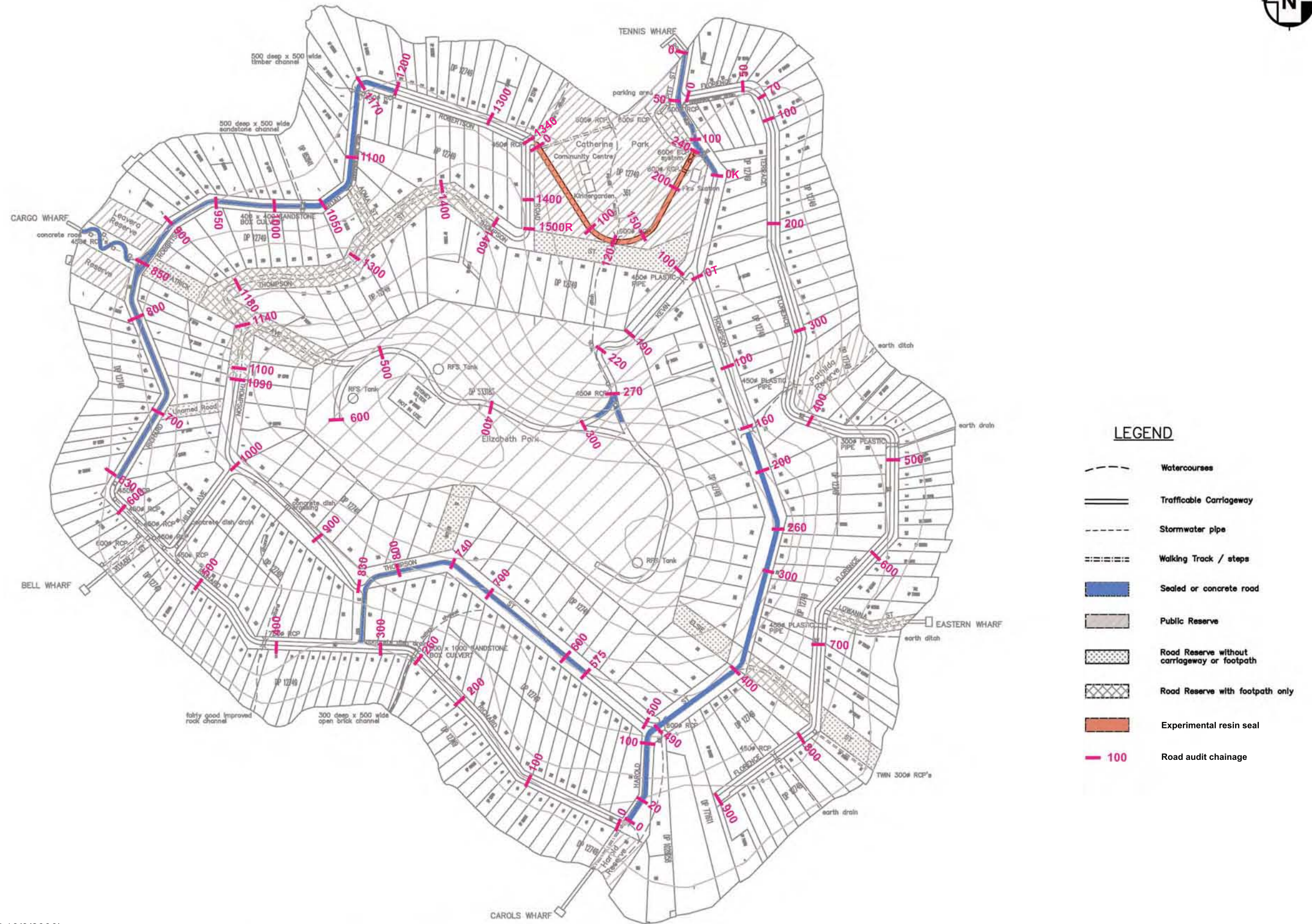














DATA SOURCE: Pittwater Council scotlandisland.dwg(Dated 16/8/2006)

0 100 200m
SCALE: - 1:4000 (A3)



LEGEND

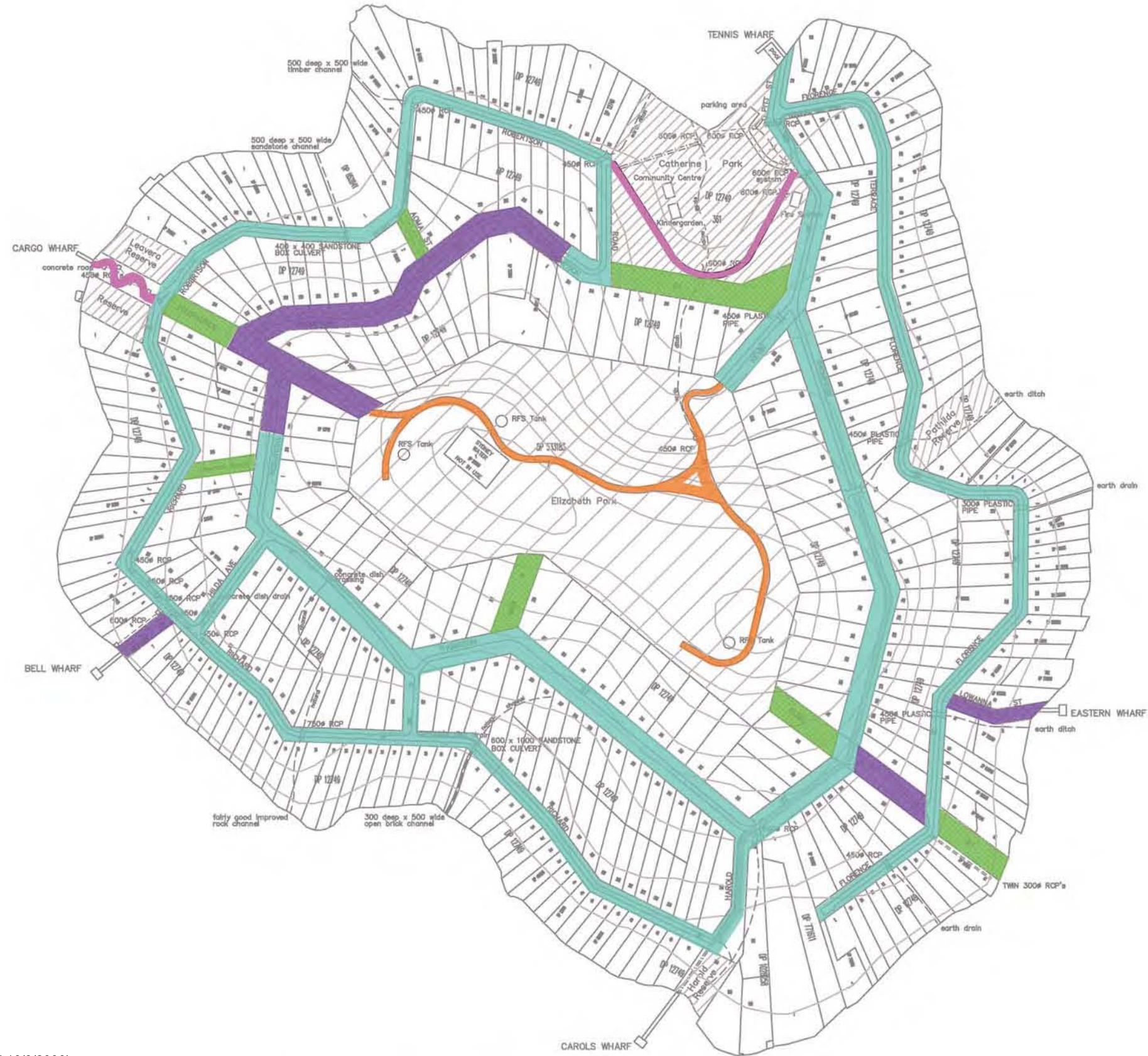
-  Watercourses
-  Trafficable Carriageway
-  Stormwater pipe
-  Walking Track / steps
-  Sealed or concrete road
-  Public Reserve
-  Road Reserve without carriageway or footpath
-  Road Reserve with footpath only
-  Experimental resin seal
-  100 Road audit chainage

DATA SOURCE: Pittwater Council scotlandisland.dwg(Dated 16/8/2006)



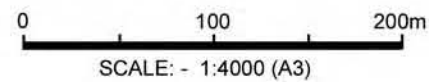
0 100 200m
SCALE: - 1:4000 (A3)

SCOTLAND ISLAND ROAD RESERVE STRATEGY - ROAD AUDIT CHAINAGES

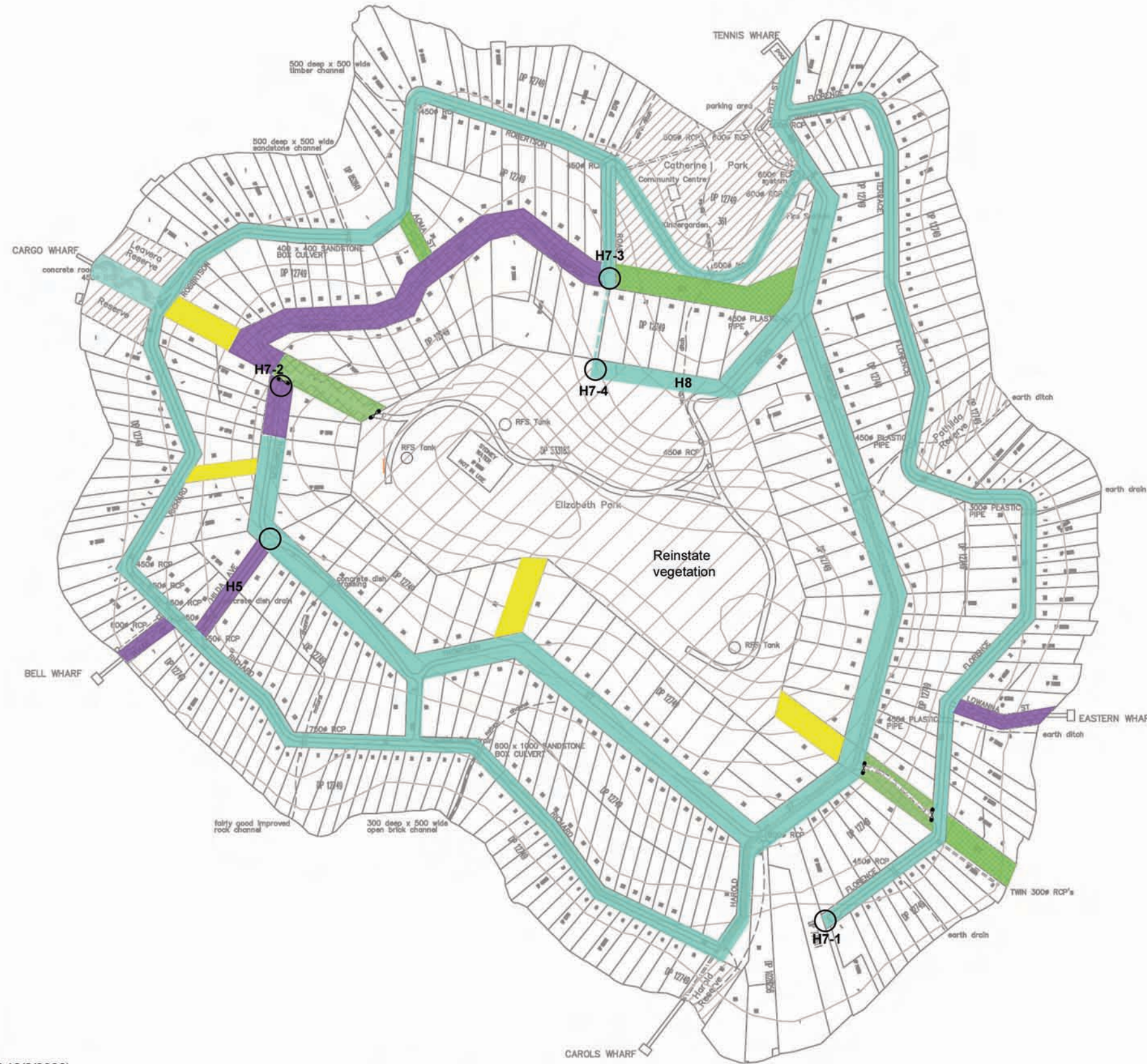


- LEGEND:
- Access streets used by vehicles and dedicated as public road
 - Fire trail within public reserve
 - Walking track within dedicated public road
 - Undedicated road located within public reserve
 - Un-used / surplus dedicated public road

DATA SOURCE: Pittwater Council scotlandisland.dwg(Dated 16/8/2006)

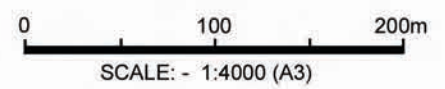


SCOTLAND ISLAND ROAD RESERVE STRATEGY - EXISTING ROAD HIERARCHY

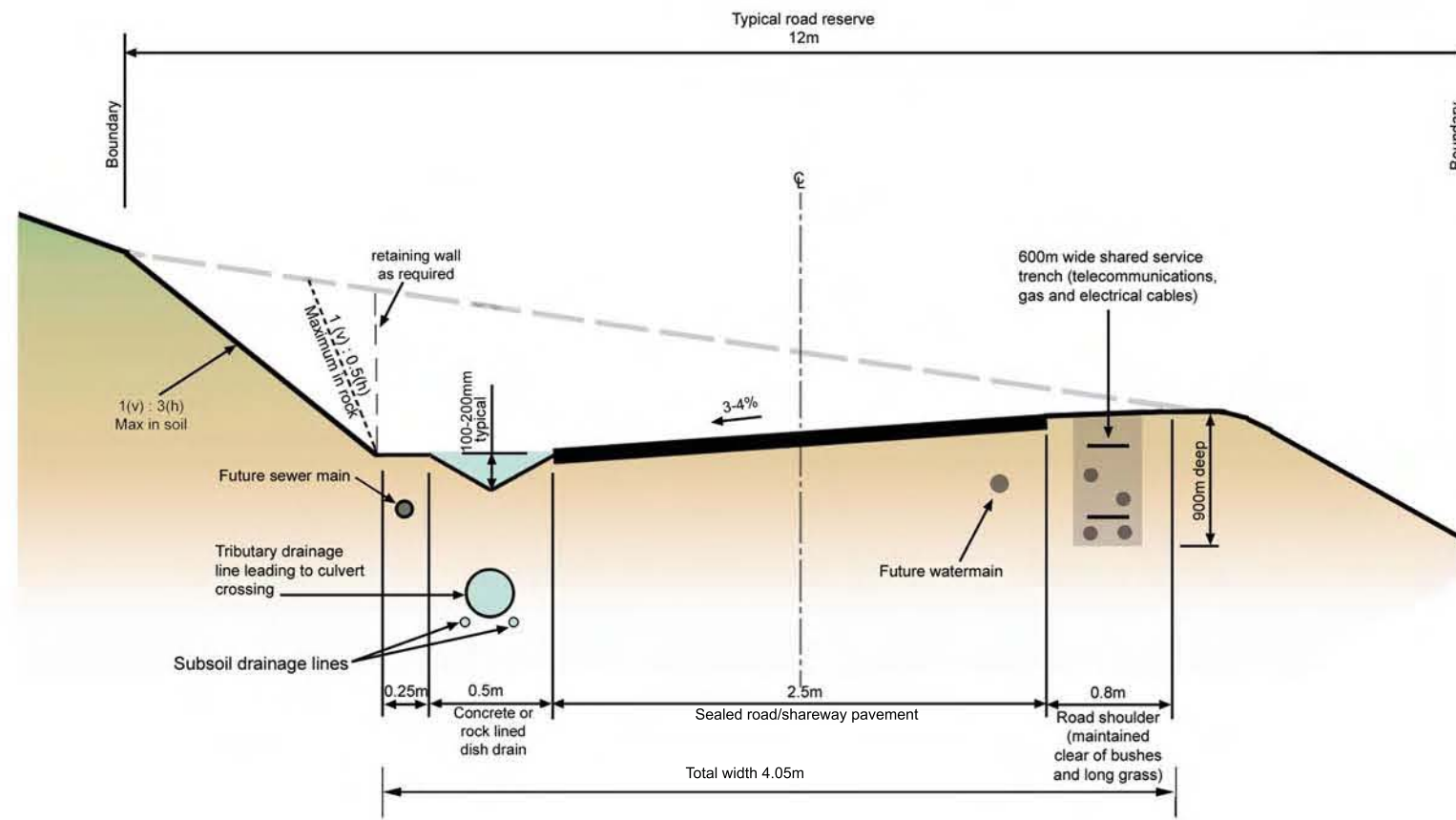


- LEGEND:**
- Access streets used by vehicles and dedicated as public road
 - Walking track within dedicated public road
 - Convert surplus public road to public reserve
 - Proposed turning area
 - H5** Proposed measure number
 - Possible surplus public road for private sale to fund road upgrades

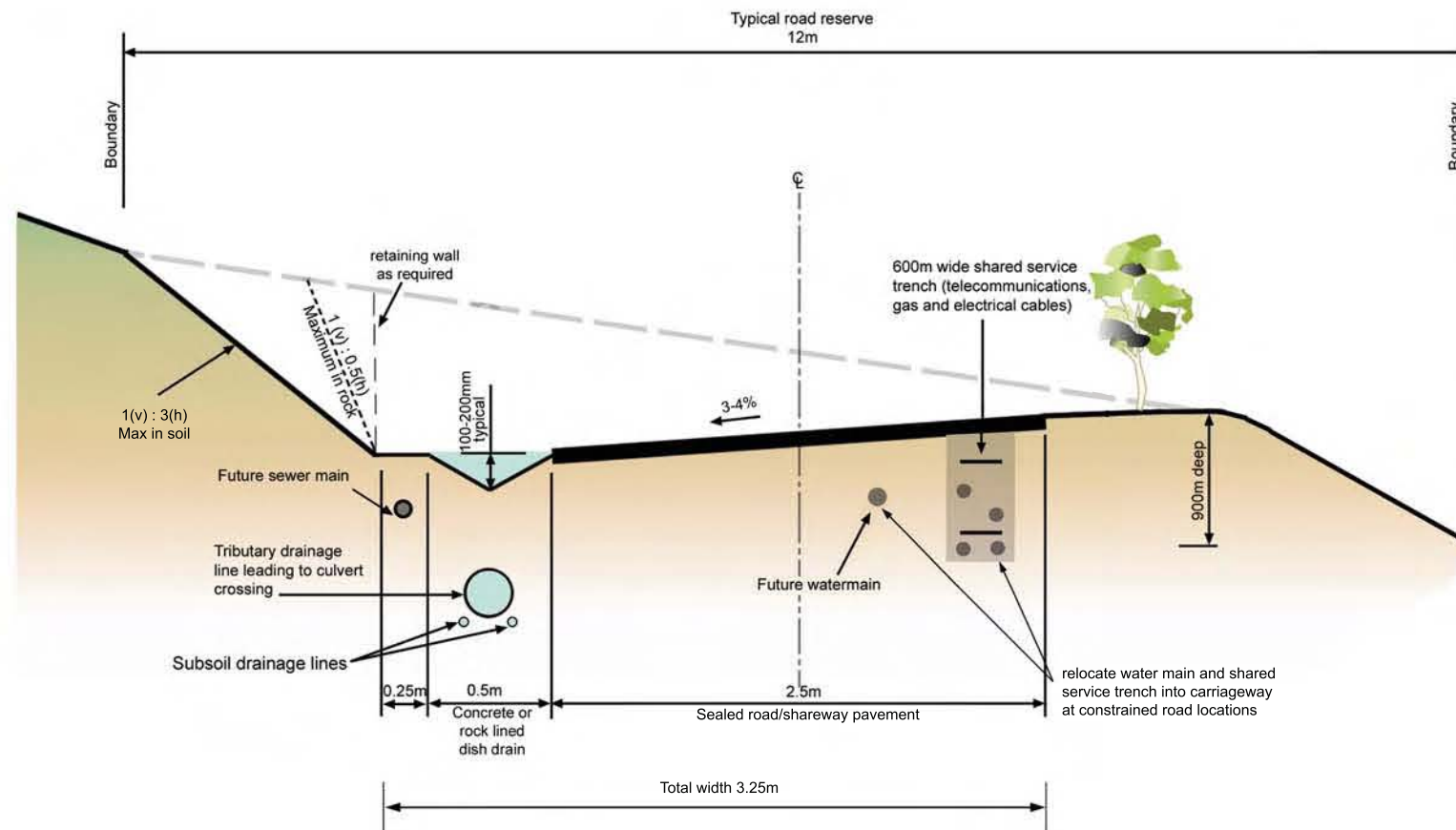
DATA SOURCE: Pittwater Council scotlandisland.dwg(Dated 16/8/2006)



SCOTLAND ISLAND ROAD RESERVE STRATEGY - PROPOSED ROAD HIERARCHY (Road Reserve and Stormwater Management Implementation Plan)



(Not to scale)



(Not to scale)

NOTES:

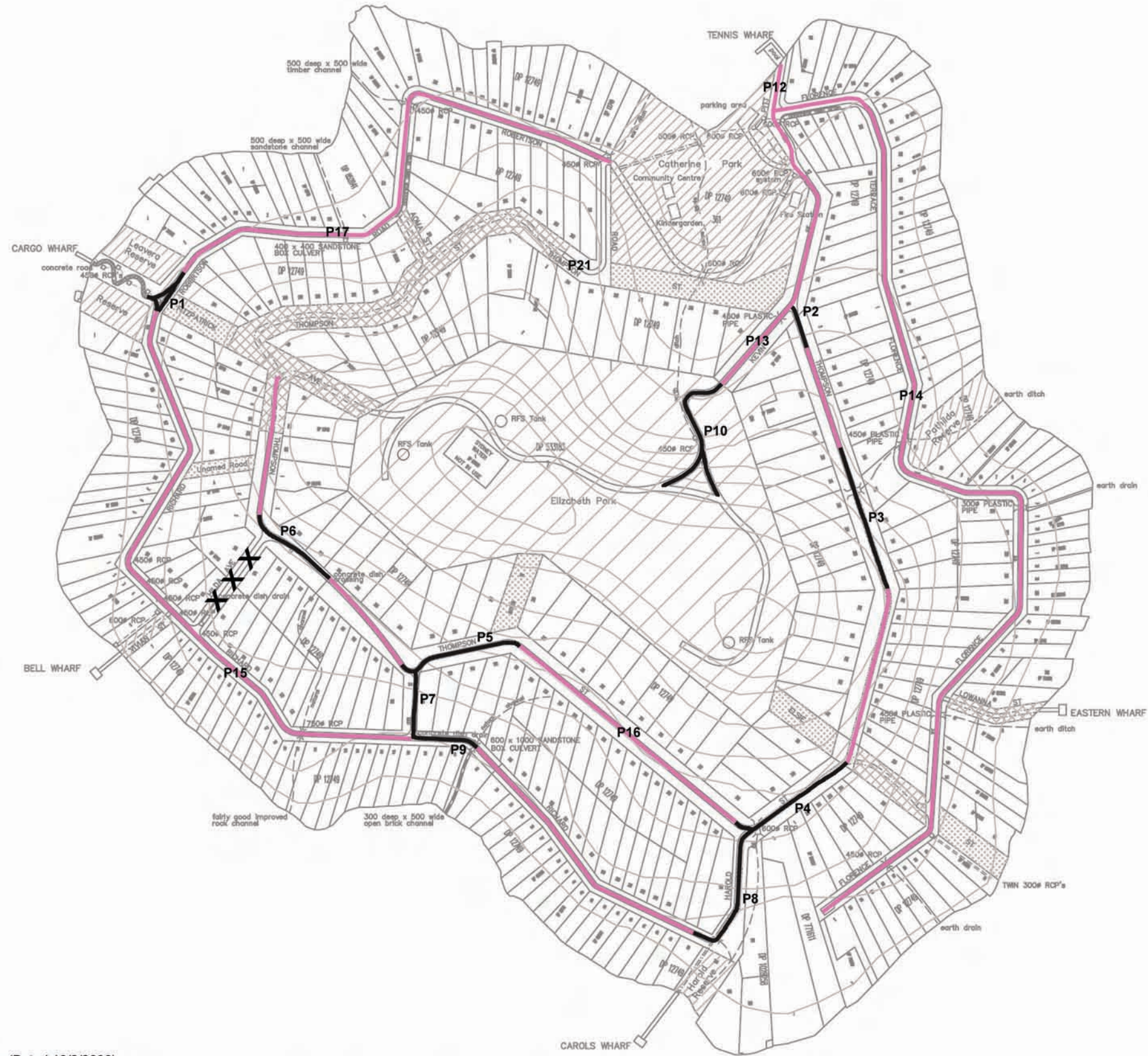
1. Passing bays shall be provided generally at intervals of 200m but not exceeding 400m. The total trafficable width at passing bays shall not be less than 7m.
2. The maximum longitudinal gradient of unsealed roads shall be 16%. The maximum longitudinal gradient of all roads shall be 25%.






DATA SOURCE: Pittwater Council scotlandisland.dwg(Dated 16/8/2006)



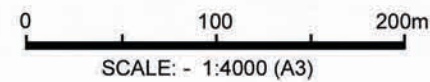
**SCOTLAND ISLAND ROAD RESERVE STRATEGY -
PROPOSED ROAD SAFETY IMPROVEMENT MEASURES
(Road Reserve and Stormwater
Management Implementation Plan)**



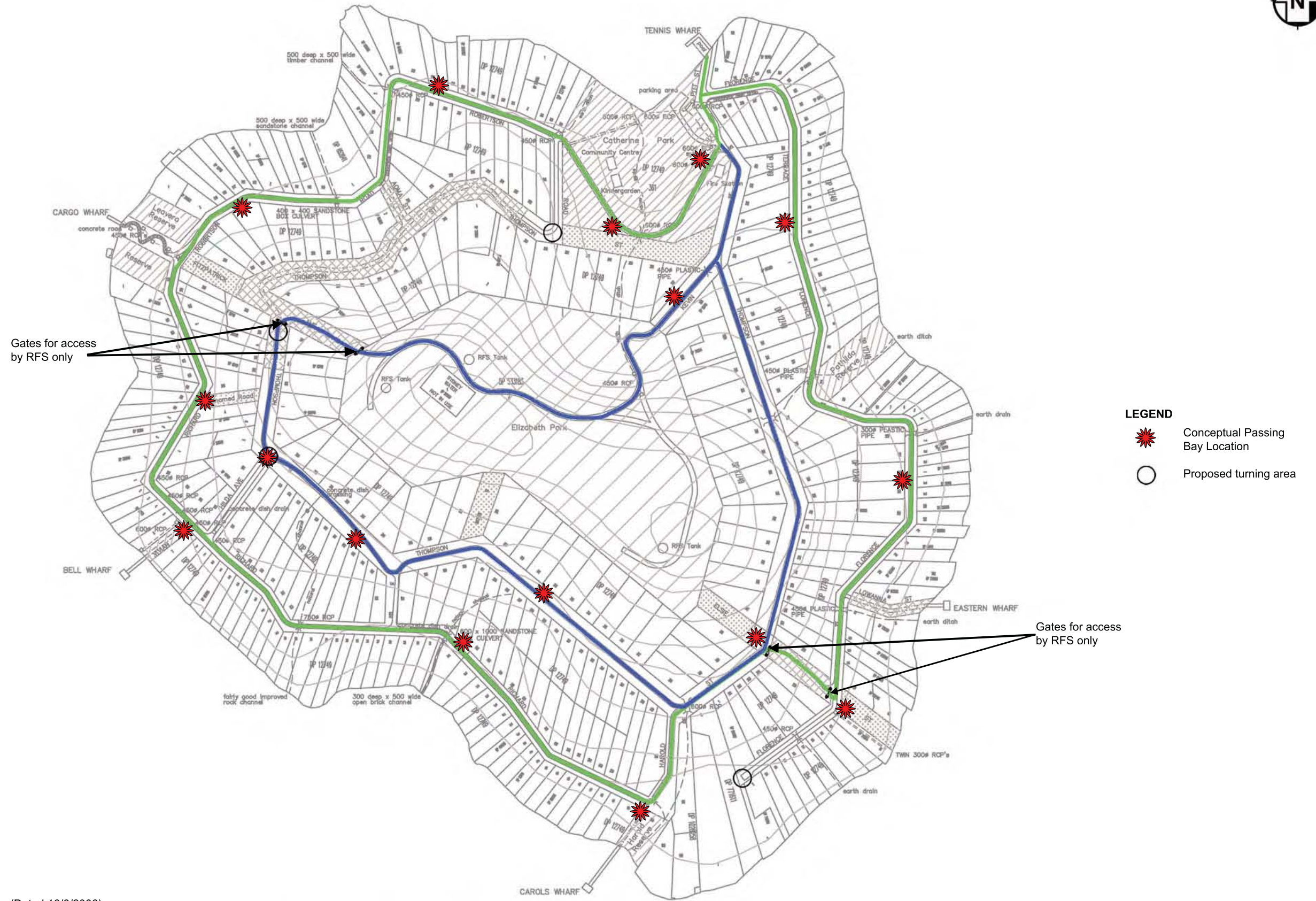
LEGEND

-  Rigid pavement (ie. reinforced concrete) or equivalent alternative
-  Flush seal
-  Stabilised emergency firefighting track (refer to Diagram 3)
- P3 Proposed measure number
- X X** Close road to vehicles

DATA SOURCE: Pittwater Council scotlandisland.dwg(Dated 16/8/2006)



**SCOTLAND ISLAND ROAD RESERVE STRATEGY -
PROPOSED ROAD SURFACE TREATMENTS
(Road Reserve and Stormwater
Management Implementation Plan)**

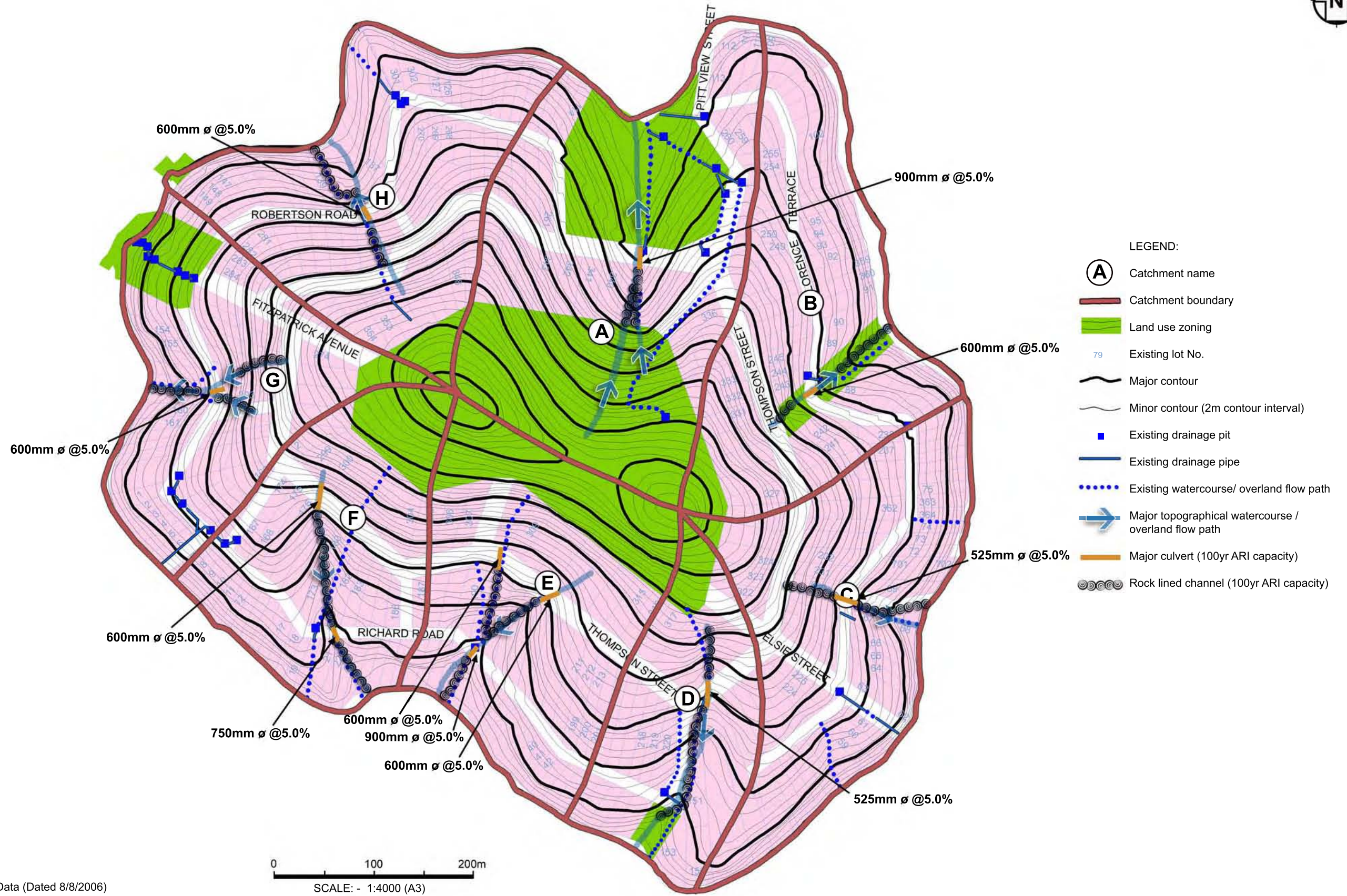


DATA SOURCE: Pittwater Council scotlandisland.dwg(Dated 16/8/2006)

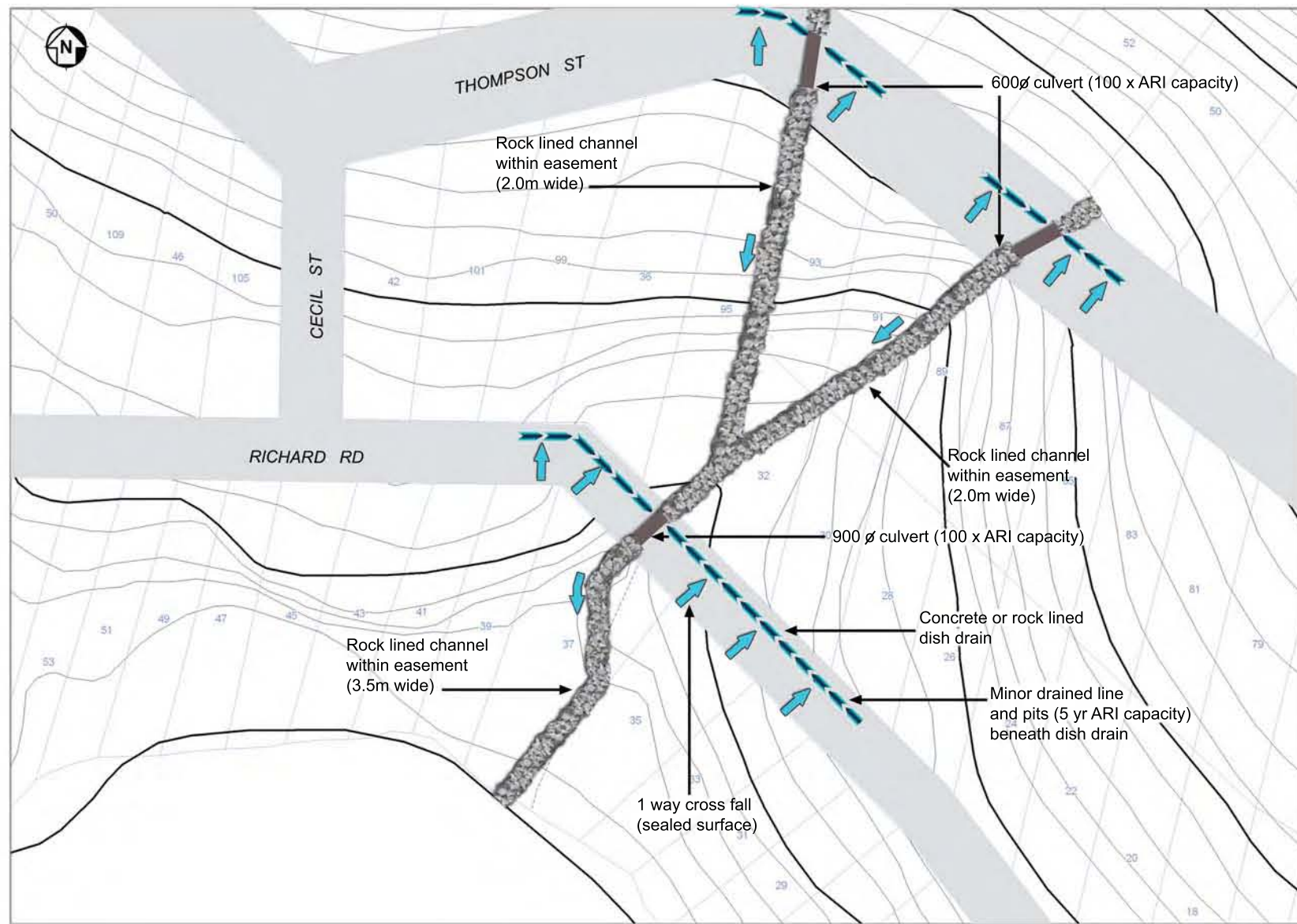


01852/FIG R11_ConceptualPassingBayLocations.jpg
Date: 2/7/2010

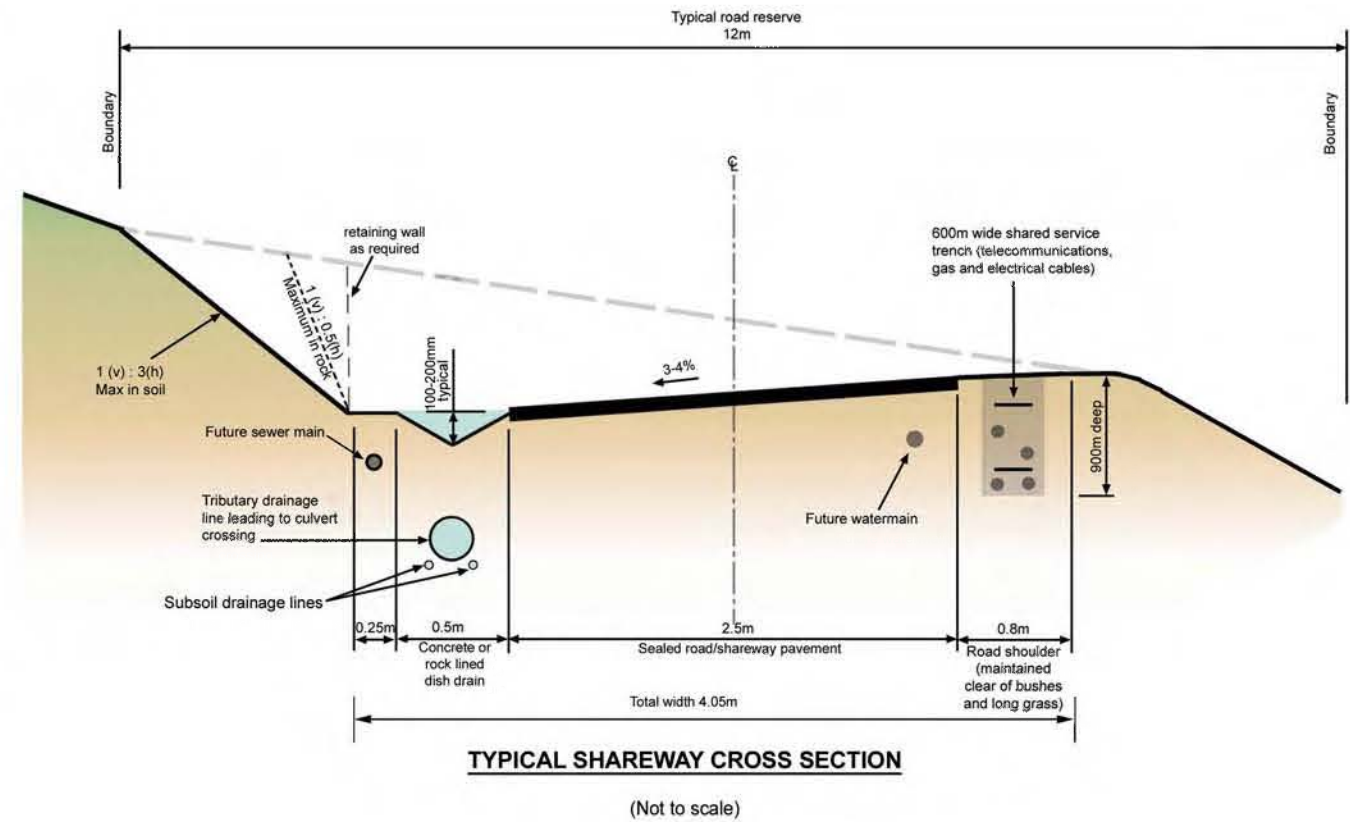
**SCOTLAND ISLAND ROAD RESERVE STRATEGY -
CONCEPTUAL PASSING BAY LOCATIONS**



DATA SOURCE: Pittwater Council MapInfo Data (Dated 8/8/2006)



PLAN OF TYPICAL INTERSECTION DRAINAGE LAYOUT



NOTES:

1. Passing bays shall be provided generally at intervals of 200m but not exceeding 400m. The total trafficable width at passing bays shall not be less than 7m.
2. The maximum longitudinal gradient of unsealed roads shall be 16%.
The maximum longitudinal gradient of all roads shall be 25%.