The diagrams illustrate various configurations for on-road local bicycle routes, including:

- **Right Turn from T-Junction**: Depicts a bicycle route turning right after a T-junction.
- **Left Turn from T-Junction**: Shows a bicycle route turning left after a T-junction.
- **Continues Past Side Road**: Illustrates a bicycle route continuing past a side road.
- **Continues Through Cross Road**: Demonstrates a bicycle route continuing through a cross road.
- **Two Local Bicycle Routes Cross**: Shows the intersection of two local bicycle routes.

Notes:

1. Refer to Drawing No. 201131-0055-1 for route marker details.
2. Route markers to be used only on bicycle routes as approved by the Department of Transport.
3. Configurations shown are indicative only and should be varied to meet site specific conditions where necessary.
4. Route markers to be installed at all intersections along the route.
5. Consecutive route markers should be a minimum of 5m apart on straight sections of road/path.
6. All pavement markings to be long life thermoplastic or cold applied plastic with glass beads for retroreflectivity. Long life thermoplastic will be in accordance with NZTA specification 466.

Pavement markings for the installation of 0.75% pavement markings for school zones (document DM0047/09) with 5-8mm size fused alumina or calibrated basaltite aggregate for skid resistance.

**Metadata**

- **Drawn By**: [Redacted]
- **Drawn Date**: 26.8.11
- **Typo**: O.LANDMARK
- **Approved**: R.GROVE

**Standard Drawings**

- Local, Bicycle Routes
- Typical Pavement Marking Configurations