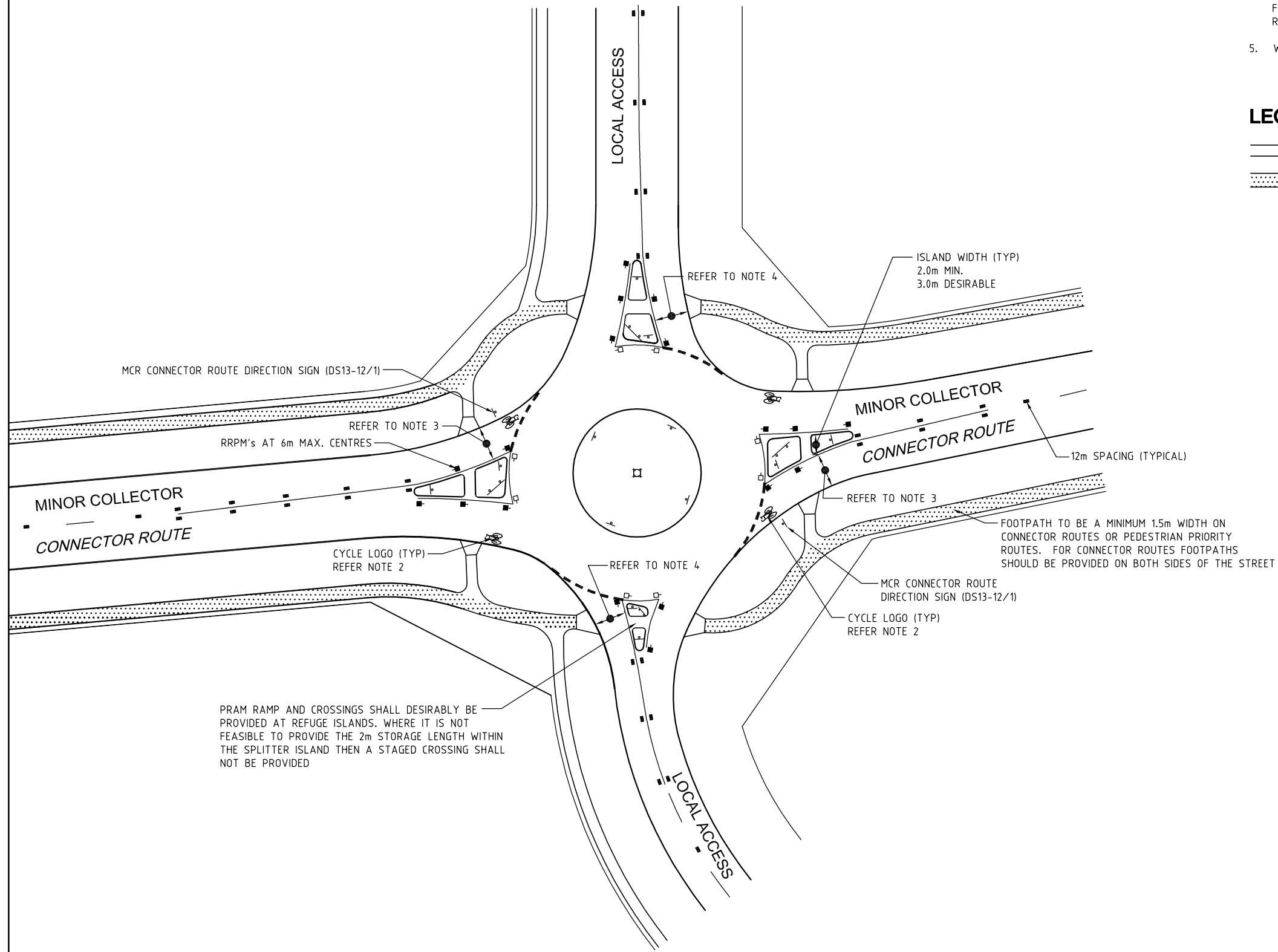
 	
DESIGN STANDARD URBAN INFRASTRUCTURE	
Authorised Signature	
Drawn Geoff Farrar	Date 16/03/2011
Project Engineer Tony Gill	Date 16/03/2011
ON TO OFF ROAD PATH CONNECTION DETAILS	
Scale 1:40, 1:200 @ A3	Date 30 MARCH 2011
AutoCAD File DS13-05.DWG	
Latest Revision Details Open ended bicycle lane added for on to off-road connection Pedestrian and cycle pavement markers added to community path at on to off-road connections	
Drawing No. DS13-05	Revision A

NOTES



1. FOR DETAILS OF LINEMARKING AND SIGNAGE REFER TO DS9-24.
2. FOR IDENTIFIED MAIN COMMUNITY ROUTES CYCLE LOGOS ARE TO BE INSTALLED ON THE ENTRY AND EXIT OF THE ROUNDABOUT AND AT 200m MAX. CENTRES.
3. THE SWEEP PATH OF THE DESIGN VEHICLE SHOULD BE CHECKED AND IF REQUIRED THE MINIMUM WIDTH SPECIFIED SHOULD BE INCREASED.
4. THE ENTRY WIDTH IS SUBJECT TO DESIGN VEHICLE SWEEP PATH REQUIREMENTS. ENTRY WIDTHS FROM LOCAL ACCESS STREETS SHOULD BE 3.0m OR LESS OR IF REQUIRED BY SWEEP PATH REQUIREMENTS GREATER THAN 3.7m.
5. WHERE PRACTICABLE AND WHERE VISIBILITY PERMITS SIGNS SHALL BE ERECTED ON LIGHT COLUMNS OR EXISTING POSTS.

LEGEND

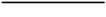

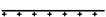

-  1.2m WIDE PATH
-  1.5m WIDE PATH

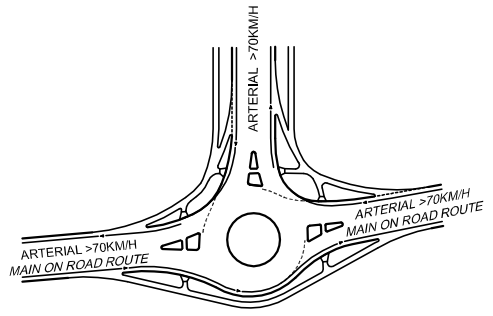
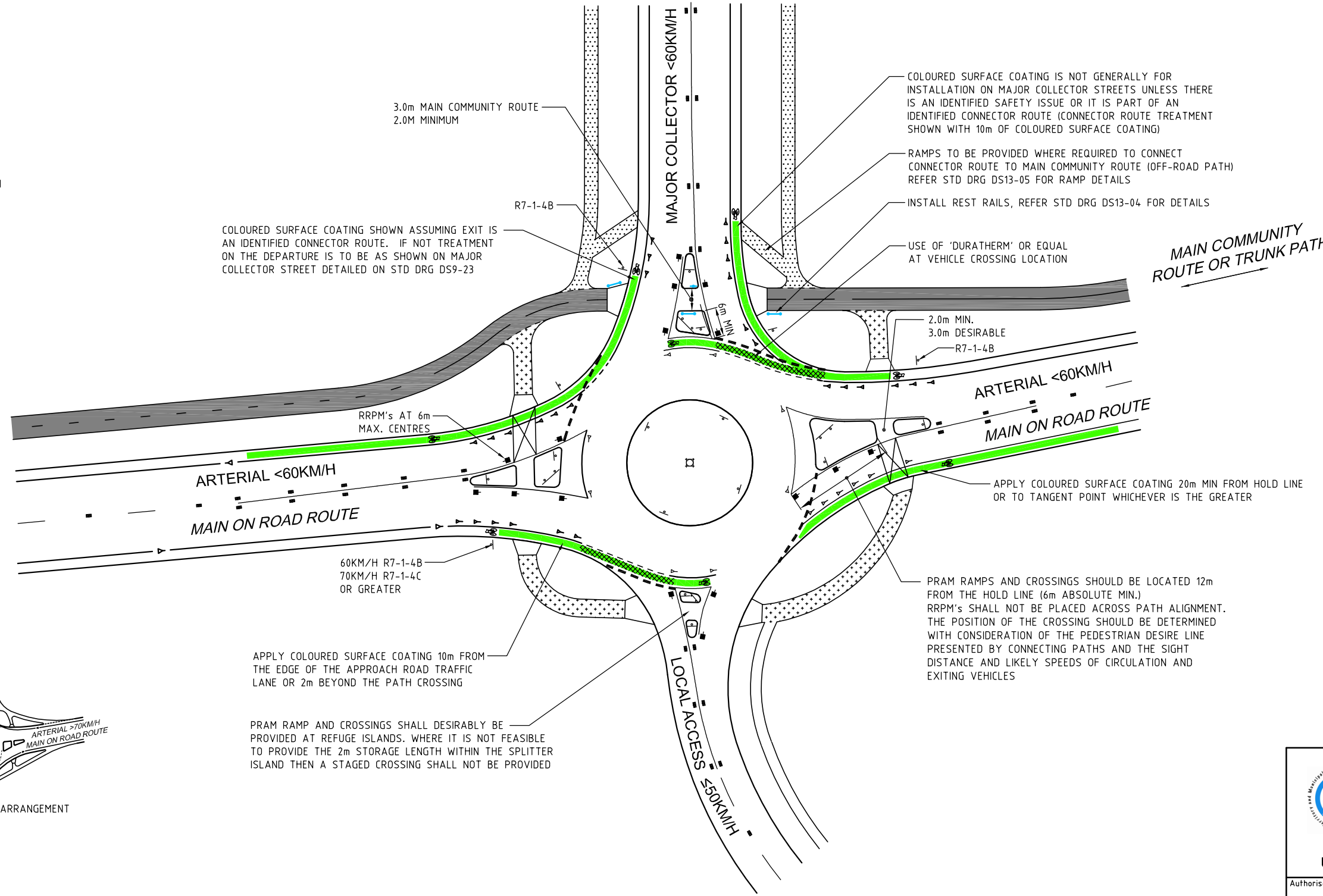


PRAM RAMP AND CROSSINGS SHALL DESIRABLY BE PROVIDED AT REFUGE ISLANDS. WHERE IT IS NOT FEASIBLE TO PROVIDE THE 2m STORAGE LENGTH WITHIN THE SPLITTER ISLAND THEN A STAGED CROSSING SHALL NOT BE PROVIDED

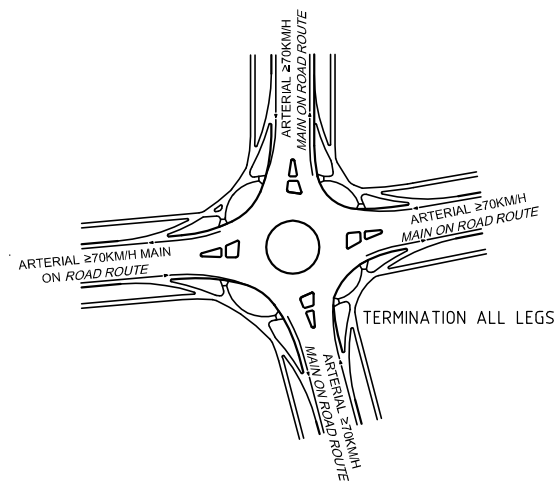
  <p>ACT GOVERNMENT</p>	
<p>DESIGN STANDARD URBAN INFRASTRUCTURE</p>	
<p>Authorised Signature _____</p>	
Drawn	Date
Geoff Farrar	03/08/2010
Project Engineer	Date
Tony Gill	03/08/2010
<p>SINGLE LANE ROUNDABOUT TREATMENT (50KM/H OR LESS)</p>	
Scale	Date
NTS	30 MARCH 2011
<p>AutoCAD File DS13-07.DWG</p>	
<p>Latest Revision Details FIRST EDITION</p>	
Drawing No.	Revision
DS13-07	

LEGEND

-  1.2m WIDE PATH
-  1.5m WIDE PATH
-  2.0m WIDE PATH
-  ≥ 2.5m WIDE PATH



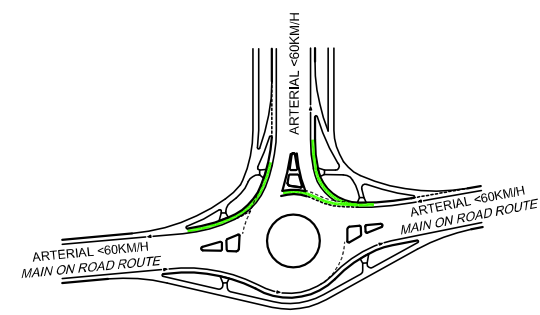
TYPICAL BYPASS PATH ARRANGEMENT



INTERSECTION OF ARTERIAL ROADS

NOTES



1. FOR DETAILS OF LINEMARKING AND SIGNAGE REFER TO DS9-23 AND DS9-24 AS APPROPRIATE
2. REFER AUSTRROADS GUIDE TO ROAD DESIGN 4B: ROUNDABOUTS FOR ENTRY DEFLECTION AND OTHER DESIGN REQUIREMENTS.
3. UNI DIRECTIONAL RED RRPM'S ARE TO BE INSTALLED AT 2m CENTRES ON BICYCLE LANE APPROACHES AND DEPARTURES.
4. WHERE PRACTICABLE AND WHERE VISIBILITY PERMITS SIGNS SHALL BE ERECTED ON LIGHT COLUMNS OR EXISTING POSTS.

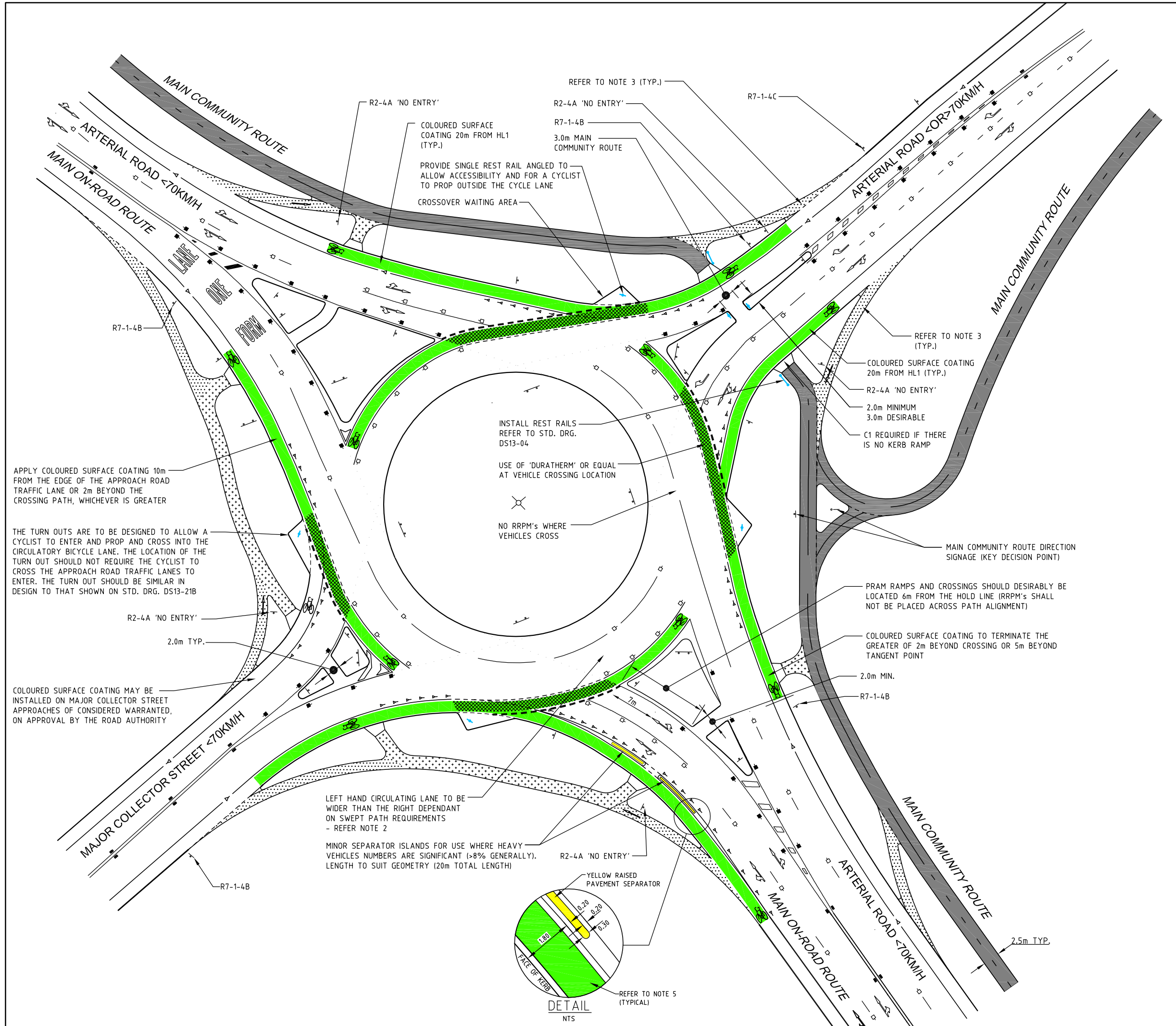


TYPICAL BYPASS PATH ARRANGEMENT

50KM/H - 60KM/H TREATMENTS

≥ 70KM/H TREATMENTS REFER NOTES





 ACT GOVERNMENT  DESIGN STANDARD URBAN INFRASTRUCTURE	
Authorised Signature	
Drawn Geoff Farrar	Date 16/03/2011
Project Engineer Tony Gill	Date 16/03/2011
SINGLE LANE ROUNDABOUT TREATMENT (>50KM/H)	
Scale NTS	Date 30 MARCH 2011
AutoCAD File DS13-08.DWG	
Latest Revision Details FIRST ISSUE	
Drawing No. DS13-08	Revision




NOTES


1. REFER TO DS9-02 & 03 FOR LINEMARKING DETAILS.
2. REFER AUSTRROADS GUIDE TO ROAD DESIGN 4B: ROUNDABOUTS FOR ENTRY DEFLECTION AND OTHER DESIGN REQUIREMENTS.
3. CYCLE RAMPS ARE TO BE IN ACCORDANCE WITH STD. DRG. DS13-05.
4. UNI DIRECTIONAL RED RRPMS ARE TO BE INSTALLED AT 2m CENTRES MINIMUM ON BICYCLE LANE APPROACHES AND DEPARTURES FOR A LENGTH OF 10m.
5. FOR DETAILS OF TYPICAL COLOURED CYCLE LANE TREATMENT REFER TO STD. DRG. DS13-21.

LEGEND

-  1.2m WIDE PATH
-  1.5m WIDE PATH
-  2.0m WIDE PATH
-  ≥ 2.5m WIDE PATH

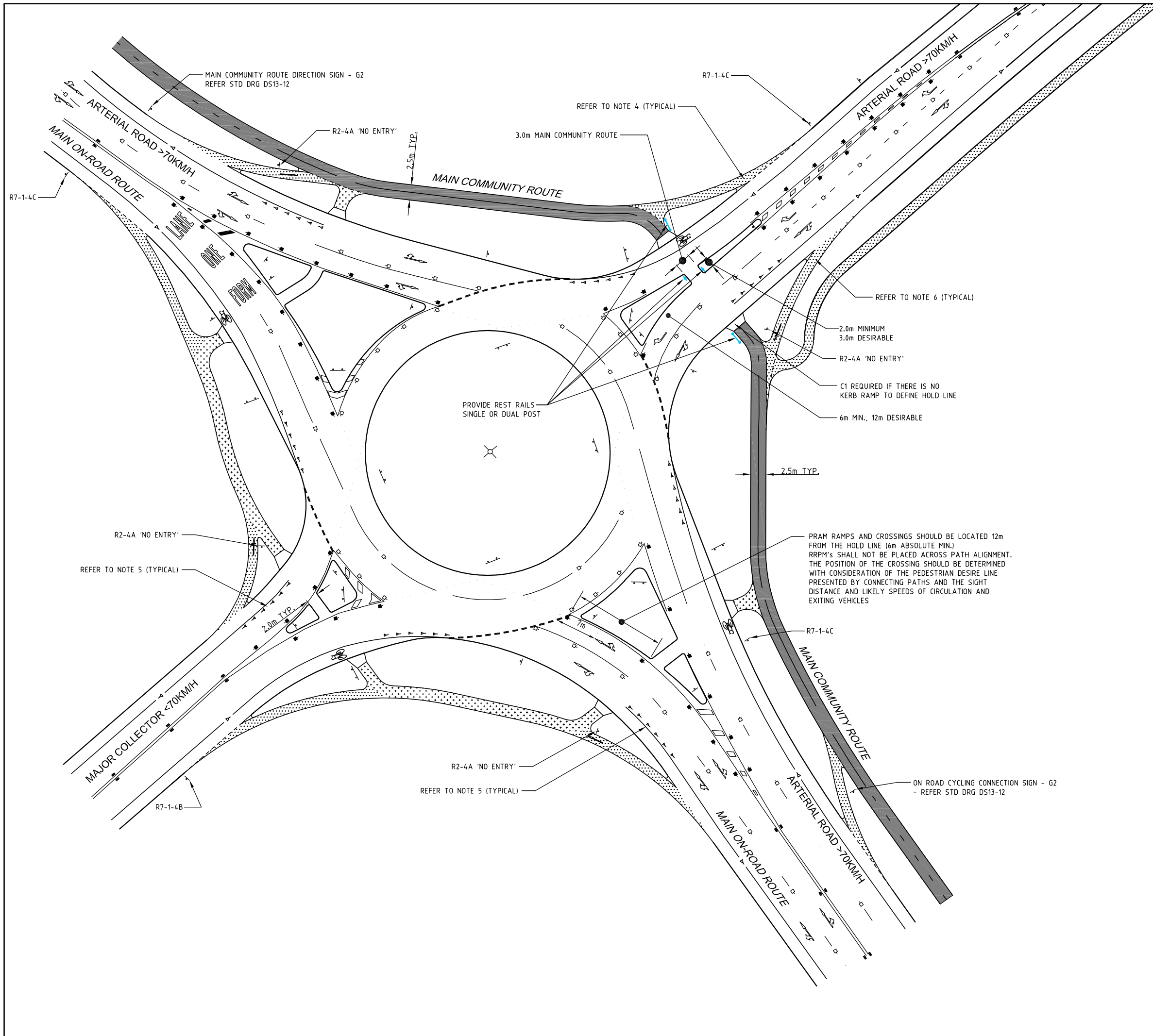


ACT GOVERNMENT



**DESIGN STANDARD
URBAN INFRASTRUCTURE**

Authorised Signature	
Drawn Geoff Farrar	Date 16/03/2011
Project Engineer Tony Gill	Date 16/03/2011
TWO LANE ROUNDABOUT TREATMENT (60KM/H)	
Scale	Date
NTS	30 MARCH 2011
AutoCAD File DS13-09.DWG	
Latest Revision Details FIRST EDITION	
Drawing No. DS13-09	Revision



NOTES

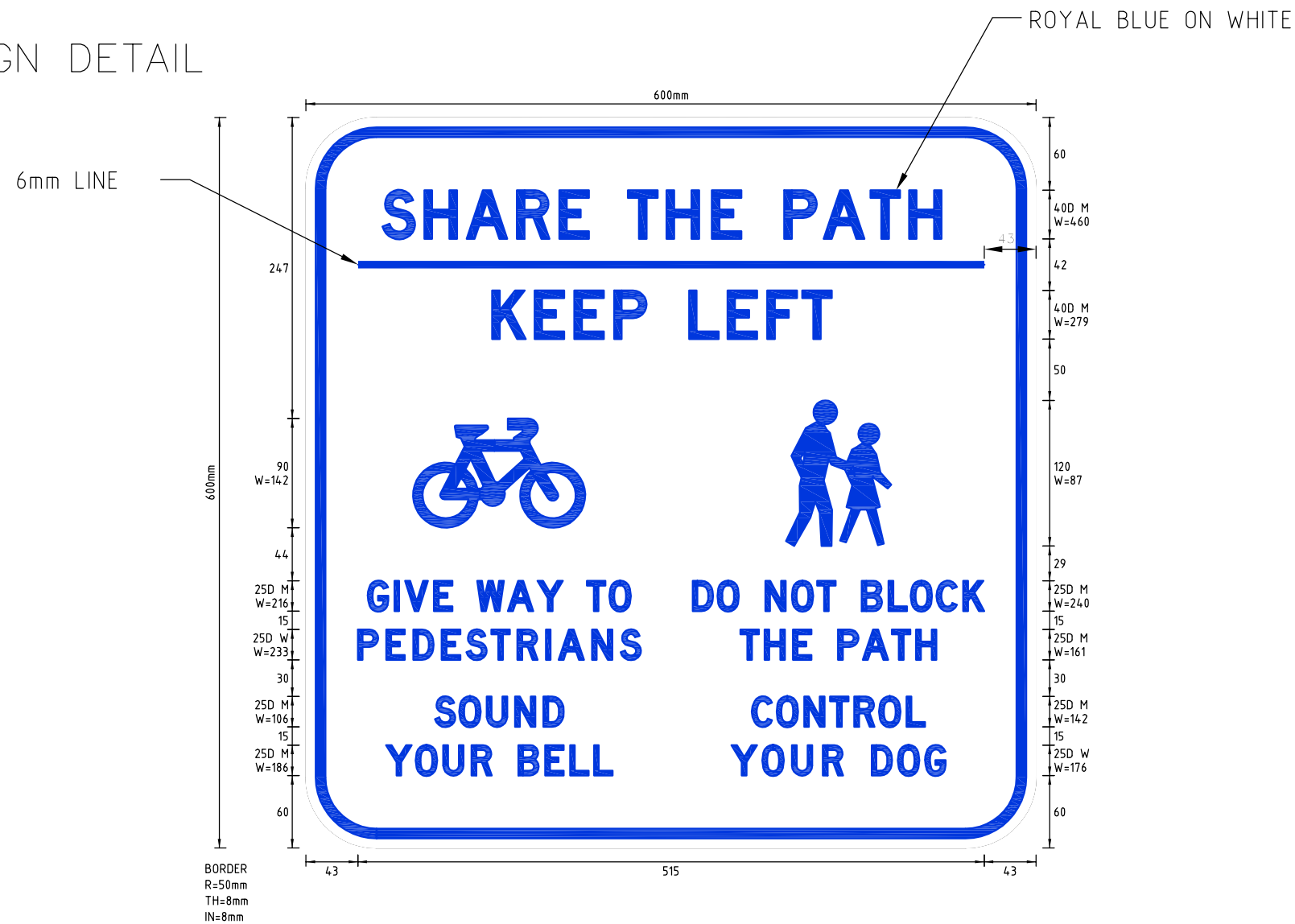
1. REFER TO DS9-01 FOR LINEMARKING DETAILS.
2. REFER AUSTRROADS GUIDE TO ROAD DESIGN 4B: ROUNDABOUTS FOR ENTRY DEFLECTION AND OTHER DESIGN REQUIREMENTS.
3. ON APPROACHES TO A ROUNDABOUT WHERE THE BICYCLE LANE IS TO BE TERMINATED THE BICYCLE LANE IS TO BE EXTENDED PAST THE ON TO OFF-ROAD CONNECTION TO TERMINATE AS AN OPEN ENDED LANE WITH MINIMUM 1.5m WIDTH AT OR NEAR TO THE PATH CROSSING POINT.
4. CYCLE RAMPS ARE TO BE IN ACCORDANCE WITH STD. DRG. DS13-05.
5. UNI DIRECTIONAL RED RRPM'S ARE TO BE INSTALLED AT 2m CENTRES FOR A MINIMUM 10m ON BICYCLE LANE APPROACHES AND DEPARTURES.

LEGEND

	1.2m WIDE PATH
	1.5m WIDE PATH
	2.0m WIDE PATH
	≥ 2.5m WIDE PATH

<p>ACT GOVERNMENT</p>	
<p>DESIGN STANDARD URBAN INFRASTRUCTURE</p>	
<p>Authorised Signature _____</p>	
<p>Drawn: Geoff Farrar</p>	<p>Date: 16/03/2011</p>
<p>Project Engineer: Tony Gill</p>	<p>Date: 16/03/2011</p>
<p>TWO LANE ROUNDABOUT TREATMENTS (≥ 70KM/H)</p>	
<p>Scale: NTS</p>	<p>Date: 30 MARCH 2011</p>
<p>AutoCAD File: DS13-10.DWG</p>	
<p>FIRST EDITION</p>	
<p>Drawing No. DS13-10</p>	<p>Revision</p>



SIGN DETAIL
1:5



SIGN DS13/15-1

NOTES:

1. DS13/15-1 SIGNS ARE TO BE INSTALLED IN PAIRS AT GENERALLY 500m TO 1km SPACING ON MAIN COMMUNITY ROUTES ONLY. THE SIGN MAY BE INSTALLED ON OTHER PATHS TO ADDRESS REPORTED BEHAVIOURAL ISSUES ON APPROVAL FROM THE ROAD AUTHORITY.
2. AT MAIN INFLOW POINTS OF PEOPLE ONTO AN MCR THE SIGN SHOULD BE INSTALLED TO ADDRESS PEOPLE TRAVELLING IN EITHER DIRECTION ON THE MCR. THIS MAY REQUIRE A SPLIT INSTALLATION OF SIGNAGE.
3. THE SIGN IS TO BE INSTALLED UTILISING EXISTING POLES SUCH AS LIGHT POLES WHEREVER POSSIBLE. THE SIGN MAY ALSO BE INSTALLED TO SHARE A POLE WITH PAIRED SINGLE SIGN INSTALLATIONS SUCH AS "ROAD AHEAD" SIGNS.

 ACT GOVERNMENT	
 DESIGN STANDARD URBAN INFRASTRUCTURE	
Authorised Signature	
Drawn Rod Mertin	Date 16/03/2011
Project Engineer Tony Gill	Date 16/03/2011
SHARE THE PATH SIGNAGE	
Scale 1:5	Date 30 MARCH 2011
AutoCAD File DS13-15.DWG	
FIRST EDITION	
Drawing No. DS13-15	Revision