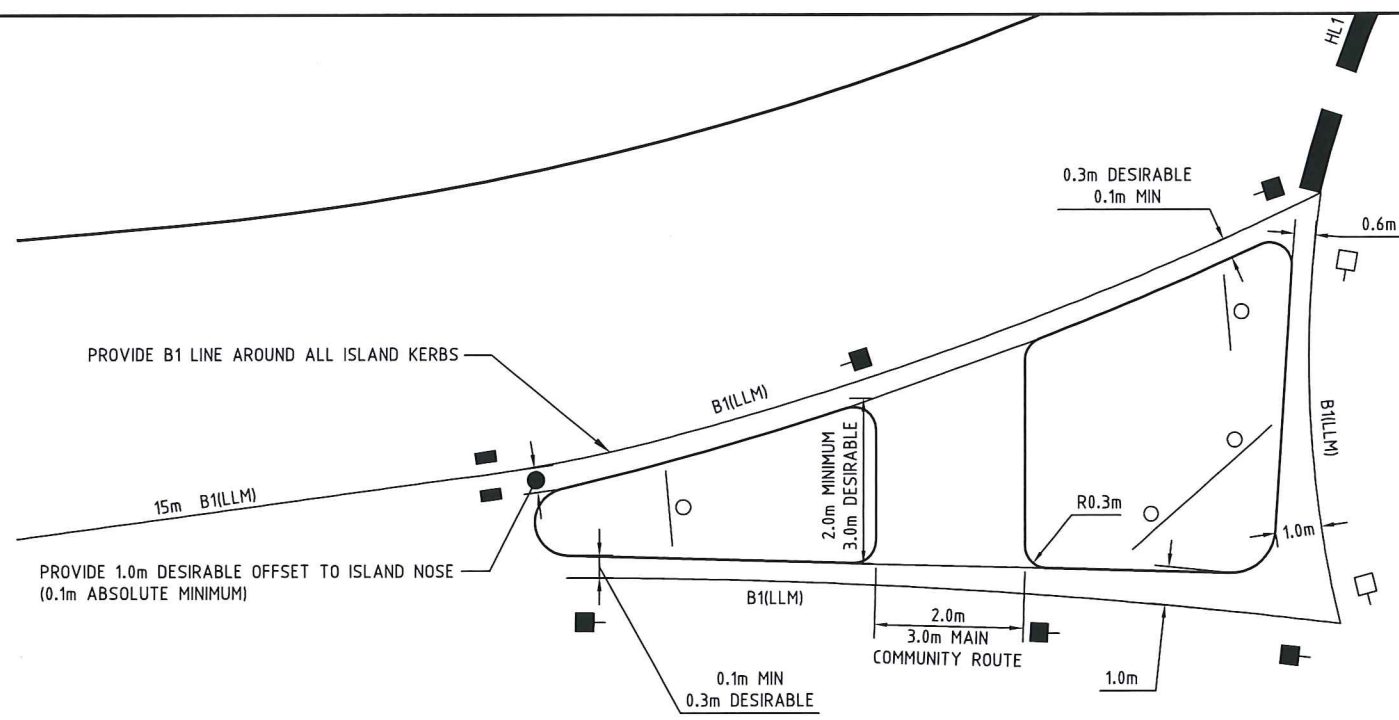
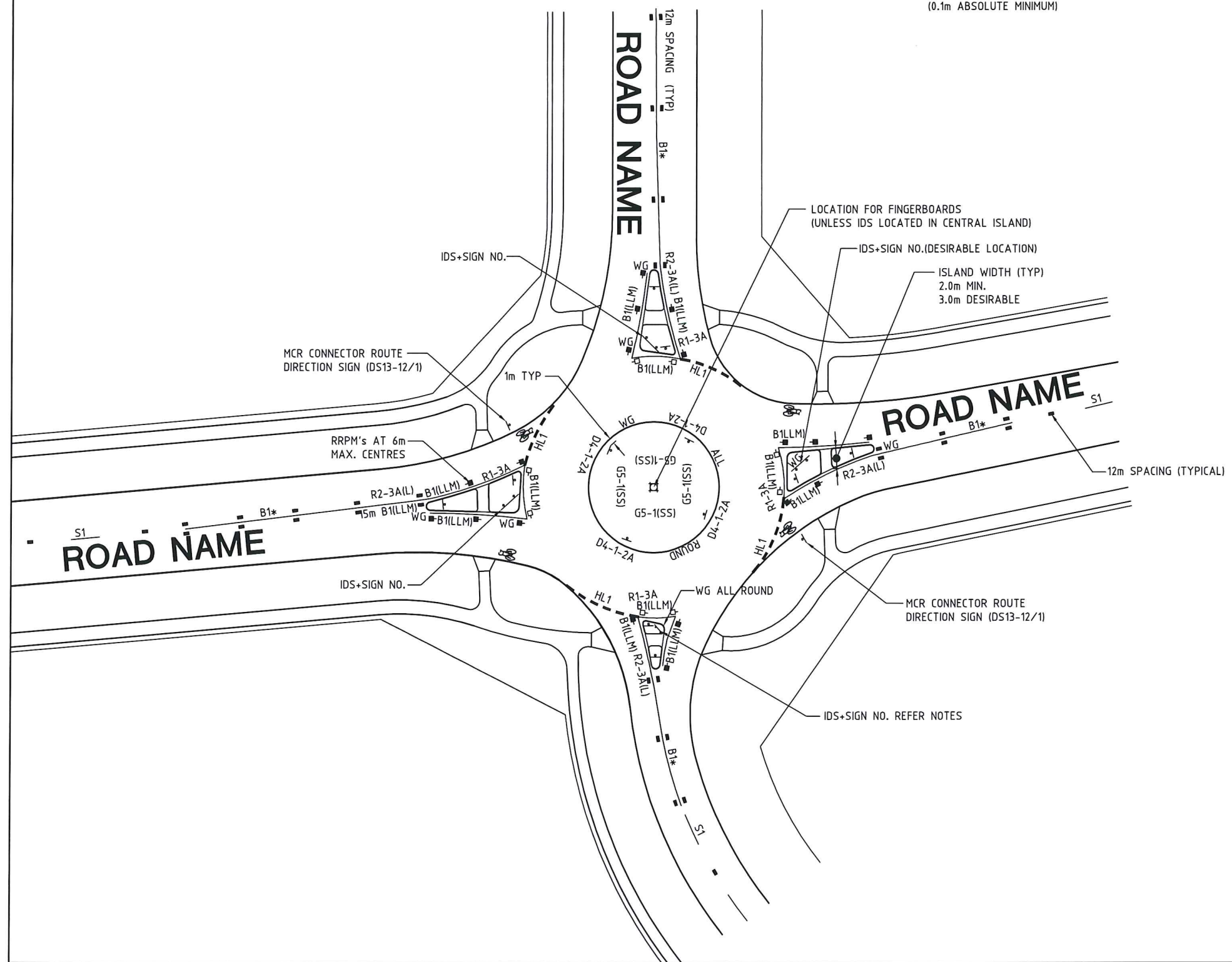




NOTES

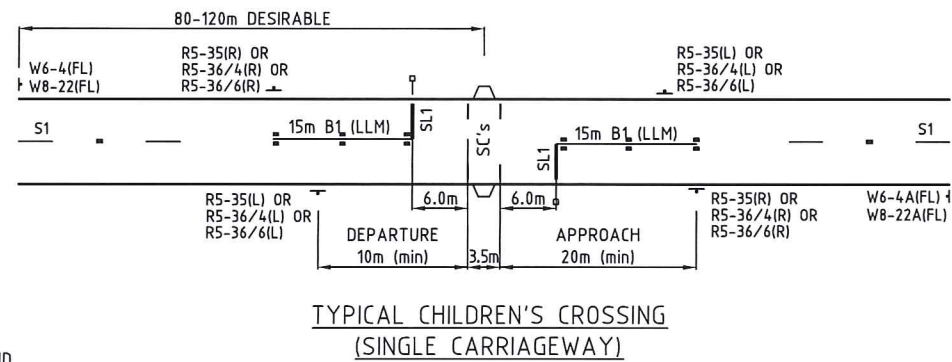
1. IF INTERSECTION DIRECTION SIGNS (IDS) WILL NOT FIT ON SPLITTER ISLANDS, THE CENTRE ISLAND MAY BE USED. IN THESE CIRCUMSTANCES THE IDS REPLACES THE GS-1 FINGERBOARD SIGNS.
2. REFER DS13 FOR CYCLE FACILITIES AT ROUNDABOUTS.
3. B1* 15m LLM + 15m MIN PAINT



TYPICAL SPLITTER ISLAND DETAIL



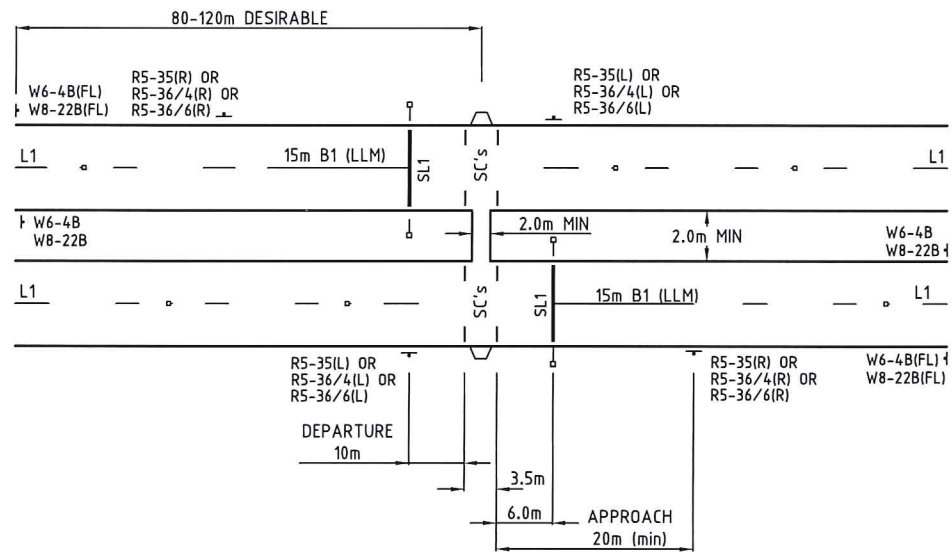
  <p>ACT GOVERNMENT</p>	
<p>DESIGN STANDARD URBAN INFRASTRUCTURE</p>	
<p>Authorised: DIRECTOR, ROADS ACT TONY GILL</p>	
Drawn:	Date
MARTIN GORDON	23/06/2011
Project Engineer:	Date
FRED IHEGIE / SNEZANA DIMITROVSKA	23/06/2011
<p>TCD's FOR LOCAL STREET ROUNDABOUTS</p>	
Scale	Date
NTS	23 JUNE 2011
<p>AutoCAD File DS9-24.DWG</p>	
<p>Latest Revision Details A REVISIONS DUE TO UPDATE OF AS1742.2</p>	
Drawing No.	Revision
DS9-24	A



TYPICAL CHILDREN'S CROSSING
(SINGLE CARRIAGEWAY)

LEGEND

- R5-35 NO STOPPING
- R5-36/4 NO STOPPING - 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS
- R5-36/6 NO STOPPING - 8AM-9.30AM 2.30PM-3.30PM SCHOOL DAYS
- W6-1 PEDESTRIANS
- W6-2 PEDESTRIAN CROSSING AHEAD
- W6-4 SCHOOL
- W8-22 CROSSING AHEAD
- W8-25 REFUGE ISLAND
- FL FLOURESCENT YELLOW / GREEN SHEETING



TYPICAL CHILDREN'S CROSSING
(DUAL CARRIAGEWAY)

NOTE:

CHILDREN'S CROSSINGS ON DUAL CARRIAGEWAYS OR ROADS WITH SPEED RESTRICTIONS GREATER THEN 60km/h ARE NOT GENERALLY PERMITTED AND REQUIRE IN-PRINCIPLE AGREEMENT FROM THE ROAD AUTHORITY PRIOR TO DESIGN

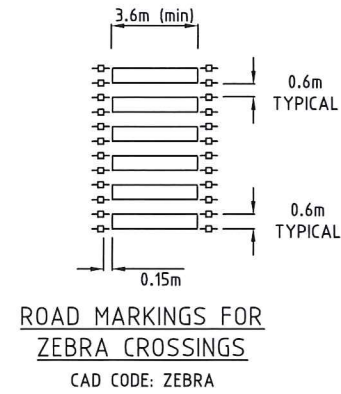
GUIDELINES FOR INSTALLATION OF A CHILDREN'S CROSSING

PRIMARY SCHOOLS

A CHILDREN'S CROSSING WILL BE CONSIDERED WHEN THE MINIMUM NUMBER OF STUDENTS CROSSING PER PEAK HALF HOUR IS 20 AND THE MINIMUM NUMBER OF VEHICLES IN THE SAME HALF HOUR IS 50. CROSSING MOVEMENTS ARE CONTAINED WITHIN A 30m SECTION OF ROAD

SECONDARY SCHOOLS / COLLEGES

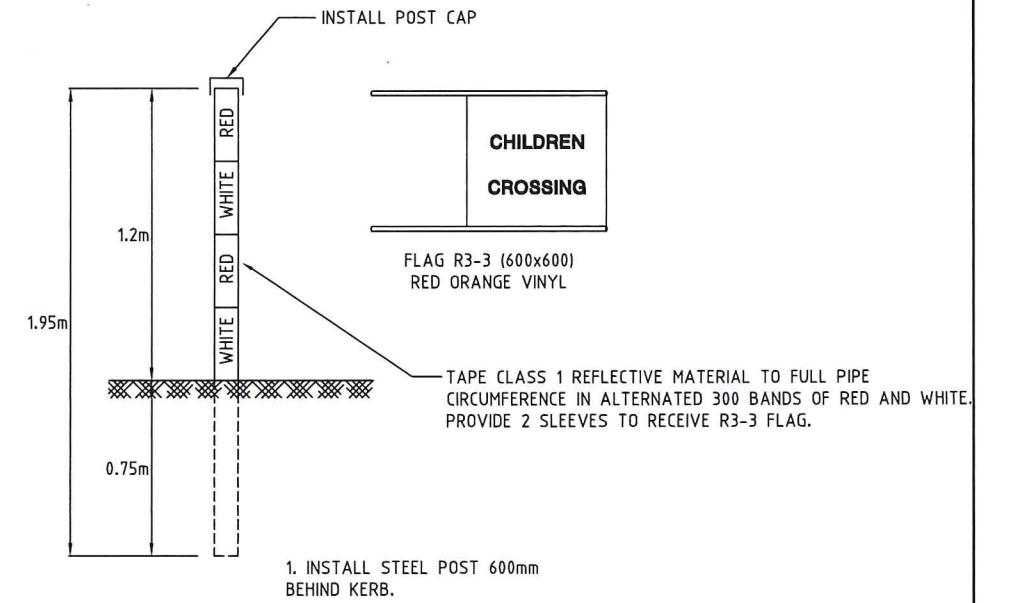
A CHILDREN'S CROSSING WILL BE CONSIDERED WHEN THE MINIMUM NUMBER OF STUDENTS CROSSING PER PEAK HALF HOUR IS 40 AND THE MINIMUM NUMBER OF VEHICLES IN THE SAME HALF HOUR IS 100. CROSSING MOVEMENTS ARE CONTAINED WITHIN A 30m SECTION OF ROAD.



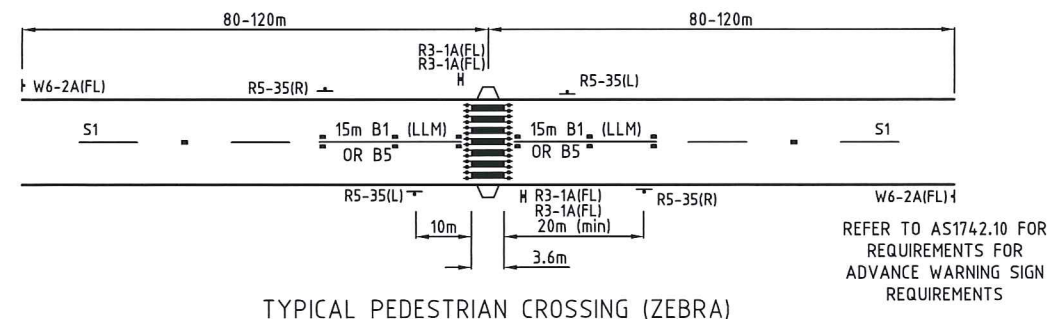
ROAD MARKINGS FOR
ZEBRA CROSSINGS
CAD CODE: ZEBRA

NOTES

1. IF SPECIFIED - BI-DIRECTIONAL RRPMS (WHITE) TO BE USED ON BOTH SIDES OF CROSSING ON TWO WAY CARRIAGEWAYS.
2. IF SPECIFIED - UNI-DIRECTIONAL RRPMS (WHITE) ARE USED ON BOTH SIDES OF CROSSING FACING ONCOMING TRAFFIC ON ONE WAY CARRIAGEWAYS.
3. CROSSING WIDTHS ARE 3.5m MINIMUM. WIDER CROSSINGS MAY BE PROVIDED WHERE PEDESTRIAN TRAFFIC IS HEAVY.
4. PEDESTRIAN WARNING SIGNS SHALL BE MANUFACTURED USING A FLOURESCENT YELLOW / GREEN SHEETING. REFER AS1742.10 FOR COLOUR REQUIREMENTS.



STEEL POST & FLAG DETAILS
FOR CHILDREN'S CROSSINGS



TYPICAL PEDESTRIAN CROSSING (ZEBRA)

REFER TO AS1742.10 FOR REQUIREMENTS FOR ADVANCE WARNING SIGN REQUIREMENTS

GUIDELINES FOR INSTALLATION OF PEDESTRIAN CROSSING (ZEBRA)

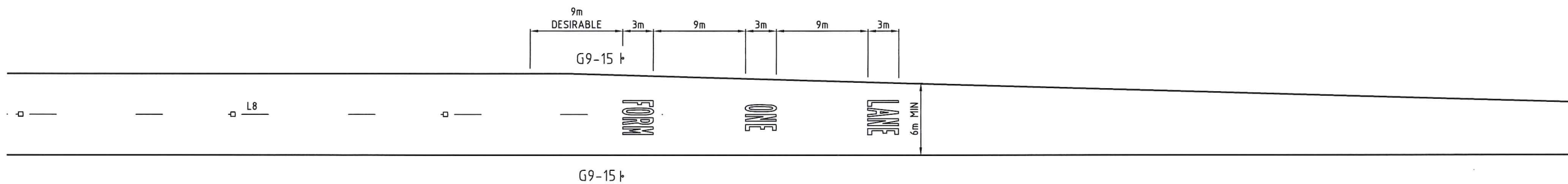
UNLESS OTHERWISE APPROVED BY THE ROAD AUTHORITY A PEDESTRIAN CROSSING (ZEBRA) WILL NOT BE PERMITTED UNLESS IN TWO SEPARATE 1 HOUR PERIODS OF A TYPICAL WEEKDAY, THERE ARE NO FEWER THAN 60 PEDESTRIANS CROSSING THE ROADWAY WITHIN CLOSE PROXIMITY TO THE SITE (GENERALLY WITHIN 15 TO 30m) AND AT LEAST 600 VEHICLES PASS THE SITE, SUBJECT TO THE PRODUCT OF THE NUMBER OF PEDESTRIANS PER HOUR AND VEHICLES IN THE SAME HOUR EXCEEDING 90,000.

NOTE: THESE FIGURES SHOULD BE APPLIED TO EACH CARRIAGEWAY. IF A SATISFACTORY PEDESTRIAN REFUGE IS AVAILABLE OR CAN BE PROVIDED WITHIN A CARRIAGEWAY, THESE FIGURES SHOULD BE APPLIED SEPARATELY TO THE TRAFFIC STREAM ON EACH SIDE OF THE REFUGE. REFER AS 1742.10 FOR OTHER GUIDELINES FOR INSTALLATION.

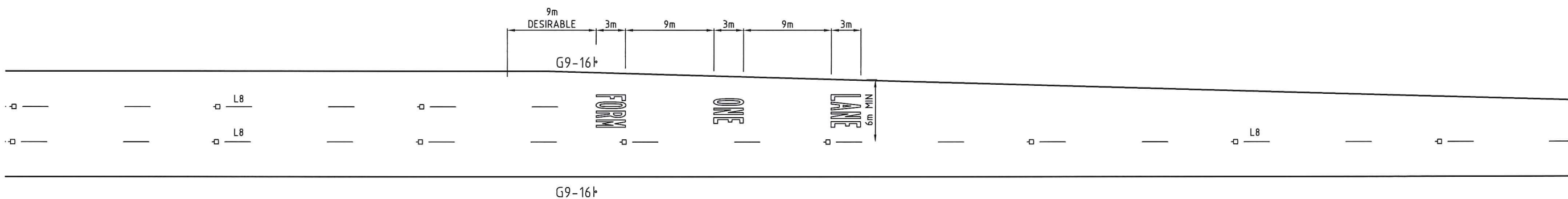
NOTE

ALL DIMENSIONS SHOWN ARE IN MM UNLESS SHOWN OTHERWISE

DESIGN STANDARD URBAN INFRASTRUCTURE	
Authorised: DIRECTOR, ROADS ACT TONY GILL	<i>TGH</i> 23/06/11
Drawn: MARTIN GORDON	Date 23/06/2011
Project Engineer: FRED IHEGIE / SNEZANA DIMITROVSKA	Date 23/06/2011
<h2>CHILDREN'S AND ZEBRA CROSSING DETAILS</h2>	
Scale NTS	Date 23 JUNE 2011
AutoCAD File DS9-25.DWG	
Latest Revision Details A REVISIONS DUE TO UPDATE OF AS1742.2	
Drawing No. DS9-25	Revision A



TYPICAL FORM ONE LANE TREATMENT (ZIP MERGE)





TYPICAL FORM TWO LANE TREATMENT (ZIP MERGE)

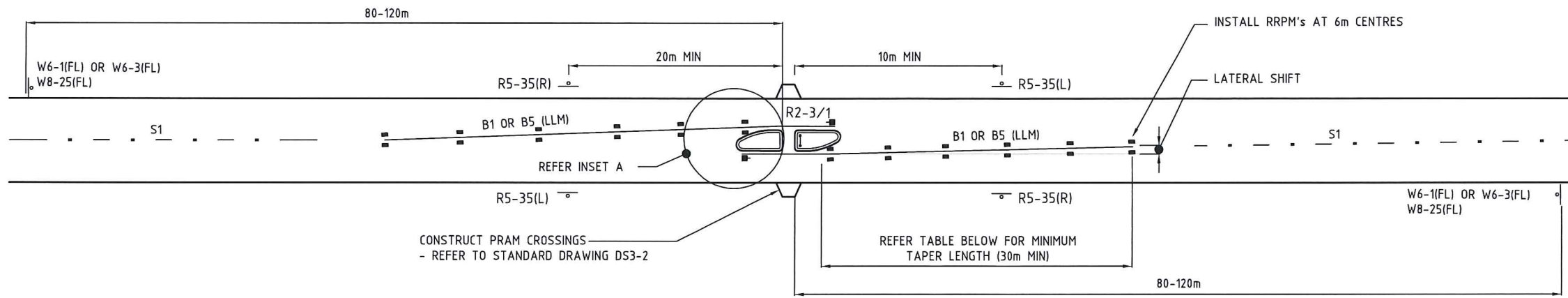
TYPICAL FORM TWO LANE TREATMENT (ZIP MERGE)

1. PAVEMENT MESSAGES SHALL BE MARKED WITH LONG LIFE MATERIALS (LLM)
2. REFER AS1742.2 FOR ZIP MERGE, LANE CHANGE / GENERAL CASE OR LANE CHANGE / EXPRESS WAY TYPE ENTRY RAMP DETAILS AND FOR ROADS WITH AN 85 %ILE GREATER THAN 80Km/h

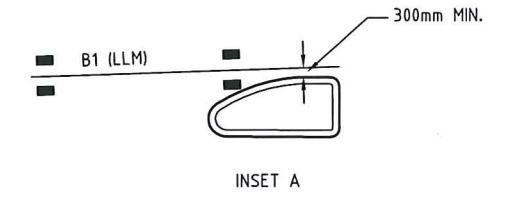
LEGEND:

G9-15 FORM ONE LANE
G9-16 FORM TWO LANES

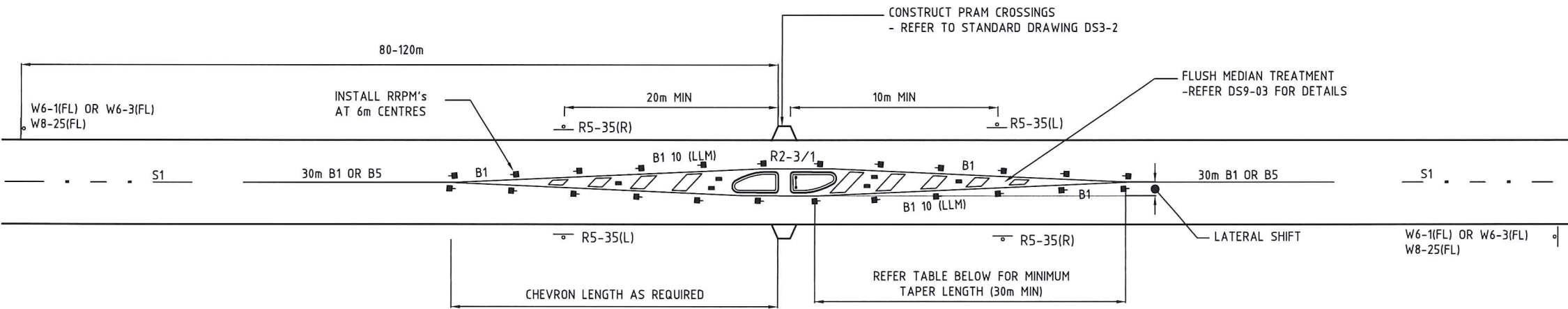
  <p>ACT GOVERNMENT</p> <p>DESIGN STANDARD URBAN INFRASTRUCTURE</p>	
Authorised: DIRECTOR, ROADS ACT TONY GILL	
Drawn: MARTIN GORDON	Date: 23/06/2011
Project Engineer: FRED IHEGIE / SNEZANA DIMITROVSKA	
<p>FORM ONE/TWO LANE DETAILS</p>	
Scale: NTS	Date: 23 JUNE 2011
AutoCAD File: DS9-27.DWG	
Latest Revision Details: A DS9 UPDATE	
Drawing No. DS9-27	Revision A



REFUGE ISLAND WITH UNRESTRICTED SIGHT DISTANCE - TYPICAL TCD DETAILS



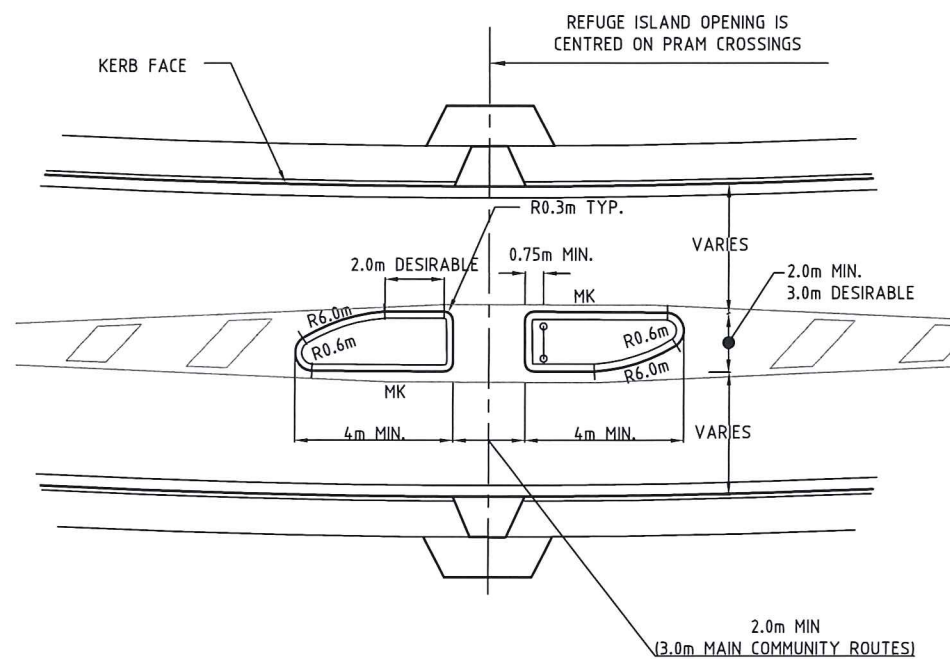
- LEGEND:**
- R2-3/1 HORSE SHOE CHEVRON
 - KEEP LEFT/RIGHT
 - R5-35 NO STOPPING
 - W6-1 PEDESTRIANS
 - W6-3 CHILDREN
 - W8-25 REFUGE ISLAND
 - FL FLUORESCENT YELLOW / GREEN SHEETING



REFUGE ISLAND WITH RESTRICTED SIGHT DISTANCE DUE TO CURVES OR CRESTS - TYPICAL TCD DETAILS

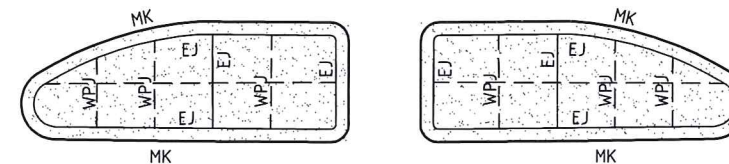
- NOTES**
1. WITH THE APPROVAL OF THE ROAD AUTHORITY BULL NOSED MEDIAN ISLAND NOSES MAY BE PERMITTED IN LATM SCHEMES
 2. REFER DS13 FOR LANE WIDTHS

TAPER LENGTHS	
SPEED Km/h	MINIMUM TAPER LENGTH PER METRE OF LATERAL SHIFT
50	14
60	17
70*	20
80*	23



TYPICAL SETOUT PLAN

EJs FOR PEDESTRIAN REFUGE ISLANDS TO BE BITUMEN IMPREGNATED FIBRE BOARD (TYPE CANITE OR EQUIVALENT)



JOINTING PLAN

- NOTES**
1. LATERAL SHIFT IS BASED ON 1.0 METRE SHIFT PER SECOND
 2. * REFUGE ISLANDS ARE NOT NORMALLY PERMITTED ON ROADS WITH A SPEED RESTRICTION OF > 60km/h. AGREEMENT WITH THE ROAD AUTHORITY SHOULD BE OBTAINED PRIOR TO COMMENCING DESIGN
 3. REGARDLESS OF TAPER LENGTH 30m BARRIER LINE SHALL BE MARKED PRECEDING THE START OF THE TAPER

ACT GOVERNMENT

DESIGN STANDARD URBAN INFRASTRUCTURE

Authorised: DIRECTOR, ROADS ACT
TONY GILL

Drawn: MARTIN GORDON
Project Engineer: FRED IHEGIE / SNEZANA DIMITROVSKA

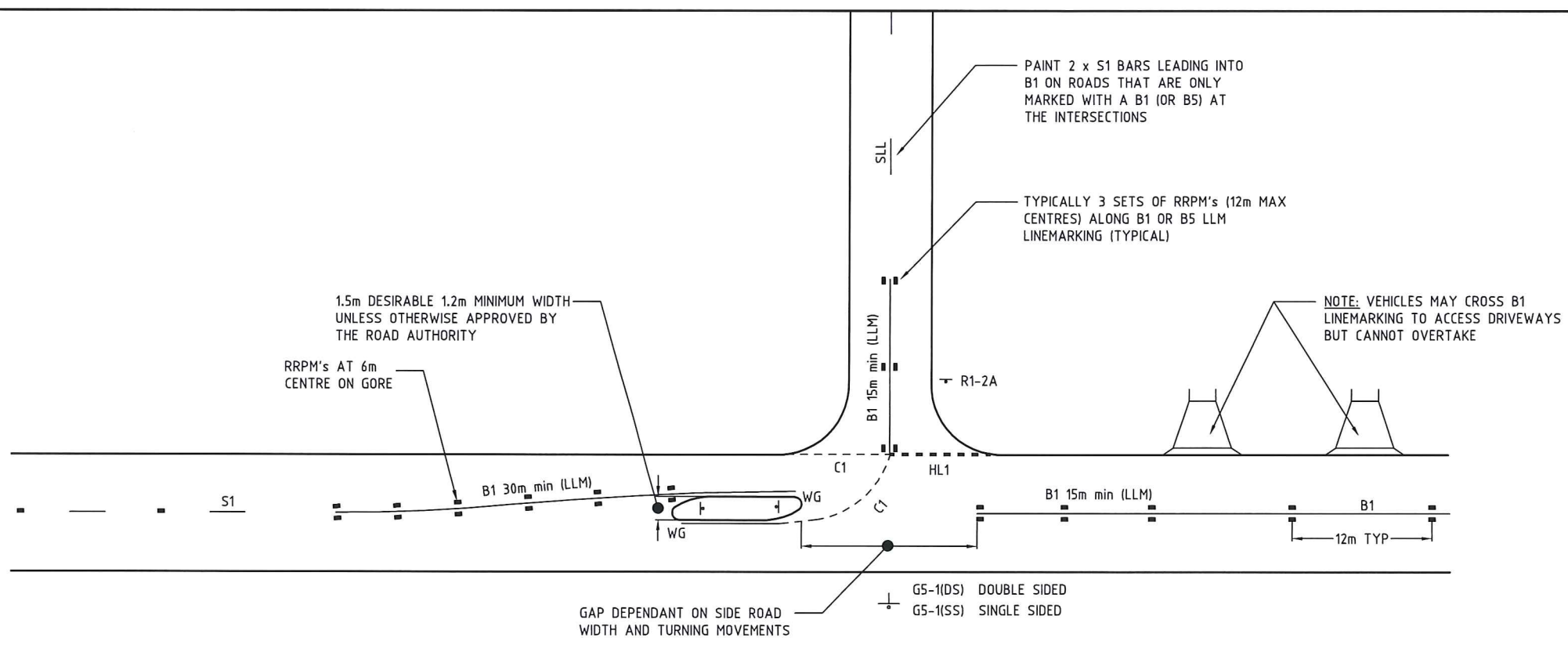
REFUGE ISLANDS

Scale: NTS
Date: 23 JUNE 2011

AutoCAD File: DS9-28.DWG

Latest Revision Details: A REVISIONS DUE TO UPDATE OF AS1742.2

Drawing No.: DS9-28
Revision: A



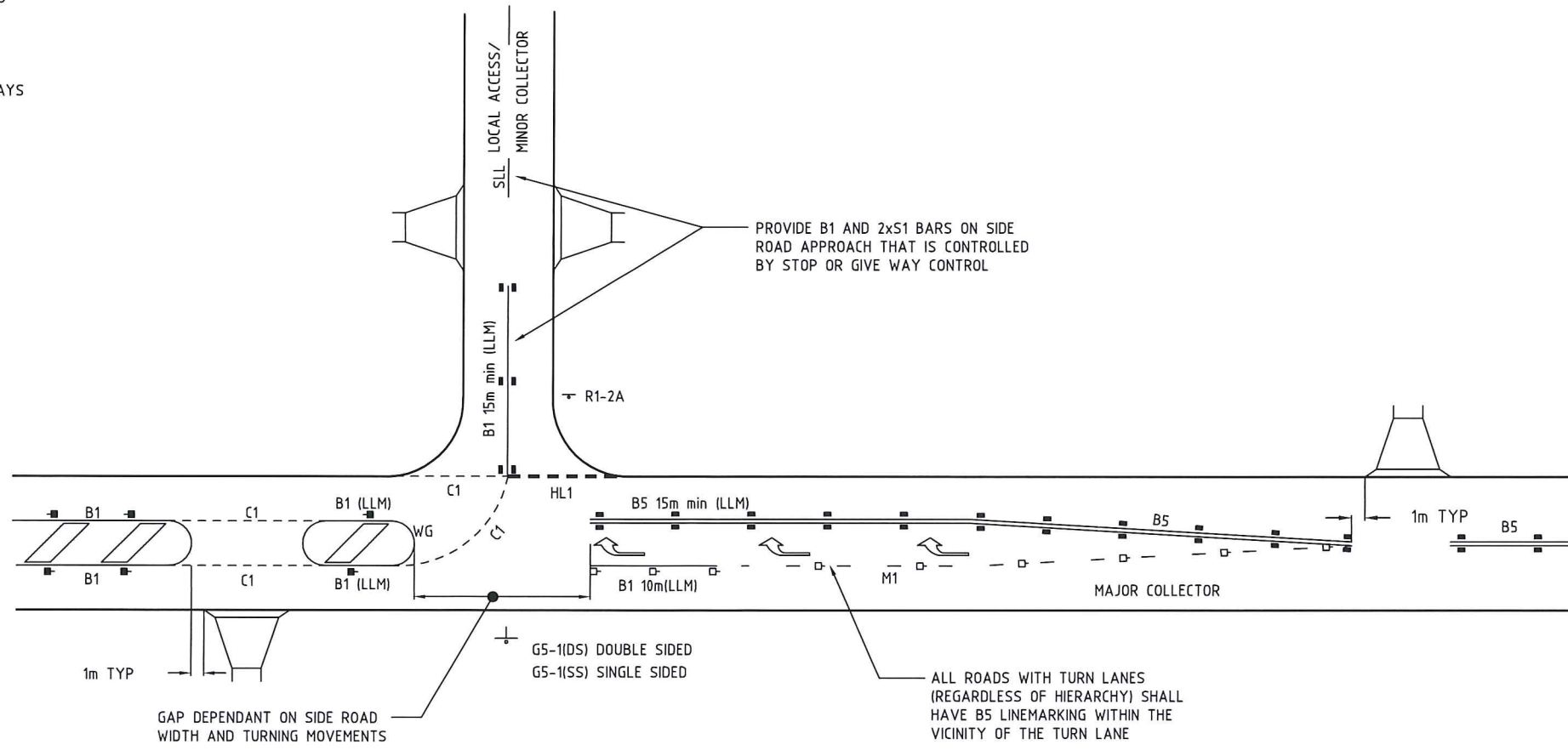
TYPICAL USE OF B1 LINEMARKING

USE OF B1 AND B5 MARKINGS



1. B5 LINES SHALL BE USED ON ALL MAJOR COLLECTOR AND ARTERIAL ROADS, ROADS WITH OBLIQUE INTERSECTIONS, MULTIPLE LEGS, TURNS LANES, WIDE SPLITTER ISLANDS, MULTI LANES ROADS AND ON THE APPROACHES AND DEPARTURES TO ONE WAY STREETS.
2. B1 LINES SHALL BE USED ON LOCAL AND MINOR COLLECTOR ROADS WITH A SINGLE LANE IN EACH DIRECTION WHERE ACCESS TO DRIVEWAYS IS PERMITTED

NOTE:

1. RRPM SPACING IS TO BE ADJUSTED SO THAT THEY ARE NOT INSTALLED ACROSS DRIVEWAYS OR ON FOOTPATH ALIGNMENTS



TYPICAL USE OF B5 LINEMARKING

 ACT GOVERNMENT 	
DESIGN STANDARD URBAN INFRASTRUCTURE	
Authorised: DIRECTOR, ROADS ACT TONY GILL <i>Tony Gill</i>	
Drawn:	MARTIN GORDON
Date:	23/06/2011
Project Engineer:	FRED IHEGIE / SNEZANA DIMITROVSKA
Date:	23/06/2011
USE OF B1 AND B5 LINES	
Scale:	NTS
Date:	23 JUNE 2011
AutoCAD File DS9-29.DWG	
Latest Revision Details	
Drawing No.	DS9-29
Revision	0