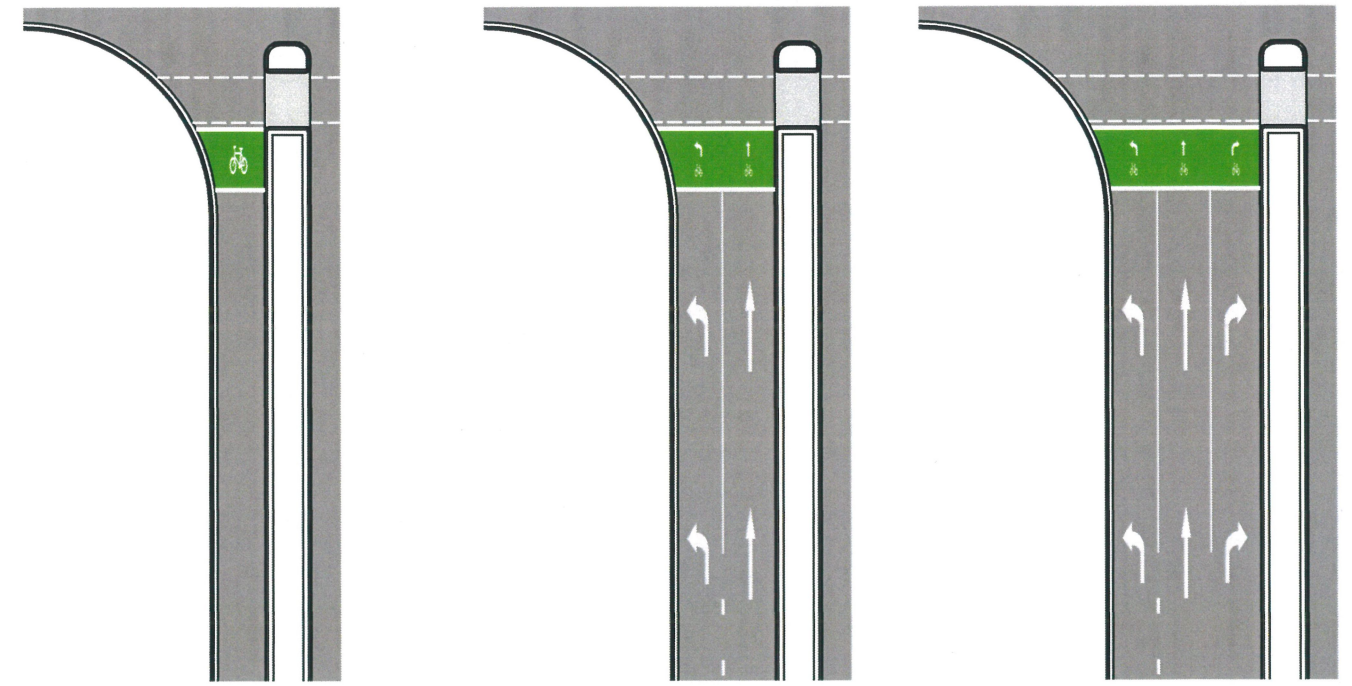


ONE THROUGH LANE OR SINGLE TURN LANE      ONE THROUGH LANE AND LEFT TURN ONLY LANE      ONE THROUGH LANE AND RIGHT TURN LANE

**TYPICAL INTERSECTIONS WITH LEAD UP BICYCLE LANES**

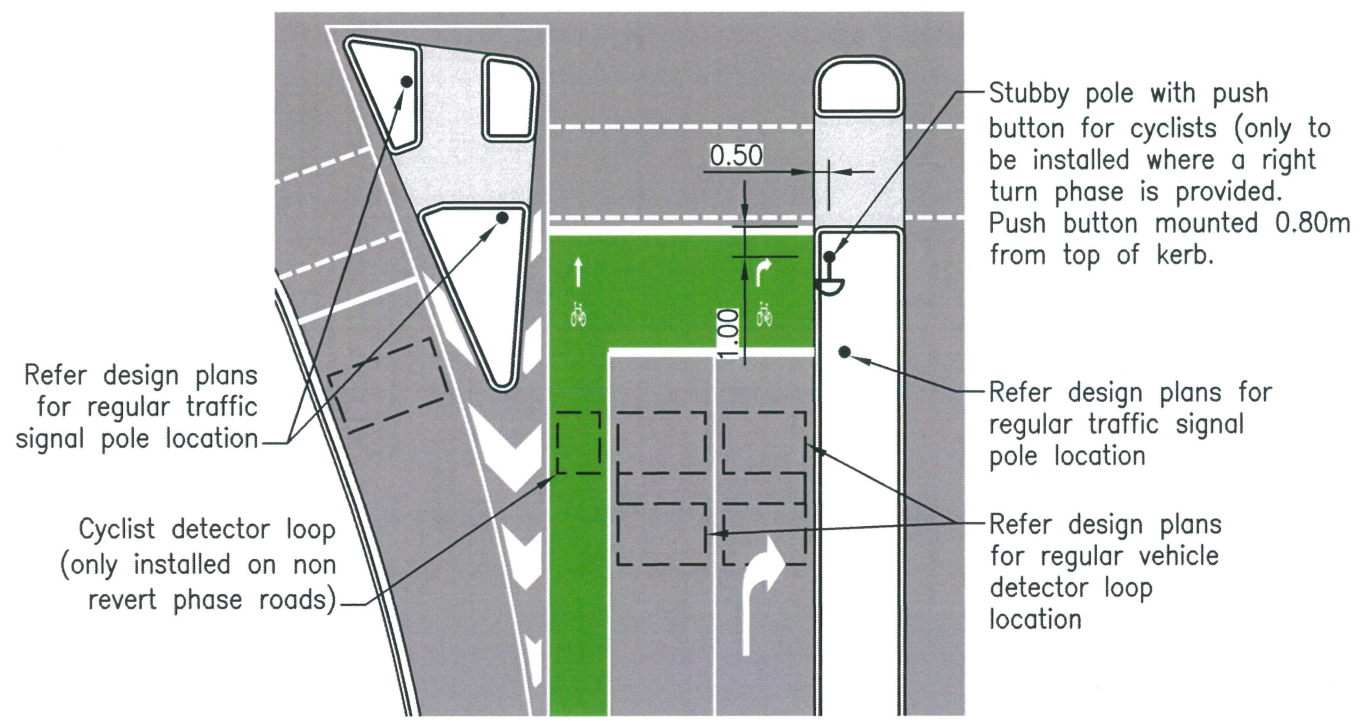
Scale A



ONE THROUGH LANE OR SINGLE TURN LANE      ONE THROUGH LANE AND LEFT TURN ONLY LANE      ONE THROUGH LANE AND RIGHT TURN LANE

**TYPICAL INTERSECTIONS WITHOUT LEAD UP BICYCLE PROVISION LANES**

Scale A

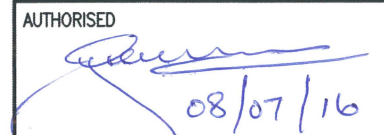


**DETECTOR LOOP AND STUBBY POLE LOCATION**


Scale B

**NOTES:**

1. For bicycle provisions at signalised intersections with slip lanes refer MBRC standard drawing PC-2021.
2. Consideration needs to be given to signal phasing for clearance of large vehicles and uphill gradients.
3. Provide off ramp bicycle facilities where there are two or more straight through lanes.
4. Refer standard drawing PC-2010 for linemarking details at bicycle facilities.

REVISIONS		INIT	DATE	SCALES		Drawn	BW	Date	07/16
E				A 0m 2.5 5.0 7.5 10.0 1:500		Coordinator	PP	Date	07/16
D				B 0m 1.0 2.0 3.0 4.0 5.0 1:250		AUTHORISED			
C				 08/07/16 Manager Integrated Transport Planning & Design RPEQ 6872					
B									
A									
ORIGINAL ISSUE		BW	07/16						

**BICYCLE PROVISIONS AT SIGNALISED INTERSECTIONS SHEET 1 OF 2**



DRG No. **PC-2020**

ORIGINAL SIZE **A3** REVISION