DRAWING NUMBER	REVISION	REVISION DATE	DRAWING TITLE
BSD-5001	*REMOVED FROM SERVICE*	*MAR-17*	
BSD-5002	E	SEP-24	SHARED PATH - BASIC ENTRANCE - SHEET 1 OF 3
			SHARED PATH - STANDARD ENTRANCE - SHEET 2 OF 3
			SHARED PATH - FEATURED ENTRANCE - SHEET 3 OF 3
BSD-5003	D	SEP-24	BIKEPATH FURNITURE DETAILS
BSD-5004	D	SEP-24	BIKEPATH SLOWDOWN CONTROL (REVERSE CURVE)
BSD-5005	B	SEP-24	BIKEPATH SLOWDOWN CONTROL (OFFSET CHICANE)
BSD-5006	B	SEP-24	SHARED PATH - CONSTRUCTION AND MAINTENANCE SITE MANAGEMENT
BSD-5007	C	JUN-23	STANDARD BIKEPATH TYPICAL HIGH AND LOW USE NETWORK CONNECTIONS
BSD-5051	B	SEP-24	SINGLE BIKE RACK - SHEET 1 OF 2
			SINGLE BIKE RACK - INSTALLATION - SHEET 2 OF 2
BSD-5052	C	SEP-24	MULTI BIKE RACK - SHEET 1 OF 3
			MULTI BIKE RACK - DETAILS - SHEET 2 OF 3
			MULTI BIKE RACK - INSTALLATION - SHEET 3 OF 3
BSD-5101	C	SEP-24	BIKE LANE PAVEMENT MARKINGS (ON ROAD BIKE LANES
BSD-5102	E	SEP-24	BIKE LANE WIDTHS ON CARRIAGEWAY
BSD-5103	C	SEP-24	BIKE LANES - MARKINGS AT BUS STOPS
BSD-5104	B	JUL-19	BIKE LANES AT SIGNALISED INTERSECTION, LEFT TURN SLIP LANE
BSD-5105	D	SEP-24	BIKE LANES - COMMENCEMENT AND TERMINATION DETAILS
BSD-5106	B	SEP-24	BIKE LANES, ROUNDABOUTS, LANES ON ALL APPROACHES
BSD-5201	C	SEP-24	CONCRETE FOOTPATH - DETAILS - SHEET 1 OF 2
			CONCRETE FOOTPATH - NOTES AND CROSS-SECTIONS - SHEET 2 OF 2
BSD-5202	C	MAR-21	CONCRETE FOOTPATH FULL WIDTH
BSD-5203	*REMOVED FROM SERVICE*	*NOV-17*	
BSD-5204	F	SEP-24	CONCRETE PATHS - ARTICULATED CONCRETE JOINT DETAIL
BSD-5205	A	MAY-14	ELEVATED WALKWAY WITH AND WITHOUT HANDRAIL
BSD-5206	B	SEP-24	CONCRETE PAVEMENT JOINT DETAILS & SERVICE PIT LIDS
BSD-5207	D	MAR-21	CONCRETE FOOTPATH DECORATIVE SAWCUT - SHEET 1 OF 4
			CONCRETE FOOTPATH DECORATIVE SAWCUT - SHEET 2 OF 4
			CONCRETE FOOTPATH DECORATIVE SAWCUT - SHEET 3 OF 4
			CONCRETE FOOTPATH DECORATIVE SAWCUT - SHEET 4 OF 4
BSD-5208	B	MAR-21	BIKEPATH PAVEMENT JOINTS

DRAWING NUMBER	REVISION	REVISION DATE	DRAWING TITLE
BSD-5209	B	SEP-24	ROOT PROTECTION ADJACENT TO CONCRETE BIKEPATHS
BSD-5210	C	MAR-21	PAVERS - GENERAL DETAILS
BSD-5211	B	SEP-24	PAVER BANDING AND CONCRETE BANDING
BSD-5212	E	SEP-24	PATH - CONCRETE AND EXPOSED AGGREGATE
BSD-5213	B	SEP-24	PATH - DECO
BSD-5214	C	SEP-24	PATH - ASPHALT
BSD-5215	B	MAR-21	PATH - COLOURED AGGREGATE SPRAY SEAL
BSD-5216	A	MAY-14	WALKING TRACK
BSD-5217	C	DEC-23	DIRECTIONAL TGSI/WAYFINDING TRAILS - PERMANENT CLEARANCES - SHEET 1 OF 2
			DIRECTIONAL TGSI/WAYFINDING TRAILS - TEMPORARY DIVERSIONS - SHEET 2 OF 2
BSD-5218	C	DEC-23	TACTILE GROUND SURFACE INDICATOR DETAIL
BSD-5231	F	SEP-24	KERB RAMP - PLAN VIEW AND NOTES - SHEET 1 OF 2
			KERB RAMP - SECTIONS AND LAYOUTS - SHEET 2 OF 2
BSD-5232	D	SEP-24	ISLAND PEDESTRIAN ACCESS
BSD-5233	C	MAR-21	TYPICAL KERB RAMP AND TRAFFIC SIGNAL PEDESTAL LOCATION
BSD-5234	C	SEP-24	PEDESTRIAN FACILITIES AT TRAFFIC ISLANDS RAMPS AND SLOTS
BSD-5235	A	JUN-25	BICYCLE KERB RAMPS
BSD-5236	A	JUN-25	BICYCLE KERB RAMP DIRECTION ARROW
BSD-5251	C	JUN-23	SCHOOL CROSSING FLAG, POST AND BRACKET
BSD-5252	C	SEP-24	SCHOOL CROSSING SUPERVISED
BSD-5253	C	NOV-19	CHILDREN'S CROSSING SUPERVISED - WITH INTEGRATED OR NON-INTEGRATED KERB BUILDOUTS
BSD-5254	C	JUN-23	CHILDREN'S CROSSING WITH PEDESTRIAN CROSSING (ZEBRA) SUPERVISED
BSD-5255	D	JUN-23	CHILDREN'S CROSSING WITH PEDESTRIAN CROSSING (ZEBRA) SUPERVISED WITH INTEGRATED OR NON-INTEGRATED KERB BUILDOUTS
BSD-5256	D	JUN-23	CHILDREN'S CROSSING WITH PEDESTRIAN REFUGE SUPERVISED
BSD-5257	C	JUN-23	PEDESTRIAN REFUGE WITH KERB BUILDOUTS
BSD-5258	C	JUN-23	PEDESTRIAN REFUGE PROVISION AT ZEBRA CROSSING
BSD-5259	C	JUN-23	ROAD NETWORK GUIDELINES PEDESTRIAN REFUGE SUPPLEMENTARY DETAILS - SHEET 1 OF 2
			ROAD NETWORK GUIDELINES PEDESTRIAN REFUGE SUPPLEMENTARY DETAILS - SHEET 2 OF 2
BSD-5260	G	JUN-23	PEDESTRIAN REFUGE GENERAL DESIGN CRITERIA
BSD-5281	B	MAR-21	STAIRWAY - REINFORCED CONCRETE
BSD-5282	C	MAR-21	STEPS - CONCRETE AND TIMBER
BSD-5284	B	MAR-21	STEPS - CONCRETE

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

5000 SERIES
PEDESTRIAN AND CYCLIST FACILITIES
DRAWING INDEX

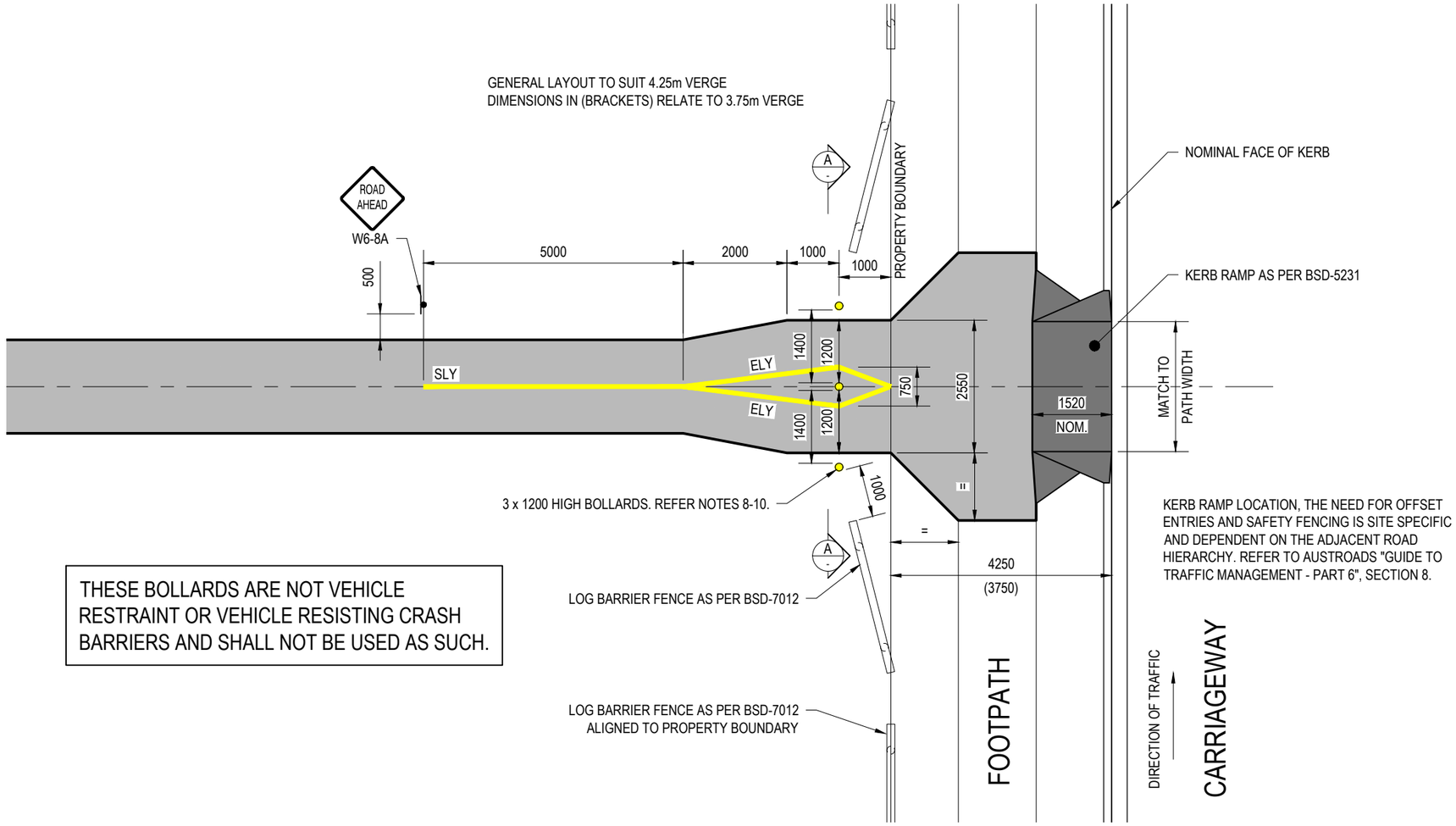
PUBLISH DATE: JUN 2025

SCALE:

DRAWING NUMBER: BSD-5000

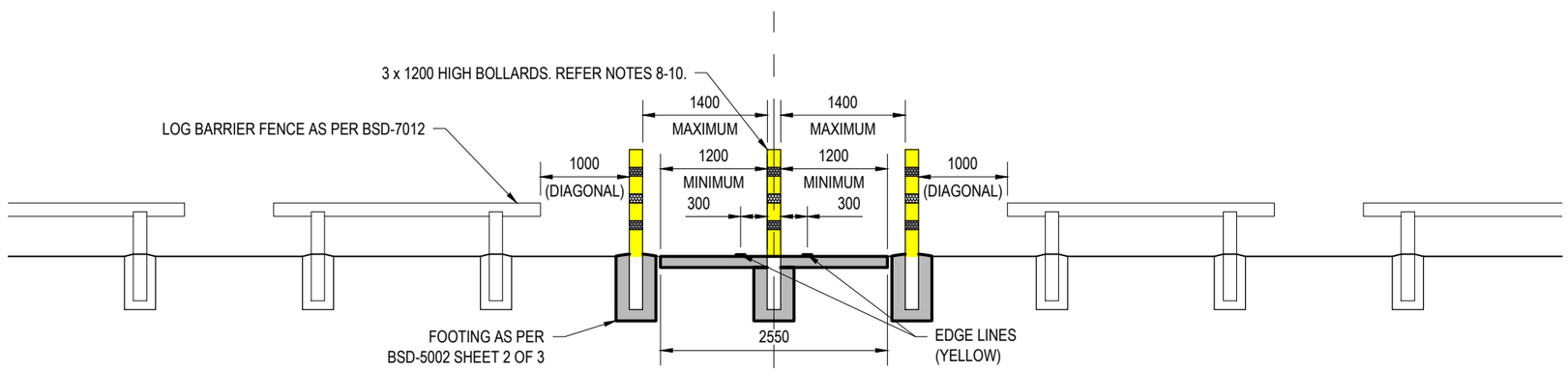
ORIGINAL SIZE: A3

REVISION:



THESE BOLLARDS ARE NOT VEHICLE RESTRAINT OR VEHICLE RESISTING CRASH BARRIERS AND SHALL NOT BE USED AS SUCH.

KERB RAMP LOCATION, THE NEED FOR OFFSET ENTRIES AND SAFETY FENCING IS SITE SPECIFIC AND DEPENDENT ON THE ADJACENT ROAD HIERARCHY. REFER TO AUSTROADS "GUIDE TO TRAFFIC MANAGEMENT - PART 6", SECTION 8.



SECTION A

SCALE NTS

LEGEND - PAVEMENT MARKING

- YELLOW (Y13 VIVID YELLOW)(REFER NOTE 2)
- COLOURED CONCRETE RAMP (REFER NOTE 4)
- PLAIN,UN-PAINTED CONCRETE SURFACE

SLY	SEPARATION LINE - UNBROKEN (100mm, YELLOW)
ELY	EDGE LINE (100mm, YELLOW)

GENERAL NOTES

1. ALL DIMENSIONS ARE TO NOMINAL FACE OF KERB.
2. NON-SLIP SURFACE TREATMENT TO BICYCLE AREAS TO BE IN ACCORDANCE WITH COUNCIL REFERENCE SPECIFICATION S155, TABLE 4.2, TYPE 2. PAVEMENT TREATMENT TO BE APPLIED BEFORE FINAL PAVEMENT MARKING.
3. NON-SLIP SURFACE TREATMENT AREAS ARE TO BE CERTIFIED BY A NATA CERTIFIED TESTING FACILITY TO ENSURE COMPLIANCE WITH NOTE 2.
4. RAMP CONCRETE TO BE FULL DEPTH COLOURED CONCRETE. COLOUR TO BE CONCRETE COLOUR SYSTEMS "VOODOO" OR APPROVED EQUIVALENT.
5. SIGNS TO BE INSTALLED AS SHOWN AND AS PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
6. SIGN FOOTINGS ARE TO BE AS PER BSD-5003.
7. ALL DIMENSIONS TO BOLLARDS ARE TO THE FACE OF THE BOLLARD.
8. BOLLARDS ARE TO BE MINIMUM 1200mm HIGH x 150mm DIAMETER OR APPROVED EQUIVALENT.
9. BOLLARDS USED TO PROTECT COUNCIL INFRASTRUCTURE (eg BRIDGES, RETAINING WALLS) ARE TO BE RIGID. ACCESS RESTRICTION BOLLARDS MAY BE ENERGY ABSORBING AS APPROVED BY COUNCIL.
10. RIGID BOLLARDS ARE TO BE MANUFACTURED AND INSTALLED AS PER BSD-5002, SHEET 2 OF 3. CENTRAL BOLLARDS ARE TO BE REMOVABLE WHERE REQUIRED FOR MAINTENANCE ACCESS. REMOVABLE BOLLARDS ARE TO BE ALUMINIUM FOR EASE OF LIFTING. NON-REMOVABLE BOLLARDS ARE TO BE STEEL.
11. CLEARANCE TO UNDERSIDE OF SIGNS TO BE 2.0 METRES WHERE OFFSET FROM PATH AS SHOWN, EXCEPT FOR HAZARD MARKERS UNLESS NOTED OTHERWISE.
11. ALL CONCRETE IS TO BE AS PER BSD-5208.

SPECIFIC NOTES

1. BASIC ENTRANCE TREATMENT SUITABLE ONLY FOR PEDESTRIAN PATHS AND LOCAL CYCLE ROUTES, WITH LOW CYCLIST VOLUMES.
2. FOR FURTHER GUIDANCE REFER TO COUNCIL'S ASSET OWNER FOR ACTIVE TRANSPORT.
3. DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.

DESIGN CERTIFICATION

DESIGNED	CHECKED	AUTHORISED FOR ISSUE
Chris Salmon 07.03.2018		

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
D	Bollard Options Added	Feb '18	Feb '18	Feb '18
C	Deflection Rails Removed From Service - Option 1 Removed	Jan '17	Jan '17	Jan '17
B	Drawing Title Amended, Notes Amended	Feb '16	Feb '16	Feb '16
A	Drawing Converted from UMS Series April 2014	Apr '14	Apr '14	Apr '14

DRAWING AUTHORISED FOR PUBLICATION

PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT PLANNING

DESIGN APPROVED

MANAGER
TRANSPORT, PLANNING & STRATEGY

DESIGN	C.I.S.	DATE	Sept '17
DRAWN	C.I.S.	DATE	Sept '17
CHECKED	A.J.W.	DATE	Sept '17
DRAWING FILENAME	BSD-5002 SHEET 1 OF 3.dwg		
ASSOCIATED PLANS	SUPERSEDES BSD-5002		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

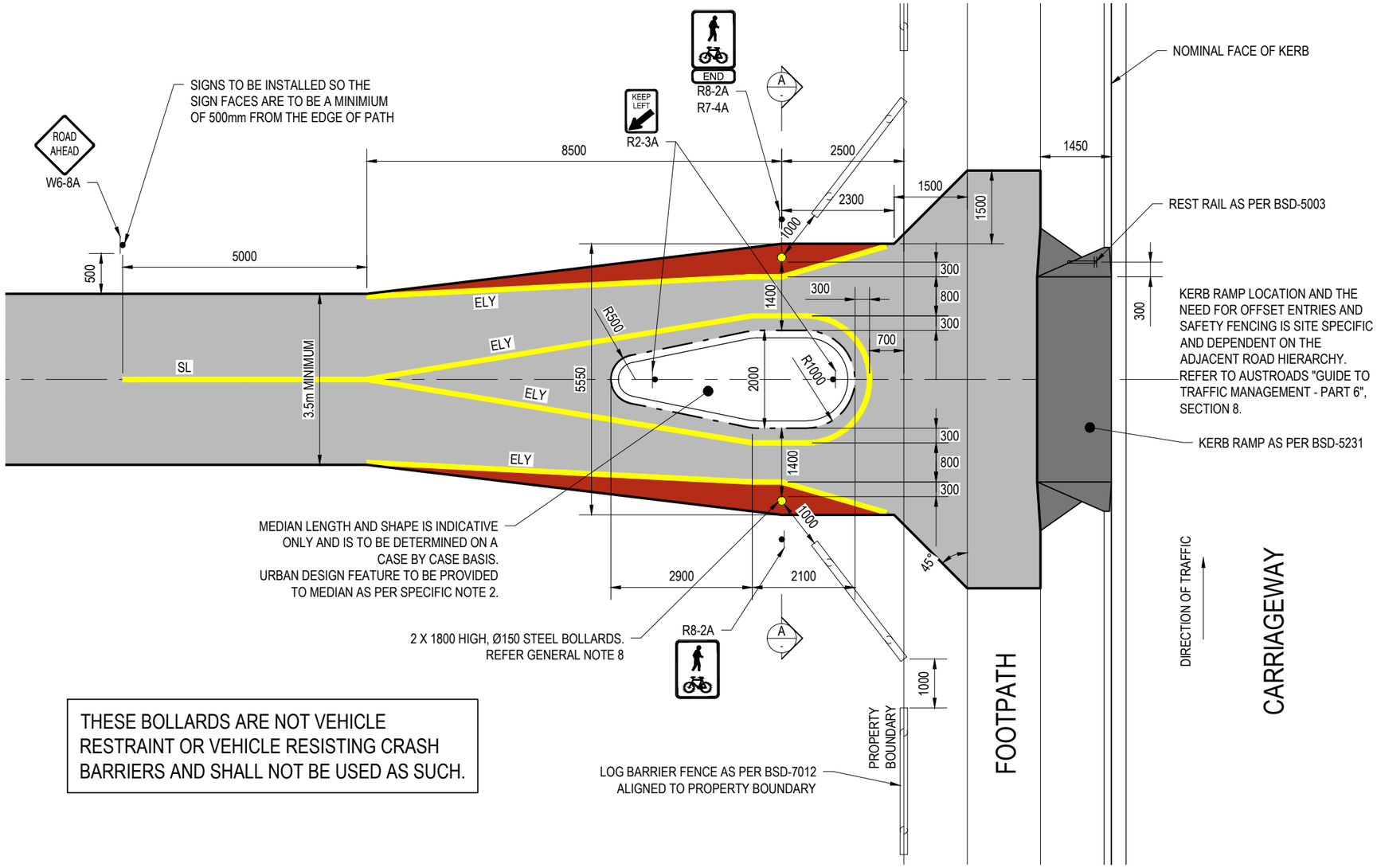
SHARED PATH BASIC ENTRANCE SHEET 1 OF 3

SCALE NOT TO SCALE

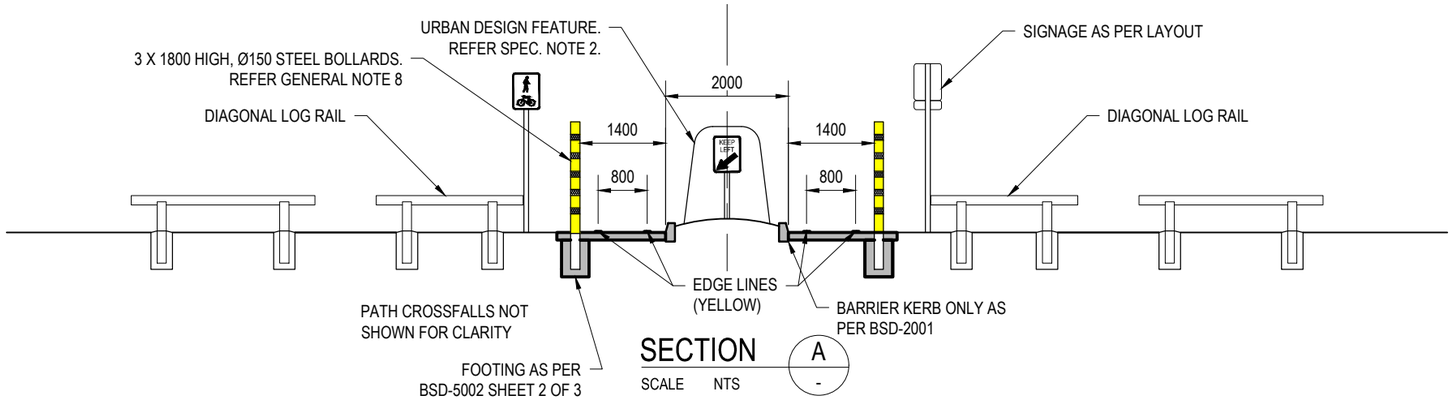
DWG No. **BSD-5002**

ORIGINAL SIZE A3

REVISION D



THESE BOLLARDS ARE NOT VEHICLE RESTRAINT OR VEHICLE RESISTING CRASH BARRIERS AND SHALL NOT BE USED AS SUCH.



SECTION A - A
SCALE NTS

LEGEND - PAVEMENT MARKING

	YELLOW (Y13 VIVID YELLOW)(REFER GENERAL NOTE 2)
	RED (R13 SIGNAL RED)(REFER GENERAL NOTE 2)
	COLOURED CONCRETE RAMP (REFER GENERAL NOTE 4)
	PLAIN, UN-PAINTED CONCRETE SURFACE(REFER GENERAL NOTE 11)
SL	SEPERATION LINE - UNBROKEN (100mm, WHITE)
ELY	EDGE LINE (100mm, YELLOW)

GENERAL NOTES

1. ALL DIMENSIONS ARE TO NOMINAL FACE OF KERB.
2. NON-SLIP SURFACE TREATMENT TO BICYCLE AREAS TO BE IN ACCORDANCE WITH COUNCIL REFERENCE SPECIFICATION S155, TABLE 4.2, TYPE 2. PAVEMENT TREATMENT TO BE APPLIED BEFORE FINAL PAVEMENT MARKING.
3. NON-SLIP SURFACE TREATMENT AREAS ARE TO BE CERTIFIED BY A NATA CERTIFIED TESTING FACILITY TO ENSURE COMPLIANCE WITH NOTE 2.
4. RAMP CONCRETE TO BE FULL DEPTH COLOURED CONCRETE. COLOUR TO BE CONCRETE COLOUR SYSTEMS "VOODOO" OR APPROVED EQUIVALENT.
5. SIGNS TO BE INSTALLED AS SHOWN AND AS PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
6. SIGN FOOTINGS ARE TO BE AS PER BSD-5003.
7. ALL DIMENSIONS TO BOLLARDS ARE TO THE FACE OF THE BOLLARD.
8. BOLLARDS ARE TO BE MANUFACTURED AND INSTALLED AS PER BSD-5002 SHEET 2 OF 3. CENTRAL BOLLARDS ARE TO BE REMOVABLE WHERE REQUIRED FOR MAINTENANCE ACCESS. REMOVABLE BOLLARDS ARE TO BE ALUMINIUM FOR EASE OF LIFTING. NON-REMOVABLE BOLLARDS ARE TO BE STEEL.
9. CLEARANCE TO UNDERSIDE OF SIGNS TO BE 2.0 METRES EXCEPT FOR HAZARD MARKERS UNLESS NOTED OTHERWISE.
11. ALL CONCRETE IS TO BE AS PER BSD-5208.

SPECIFIC NOTES

1. THIS DETAIL IS TO BE USED AS A GUIDE FOR HIGH VOLUME SHARED PATHS AND SEGREGATED BIKEWAYS. INDIVIDUAL SITES ARE TO BE ASSESSED FOR THEIR SUITABILITY FOR THIS DESIGN. THE FINAL DESIGN IS TO BE APPROVED BY A BRISBANE CITY COUNCIL DELEGATE.
2. RAISED URBAN DESIGN FEATURE (E.G. VEGETATION, ARTWORK, BESPOKE SIGN) TO BE DESIGNED BY QUALIFIED LANDSCAPE ARCHITECT. APPROVAL OF URBAN DESIGN FEATURE FROM COUNCIL'S ASSET OWNER FOR ACTIVE TRANSPORT IS REQUIRED PRIOR TO DESIGN.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH BSD-5208.
4. BOLLARDS ARE NOT TO BE INSTALLED ON CURVES.
5. FOR FURTHER GUIDANCE REFER TO COUNCIL'S ASSET OWNER FOR ACTIVE TRANSPORT.
6. DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.

DESIGN CERTIFICATION

DESIGNED	CHECKED	AUTHORISED FOR ISSUE
Chris Salmon 07.03.2018		

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
D	Bollard Options Added	Feb '18	Feb '18	Feb '18
C	Deflection Rails Removed From Service - Option 1 Removed	Jan '17	Jan '17	Jan '17
B	Drawing Title Amended, Notes Amended	Feb '16	Feb '16	Feb '16
A	Drawing Converted from UMS Series April 2014	Apr '14	Apr '14	Apr '14

DRAWING AUTHORISED FOR PUBLICATION

PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT PLANNING

DESIGN APPROVED

MANAGER
TRANSPORT, PLANNING & STRATEGY

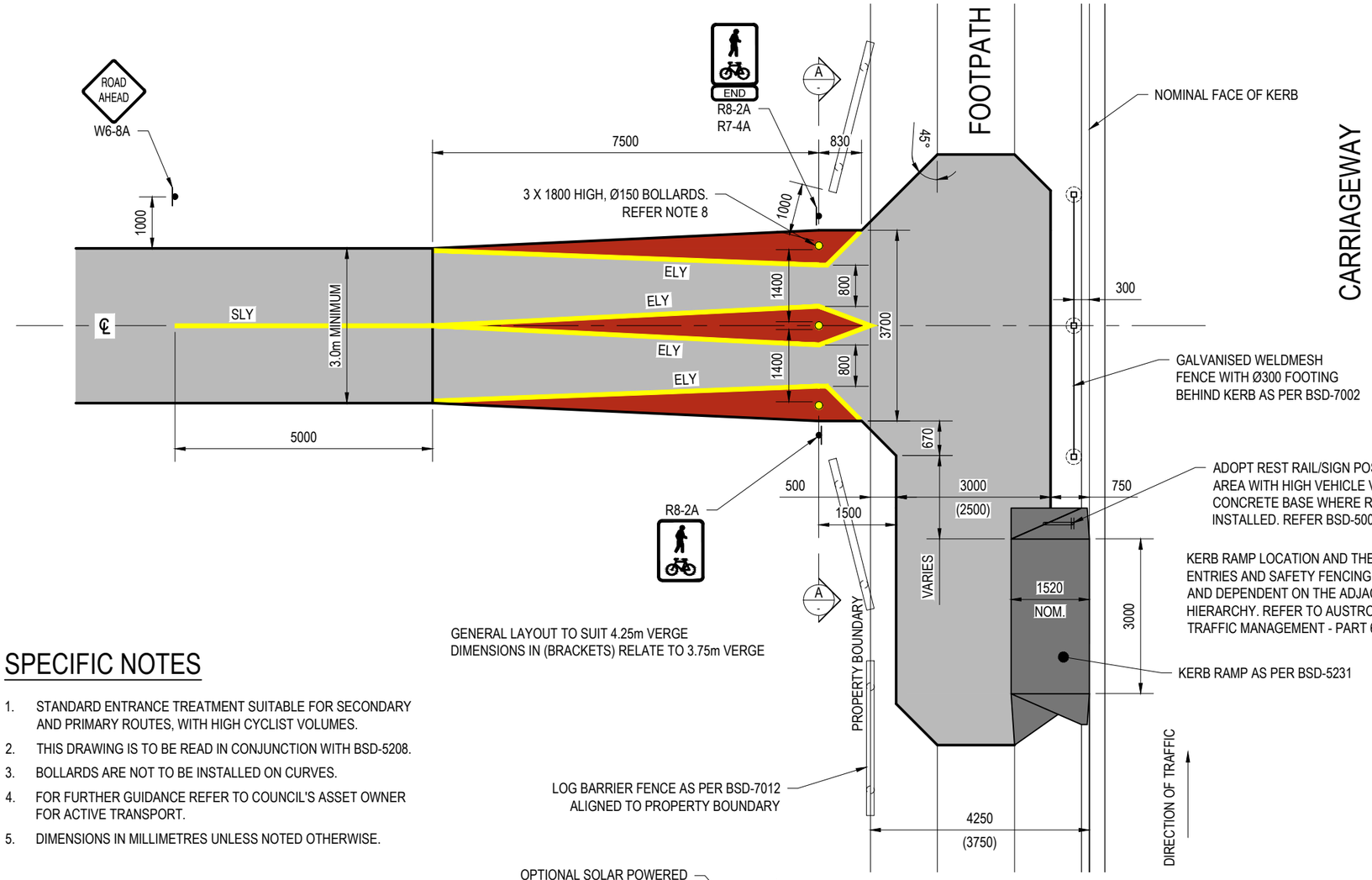
DESIGN	C.I.S.	DATE	Feb '18
DRAWN	C.I.S.	DATE	Feb '18
CHECKED	L.S.	DATE	Feb '18
DRAWING FILENAME	BSD-5002 SHEET 3 OF 3.dwg		
ASSOCIATED PLANS	SUPERSEDES BSD-5002		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

SHARED/SEGREGATED PATH FEATURED ENTRANCE SHEET 3 OF 3

SCALE: NOT TO SCALE
DWG No.: BSD-5002
ORIGINAL SIZE: A3
REVISION: D



GALVANISED WELDMESH FENCE WITH Ø300 FOOTING BEHIND KERB AS PER BSD-7002

ADOPT REST RAIL/SIGN POST IN HIGH USE AREA WITH HIGH VEHICLE VOLUMES. ADD CONCRETE BASE WHERE REST RAIL INSTALLED. REFER BSD-5003

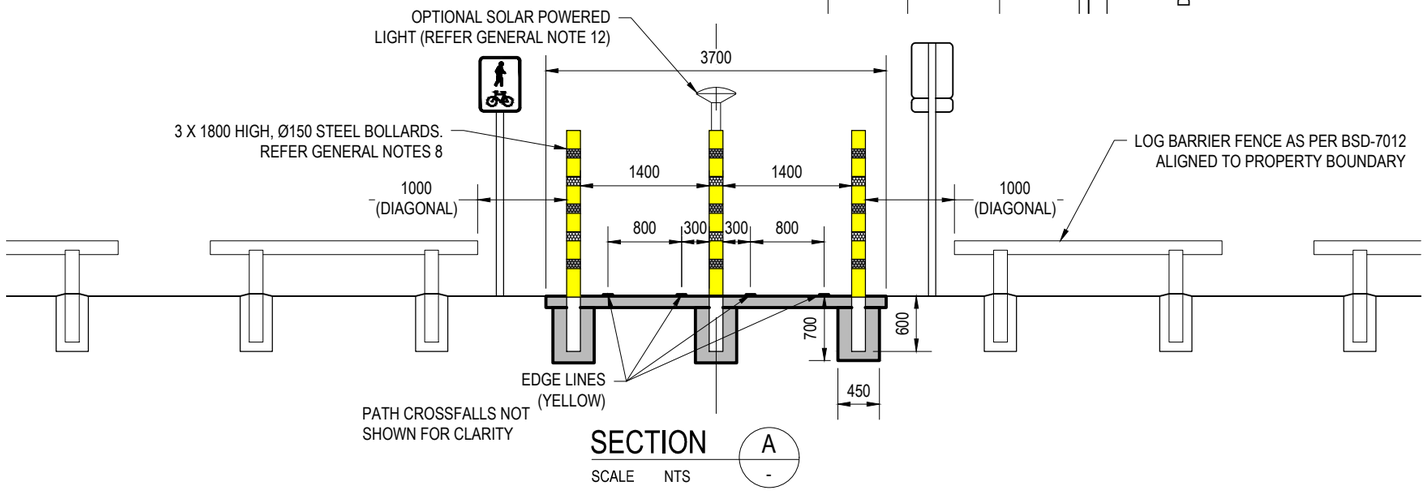
KERB RAMP LOCATION AND THE NEED FOR OFFSET ENTRIES AND SAFETY FENCING IS SITE SPECIFIC AND DEPENDENT ON THE ADJACENT ROAD HIERARCHY. REFER TO AUSTROADS "GUIDE TO TRAFFIC MANAGEMENT - PART 6", SECTION 8.

KERB RAMP AS PER BSD-5231

GENERAL LAYOUT TO SUIT 4.25m VERGE
DIMENSIONS IN (BRACKETS) RELATE TO 3.75m VERGE

SPECIFIC NOTES

1. STANDARD ENTRANCE TREATMENT SUITABLE FOR SECONDARY AND PRIMARY ROUTES, WITH HIGH CYCLIST VOLUMES.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH BSD-5208.
3. BOLLARDS ARE NOT TO BE INSTALLED ON CURVES.
4. FOR FURTHER GUIDANCE REFER TO COUNCIL'S ASSET OWNER FOR ACTIVE TRANSPORT.
5. DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.



SECTION A - A
SCALE NTS

LEGEND - PAVEMENT MARKING

	YELLOW (Y13 VIVID YELLOW)(REFER GENERAL NOTE 2)
	RED (R13 SIGNAL RED)(REFER GENERAL NOTE 2)
	COLOURED CONCRETE RAMP (REFER GENERAL NOTE 4)
	PLAIN,UN-PAINTED CONCRETE SURFACE (REFER GENERAL NOTE 13)
SLY	SEPARATION LINE - UNBROKEN (100mm, YELLOW)
ELY	EDGE LINE (100mm, YELLOW)

GENERAL NOTES

1. ALL DIMENSIONS ARE TO NOMINAL FACE OF KERB.
2. NON-SLIP SURFACE TREATMENT TO BICYCLE AREAS TO BE IN ACCORDANCE WITH COUNCIL REFERENCE SPECIFICATION S155, TABLE 4.2, TYPE 2. PAVEMENT TREATMENT TO BE APPLIED BEFORE FINAL PAVEMENT MARKING.
3. NON-SLIP SURFACE TREATMENT AREAS ARE TO BE CERTIFIED BY A NATA CERTIFIED TESTING FACILITY TO ENSURE COMPLIANCE WITH NOTE 2.
4. RAMP CONCRETE TO BE FULL DEPTH COLOURED CONCRETE. COLOUR TO BE CONCRETE COLOUR SYSTEMS "VOODOO" OR APPROVED EQUIVALENT.
5. SIGNS TO BE INSTALLED AS SHOWN AND AS PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
6. SIGN FOOTINGS ARE TO BE AS PER BSD-5003.
7. ALL DIMENSIONS TO BOLLARDS ARE TO THE FACE OF THE BOLLARD.
8. BOLLARDS ARE TO BE INSTALLED AS SHOWN ON SECTION 'A'. CENTRAL BOLLARDS ARE TO BE REMOVABLE WHERE REQUIRED FOR MAINTENANCE ACCESS. REMOVABLE BOLLARDS ARE TO BE ALUMINIUM FOR EASE OF LIFTING. NON-REMOVABLE BOLLARDS ARE TO BE STEEL.
9. STEEL BOLLARDS ARE TO BE DN 150mm MEDIUM DUTY WITH A 10mm THICK PLATE CAP, HOT DIPPED GALVANISED, POWDER COATED IN BCC CORPORATE COLOUR PALETTE "YELLOW 5" (AS 2700-1996 "Y11 CANARY YELLOW" EQUIV.).
10. REFLECTIVE TAPE TO BOLLARDS IS TO BE ALTERNATE BANDS OF 100mm WIDE RED AND WHITE CLASS 1A RETROREFLECTIVE TAPE. THREE BANDS OF RED AND TWO BANDS OF WHITE WITH 200mm GAPS BETWEEN BANDS STARTING 300mm ABOVE GROUND.
11. CLEARANCE TO UNDERSIDE OF SIGNS TO BE 2.0 METRES EXCEPT FOR HAZARD MARKERS UNLESS NOTED OTHERWISE.
12. SOLAR POWERED LIGHT WITH OR WITHOUT DOWN REFLECTOR TO SPILL LIGHT OVER BOLLARD. AVAILABLE FROM ORCA SOLAR LIGHTING, CONTACT NUMBER 1300 760 778. LIGHTS TO ONLY BE PROVIDED TO 1800mm HIGH BOLLARDS.
13. ALL CONCRETE IS TO BE AS PER BSD-5208.

THESE BOLLARDS ARE NOT VEHICLE RESTRAINT OR VEHICLE RESISTING CRASH BARRIERS AND SHALL NOT BE USED AS SUCH.

DESIGN CERTIFICATION

DESIGNED	CHECKED	AUTHORISED FOR ISSUE
Chris Salmon 07.03.2018		

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
D	Bollard Options Added	Feb '18	Feb '18	Feb '18
C	Deflection Rails Removed From Service - Option 1 Removed	Jan '17	Jan '17	Jan '17
B	Drawing Title Amended, Notes Amended	Feb '16	Feb '16	Feb '16
A	Drawing Converted from UMS Series April 2014	Apr '14	Apr '14	Apr '14

DRAWING AUTHORISED FOR PUBLICATION

PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT PLANNING

DESIGN APPROVED

MANAGER
TRANSPORT, PLANNING & STRATEGY

DESIGN	C.I.S.	DATE	Feb '18
DRAWN	C.I.S.	DATE	Feb '18
CHECKED	L.S.	DATE	Feb '18
DRAWING FILENAME	BSD-5002 SHEET 2 OF 3.dwg		
ASSOCIATED PLANS	SUPERSEDES BSD-5002		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

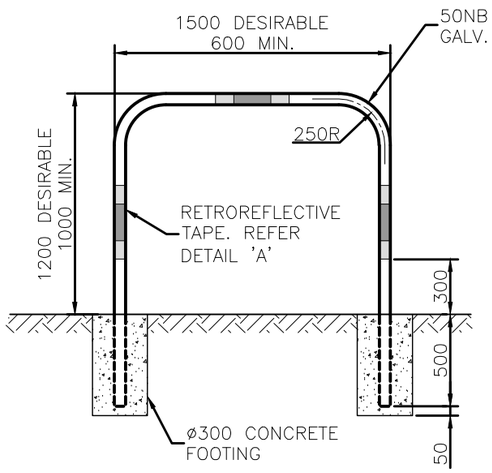
SHARED PATH STANDARD ENTRANCE SHEET 2 OF 3

SCALE NOT TO SCALE
DWG No. **BSD-5002**
ORIGINAL SIZE A3
REVISION D

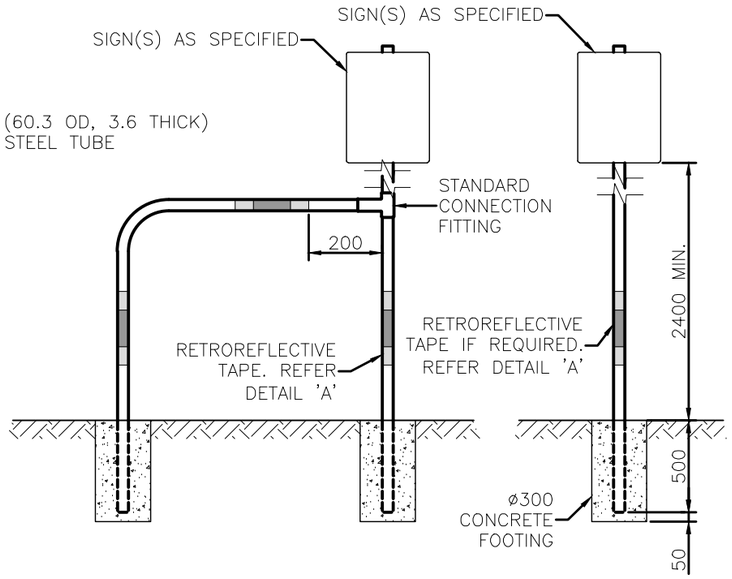
NOTES:

1. CONCRETE FOOTING TO BE GRADE N25 TO AS3600.
2. GALVANISED STEEL TUBE TO BE IN ACCORDANCE WITH AS/NZS1163.

4. GALVANISED STEEL ON DEFLECTION RAIL TO BE POWDERCOATED IN BCC CORPORATE COLOUR PALETTE "YELLOW 5" (AS2700–1996 "Y11 CANARY YELLOW" EQUIV.). PREHEAT TUBE BEFORE COATING
5. ALTERNATE BANDS OF WHITE OR SILVER (TWO BANDS) AND RED (ONE BAND) OF REFLECTIVE TAPE TO BE CLASS 1A RETROREFLECTIVE SHEETING TO AS1906.2 INSTALLED AS SHOWN IN DETAIL 'A'.
6. DIMENSIONS IN MILLIMETRES (U.N.O.).

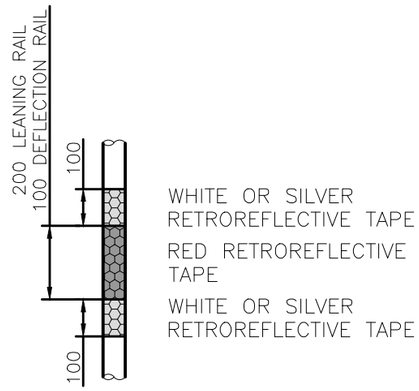


REST RAIL DETAIL



REST RAIL/SIGN POST DETAIL

SIGN POST DETAIL



DETAIL 'A'
RETROREFELECTIVE
TAPE REQUIREMENTS

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
C	**Deflection Rails Removed From Service**	**JAN '17**	**JAN '17**	**JAN '17**
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DESIGN AUTHORISED FOR ISSUE
B. BALL SIGNATURE ON ORIGINAL
DATED 29/6/01 R.P.E.Q: 3 8 5
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
B. HANSEN SIGNATURE ON ORIGINAL
DATED 27/6/01
PRINCIPAL ASSET OFFICER
ROADS & DRAINAGE

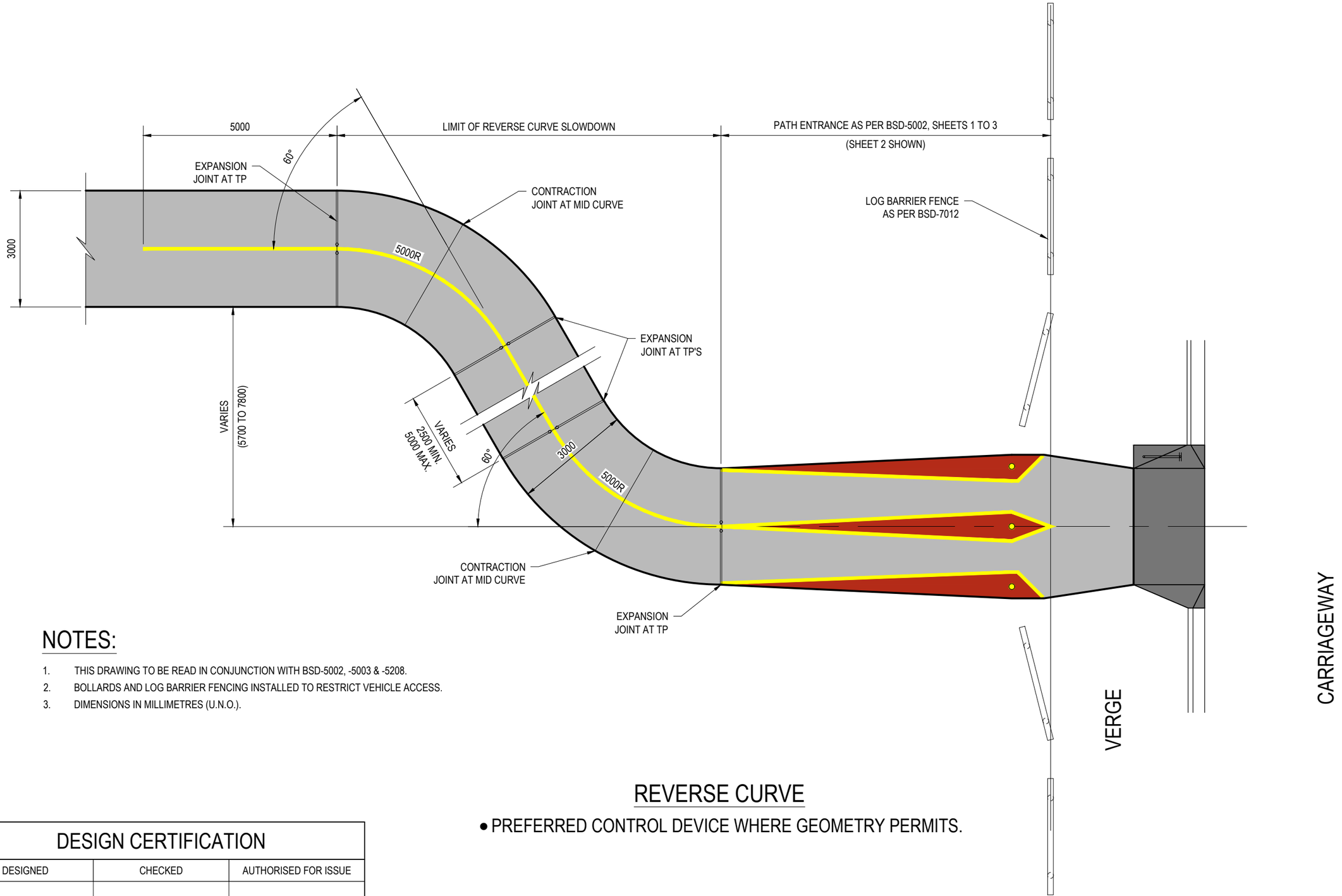
DESIGN	Std Dwgs WG	DATE	April '01
DRAWN	CPO - P&D	DATE	April '01
CHECKED	M.STEER	DATE	April '01
DRAWING FILENAME	BSD-5003 (B) Bikepath furniture details.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-256		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BIKEPATH FURNITURE DETAILS

SCALE: NOT TO SCALE
DWG No.: BSD–5003
ORIGINAL SIZE: A3
REVISION: C



NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH BSD-5002, -5003 & -5208.
2. BOLLARDS AND LOG BARRIER FENCING INSTALLED TO RESTRICT VEHICLE ACCESS.
3. DIMENSIONS IN MILLIMETRES (U.N.O.).

REVERSE CURVE

- PREFERRED CONTROL DEVICE WHERE GEOMETRY PERMITS.

DESIGN CERTIFICATION		
DESIGNED	CHECKED	AUTHORISED FOR ISSUE
Chris Salmon 07.03.2018		

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
C	Reverse Curve Changed to 60°, Deflection Rails Replaced With Bollards	FEB '18	FEB '18	FEB '18
B	Deflection Rails Removed From Service	FEB '17	FEB '17	FEB '17
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION

PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT PLANNING

DESIGN APPROVED

MANAGER
TRANSPORT, PLANNING & STRATEGY

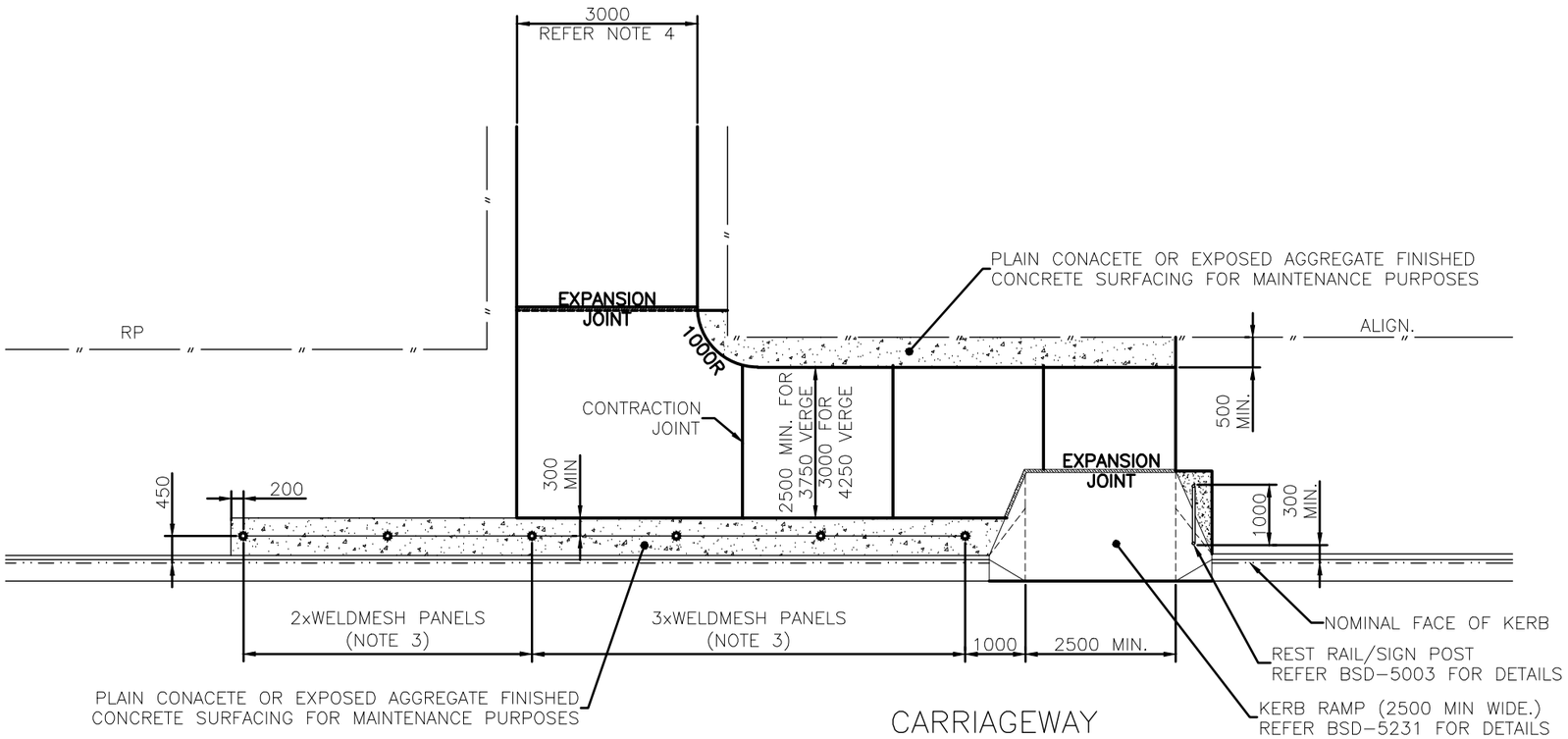
DESIGN	C.I.S.	DATE	Feb '18
DRAWN	C.I.S.	DATE	Feb '18
CHECKED	L.S.	DATE	Feb '18
DRAWING FILENAME	BSD-5004.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-253		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BIKEPATH SLOWDOWN CONTROL (REVERSE CURVE)

SCALE: NOT TO SCALE
DWG No.: **BSD-5004**
ORIGINAL SIZE: A3
REVISION: C



OFFSET CHICANE

- FOR USE WHERE REVERSE CURVE IS NOT PRACTICAL.
- RECOMMENDED FOR AREAS WITH HIGH PRIMARY SCHOOL TRAFFIC.

NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH BSD-5208.
2. DETAILS OF FURNITURE TO BSD-5003.
3. WELDMESH FENCE DETAILS TO BSD-7002.
4. BIKE/SHARED PATH TO HAVE PREFERRED WIDTH OF 3000. WIDTH MAYBE REDUCED TO 2500 FOR LOW USE COMMUTER AREAS, SUBJECT TO COUNCIL APPROVAL.
5. DIMENSIONS IN MILLIMETRES (UNO).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
B. BALL SIGNATURE ON ORIGINAL
DATED 29/6/01 R.P.E.Q. 3852
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
B. HANSEN SIGNATURE ON ORIGINAL
DATED 27/6/01
PRINCIPAL ASSET OFFICER
ROADS & DRAINAGE

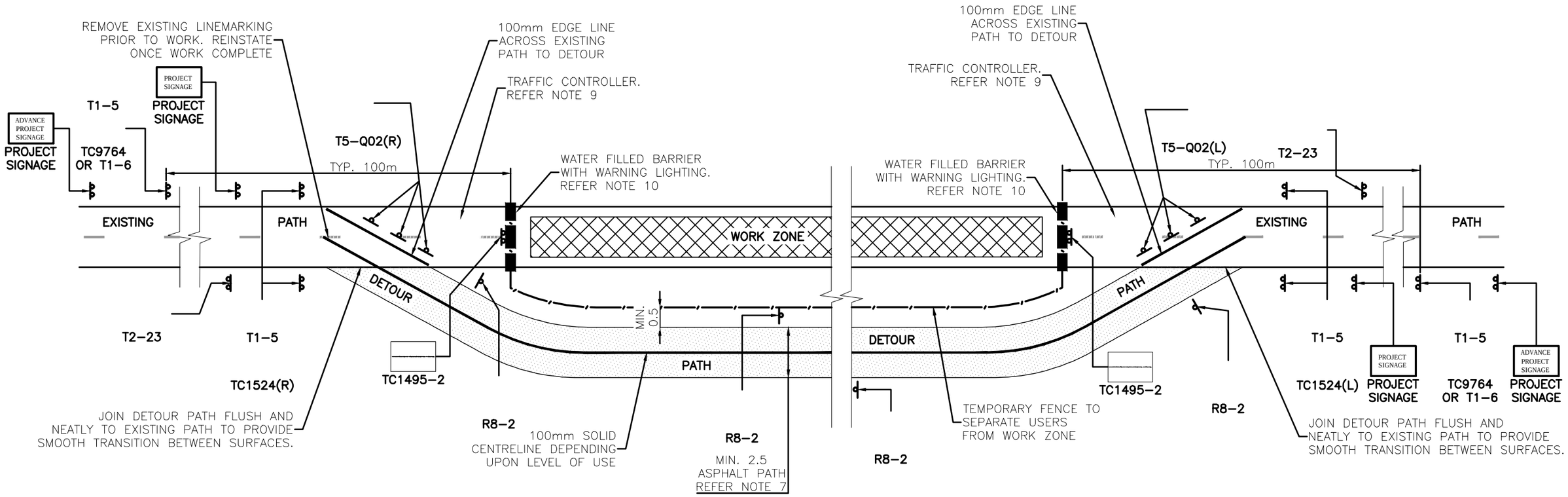
DESIGN	Std Dwgs WG	DATE	April '01
DRAWN	CPO - P&D	DATE	April '01
CHECKED	M.STEER	DATE	May '01
DRAWING FILENAME	BSD-5005 (A) Bikepath slowdown control (offset chicane).dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-255		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BIKEPATH SLOWDOWN CONTROL (OFFSET CHICANE)

SCALE: NOT TO SCALE
DWG No.: BSD-5005
ORIGINAL SIZE: A3
REVISION: A



NOTES:

1. STANDARD IS INTENDED AS TYPICAL REQUIREMENTS ONLY. EXACT REQUIREMENTS TO BE DETERMINED ON–SITE TAKING INTO ACCOUNT INDIVIDUAL SITE REQUIREMENTS AND CONSTRAINTS. FINAL DETAILS TO BE DETERMINED IN CONSULTATION WITH OFFICERS FROM TRANSPORT AND TRAFFIC, ACTIVE TRANSPORT SECTION.
2. TEMPORARY EVENT OR PATH CLOSURE APPLICATION FOR BICYCLE OR SHARED PATH TO BE SUBMITTED BEFORE WORK COMMENCES. CONTACT ACTIVE TRANSPORT ON 3403 8888 TO REQUEST THE FORM.
3. CLEAR SIGHT LINE TO MAINTAINED THROUGH AND ALONG DETOUR PATH AT ALL TIMES.
4. SIGNS SHOWN ARE MINIMUM REQUIREMENTS. EXACT SIGNAGE LOCATIONS TO BE DETERMINED ON–SITE. PROJECT OR ADDITIONAL SAFETY SIGNAGE TO BE INSTALLED UPON DETERMINING SITE REQUIREMENTS.
5. ADVANCE PROJECT SIGNAGE AND PROJECT SIGNAGE TO CONTAIN INDIVIDUAL PROJECT INFORMATION INCLUDING PROJECT TIMING, DATES OR DURATION AND INFORMATION CONTACT DETAILS. COMPLEX DETOURS TO HAVE ADDITIONAL SIGNAGE/INFORMATION SHOWING EXTENDED DETOUR PATH ROUTE MAP AND DISTANCES.
6. DETOUR PATH TO BE EQUAL WIDTH TO EXISTING PATH (TYPICALLY 3.0m, WHERE SITE CONSTRAINTS PERMIT) TO MAINTAIN LEVEL OF SERVICE. WHERE 3.0m WIDE PATH CANNOT BE MAINTAINED, A MINIMUM 2.5m WIDE PATH IS TO BE INSTALLED. PATH ALIGNMENT TO BE DETERMINED ON–SITE TO SUIT LOCATION CONDITIONS.
7. DETOUR PATH SURFACE TO BE ASPHALT, INSTALLED TO BSD–5214. SURFACE TO PROVIDE SMOOTH SURFACE FOR ALL USERS. JOIN NEATLY TO EXISTING PATH. PATH TO BE SWEPT DAILY TO REMOVE LOOSE MATERIAL.
8. DETOUR PATH TO BE REMOVED ONCE WORK COMPLETED AND SITE RETURNED TO ORIGINAL CONDITION.
9. TRAFFIC CONTROLLER TO BE USED DURING PRIMARY USE TIME (e.g. PEAK HOURS) AND DAYLIGHT HOURS FOR HIGH USE/VOLUME PATHS.
10. BARRIERS AT WORK ZONE TO BE WATER FILLED 'RHINO' BARRIERS, FILLED TO SUPPLIER/MANUFACTURER REQUIREMENTS TO PREVENT MOVEMENT AND PROTECTION FROM WORK SITE FOR PATH USERS. BARRIER TO EXTEND PAST FULL WIDTH OF PATH. BARRIERS TO HAVE WARNING/HAZARD LIGHTS SECURELY ATTACHED AND OPERATING DURING NON–DAYLIGHT HOURS.
11. TEMPORARY, SECURE BARRIER FENCE TO BE INSTALLED BETWEEN DETOUR PATH AND WORK ZONE TO PROVIDE SAFETY SEPARATION FOR PATH USERS.
12. ALL SIGNAGE, FENCING, SAFETY BARRIERS AND ASSOCIATED COMPONENTS TO BE INSTALLED A MINIMUM 0.5m FROM EXISTING OR DETOUR PATH EDGE OR THROUGH TRAVEL LINE, EXCEPT T2–5 (MOD) 'PATH CLOSED' SIGN WHICH IS TO BE MOUNTED ON BARRIER ACROSS PATH.
13. INSTALL 100mm WIDE CENTRELINE ALONG DETOUR PATH, ESPECIALLY ON HIGH USE PATHS, TO PROVIDE SAFE DELINEATION AND SEPARATION OF USERS. LINEMARKING TO BE INSTALLED AS PER REQUIREMENTS OF REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORK S150–ROADWORKS. TEMPORARY LINEMARKING TO BE REMOVED FROM EXISTING PATH ONCE WORK COMPLETED.
14. ALL DIMENSIONS IN METRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P COTTON SIGNATURE ON ORIGINAL
DATED 24/09/09 R.P.E.Q. 2546
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
I CONDRIC (RPEQ 8951) SIGNATURE ON ORIGINAL
DATED 18/09/09
PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT

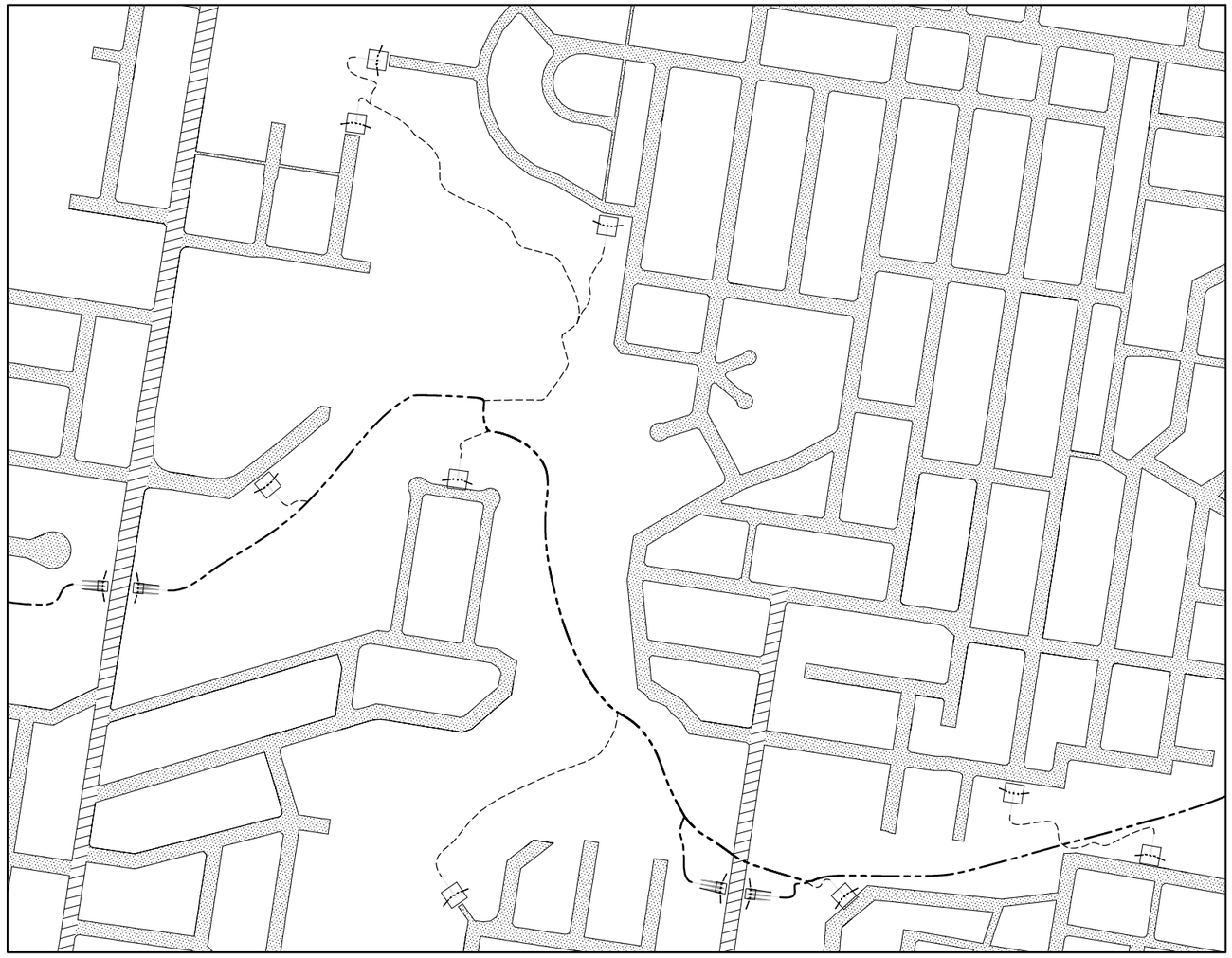
DESIGN	Std Dwgs WG	DATE	Feb '09
DRAWN	CPO - P&D	DATE	Feb '09
CHECKED	CITY ASSESTS	DATE	Sept '09
DRAWING FILENAME	BSD-5006 (A) Shared path - Construction and maintenance site management.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-254		

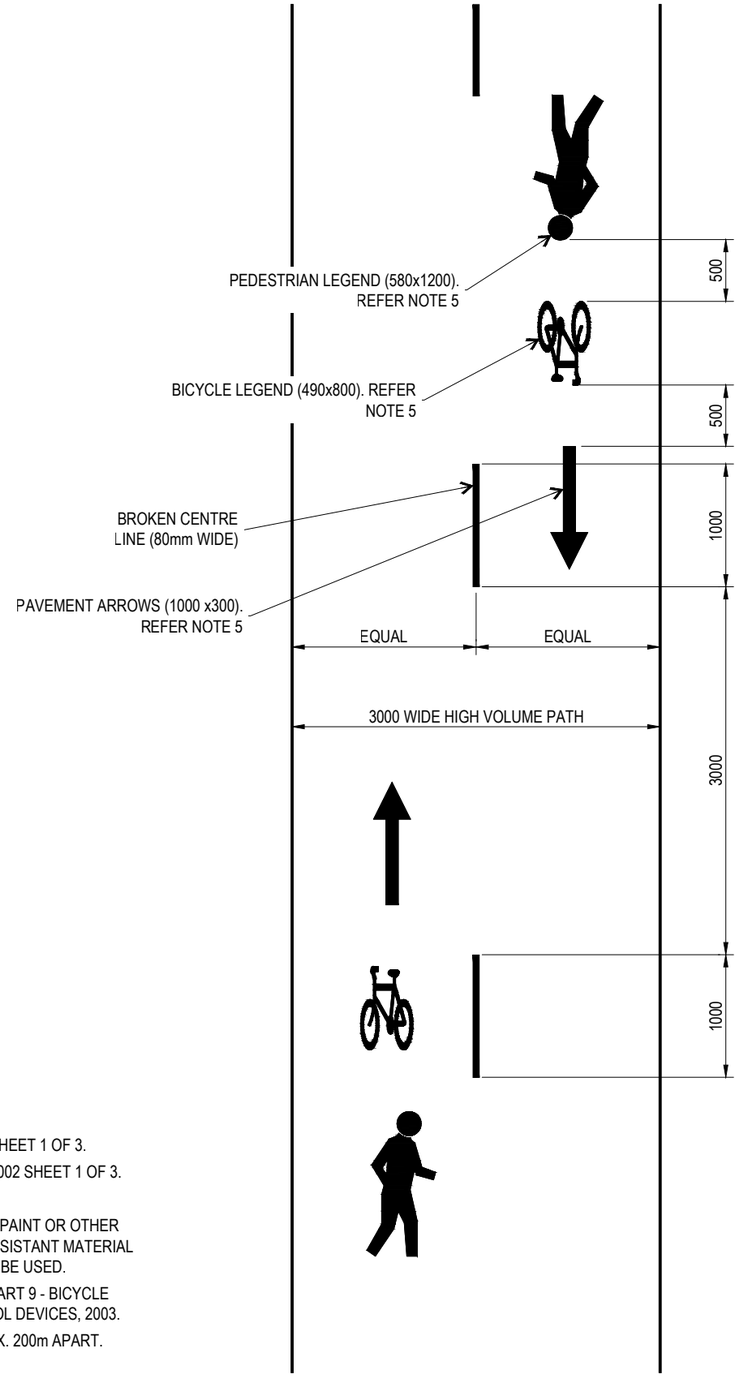
BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

SHARED PATH – CONSTRUCTION AND MAINTENANCE SITE MANAGEMENT

SCALE: NOT TO SCALE
DWG No.: BSD–5006
ORIGINAL SIZE: A3
REVISION: A





LEGEND:

- SHARED PATH BASIC ENTRANCE - LOW VOLUME PATHS
- SHARED PATH STANDARD ENTRANCE - HIGH VOLUME PATHS
- HIGH VOLUME PATH MIN. 3.0m WIDE
- LOW VOLUME PATHS (CONNECTOR/LINK) PREFERRED 3.0m WIDE, MIN. 2.5m WIDE
- MAJOR ROAD
- LOCAL/RESIDENTIAL STREET

NOTES:

1. CONSTRUCT SHARED PATH BASIC ENTRANCE AS PER BSD-5002 SHEET 1 OF 3.
2. CONSTRUCT SHARED PATH STANDARD ENTRANCE AS PER BSD-5002 SHEET 1 OF 3.
3. CONSTRUCT BIKEPATH JOINTS AS PER BSD-5208.
4. PAVEMENT MARKINGS TO BE INSTALLED IN WHITE WATERBORNE PAINT OR OTHER SUITABLE LONGLIFE MATERIAL. MARKINGS TO HAVE SLIP/SKID RESISTANT MATERIAL APPLIED TO SURFACE. THERMOPLASTIC MATERIALS ARE NOT TO BE USED.
5. PAVEMENT MARKING SYMBOL DIMENSIONS AS PER FIGURE 3.1, PART 9 - BICYCLE FACILITIES, QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 2003.
6. SYMBOL GROUPINGS (BIKE, PED AND ARROW) TO BE SPACED MAX. 200m APART.
7. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

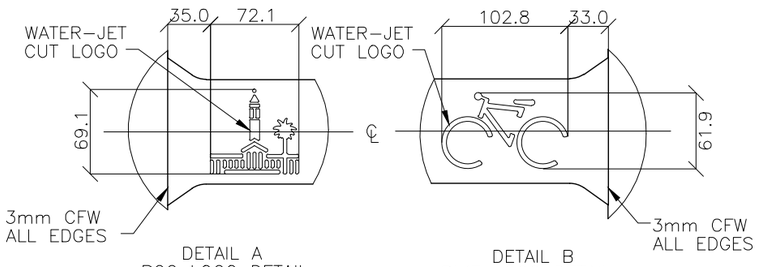
STANDARD PAVEMENT MARKINGS FOR SHARED PATH

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

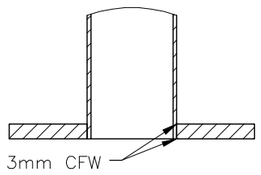
STANDARD BIKEPATH
TYPICAL HIGH AND LOW USE
NETWORK CONNECTIONS

PUBLISH DATE	JUN 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5007
ORIGINAL SIZE	A3
REVISION	C

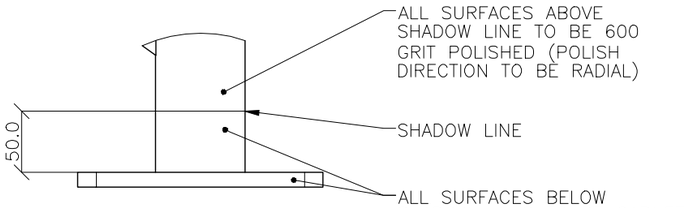


DETAIL A
BCC LOGO DETAIL
SCALE 1 : 5

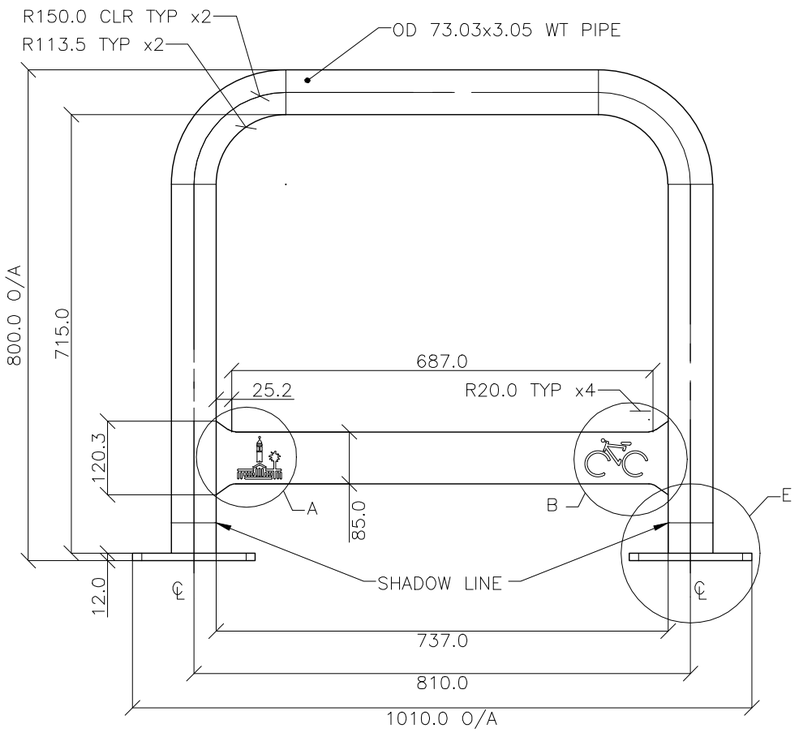
DETAIL B
BIKE LOGO DETAIL
SCALE 1 : 5



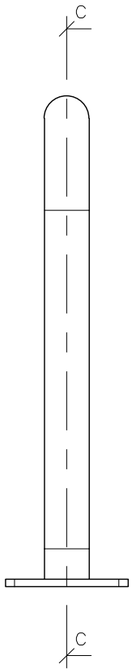
DETAIL C
FOOT PLATE DETAIL
SCALE 1 : 5



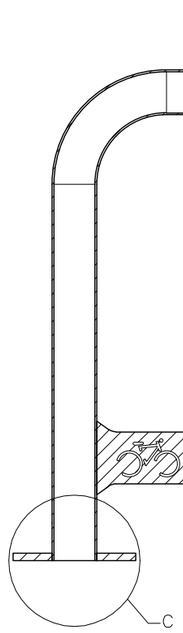
DETAIL E
SURFACE FINISH DETAIL
SCALE 1 : 5



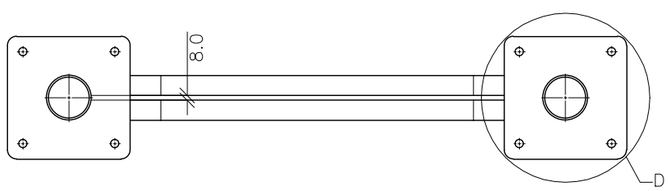
FRONT VIEW



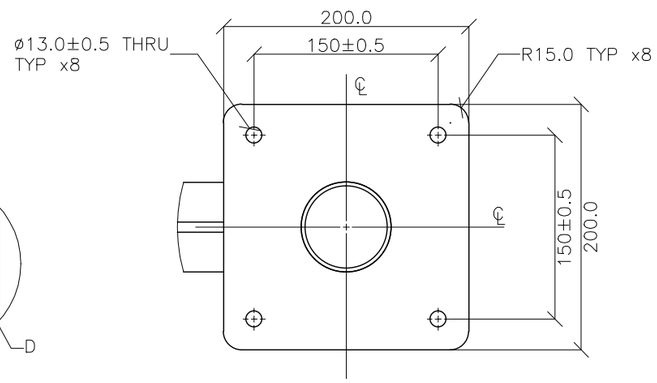
SIDE VIEW



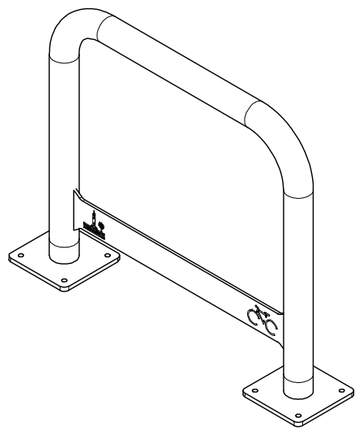
SECTION C–C



BOTTOM VIEW



DETAIL D
FOOT PLATE UNDERSIDE DETAIL
SCALE 1 : 5



PICTORIAL VIEW
SCALE 1 : 15

STANDARDS

DESIGNED IN ACCORDANCE WITH, AND FABRICATION TO MEET THE FOLLOWING STANDARDS:

1. AS1428.4.1:2009, TACTILE GROUND SURFACE INDICATORS FOR THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
2. AS1627.4 METAL FINISHING – PREPARATION AND PRE–TREATMENT OF SURFACES – ABRASIVE BLAST CLEANING OF STEEL.
3. AS2312:2002/AMDT 1:2004, GUIDE TO PROTECTION OF IRON AND STEEL AGAINST EXTERIOR ATMOSPHERIC CORROSION, 1994.
4. GUIDE TO ENGINEERING PRACTICE, 'PEDESTRIANS', PART 13, AUSTROADS.
5. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
6. AS4506 –2005, METAL FINISHING– THERMOSET POWDER COATINGS.
7. AS4680:2006, HOT DIP GALVANISING.
8. AS1742.9–2000, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 'BICYCLE FACILITIES'.
9. GUIDE TO ENGINEERING PRACTICE, 'BICYCLES', PART 14, AUSTROADS.
10. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
11. AS2890.3–1993 PARKING FACILITIES PART 3
12. AS 1742.9– 2000 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 9: BIKE FACILITIES

NOTES

1. WELDING TO BE ACCORDANCE TO AS1554.1 CAT GP WELDING, ALL SHARP EDGES & BURRS REMOVED.
2. PART SHOULD BE SUPPLIED CLEAN AND FREE FROM MARKS, BURRS, SCUFFS, DISTORTION AND WARPAGE.
3. ENSURE ANTI–SEIZE IS ON ALL NUTS AND BOLTS PRIOR TO ASSEMBLY.
4. DRAWING TO AS1100 DRAWING STANDARDS.
5. 316 S.S AND 316 S.S FASTENERS TO BE USED THROUGHOUT FOR COASTAL INSTALLATIONS OR ANY ENVIRONMENT WITH HIGH CORROSION.
6. ALL TOLERANCES ± 1.5mm UNLESS OTHERWISE SPECIFIED.

MATERIAL

1. MATERIAL: 316 STAINLESS STEEL
2. COLOUR: NATURAL
3. FINISH: 600 GRIT POLISHED / GARNET BLASTED

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE

NAME: B.C. PLANT RPEQ: 8807

SIGNATURE: ON ORIGINAL DATE: 28/ 6 /12

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
INGA CONDRIC AUTHORISED 15/04/2014
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED
VICKI MARTIN SIGNATURE ON ORIGINAL
CLIENT POSITION
COUNCIL WORK AREA OR BRANCH

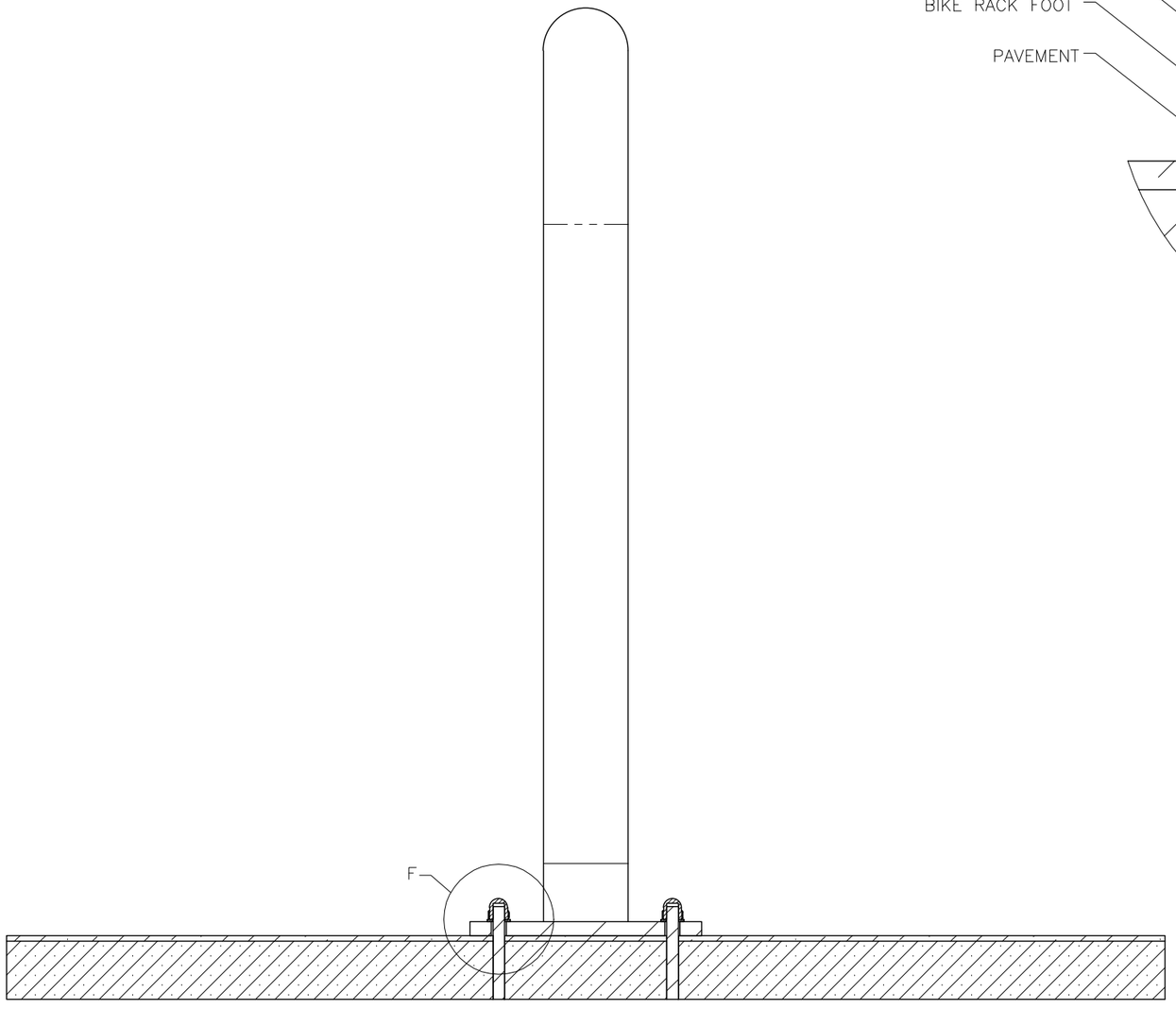
DESIGN	Std Dwgs WG	DATE	June '12
DRAWN	CPO - P&D	DATE	June '12
CHECKED	V.M	DATE	April '13
DRAWING FILENAME	BSD-5051(A) Single bike rack - Sheet 1 of 2.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-566-1		

BRISBANE CITY

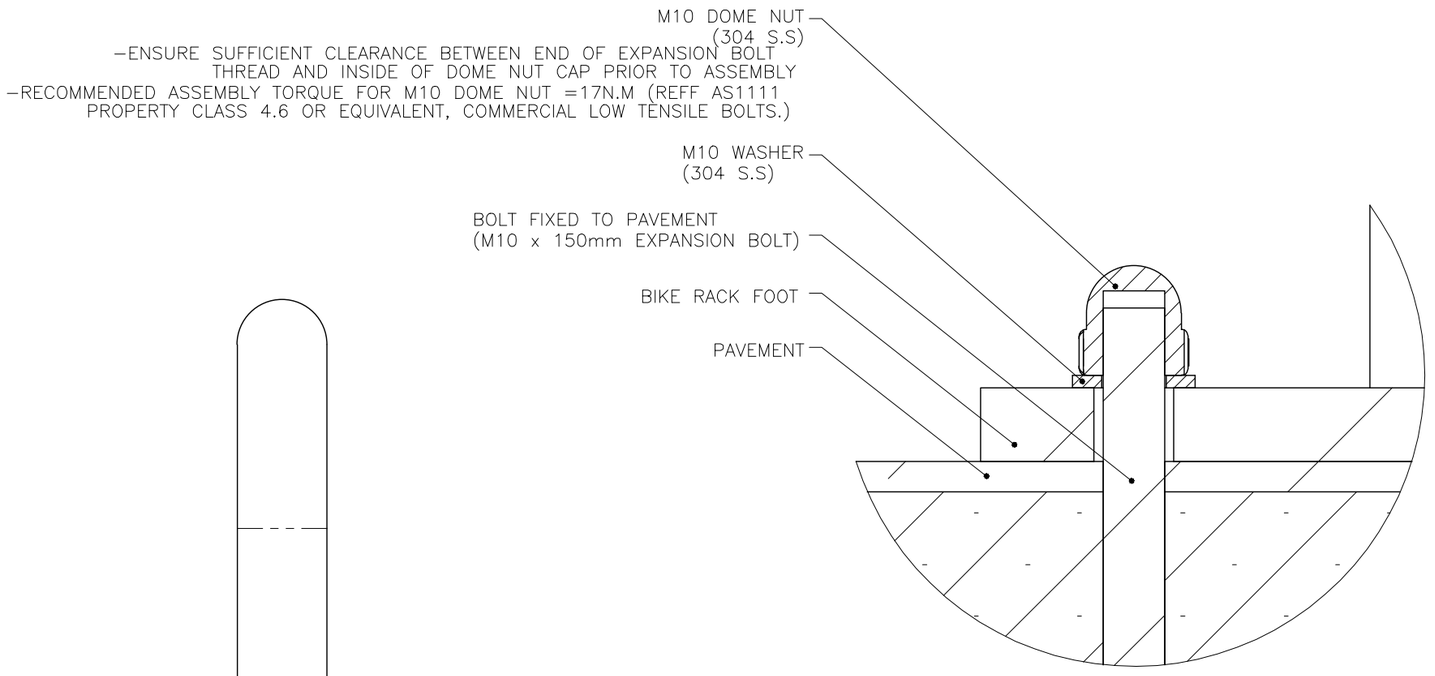
BRISBANE CITY COUNCIL STANDARD DRAWING

SINGLE BIKE RACK SHEET 1 OF 2

SCALE: NOT TO SCALE
DWG No.: BSD–5051
ORIGINAL SIZE: A3
REVISION: A



SECTION VIEW OF INSTALLATION



DETAIL F
INSTALLATION DETAIL
SCALE 1 : 1

STANDARDS

DESIGNED IN ACCORDANCE WITH, AND FABRICATION TO MEET THE FOLLOWING STANDARDS:

1. AS1428.4.1:2009, TACTILE GROUND SURFACE INDICATORS FOR THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
2. AS1627.4 METAL FINISHING – PREPARATION AND PRE–TREATMENT OF SURFACES – ABRASIVE BLAST CLEANING OF STEEL.
3. AS2312:2002/AMDT 1:2004, GUIDE TO PROTECTION OF IRON AND STEEL AGAINST EXTERIOR ATMOSPHERIC CORROSION, 1994.
4. GUIDE TO ENGINEERING PRACTICE, 'PEDESTRIANS', PART 13, AUSTROADS.
5. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
6. AS4506 –2005, METAL FINISHING– THERMOSET POWDER COATINGS.
7. AS4680:2006, HOT DIP GALVANISING.
8. AS1742.9–2000, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 'BICYCLE FACILITIES'.
9. GUIDE TO ENGINEERING PRACTICE, 'BICYCLES', PART 14, AUSTROADS.
10. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
11. AS2890.3–1993 PARKING FACILITIES PART 3
12. AS 1742.9– 2000 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 9: BIKE FACILITIES

NOTES

1. WELDING TO BE ACCORDANCE TO AS1554.1 CAT GP WELDING, ALL SHARP EDGES & BURRS REMOVED.
2. PART SHOULD BE SUPPLIED CLEAN AND FREE FROM MARKS, BURRS, SCUFFS, DISTORTION AND WARPAGE.
3. ENSURE ANTI–SEIZE IS ON ALL NUTS AND BOLTS PRIOR TO ASSEMBLY.
4. DRAWING TO AS1100 DRAWING STANDARDS.
5. 316 S.S AND 316 S.S FASTENERS TO BE USED THROUGHOUT FOR COASTAL INSTALLATIONS OR ANY ENVIRONMENT WITH HIGH CORROSION.
6. ALL TOLERANCES ± 1.5mm UNLESS OTHERWISE SPECIFIED.

MATERIAL

1. MATERIAL: SEE COMPONENT DRAWING
2. COLOUR: SEE COMPONENT DRAWING
3. FINISH: SEE COMPONENT DRAWING

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE

NAME: B.C. PLANT RPEQ: 8807

SIGNATURE: ON ORIGINAL DATE:28/ 6 /12

ITEM NO.	DESCRIPTION	QTY.
1	Single Bike Rack	1
2	M10 304 Stainless Steel Washer	8
3	M10 304 Stainless Steel Dome Nut	8

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
INGA CONDRIC AUTHORISED 15/04/2014
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED
VICKI MARTIN SIGNATURE ON ORIGINAL
PRINCIPAL PLANNING OFFICER
URBAN DESIGN

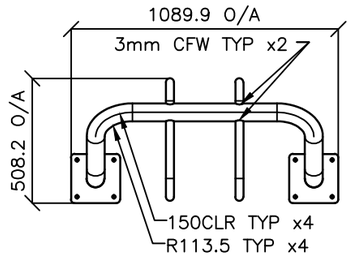
DESIGN	Std Dwgs WG	DATE	June '12
DRAWN	CPO - P&D	DATE	June '12
CHECKED	V.M	DATE	April '13
DRAWING FILENAME	BSD-5051 (A) Single bike rack - Sheet 2 of 2 - Installation.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-566-2		

BRISBANE CITY

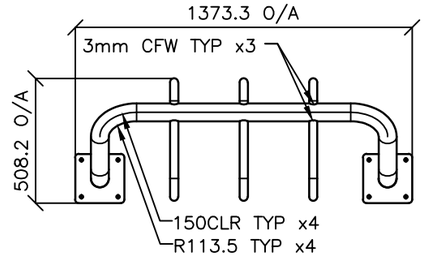
BRISBANE CITY COUNCIL STANDARD DRAWING

SINGLE BIKE RACK SHEET 2 OF 2 INSTALLATION

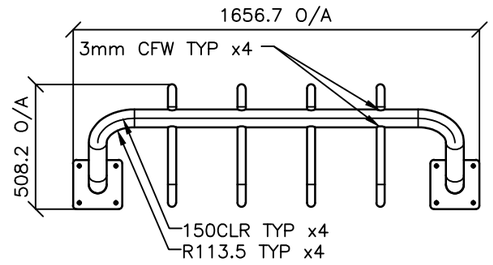
SCALE NOT TO SCALE
DWG No. BSD–5051
ORIGINAL SIZE A3
REVISION A



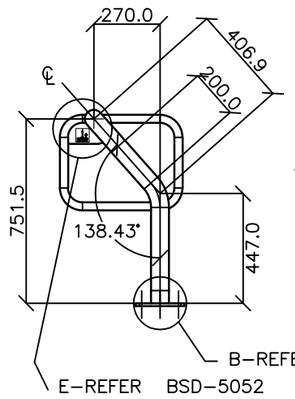
3 BAY BIKE RACK
TOP VIEW



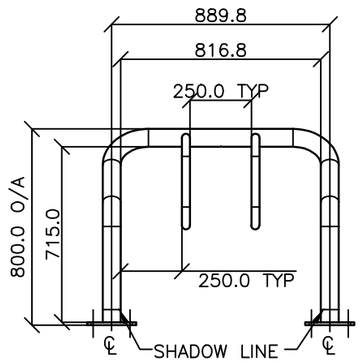
4 BAY BIKE RACK
TOP VIEW



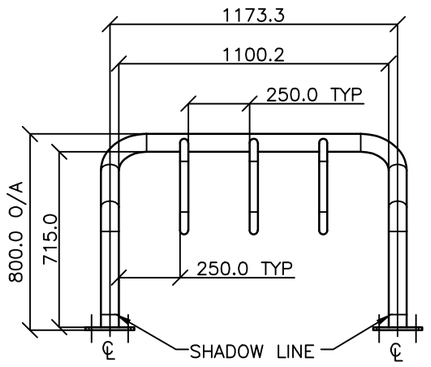
5 BAY BIKE RACK
TOP VIEW



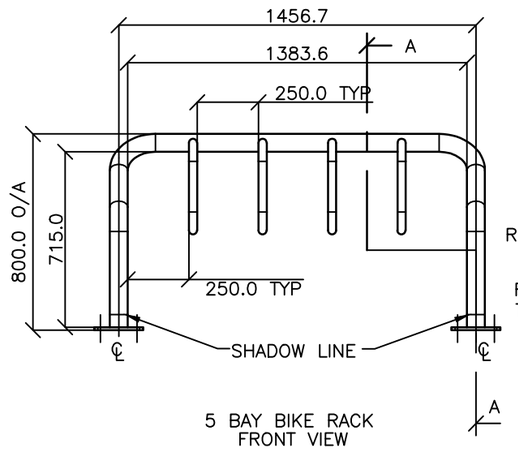
SIDE VIEW



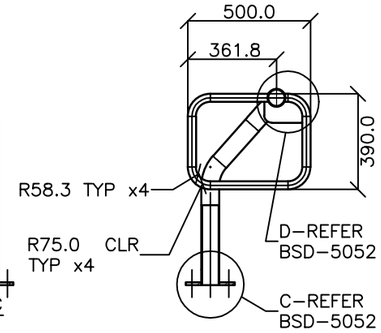
3 BAY BIKE RACK
FRONT VIEW



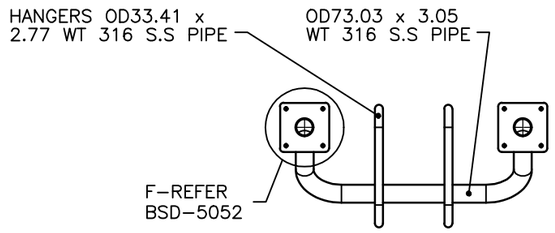
4 BAY BIKE RACK
FRONT VIEW



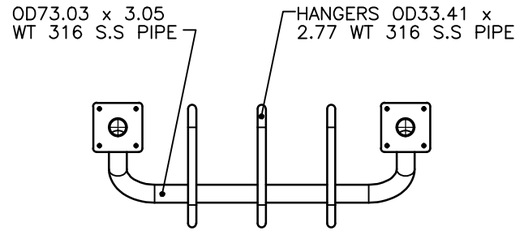
5 BAY BIKE RACK
FRONT VIEW



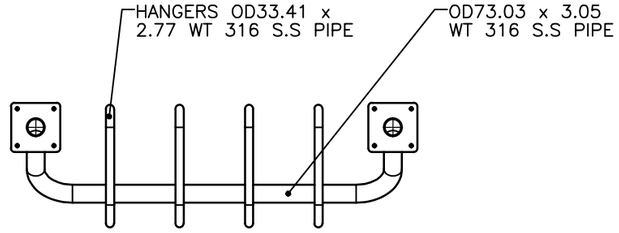
SECTION A–A



3 BAY BIKE RACK
BOTTOM VIEW



4 BAY BIKE RACK
BOTTOM VIEW



5 BAY BIKE RACK
BOTTOM VIEW

STANDARDS

DESIGNED IN ACCORDANCE WITH, AND FABRICATION TO MEET THE FOLLOWING STANDARDS:

1. AS1428.4.1:2009, TACTILE GROUND SURFACE INDICATORS FOR THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
2. AS1627.4 METAL FINISHING – PREPARATION AND PRE–TREATMENT OF SURFACES – ABRASIVE BLAST CLEANING OF STEEL.
3. AS2312:2002/AMDT 1:2004, GUIDE TO PROTECTION OF IRON AND STEEL AGAINST EXTERIOR ATMOSPHERIC CORROSION, 1994.
4. GUIDE TO ENGINEERING PRACTICE, 'PEDESTRIANS', PART 13, AUSTROADS.
5. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
6. AS4506 –2005, METAL FINISHING–THERMOSET POWDER COATINGS.
7. AS4680:2006, HOT DIP GALVANISING.
8. AS1742.9–2000, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 'BICYCLE FACILITIES'.
9. GUIDE TO ENGINEERING PRACTICE, 'BICYCLES', PART 14, AUSTROADS.
10. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
11. AS2890.3–1993 PARKING FACILITIES PART 3
12. AS 1742.9– 2000 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 9: BIKE FACILITIES

NOTES

1. WELDING TO BE ACCORDANCE TO AS1554.1 CAT GP WELDING, ALL SHARP EDGES & BURRS REMOVED.
2. PART SHOULD BE SUPPLIED CLEAN AND FREE FROM MARKS, BURRS, SCUFFS, DISTORTION AND WARPAGE.
3. ENSURE ANTI–SEIZE IS ON ALL NUTS AND BOLTS PRIOR TO ASSEMBLY.
4. DRAWING TO AS1100 DRAWING STANDARDS.
5. 316 S.S AND 316 S.S FASTENERS TO BE USED THROUGHOUT FOR COASTAL INSTALLATIONS OR ANY ENVIRONMENT WITH HIGH CORROSION.
6. ALL TOLERANCES ± 1.5mm UNLESS OTHERWISE SPECIFIED.

MATERIAL

1. MATERIAL: 316 STAINLESS STEEL
2. COLOUR: NATURAL
3. FINISH: 600 GRIT POLISHED / GARNET BLASTED

ITEM NO.	DESCRIPTION	QTY.
1	3 Bay Bike Rack	1
2	M10 304 Stainless Steel Washer	8
3	M10 304 Stainless Steel Dome Nut	8

ITEM NO.	DESCRIPTION	QTY.
1	4 Bay Bike Rack	1
2	M10 304 Stainless Steel Washer	8
3	M10 304 Stainless Steel Dome Nut	8

ITEM NO.	DESCRIPTION	QTY.
1	5 Bay Bike Rack	1
2	M10 304 Stainless Steel Washer	8
3	M10 304 Stainless Steel Dome Nut	8

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE

NAME: B.C. PLANT RPEQ: 8807

SIGNATURE: ON ORIGINAL DATE: 28/ 6 /12

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Number Altered to Conform to Naming Convention	MAY '17	MAY '17	MAY '17
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
INGA CONDRIC AUTHORISED 15/04/2014
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
VICKI MARTIN SIGNATURE ON ORIGINAL
PRINCIPAL PLANNING OFFICER
URBAN DESIGN

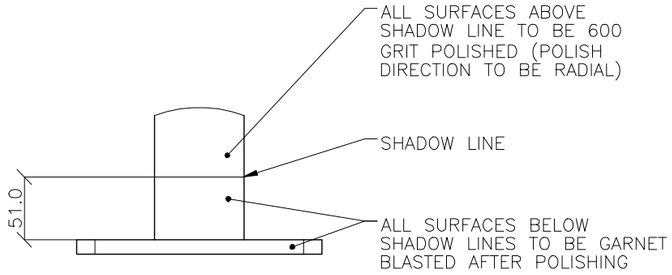
DESIGN	Std Dwgs WG	DATE	June '12
DRAWN	CPO - P&D	DATE	June '12
CHECKED	V.M	DATE	April '13
DRAWING FILENAME	BSD-5052-1.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-566-3		

BRISBANE CITY

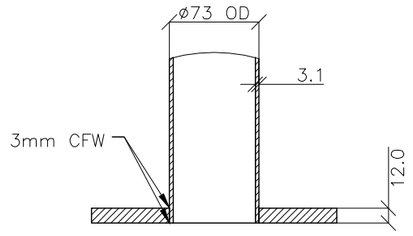
BRISBANE CITY COUNCIL STANDARD DRAWING

MULTI BIKE RACK
SHEET 1 OF 3

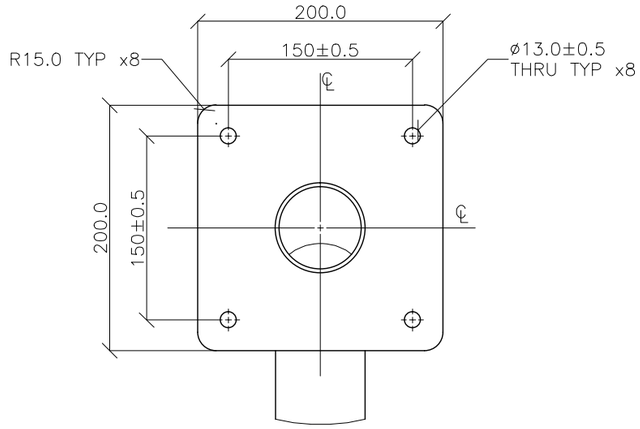
SCALE: NOT TO SCALE
DWG No.: BSD–5052
ORIGINAL SIZE: A3
REVISION: B



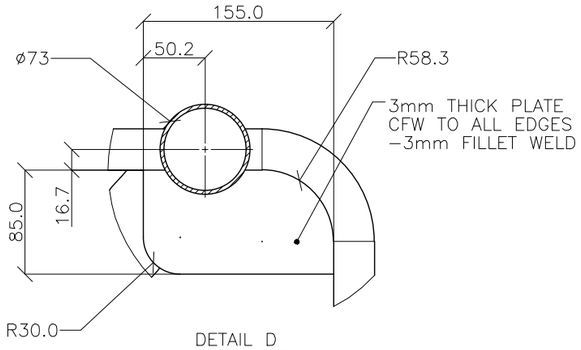
DETAIL B
SURFACE FINISH DETAIL
SCALE 1 : 5



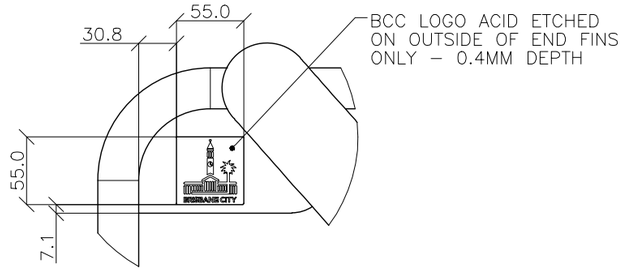
DETAIL C
FOOT PLATE DETAIL
SCALE 1 : 5



DETAIL F
FOOT PLATE UNDERSIDE DETAIL
SCALE 1 : 5



DETAIL D
FIN PLATE DETAIL
SCALE 1 : 5



DETAIL E
END FIN LOGO DETAIL
SCALE 1 : 5

STANDARDS

DESIGNED IN ACCORDANCE WITH, AND FABRICATION TO MEET THE FOLLOWING STANDARDS:

1. AS1428.4.1:2009, TACTILE GROUND SURFACE INDICATORS FOR THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
2. AS1627.4 METAL FINISHING – PREPARATION AND PRE–TREATMENT OF SURFACES – ABRASIVE BLAST CLEANING OF STEEL.
3. AS2312:2002/AMDT 1:2004, GUIDE TO PROTECTION OF IRON AND STEEL AGAINST EXTERIOR ATMOSPHERIC CORROSION, 1994.
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8. AS1742.9–2000, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 'BICYCLE FACILITIES'.
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10. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
11. AS2890.3–1993 PARKING FACILITIES PART 3
12. AS 1742.9– 2000 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 9: BIKE FACILITIES

NOTES

1. WELDING TO BE ACCORDANCE TO AS1554.1 CAT GP WELDING, ALL SHARP EDGES & BURRS REMOVED.
2. PART SHOULD BE SUPPLIED CLEAN AND FREE FROM MARKS, BURRS, SCUFFS, DISTORTION AND WARPAGE.
3. ENSURE ANTI–SEIZE IS ON ALL NUTS AND BOLTS PRIOR TO ASSEMBLY.
4. DRAWING TO AS1100 DRAWING STANDARDS.
5. 316 S.S AND 316 S.S FASTENERS TO BE USED THROUGHOUT FOR COASTAL INSTALLATIONS OR ANY ENVIRONMENT WITH HIGH CORROSION.
6. ALL TOLERANCES ± 1.5mm UNLESS OTHERWISE SPECIFIED.

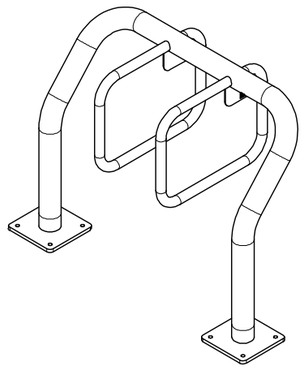
MATERIAL

1. MATERIAL: 316 STAINLESS STEEL
2. COLOUR: NATURAL
3. FINISH: 600 GRIT POLISHED / GARNET BLASTED

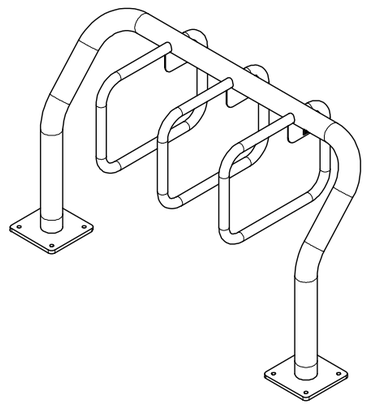
STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE

NAME: B.C. PLANT RPEQ: 8807

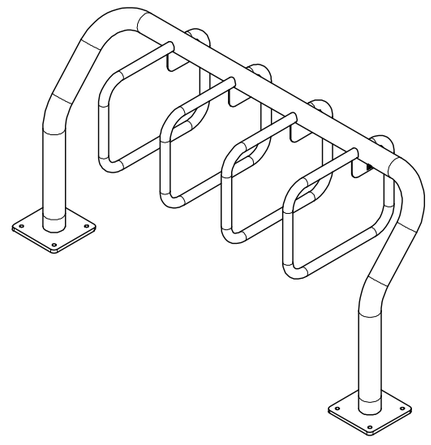
SIGNATURE: ON ORIGINAL DATE: 28/ 6 /12



3 BAY BIKE RACK
PICTORIAL VIEW



4 BAY BIKE RACK
PICTORIAL VIEW



5 BAY BIKE RACK
PICTORIAL VIEW

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
INGA CONDRIC AUTHORISED 15/04/2014
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED
VICKI MARTIN SIGNATURE ON ORIGINAL
PRINCIPAL PLANNING OFFICER
URBAN DESIGN

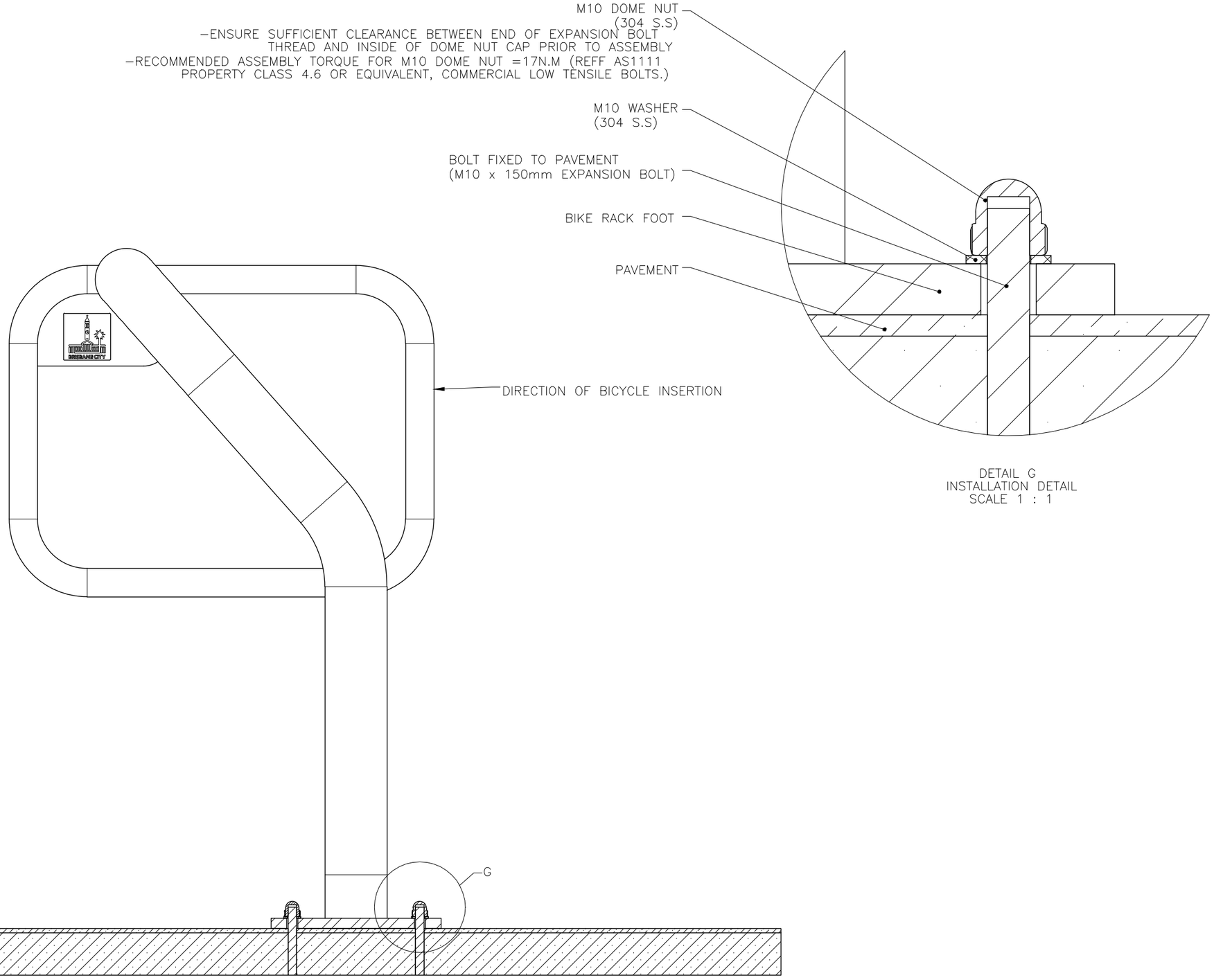
DESIGN	Std Dwgs WG	DATE	June '12
DRAWN	CPO - P&D	DATE	June '12
CHECKED	V.M	DATE	April '13
DRAWING FILENAME	BSD-5052 (B) Multi bike rack - Details - Sheet 2 of 3.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-566-4		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

MULTI BIKE RACK DETAILS SHEET 2 OF 3

SCALE: NOT TO SCALE
DWG No.: BSD–5052
ORIGINAL SIZE: A3
REVISION: B



DETAIL G
INSTALLATION DETAIL
SCALE 1 : 1

SECTION VIEW OF INSTALLATION

STANDARDS

DESIGNED IN ACCORDANCE WITH, AND FABRICATION TO MEET THE FOLLOWING STANDARDS:

1. AS1428.4.1:2009, TACTILE GROUND SURFACE INDICATORS FOR THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
2. AS1627.4 METAL FINISHING – PREPARATION AND PRE–TREATMENT OF SURFACES – ABRASIVE BLAST CLEANING OF STEEL.
3. AS2312:2002/AMDT 1:2004, GUIDE TO PROTECTION OF IRON AND STEEL AGAINST EXTERIOR ATMOSPHERIC CORROSION, 1994.
4. GUIDE TO ENGINEERING PRACTICE, 'PEDESTRIANS', PART 13, AUSTROADS.
5. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
6. AS4506 –2005, METAL FINISHING– THERMOSET POWDER COATINGS.
7. AS4680:2006, HOT DIP GALVANISING.
8. AS1742.9–2000, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 'BICYCLE FACILITIES'.
9. GUIDE TO ENGINEERING PRACTICE, 'BICYCLES', PART 14, AUSTROADS.
10. AUSTRALIAN ROAD RULES , 1999, WWW.NRTC.GOV.AU
11. AS2890.3–1993 PARKING FACILITIES PART 3
12. AS 1742.9– 2000 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PART 9: BIKE FACILITIES

NOTES

1. WELDING TO BE ACCORDANCE TO AS1554.1 CAT GP WELDING, ALL SHARP EDGES & BURRS REMOVED.
2. PART SHOULD BE SUPPLIED CLEAN AND FREE FROM MARKS, BURRS, SCUFFS, DISTORTION AND WARPAGE.
3. ENSURE ANTI–SEIZE IS ON ALL NUTS AND BOLTS PRIOR TO ASSEMBLY.
4. DRAWING TO AS1100 DRAWING STANDARDS.
5. 316 S.S AND 316 S.S FASTENERS TO BE USED THROUGHOUT FOR COASTAL INSTALLATIONS OR ANY ENVIRONMENT WITH HIGH CORROSION.
6. ALL TOLERANCES ± 1.5mm UNLESS OTHERWISE SPECIFIED.

MATERIAL

1. MATERIAL: SEE COMPONENT DRAWING
2. COLOUR: SEE COMPONENT DRAWING
3. FINISH: SEE COMPONENT DRAWING

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE

NAME: B.C. PLANT RPEQ: 8807

SIGNATURE: ON ORIGINAL DATE:28/ 6 /12

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
INGA CONDRIC AUTHORISED 15/04/2014
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED
VICKI MARTIN SIGNATURE ON ORIGINAL
PRINCIPAL PLANNING OFFICER
URBAN DESIGN

DESIGN	Std Dwgs WG	DATE	June '12
DRAWN	CPO - P&D	DATE	June '12
CHECKED	V.M	DATE	April '13
DRAWING FILENAME	BSD-5052 (B) Multi bike rack - Installation - Sheet 3 of 3.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-566-5		

BRISBANE CITY

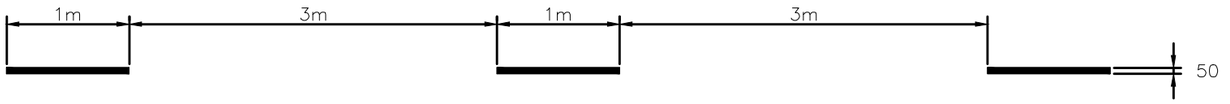
BRISBANE CITY COUNCIL STANDARD DRAWING

MULTI BIKE RACK – INSTALLATION SHEET 3 OF 3

SCALE NOT TO SCALE
DWG No. BSD–5052
ORIGINAL SIZE A3
REVISION B

CENTRE LINES

BROKEN

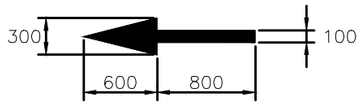


UNBROKEN

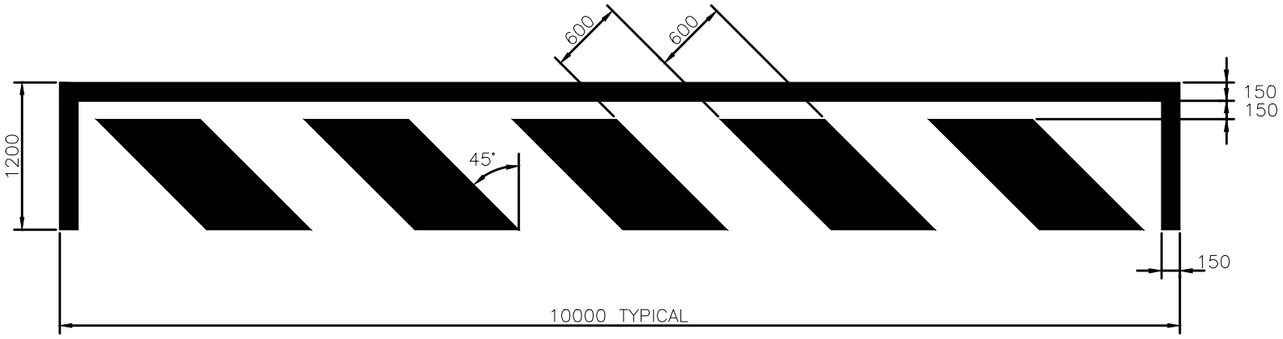
STOP LINES

GIVE WAY LINES

PAVEMENT ARROW



CROSSING DIAGONALS



NOTES:

1. MARKINGS TO BE COMPLETED IN YELLOW, SKID RESISTANT PAVEMENT MARKING MATERIAL.
2. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P COTTON SIGNATURE ON ORIGINAL
DATED 21/03/06 R.P.E.Q. 2546
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
B HANSEN SIGNATURE ON ORIGINAL
DATED 02/03/06
PRINCIPAL ENGINEER
STRATEGIC INFRASTRUCTURE MANAGEMENT

DESIGN	Std Dwgs WG	DATE	Sept '04
DRAWN	CPO - P&D	DATE	Sept '04
CHECKED	CA (GMc)	DATE	Nov '05
DRAWING FILENAME	BSD-5101(B) Bike lane pavement markings (on road bike lanes).dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-851		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BIKE LANE PAVEMENT MARKINGS (ON ROAD BIKE LANES)

SCALE: NOT TO SCALE
DWG No.: BSD-5101
ORIGINAL SIZE: A3
REVISION: B

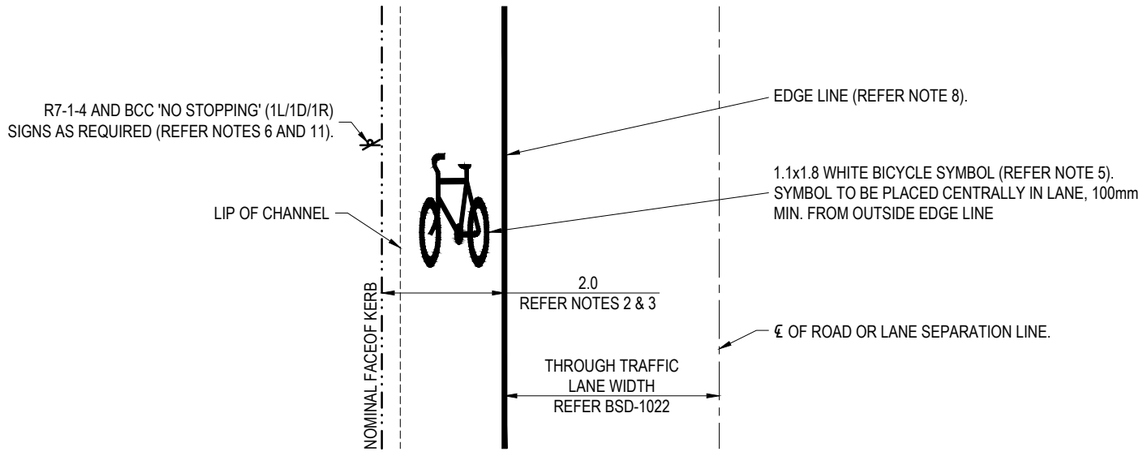


FIGURE 1

REGULATORY BICYCLE LANES WITH PARKING NOT PERMITTED

(MUST INCLUDE R7-1-4 BICYCLE LANE SIGNS)

NOTES:

1. THE WIDTH OF THE CHANNEL IS TO BE INCLUDED AS PART OF THE BICYCLE LANE WIDTH ONLY WHERE IT DOES NOT POSE A POTENTIAL SAFETY CONCERN INCLUDING:
   a. EDGE DROP-OFF BETWEEN THE PAVEMENT AND CHANNEL SURFACES; OR
   b. STEEP OR ABRUPT CHANGE IN CROSSFALL SLOPES; OR
   c. HAZARDS IN AND ADJACENT TO THE KERB AND CHANNEL; OR
   d. THE LIKELIHOOD OF BICYCLE PEDALS STRIKING THE KERB.
2. ABSOLUTE MINIMUM **NOT** BICYCLE LANE WIDTH IS 1.5m.
3. FOR BICYCLE LANES ADJACENT TO THE KERB (FIGURE 1), THE MINIMUM WIDTH IS TO BE MEASURED FROM NOMINAL FACE OF KERB AND IS TO BE 1.2m MEASURED FROM THE LIP OF THE CHANNEL (BOTH CRITERIA MUST BE MET WHEN CHANNEL IS PRESENT).
4. FIGURE 3 CROSS-SECTION ONLY TO BE USED IN LOCATIONS AGREED BY COUNCIL
5. BICYCLE SYMBOLS ARE TO BE WHITE. SYMBOLS TO BE AS PER *AS1* 42, FIGURE 2.2(1) AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 9 (HARMONISED). SYMBOLS TO BE SPACED AT 200m INTERVALS MAXIMUM.
6. SIGNS (R7-1-4) FOR REGULATORY BICYCLE LANES TO BE INSTALLED AT 400m INTERVALS MAX. PARKING REGULATION SIGNS TO BE INSTALLED TO MATCH KERBSIDE ALLOCATION REQUIREMENTS.
7. MEASUREMENTS SHOWN ARE TO THE CENTRE OF LINES.
8. REFER BSD-3151 FOR EDGE LINE DETAILS.
9. REFER BSD-3161 FOR PARKING BAY MARKING DETAILS.
10. PAVEMENT MARKINGS TO BE INSTALLED IN LONGLIFE PAVEMENT MARKING MATERIAL. MARKINGS TO HAVE ANTI-SLIP/SKID MATERIAL APPLIED TO SURFACE. THERMOPLASTIC MATERIALS ARE NOT TO BE USED. REFER BCC REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155 ROAD PAVEMENT MARKINGS FOR PAVEMENT MARKING MATERIALS DETAILS.
11. REFER BSD-3101 FOR BCC PARKING REGULATION SIGNS AND SIGN CODES.
12. ALL DIMENSIONS IN METRES (U.N.O.).

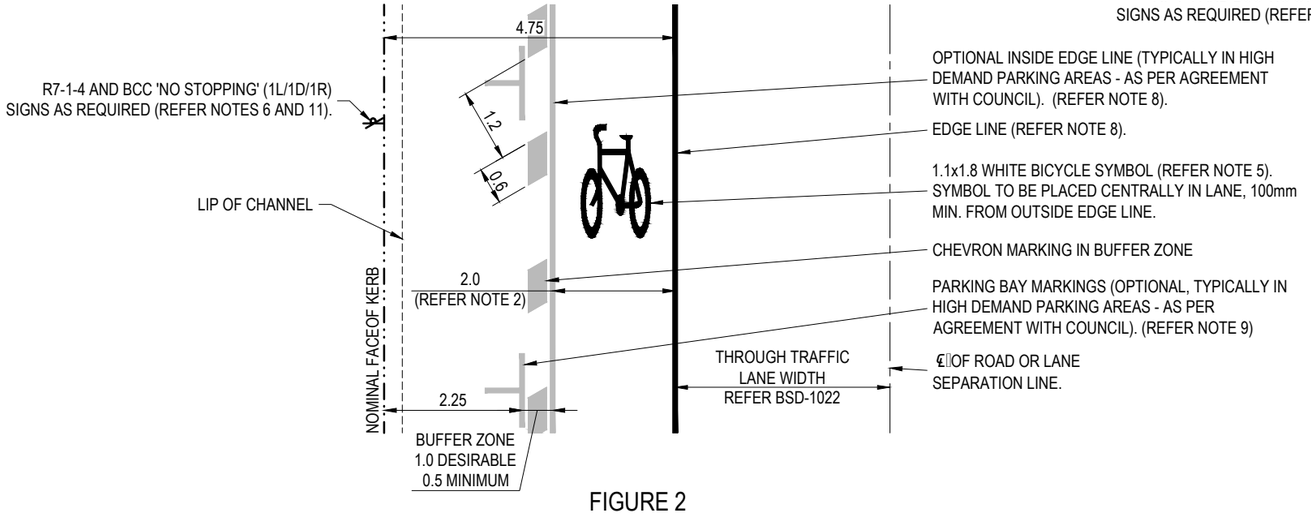


FIGURE 2

REGULATORY BICYCLE LANES WITH KERBSIDE PARKING PERMITTED

(MUST INCLUDE R7-1-4 'BICYCLE LANE' SIGNS)

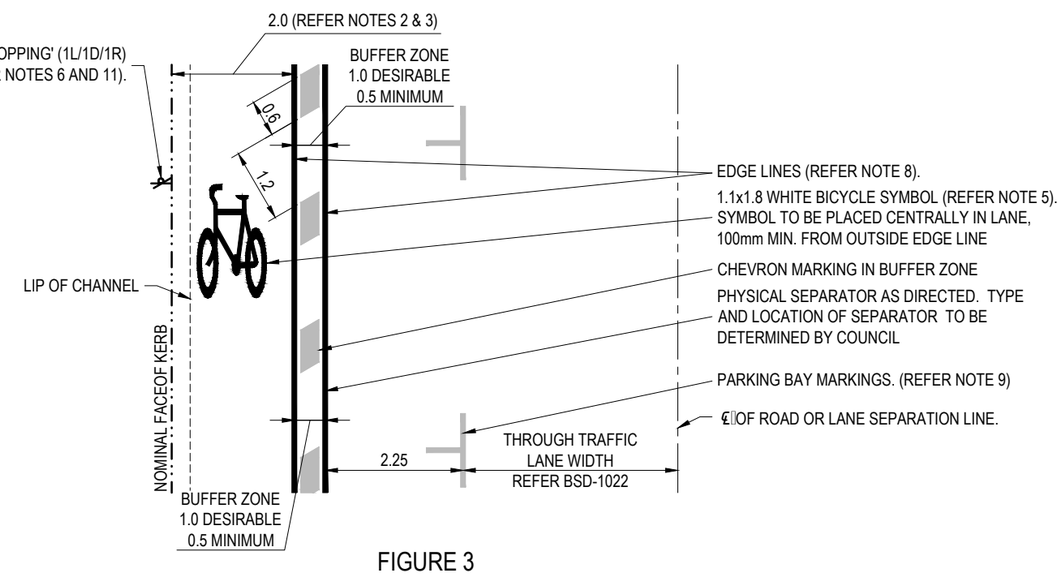


FIGURE 3

REGULATORY KERBSIDE BICYCLE LANES WITH PARKING PERMITTED

CROSS-SECTION ONLY TO BE USED IN LOCATIONS AGREED BY COUNCIL
(MUST INCLUDE R7-1-4 BICYCLE LANE SIGNS)

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
D	Kerbside Bicycle Lane with Parking Option (Figure 3) & Buffer Zone Added, Notes Reviewed	MAR '19	APR '19	Apr RPEQ 16110 '19
C	Additional Notes, Bicycle Lane Widths Amended.	JUL '18	JUL '18	NOV '18
B	Bike Awareness Zones Removed, Drawing Title Amended	JUN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P COTTON SIGNATURE ON ORIGINAL
DATED 21/03/06 R.P.E.Q: 2546
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
B HANSEN SIGNATURE ON ORIGINAL
DATED 13/03/06
PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT

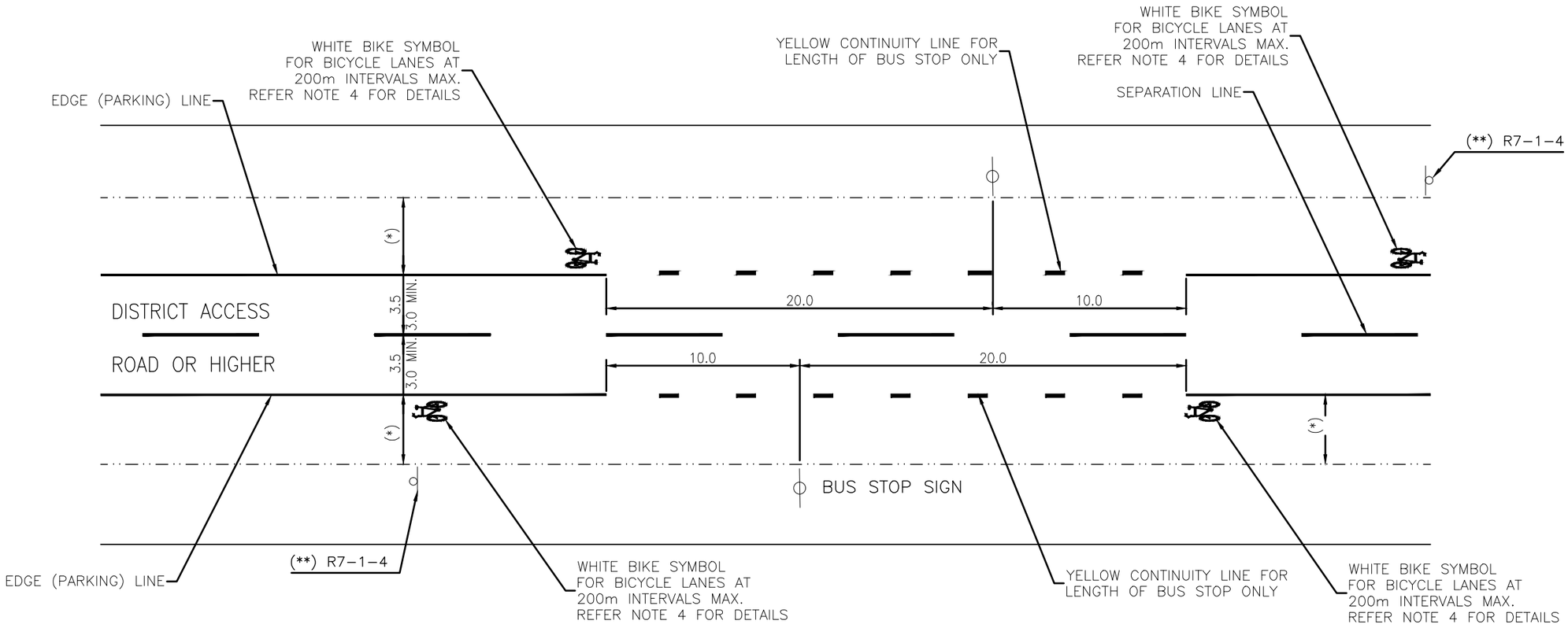
DESIGN	Std Dwgs WG	DATE	Oct '98
DRAWN	CPO - P&D	DATE	Nov '04
CHECKED	CA |GMc|	DATE	Nov '05
DRAWING FILENAME	BSD-5102 (D) Bicycle Lane Widths On-Carriageway.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-861		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BICYCLE LANE WIDTHS
ON-CARRIAGEWAY
(RETROFIT)

SCALE: NOT TO SCALE
DWG No.: BSD-5102
ORIGINAL SIZE: A3
REVISION: D



TYPICAL BUS STOP TREATMENT

LEGEND:

WHITE BICYCLE SYMBOL.
REFER NOTES 4 & 5

NOTES:

1. (*)=REFER TO BSD-5102 FOR WIDTH OPTIONS.
2. (**)=SPACING FOR BIKE LANE SIGNS 200m TYPICAL, 400m MAX. ALL INTERSECTIONS TO BE SIGNED ACCORDING TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
3. PLACE BIKE SYMBOL AT COMMENCEMENT OF YELLOW BUS STOP CONTINUITY LINE.
4. ALL BICYCLE SYMBOLS ON ROADWAY TO BE 1.1x1.8 AS PER MUTCD PART 9, FIG 2.2.
5. BICYCLE LANE BICYCLE SYMBOLS TO BE WHITE, BIKE AWARENESS ZONES BICYCLE SYMBOLS TO BE YELLOW. ALL SYMBOLS IN LONGLIFE PAVEMENT MARKING MATERIAL – REFER BCC REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155 ROAD PAVEMENT MARKING FOR PAVEMENT MARKING MATERIALS DETAILS. THERMOPLASTIC MATERIALS ARE GENERALLY NOT PREFERRED.
6. REFER BSD-3151 FOR ALL LONGITUDINAL LINE DETAILS AND BSD-3152 FOR ALL TRANSVERSE LINE DETAILS.
7. ALL DIMENSIONS IN METRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Bike Awareness Zones Removed	JUN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P COTTON SIGNATURE ON ORIGINAL
DATED 21/03/06 R.P.E.Q: 2546
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
B HANSEN SIGNATURE ON ORIGINAL
DATED 02/03/06
PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT

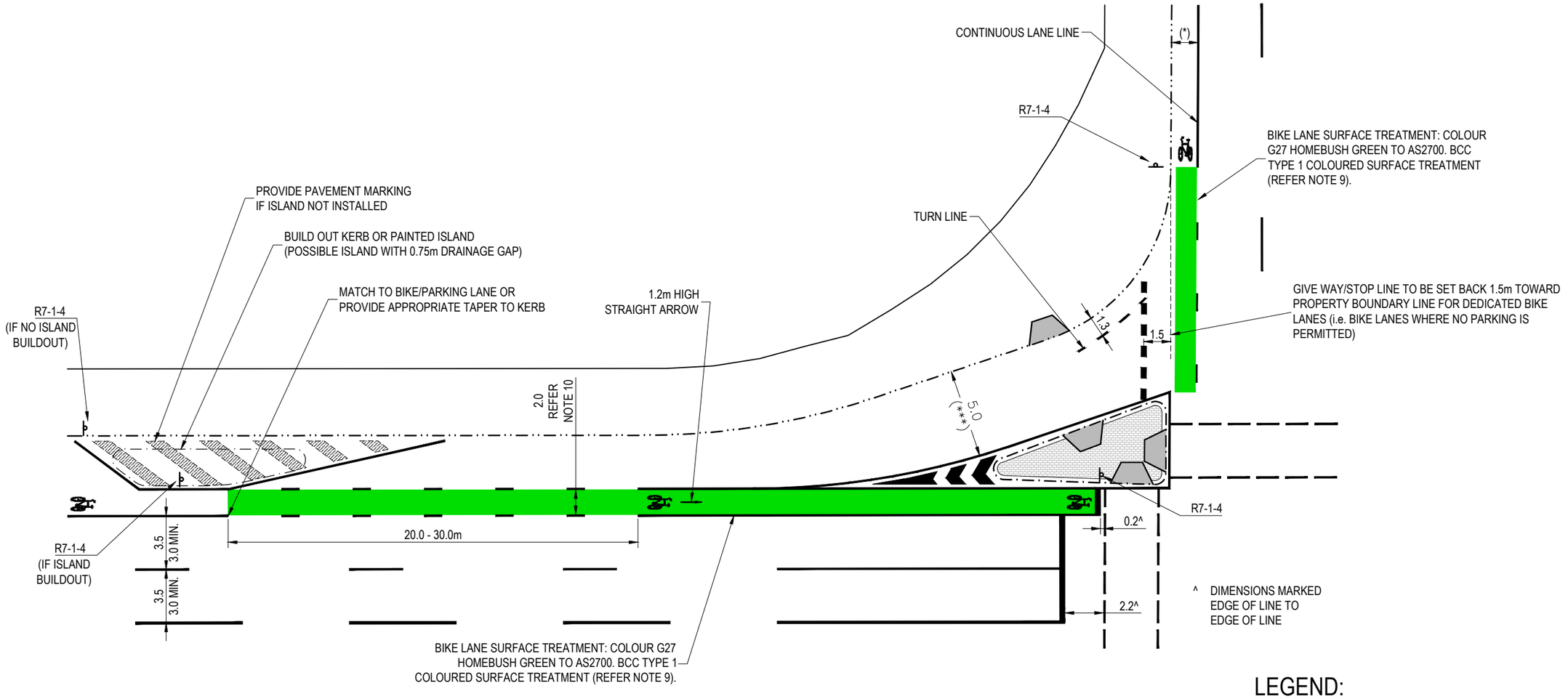
DESIGN	Std Dwgs WG	DATE	April '99
DRAWN	CPO - P&D	DATE	Nov '04
CHECKED	CA |GMc|	DATE	Nov '05
DRAWING FILENAME	BSD-5103 (A) Bike lanes & awareness zones, markings at bus stops.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-874		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BIKE LANES AT BUS STOPS

SCALE: NOT TO SCALE
DWG No.: BSD-5103
ORIGINAL SIZE: A3
REVISION: B



TYPICAL SIGNALISED INTERSECTION TREATMENT AT LEFT TURN SLIP LANE

LEGEND:

BICYCLE SYMBOL. REFER NOTE 7

NOTES:

1. (*)=REFER TO BSD-5102 FOR BIKE LANE WIDTH OPTIONS.
2. KERBSIDE LANE MAY BE REPLACED BY A WIDE KERB LANE OF 4.0m MIN. TO A ROAD SPEED OF 60km/h OR 4.5m MIN. TO A ROAD SPEED OF 80km/h OR A PATH PROVIDED ON THE FOOTPATH IF SPACE IS LIMITED.
3. (**) = SPACING FOR BIKE LANE SIGNS 200m TYPICAL, 400m MAX.
4. (***) = LANE WIDTH MAY BE VARIED SUBJECT TO TURNING PATH OF DESIGN VEHICLE.
5. ALL SIGNIFICANT INTERSECTIONS TO BE SIGNED IN ACCORDANCE WITH THE *AS1742* AND/OR QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
6. <100m BIKE LANE, USE WHITE SYMBOLS
   >100m BIKE LANE, USE SIGNS AS PER *AS1742* AND/OR MUTCD AND WHITE SYMBOLS.
7. BICYCLE SYMBOLS TO BE 1.1 x 1.8 AS PER *AS1742*, FIG 2.2(1).
8. REFER BSD-3151 FOR ALL LONGITUDINAL LINE DETAILS AND BSD-3152 FOR ALL TRANSVERSE LINE DETAILS.
9. REFER BCC REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155 ROAD PAVEMENT MARKINGS FOR TYPE 1 COLOURED PAVEMENT TREATMENT SPECIFICATION.
10. REFER TO BSD-5102 FOR RETROFIT BIKE LANE WIDTH.
11. ALL DIMENSIONS IN METRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
C	Notes 5, 6 & 7 Updated - Reference to MUTCD, Note 10 Added (Bike Lane Widths)	JAN '19	APR '19	Apr RPEQ 16110 '19
B	Note 9 Cross-reference Updated	JUL '18	JUL '18	NOV '18
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P COTTON SIGNATURE ON ORIGINAL
DATED 21/03/06 R.P.E.Q: 2546
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
B HANSEN SIGNATURE ON ORIGINAL
DATED 13/03/06
PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT

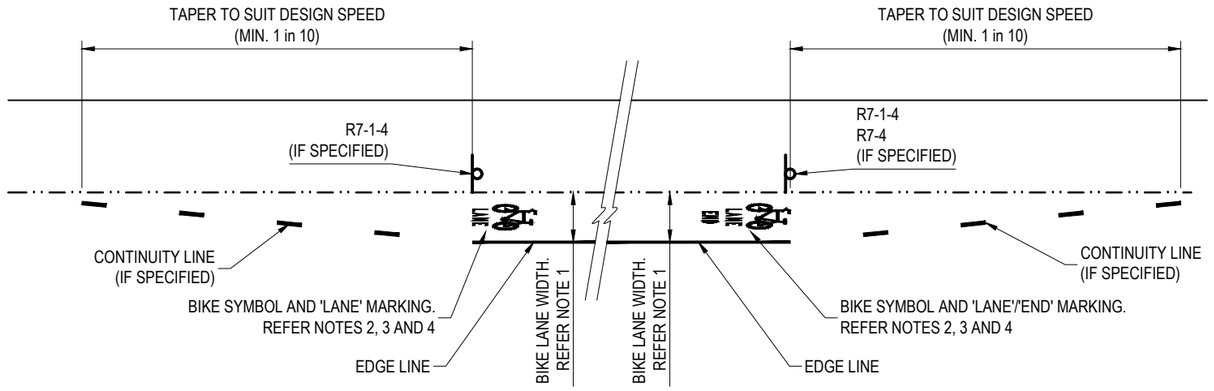
DESIGN	Std Dwgs WG	DATE	Dec '96
DRAWN	CPO - P&D	DATE	Nov '04
CHECKED	CA (GMc)	DATE	Nov '05
DRAWING FILENAME	BSD-5104 (C) Bike lanes at signalised intersection, left turn slip lane.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-877		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BIKE LANES AT SIGNALISED INTERSECTION, LEFT TURN SLIP LANE

SCALE: NOT TO SCALE
DWG No.: BSD-5104
ORIGINAL SIZE: A3
REVISION: C



TYPICAL BICYCLE LANE COMMENCEMENT AND TERMINATION DETAIL

NOTES:

1. REFER BSD-5102 FOR BIKE LANE WIDTHS.
2. ALL BICYCLE SYMBOLS ON ROADWAY TO BE 1.1 x 1.8 AS PER *AS1742.14* FIGURES 2.2(1).
3. 'LANE' AND 'END' MARKINGS AS PER *AS1742.14*, FIGURES 2.2(2) AND 2.2(3).
4. BICYCLE LANE BICYCLE SYMBOLS AND 'LANE'/'END' LETTERING TO BE WHITE.
5. ALL MARKINGS IN LONGLIFE PAVEMENT MARKING MATERIAL - REFER BCC REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155-ROAD PAVEMENT MARKING FOR PAVEMENT MARKING MATERIALS DETAILS. THERMOPLASTIC MATERIALS ARE NOT TO BE USED.
6. REFER BSD-3151 FOR ALL LONGITUDINAL LINE DETAILS.
7. ALL DIMENSIONS IN METRES (U.N.O.).

LEGEND:

BICYCLE SYMBOL

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
C	Drawing Reviewed to Align with AS1742.9	JAN '19	APR '19	Apr RPEQ 16110 '19
B	Bike Awareness Zones Removed, Drawing Title Amended	JUN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P. COTTON SIGNATURE ON ORIGINAL
R.P.E.Q: 2546
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
B HANSEN SIGNATURE ON ORIGINAL
DATED 06/08/07
PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT

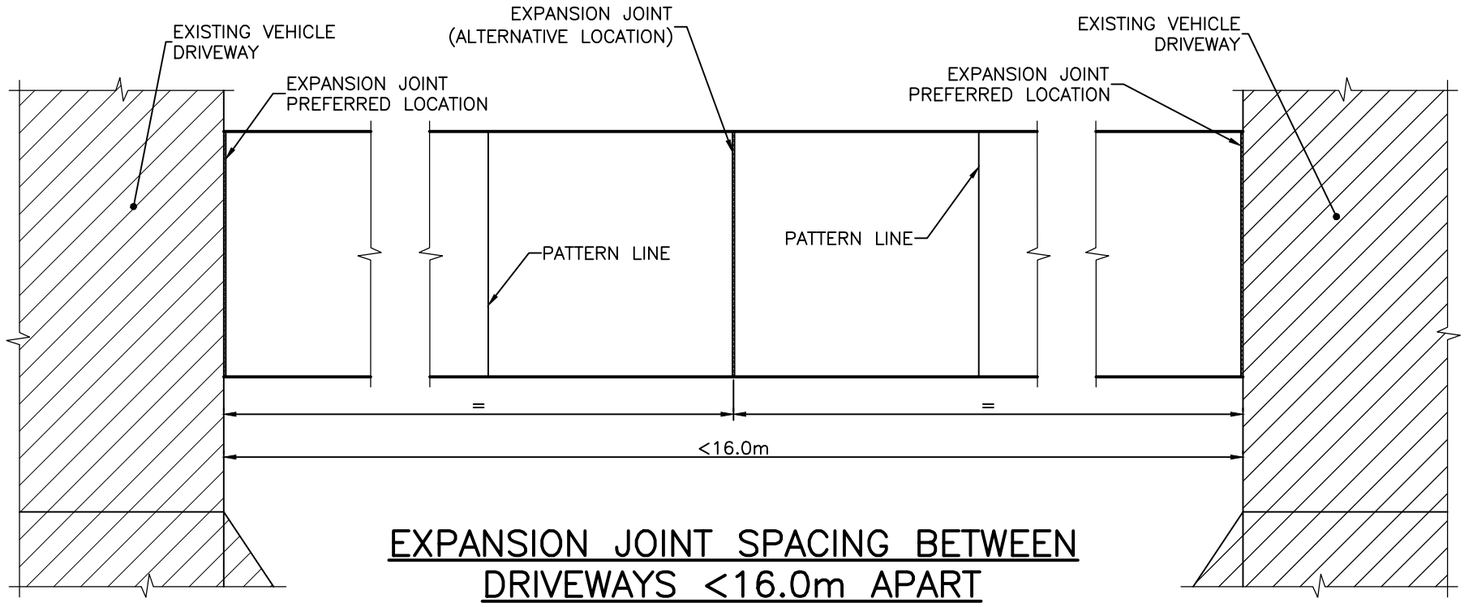
DESIGN	Std Dwgs WG	DATE	Sept '06
DRAWN	CPO - P&D	DATE	Sept '06
CHECKED	CITY ASSETS BH	DATE	July '06
DRAWING FILENAME	BSD-5105 (C) Bike lanes & awareness zones, commencement and termination details.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-878		

BRISBANE CITY

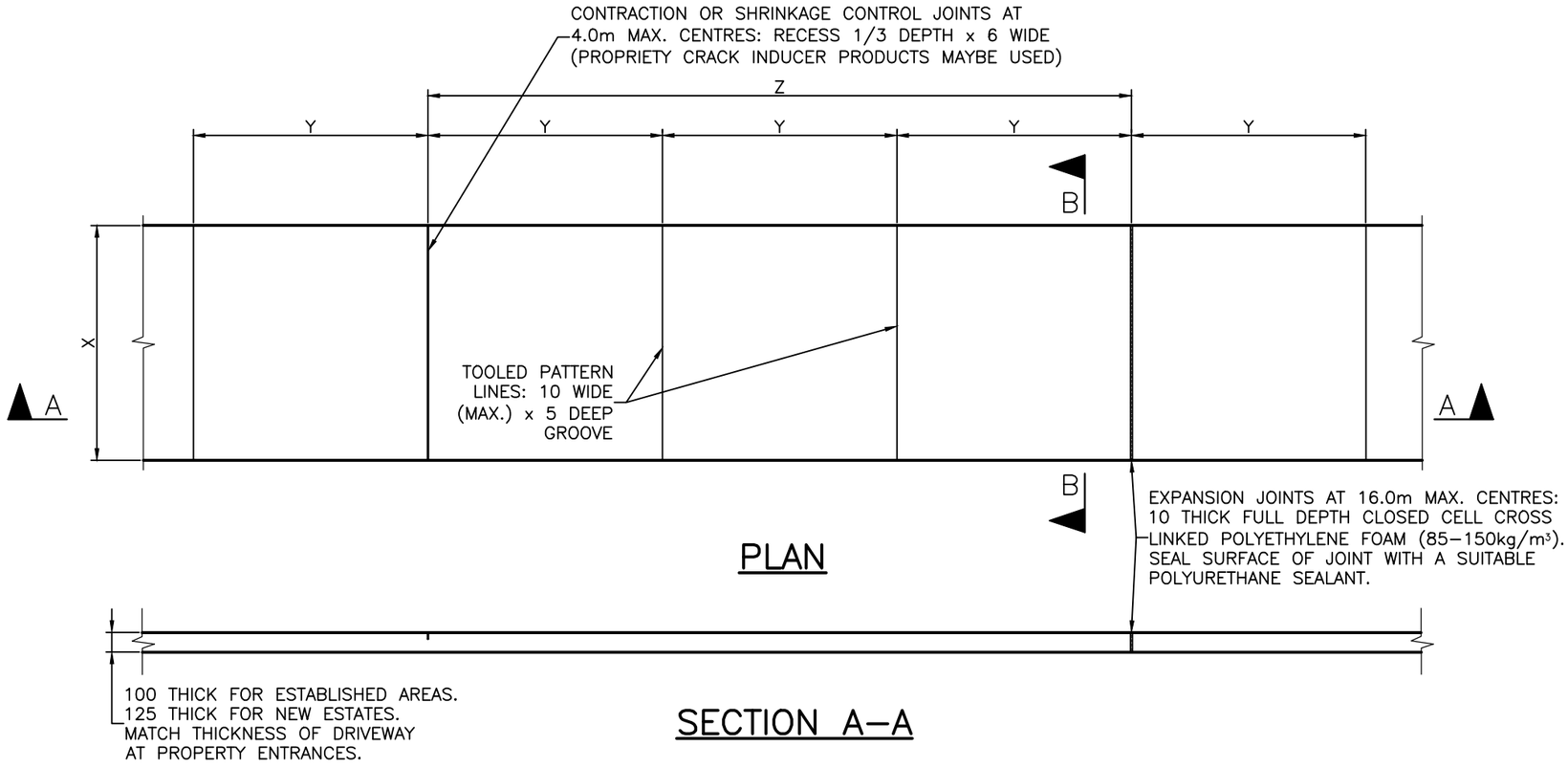
BRISBANE CITY COUNCIL STANDARD DRAWING

BIKE LANES
COMMENCEMENT AND
TERMINATION DETAILS

SCALE: NOT TO SCALE
DWG No.: BSD-5105
ORIGINAL SIZE: A3
REVISION: C



EXPANSION JOINT SPACING BETWEEN DRIVEWAYS <16.0m APART



PLAN

SECTION A–A

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Sheet 2 of 2 Added, Additional Path Width Details Included	MAY '17	MAY '17	MAY '17
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
B. BALL SIGNATURE ON ORIGINAL
DATED 29/6/01 R.P.E.Q: 3852
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
B. HANSEN SIGNATURE ON ORIGINAL
DATED 27/6/01
PRINCIPAL ASSET OFFICER
ROADS & DRAINAGE

DESIGN	Std Dwgs WG	DATE	April '01
DRAWN	CPO - P&D	DATE	April '01
CHECKED	M.STEER	DATE	May '01
DRAWING FILENAME	BSD-5201(A) Concrete footpath 1.2m wide.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-231		

BRISBANE CITY

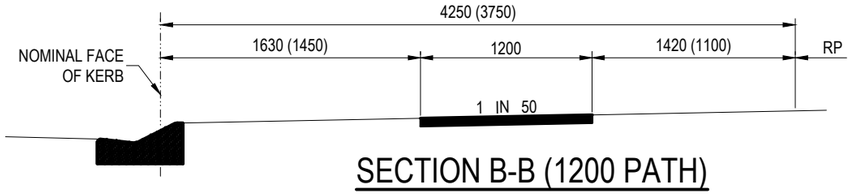
BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE FOOTPATH DETAILS SHEET 1 OF 2

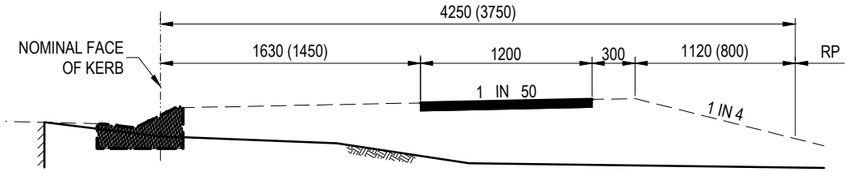
SCALE: NOT TO SCALE
DWG No.: **BSD–5201**
ORIGINAL SIZE: A3
REVISION: B

NOTES:

1. THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES (BSD-0019) FOR DETAIL.
2. ALL CONCRETE TO BE GRADE N32.
3. ALL CONCRETE TO BE BROOM FINISHED. FOR SLIP RESISTANCE REQUIREMENTS REFER SPECIFICATION S150 ROADWORKS.
4. PATTERN LINES TO BE FINISHED WITH APPROVED GROOVING TOOL. SETOUT OF PATTERN LINES TO BE SQUARE TO SIDES. ON CURVES PATTERN LINES TO BE AT DIMENSION 'Y' SPACING ALONG CENTRELINE.
5. WHERE CONCRETE PATH IS TO BE CONSTRUCTED ADJACENT TO EXISTING STREET TREES, AN ARTICULATED JOINT SYSTEM MAY BE USED TO MINIMISE POTENTIAL DAMAGE FROM TREE ROOTS. REFER BSD-5204 FOR DETAILS.
6. CONCRETE FOOTPATH TO BE LOCATED CLEAR OF WATER SERVICE MAIN.
7. CONCRETE FOOTPATHS TO BE A CONSTANT HEIGHT ABOVE THE TOP OF KERB. THE REGIONAL MANAGER, ASSET SERVICES, MAY VARY THE STANDARD CONSTANT HEIGHT IF THE DESIGN FOOTPATH PROFILE IS NOT PRACTICAL. THE TAPERING OF SUCH CONCRETE FOOTPATHS TO DRIVEWAYS IS TO BE A MINIMUM 5.0m LENGTH WITH A MAXIMUM GRADE OF 1 in 12.
8. WHERE VERGE WIDTH EXCEEDS 4.25m, DESIRABLE POSITION OF CONCRETE STRIP FOOTPATH IS 1.42m FROM PROPERTY ALIGNMENT. IN DIFFICULT SITUATIONS CROSSFALL MAY REQUIRE CONCRETE STRIP FOOTPATH CLOSER TO THE KERB, BUT NOT CLOSER THAN 1.45m.
9. EXISTING CONCRETE WORK TO BE SAW CUT TO PROVIDE NEAT SURFACE TO JOIN TO.
10. PROVIDE MIN. 1 in 10 TRANSITION BETWEEN DIFFERENT PATH WIDTHS.
11. PERMITS RELATING TO ROADS AND DRAINAGE MUST BE OBTAINED FROM COMPLIANCE AND REGULATORY SERVICES (DOMESTIC LOCATIONS) OR DEVELOPMENT ASSESSMENT (NON-DOMESTIC LOCATIONS) TO SEEK APPROVAL OF LOCATION AND LEVELS PRIOR TO ANY EXCAVATION.
12. REFER BSD-5202 FOR FULL WIDTH FOOTPATH CONSTRUCTION REQUIREMENTS.
13. DIMENSIONS IN MILLIMETRES (U.N.O.).



SECTION B-B (1200 PATH)
(WHERE K&C EXISTS)

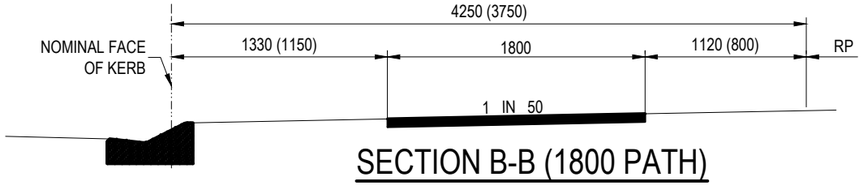


SECTION B-B (1200 PATH)
(WHERE NO K&C EXISTS)

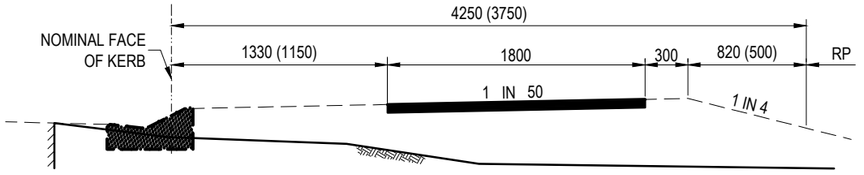
CONCRETE FOOTPATH TO BE CONSTRUCTED WITH RESPECT TO ULTIMATE KERB AND CHANNEL ALIGNMENT AND LEVELS AS APPROVED BY DEVELOPMENT SERVICES.

WIDTH (X)	1.2m*	1.8m	Full Width
PATTERN LINE SPACING (Y)	1.2m	1.8m	Refer BSD-5202
CONTRACTION JOINT SPACING (Z)	3.6m	5.4m	
EXPANSION JOINT SPACING (MAX)	16.0m		

TABLE 1
CONCRETE FOOTPATH JOINTING REQUIREMENTS



SECTION B-B (1800 PATH)
(WHERE K&C EXISTS)



SECTION B-B (PATH)
(WHERE NO K&C EXISTS)

CONCRETE FOOTPATH TO BE CONSTRUCTED WITH RESPECT TO ULTIMATE KERB AND CHANNEL ALIGNMENT AND LEVELS AS APPROVED BY DEVELOPMENT SERVICES.

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Note 2 (Concrete Strength Amend), Note 7 (Council Ref Amend)	MAY '18	JUN '18	JUN '18
A	Original Issue - Addtional Sheet o BSD-5201	MAY '17	MAY '17	MAY '17

DRAWING AUTHORISED FOR PUBLICATION
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED
PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT PLANNING

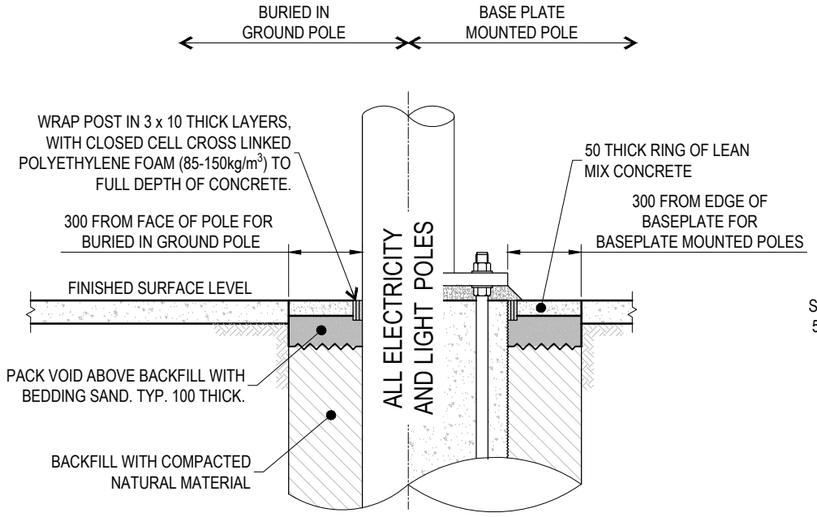
DESIGN	Std Dwgs WG	DATE	May '17
DRAWN	SAMP	DATE	May '17
CHECKED	SAMP	DATE	MAY '17
DRAWING FILENAME	BSD-5201 (B) Concrete footpath - Notes and cross-sections - Sheet 2 of 2.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-231		

BRISBANE CITY

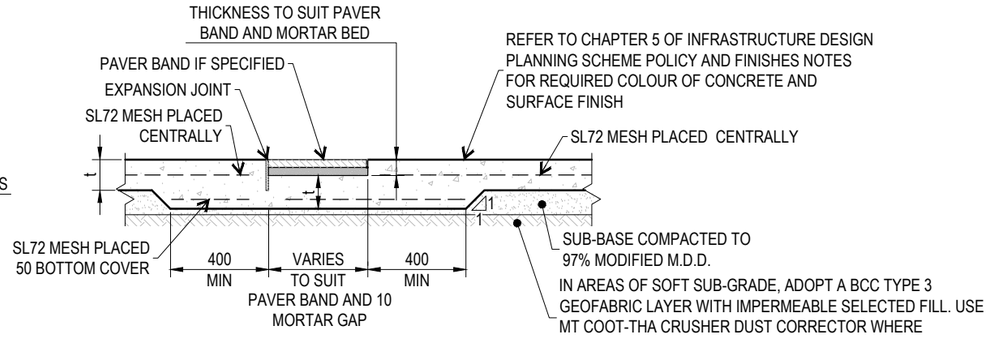
BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE FOOTPATH
NOTES AND CROSS-SECTIONS
SHEET 2 OF 2

SCALE: NOT TO SCALE
DWG No.: BSD-5201
ORIGINAL SIZE: A3
REVISION: B



DETAIL 'A'
INSPECTION ACCESS FOR ELECTRICITY AND LIGHT POLES



SECTION A-A

THICKNESS (t):
125 MIN. IN ALL AREAS
MATCH THICKNESS OF DRIVEWAY AT PROPERTY ENTRANCES

FINISHES

REFER TO CHAPTER 5, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR REQUIRED CONCRETE COLOUR AND SURFACE FINISH. REQUIREMENTS FOR EACH SURFACE FINISH SHOWN BELOW:

BROOM FINISH

ENSURE SURFACE HAS A MEDIUM BROOM FINISH PERPENDICULAR TO DIRECTION OF PEDESTRIAN TRAVEL TO COMPLY WITH SLIP RESISTANCE REQUIREMENTS.

EXPOSED AGGREGATE FINISH

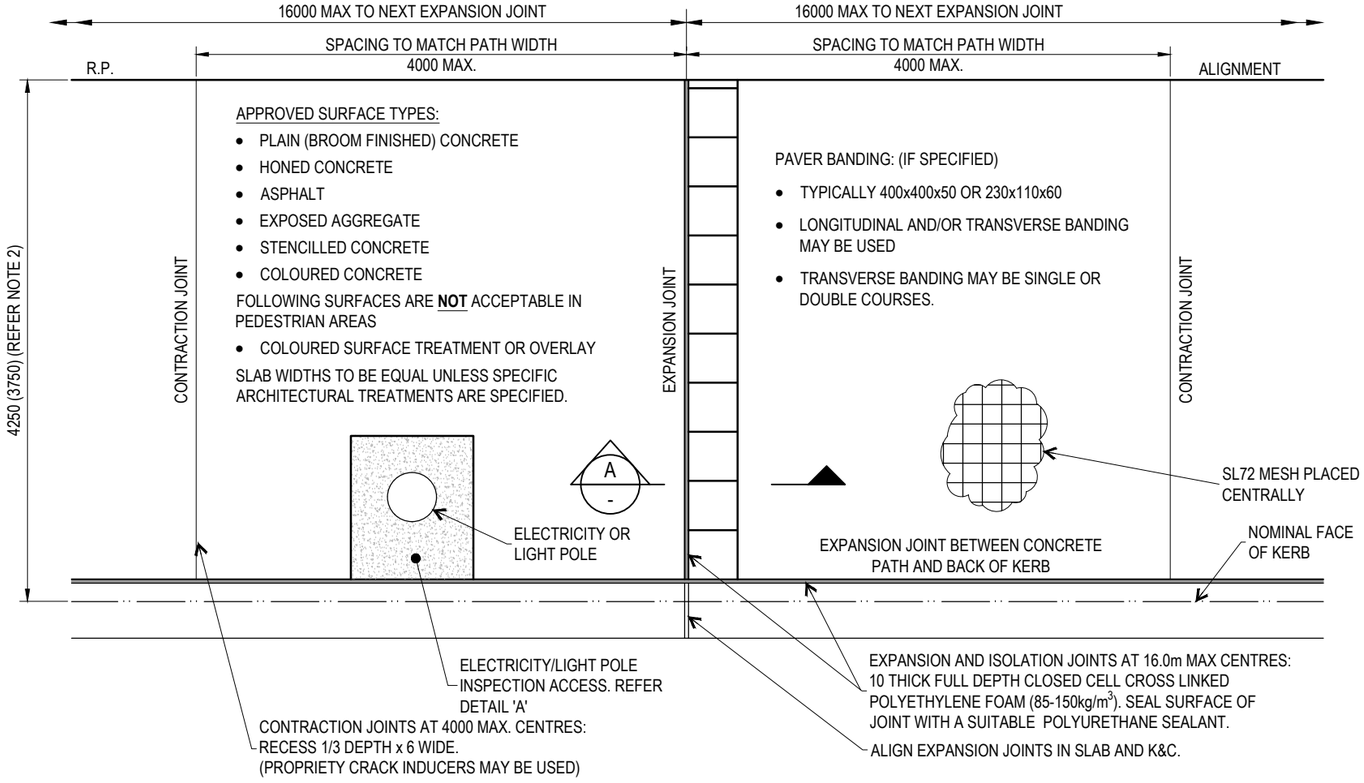
EXPOSED AGGREGATE FINISH USING A WATER WASH-OFF TECHNIQUE IN ACCORDANCE WITH CURRENT CEMENT AND CONCRETE ASSOCIATION OF AUSTRALIA - BRIEFING SHEET 'EXPOSED-AGGREGATE FINISHES FOR FLATWORK'.

SHOW AT LEAST 80% CLEAN, EVENLY DISTRIBUTED AGGREGATE. ALL AGGREGATE SHALL BE WELL BONDED TO THE CEMENT MATRIX.

THE RESULTANT RESIDUE FROM THE TREATED SURFACE SHALL BE REMOVED IMMEDIATELY FROM THE PAVEMENT AND ANY PREVIOUSLY TREATED AREAS AND IS TO BE PREVENTED FROM ENTERING GARDEN BEDS OR THE STORMWATER SYSTEM.

HONED FINISH

REFER TO STANDARD DRAWINGS BSD-5207 TO BSD-5207 AND REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S205 CBD CONCRETE FOOTPATHS FOR DETAIL.



PLAN

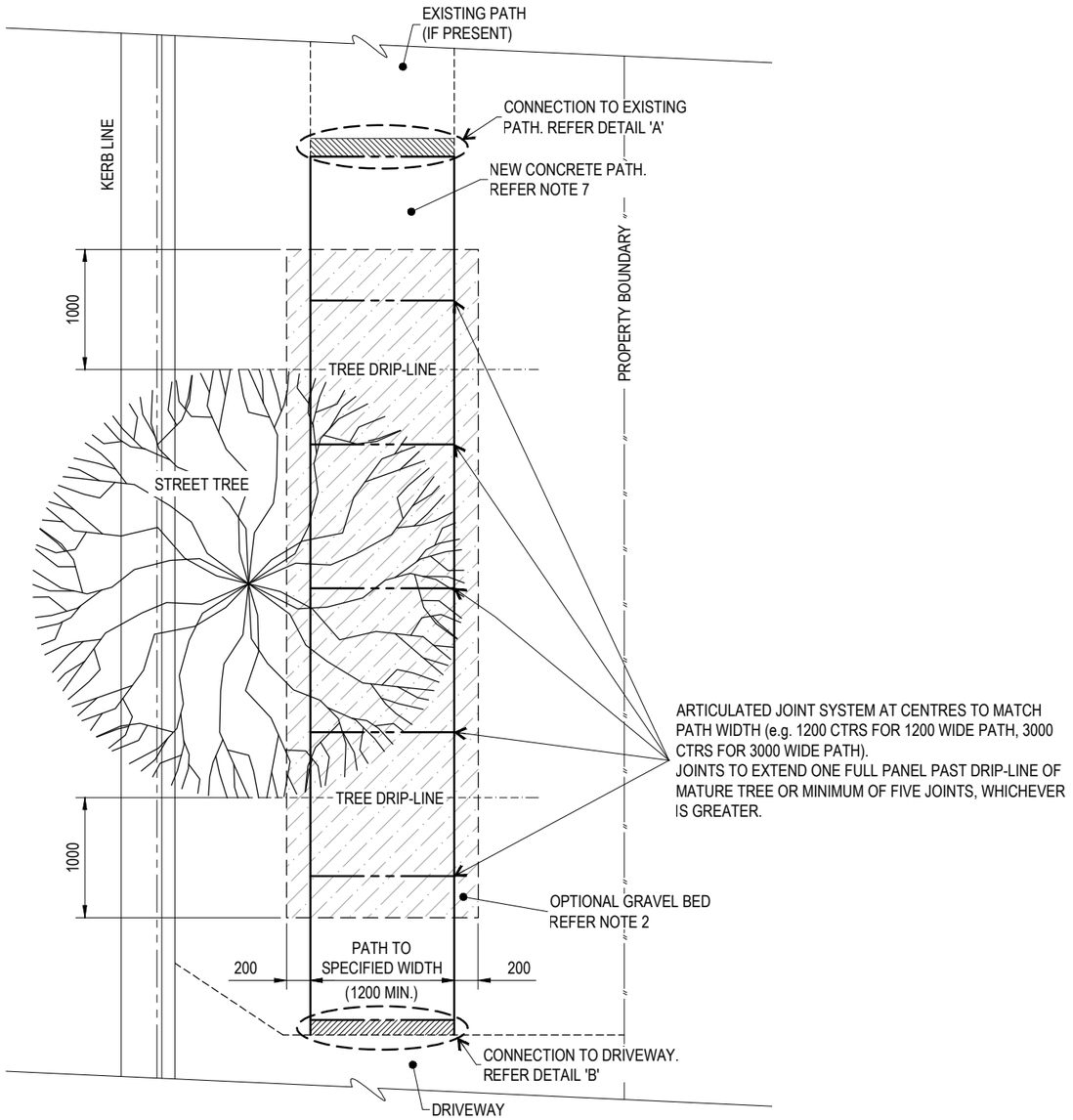
GENERAL NOTES:

1. THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES (BSD-0019) FOR DETAIL.
2. VERGE WIDTH IS MEASURED FROM NOMINAL KERB FACE.
3. ALL WORKMANSHIP AND MATERIALS TO COMPLY WITH CURRENT AUSTRALIAN STANDARDS, IN PARTICULAR AS3600.
4. PATHS TO COMPLY WITH AUSTRALIAN STANDARDS AND COUNCIL REQUIREMENTS FOR ACCESS AND MOBILITY, PARTICULARLY AS1428.
5. ALL CONCRETE TO BE MINIMUM GRADE N32. CONCRETE SHALL BE NORMAL CLASS UNLESS SPECIFIED OTHERWISE.
6. FOR CONCRETE MATERIAL REQUIREMENTS, REFER REFERENCE SPECIFICATION FOR ENGINEERING WORKS S150 ROADWORKS. AND S205 CBD CONCRETE FOOTPATHS.
7. SUPPLY AND LAY SL72 MESH FOR HIGH IMPACT OR POOR SUBGRADE/FILL AREAS. MESH TO BE SUPPORTED ON 60mm BAR CHAIRS. MESH TO OVERLAP MIN. 350mm.
8. PATH TO HAVE EVEN CR0SSFALL OF 1:50 DOWN TOWARDS KERB (NOMINAL).
9. CONCRETE SHALL BE PLACED IN ALTERNATE PANELS.
10. CONTRACTION JOINTS TO BE PROVIDED IN KERB AND CHANNEL TO ALIGN WITH ALL JOINTING IN FULL WIDTH SLAB. REFER TO STANDARD DRAWING BSD-5208 FOR EXPANSION AND CONTRACTION JOINT DETAILS.
11. PERMITS RELATING TO WORKS ON ROADS, VERGES AND DRAINAGE MUST BE SOUGHT FROM COUNCIL TO OBTAIN APPROVAL OF LOCATION AND LEVELS PRIOR TO ANY EXCAVATION.
12. ENSURE STREETSCAPE ELEMENTS ARE CLEANED OF CONCRETE SLURRY OR SPRAY WHEN INSTALLED TO PREVENT STAINING OR DAMAGE TO APPLIED SURFACE.
13. REFER BSD-5201 FOR 1.2m and 1.8m WIDTH FOOTPATH CONSTRUCTION REQUIREMENTS.
14. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

BRISBANE CITY COUNCIL STANDARD DRAWING

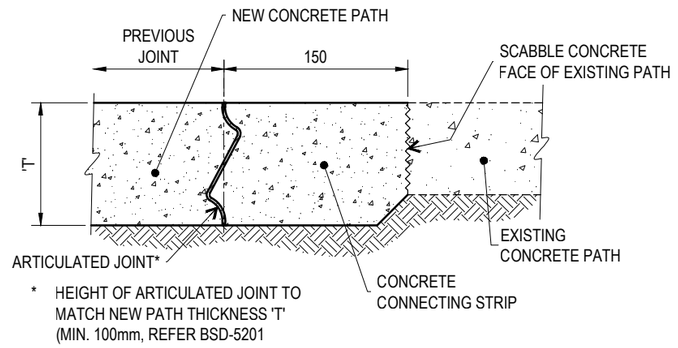
CONCRETE FOOTPATH FULL WIDTH

PUBLISH DATE	Mar '21
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5202
ORIGINAL SIZE	A3
REVISION	C



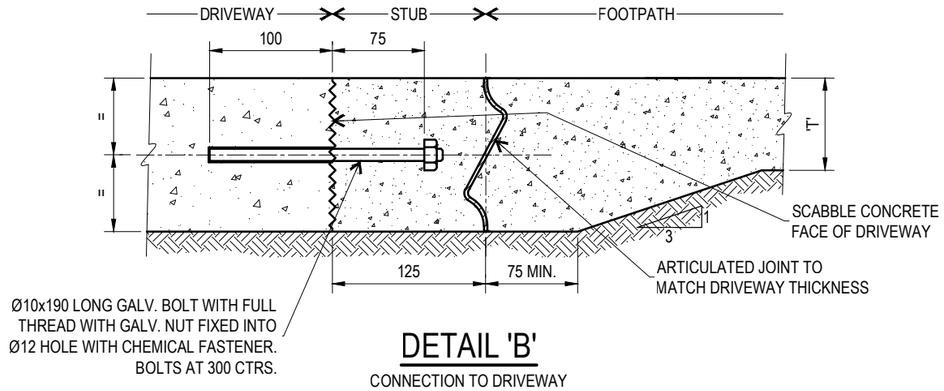
PLAN

1.2m FOOTPATH EXAMPLE SHOWN)



DETAIL 'A'

CONNECTION TO EXISTING PATH



DETAIL 'B'

CONNECTION TO DRIVEWAY

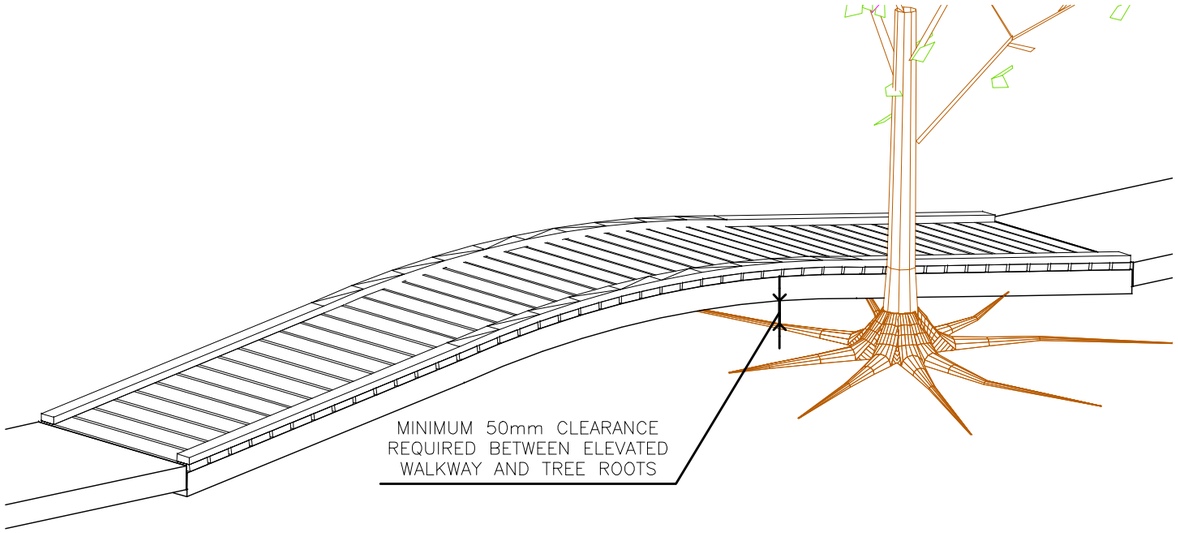
NOTES:

1. FOR DETERMINATION OF SITES FOR THE USE OF THE ARTICULATED JOINT SYSTEM, REFER BCC 'GUIDELINES FOR THE USE OF ARTICULATED JOINTING SYSTEMS FOR CONCRETE PATHS'.
2. OPTIONAL GRAVEL BED - REFER BSD-9085. GRAVEL BED TO EXTEND MINIMUM 1000 PAST DRIP-LINE OF TREE.
3. ARTICULATED JOINT SYSTEM AT CENTRES TO MATCH PATH WIDTH (e.g. 1200 CTRS FOR 1200 WIDE PATH, 3000 CTRS FOR 3000 WIDE PATH). JOINTS TO EXTEND ONE FULL PANEL PAST DRIP-LINE OF MATURE TREE OR MINIMUM OF FIVE JOINTS, WHICHEVER IS GREATER.
4. FOR NEW DEVELOPMENTS, STREET TREE LOCATION/PLANTINGS/SPECIES TO BE CONFIRMED PRIOR TO PATH CONSTRUCTION.
5. FOR LOCATIONS WITH EXISTING STREET TREES, A QUALIFIED ARBORIST IS REQUIRED TO BE CONSULTED TO CHECK ROOT SYSTEM BEFORE INSTALLATION OF PATH. ROOT TRIMMING OR PRUNING IS ONLY TO BE CONSIDERED AS A LAST OPTION WITH APPROVAL FROM THE ARBORIST.
7. REFER TO REFERENCE SPECIFICATION S206 CONCRETE PATH ARTICULATED JOINT SYSTEM FOR JOINT MATERIAL REQUIREMENTS AND PERFORMANCE PARAMETERS.
8. STANDARD DOES NOT APPLY TO HIGHLY SIGNIFICANT TREES. CONTACT COUNCIL ON 3403 8888 FOR SPECIAL REQUIREMENTS AT THESE LOCATIONS.
9. REFER BSD-5201 FOR STANDARD FOOTPATH DETAILS AND BSD-5208 FOR EXPANSION JOINT REQUIREMENTS.
10. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

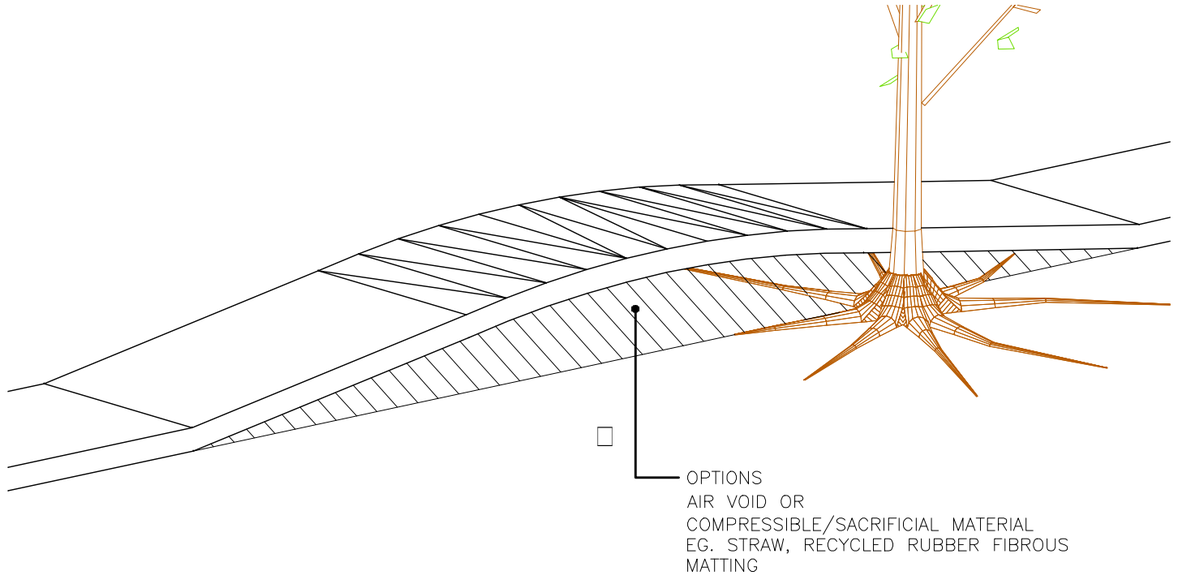
BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE PATHS ARTICULATED CONCRETE JOINT DETAIL

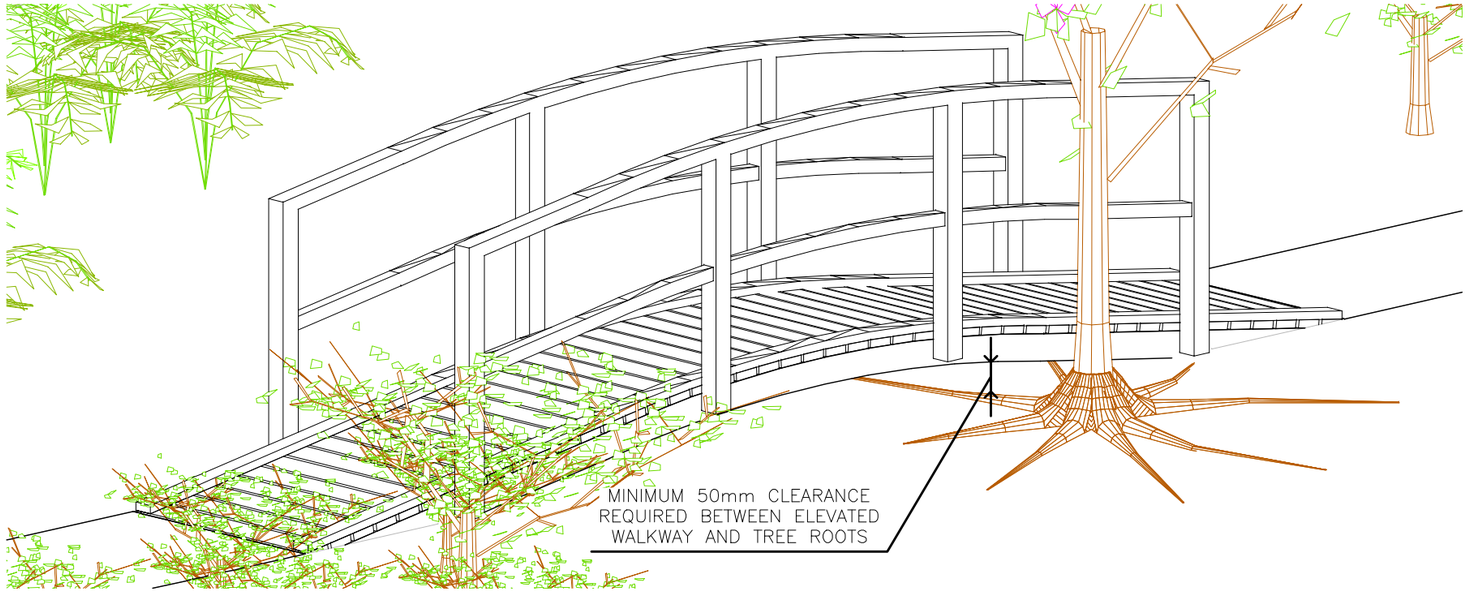
PUBLISH DATE	JUN 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5204
ORIGINAL SIZE	A3
REVISION	E



TIMBER ELEVATED WALKWAY
WITHOUT HANDRAILS



ELEVATED CONCRETE WALKWAY
WITHOUT HANDRAILS



TIMBER ELEVATED WALKWAY
WITH HANDRAILS

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P COTTON SIGNATURE ON ORIGINAL
DATED 21/03/06 R.P.E.Q: 2546
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
K FOSTER SIGNATURE ON ORIGINAL
DATED 05/12/05
SENIOR PROGRAM OFFICER
LANDSCAPE AMENITY SECTION

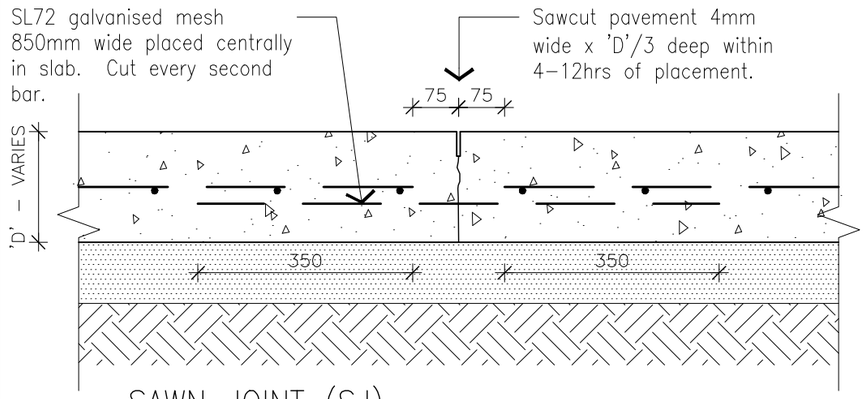
DESIGN	Std Dwgs WG	DATE	June '02
DRAWN	CPO - P&D	DATE	June '02
CHECKED	K.FOSTER	DATE	Nov '05
DRAWING FILENAME	BSD-5205 (A) Elevated walkway with and without handrail.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-521		

BRISBANE CITY

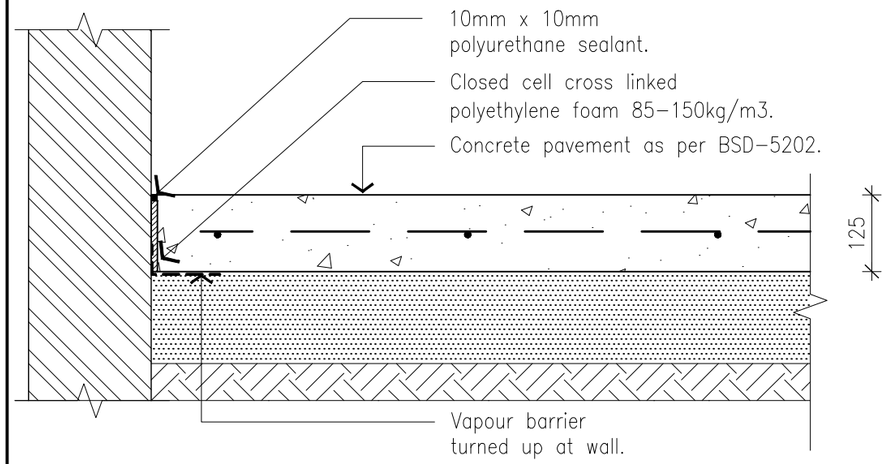
BRISBANE CITY COUNCIL STANDARD DRAWING

ELEVATED WALKWAY WITH AND WITHOUT HANDRAIL

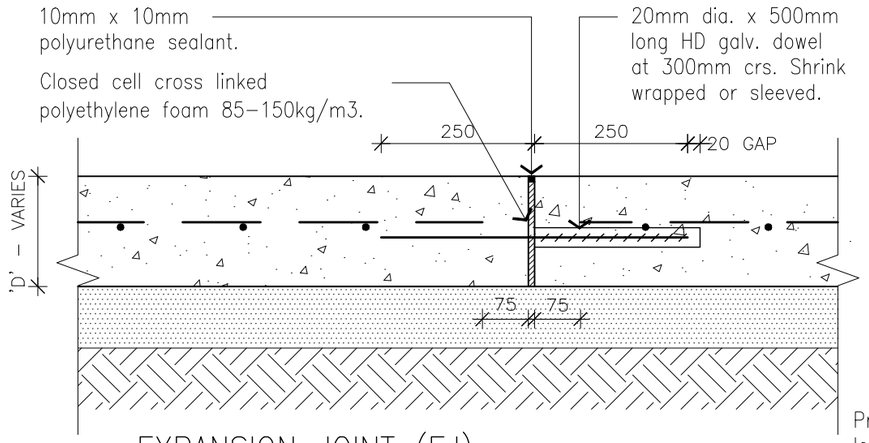
SCALE: NOT TO SCALE
DWG No.: BSD-5205
ORIGINAL SIZE: A3
REVISION: A



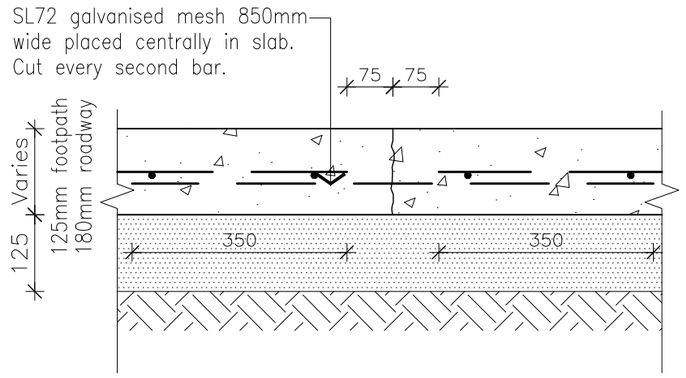
SAWN JOINT (SJ)



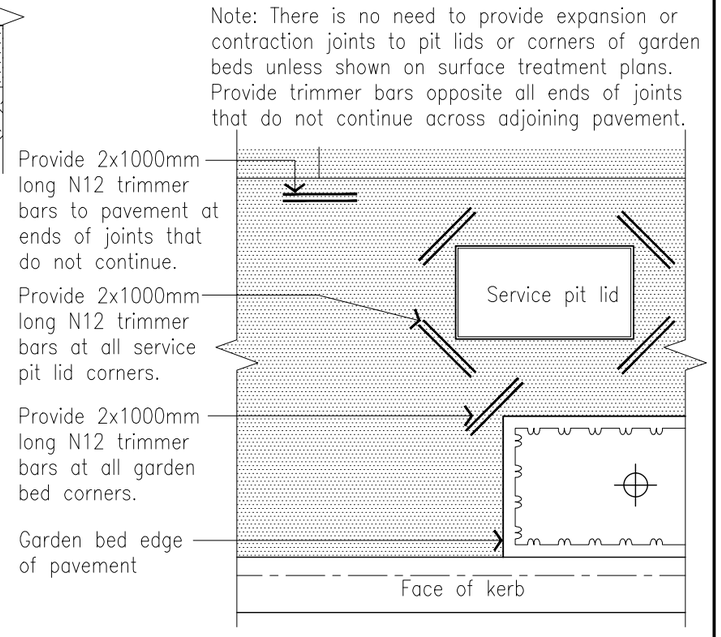
ISLOLATION JOINT (IJ)



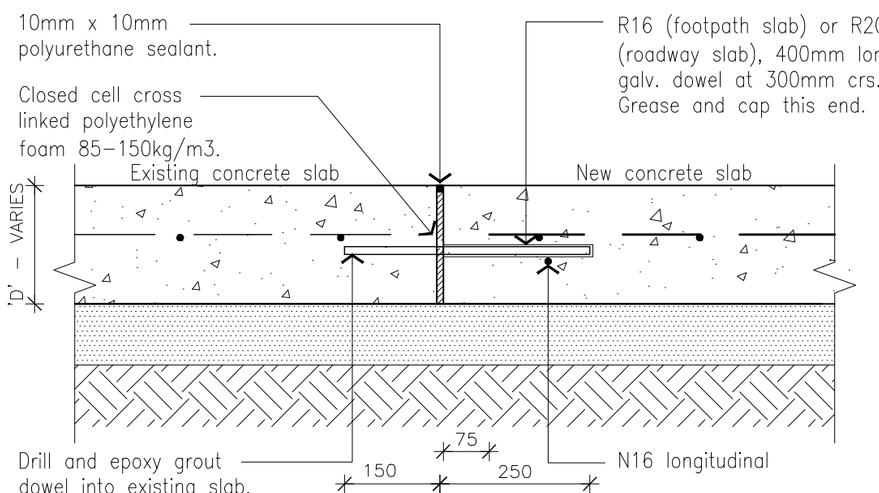
EXPANSION JOINT (EJ)



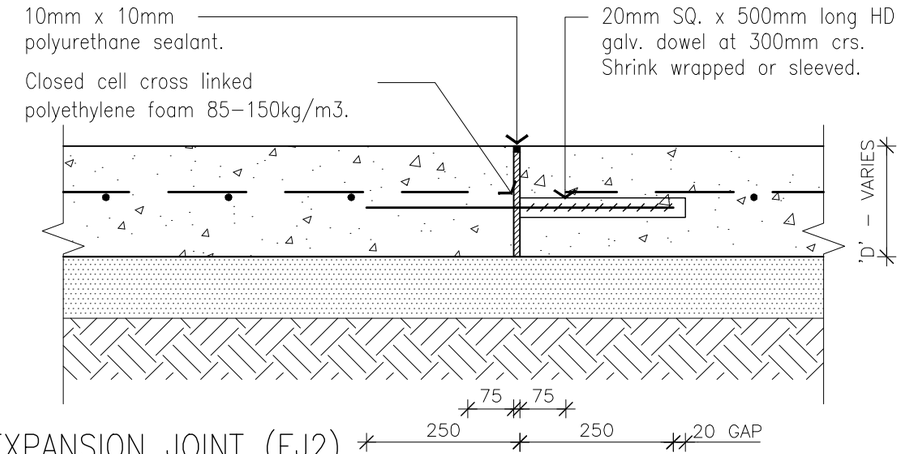
CONSTRUCTION JOINT (CJ)



SERVICE PIT LIDS – TRIMMER BAR LOCATIONS



DOWEL JOINT TO EXISTING SLAB



EXPANSION JOINT (EJ2)

GENERAL NOTES

1. Refer to concrete footpath detail on BSD–5202 for standard concrete notes and details.

2. Engineer to review reinforcement type when in a marine or corrosive environment.

3. 'D' varies depending on proposed use of footpath. 180mm thick at driveways and 125mm thick elsewhere. Refer to BSD–5202.

4. All dowels to be perpendicular to joint and parallel to each other. Dowels to be hot dip galvanised.

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE
NAME: B.BALAKUMAR SIGNATURE ON ORIGINAL RPEQ: 3 9 6 3
SIGNATURE: _____ DATE: 28/07/10

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P COTTON SIGNATURE ON ORIGINAL
R.P.E.Q: 2546
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED
V.MARTIN SIGNATURE ON ORIGINAL
DATED 26/6/10
PRINCIPAL OFFICER
URBAN DESIGN UNIT

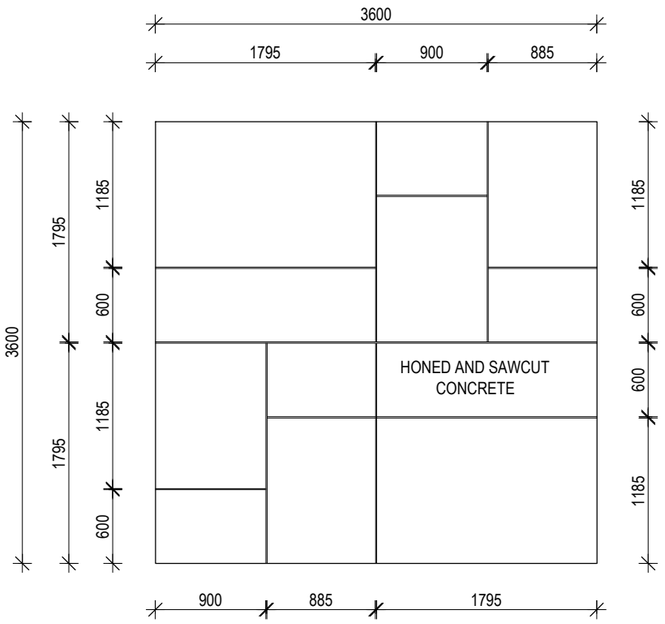
DESIGN	Std Dwgs WG	DATE	June '10
DRAWN	CPO - P&D	DATE	June '10
CHECKED	D.K	DATE	June '10
DRAWING FILENAME	BSD-5206 (A) Concrete pavement joint details & service pit lids.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-547		

BRISBANE CITY

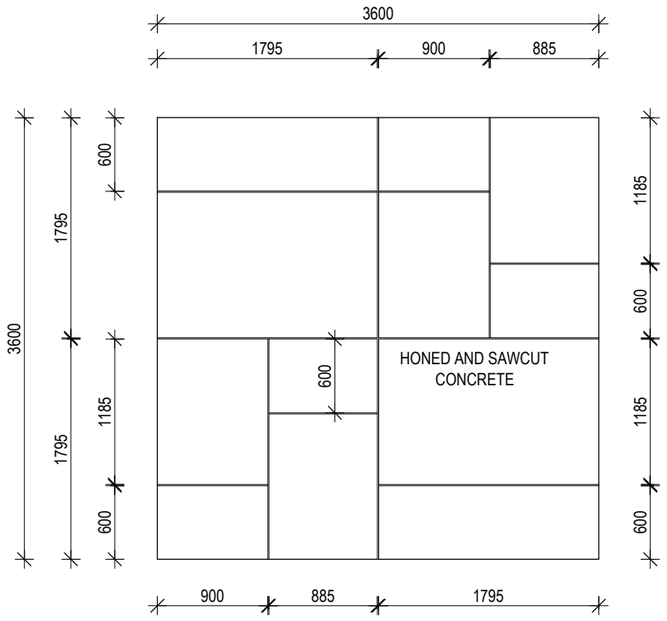
BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE PAVEMENT JOINT DETAILS AND SERVICE PIT LIDS

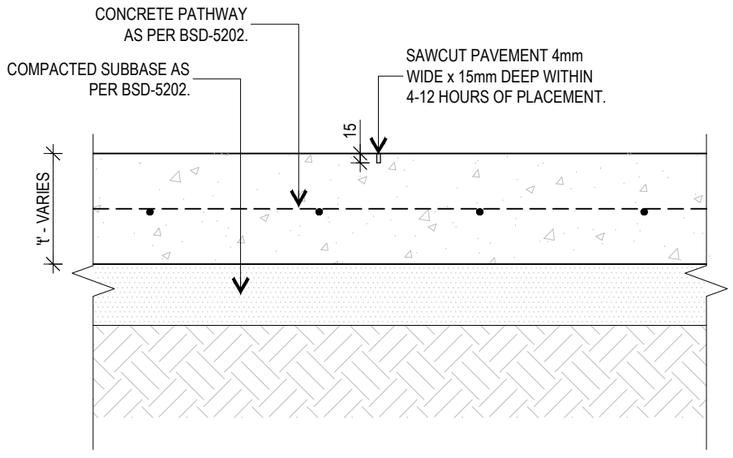
SCALE: NOT TO SCALE
DWG No.: BSD–5206
ORIGINAL SIZE: A3
REVISION: A



CONCRETE FOOTPATH - DECORATIVE SAWCUT PATTERN A



CONCRETE FOOTPATH - DECORATIVE SAWCUT PATTERN B



CONCRETE FOOTPATH - DECORATIVE SAWCUT SECTION

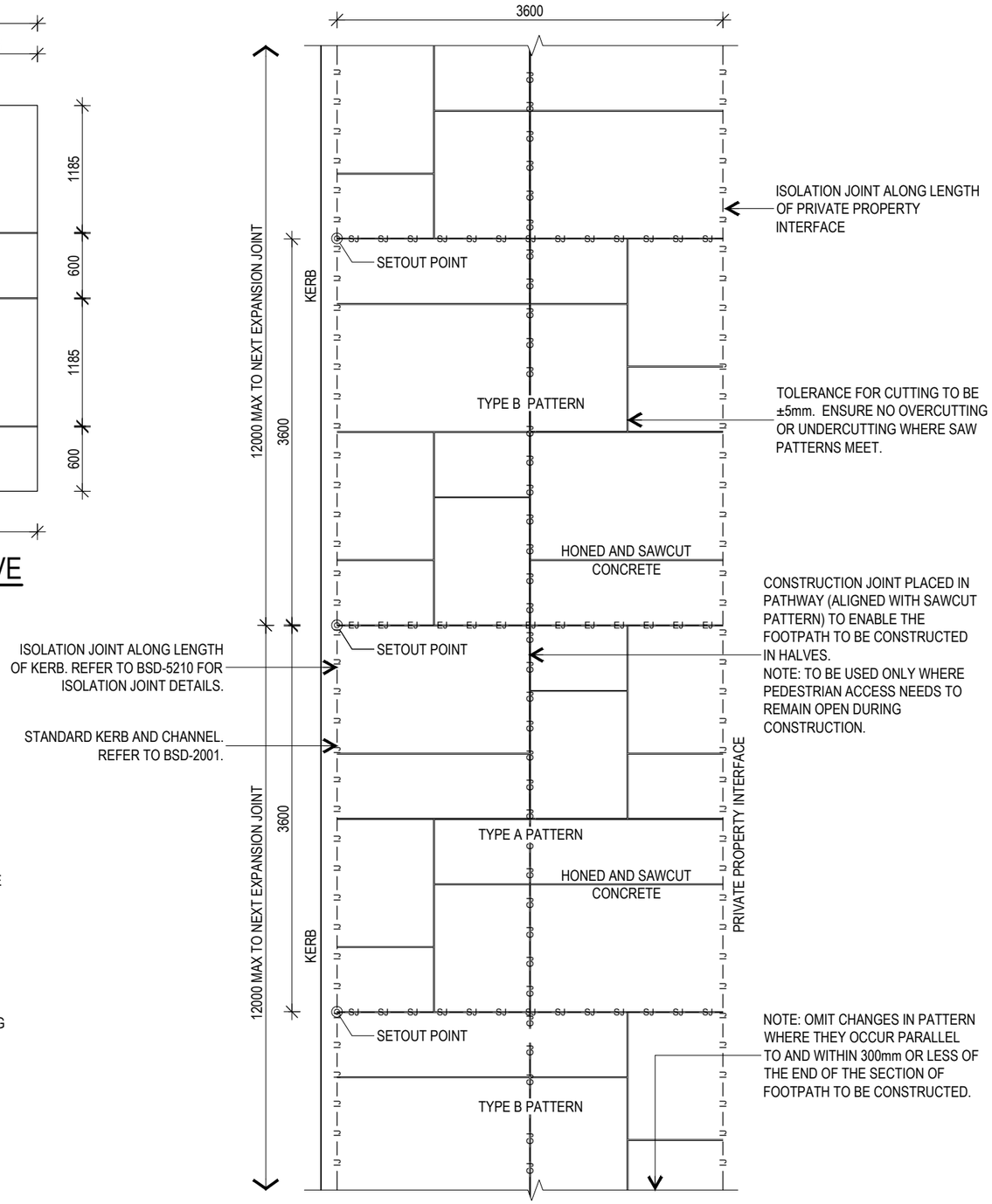
GENERAL NOTES:

1. REFER TO BSD-5202 AND REFERENCE SPECIFICATION FOR ENGINEERING WORKS S205 CENTRES HONED CONCRETE PATHS FOR CONCRETE PATHWAY DETAILS AND SPECIFICATIONS. REFER TO BSD-5206 FOR JOINTING DETAILS.

   CJ - CONSTRUCTION JOINT

   EJ - EXPANSION JOINT

   IJ - ISOLATION JOINT
2. FOR HONING OF CONCRETE REFER TO BSD-5202 CONCRETE FINISHES SPECIFICATIONS.
3. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).
4. REFER TO CHAPTER 5 OF THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR LOCATIONS ON WHERE HONED AND SAWCUT PAVEMENT TREATMENT IS TO BE APPLIED.
5. WHERE ADJOINING AN EXISTING FOOTPATH WITH MATCHING PAVEMENT TREATMENT ENSURE SAWCUTS AND PATTERNS ALIGN.
6. TOLERANCES FOR SAWCUTTING ARE ± 5mm.

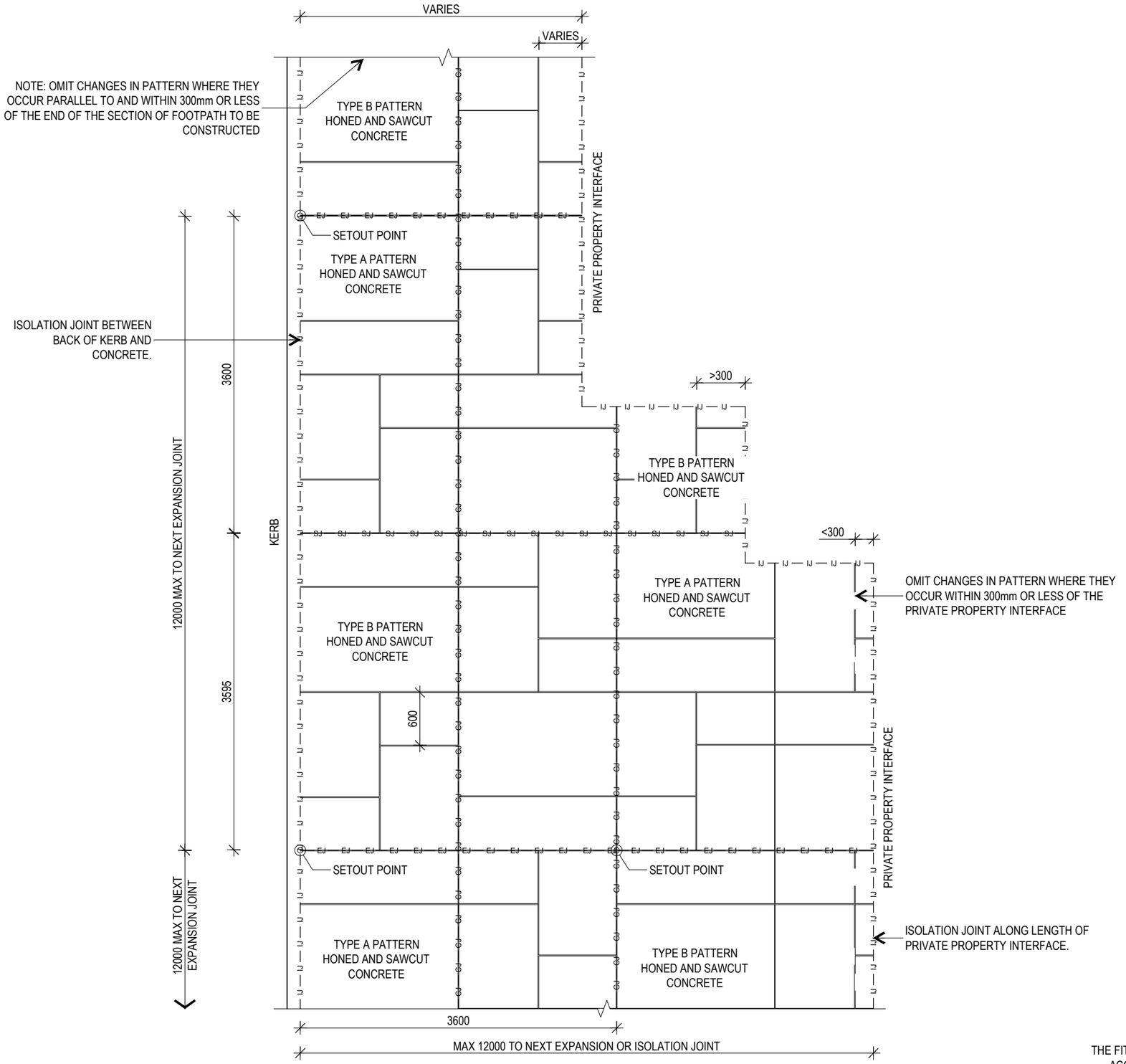


CONCRETE FOOTPATH-JOINT SETOUT

BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE FOOTPATH
DECORATIVE SAWCUT
SHEET 1 of 4

PUBLISH DATE	Mar '21
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5207
ORIGINAL SIZE	A3
REVISION	D



CONCRETE PAVEMENT (VARIABLE WIDTH) - JOINT SETOUT

GENERAL NOTES:

1. REFER TO BSD-5202 AND REFERENCE SPECIFICATION FOR ENGINEERING WORKS S205 CENTRES HONED CONCRETE PATHS FOR CONCRETE PATHWAY DETAILS AND SPECIFICATIONS. REFER TO BSD-5206 FOR JOINTING DETAILS.

   CJ - CONSTRUCTION JOINT

   EJ - EXPANSION JOINT

   IJ - ISOLATION JOINT
2. FOR HONING OF CONCRETE REFER TO BSD-5202 CONCRETE FINISHES SPECIFICATIONS.
3. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).
4. REFER TO CHAPTER 5 OF THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR LOCATIONS ON WHERE HONED AND SAWCUT PAVEMENT TREATMENT IS TO BE APPLIED.
5. WHERE ADJOINING AN EXISTING FOOTPATH WITH MATCHING PAVEMENT TREATMENT ENSURE SAWCUTS AND PATTERNS ALIGN.
6. TOLERANCES FOR SAWCUTTING ARE ± 5mm.

BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE FOOTPATH
DECORATIVE SAWCUT
SHEET 2 of 4

PUBLISH DATE	Mar '21
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5207
ORIGINAL SIZE	A3
REVISION	D

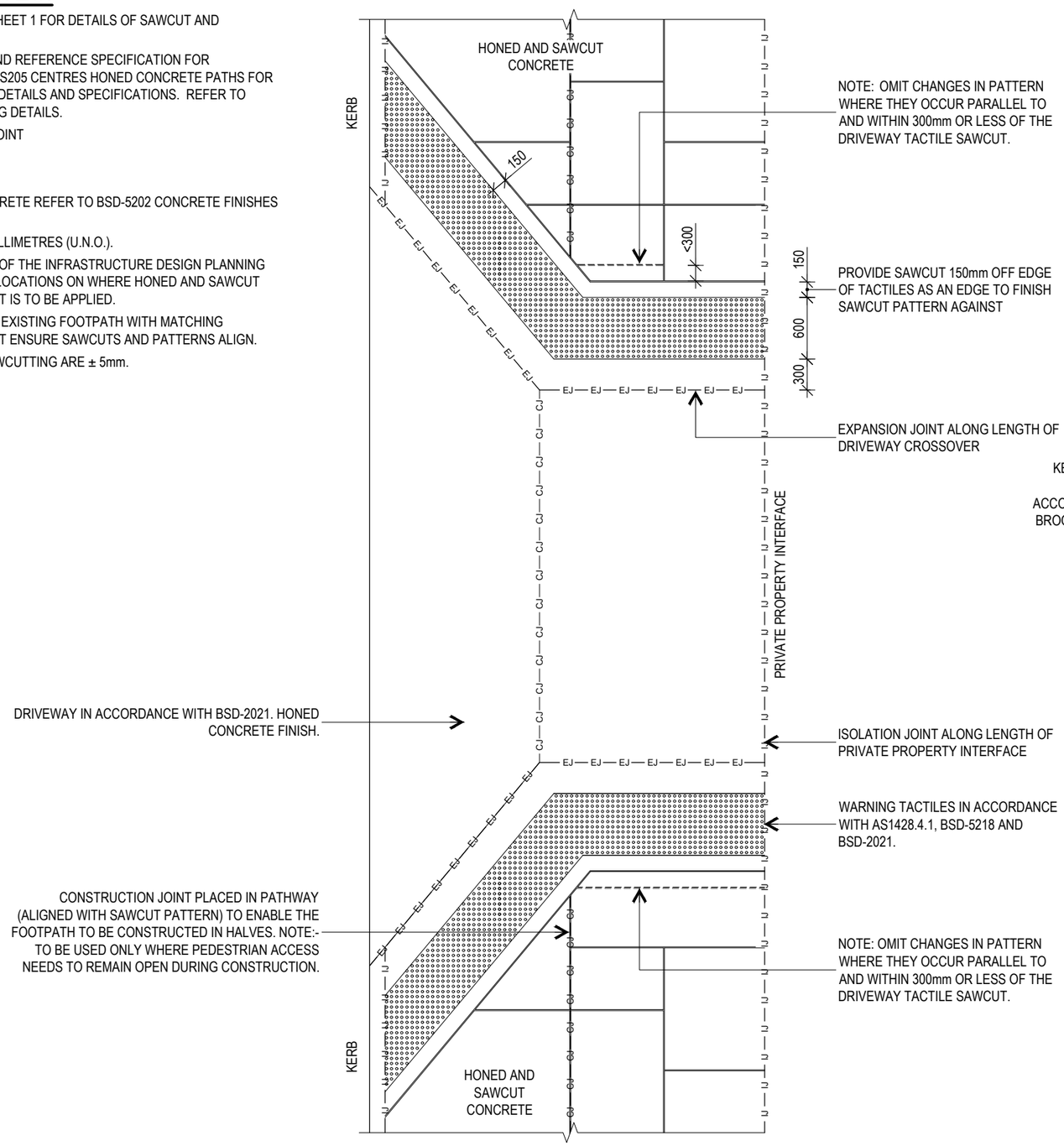
GENERAL NOTES:

1. REFER TO BSD-5207-SHEET 1 FOR DETAILS OF SAWCUT AND PATTERNS.
2. REFER TO BSD-5202 AND REFERENCE SPECIFICATION FOR ENGINEERING WORKS S205 CENTRES HONED CONCRETE PATHS FOR CONCRETE PATHWAY DETAILS AND SPECIFICATIONS. REFER TO BSD-5206 FOR JOINTING DETAILS.

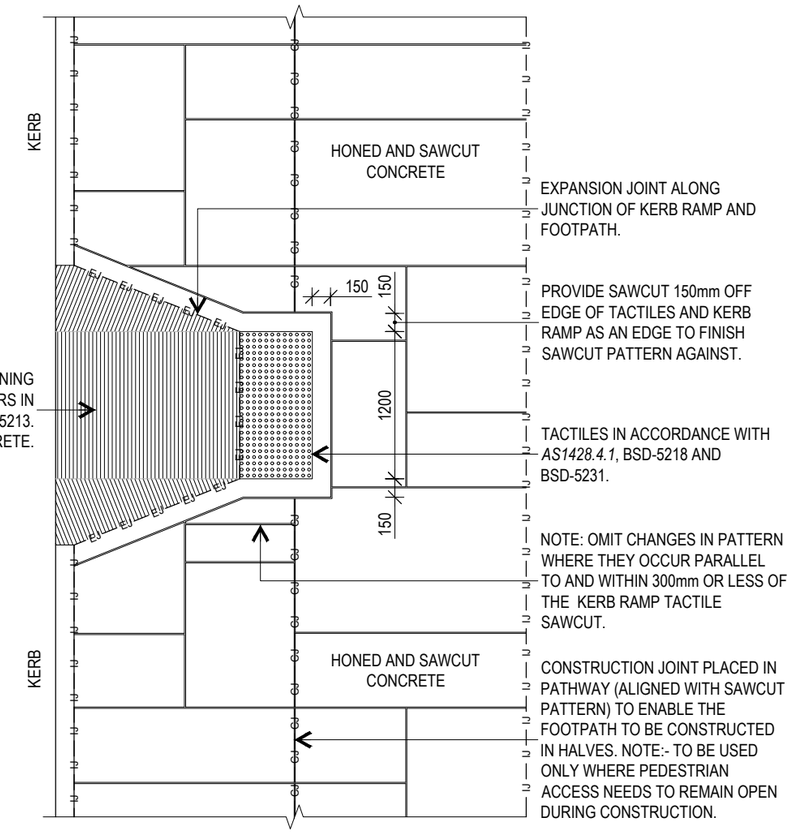
   CJ - CONSTRUCTION JOINT

   EJ - EXPANSION JOINT

   IJ - ISOLATION JOINT
3. FOR HONING OF CONCRETE REFER TO BSD-5202 CONCRETE FINISHES SPECIFICATIONS.
4. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).
5. REFER TO CHAPTER 5 OF THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR LOCATIONS ON WHERE HONED AND SAWCUT PAVEMENT TREATMENT IS TO BE APPLIED.
6. WHERE ADJOINING AN EXISTING FOOTPATH WITH MATCHING PAVEMENT TREATMENT ENSURE SAWCUTS AND PATTERNS ALIGN.
7. TOLERANCES FOR SAWCUTTING ARE ± 5mm.



CONCRETE FOOTPATH - SAWCUT DRIVEWAY INTERFACE

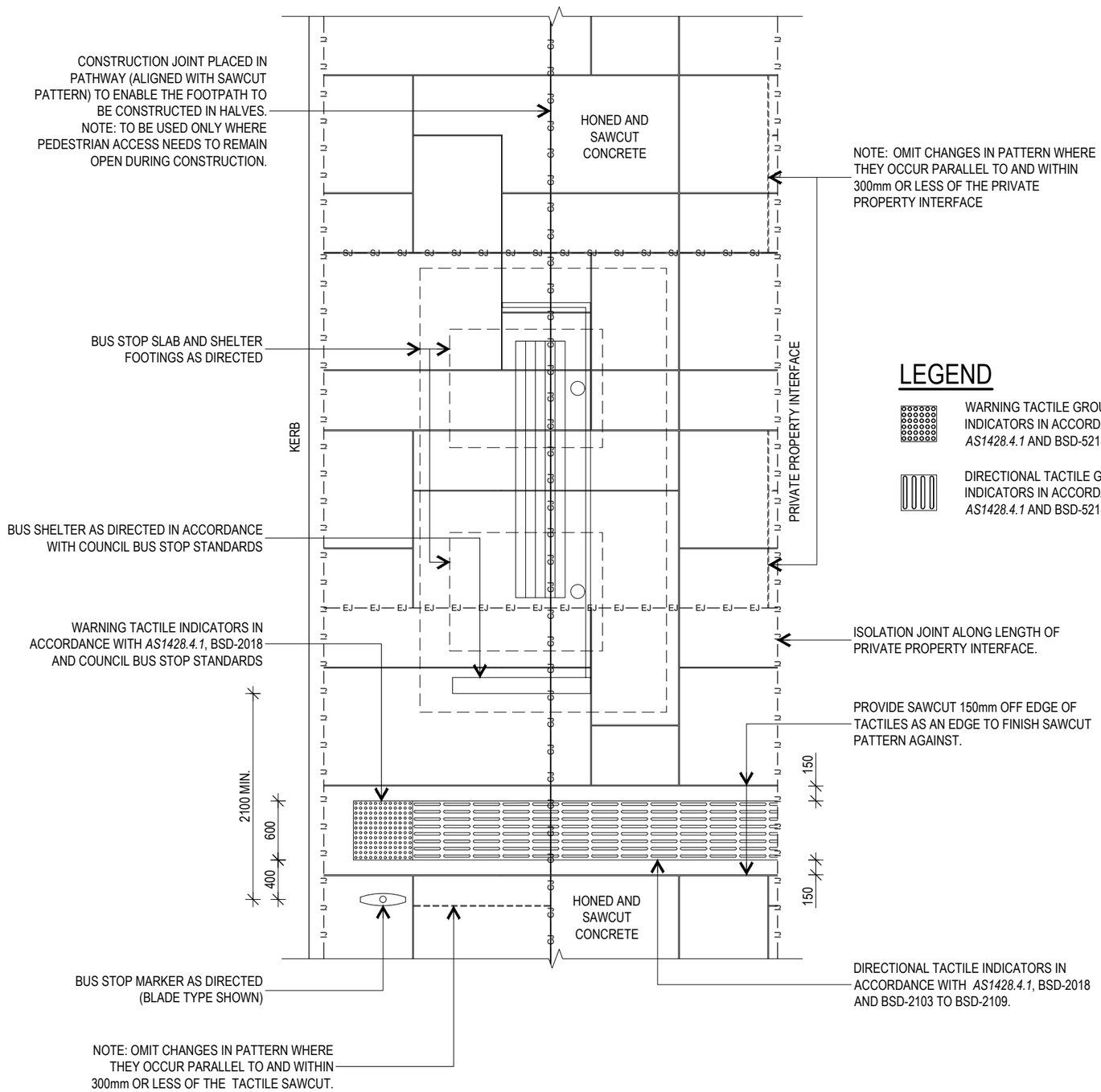


CONCRETE FOOTPATH - SAWCUT KERB RAMP INTERFACE

BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE FOOTPATH
DECORATIVE SAWCUT
SHEET 3 of 4

PUBLISH DATE	Mar '21
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5207
ORIGINAL SIZE	A3
REVISION	D

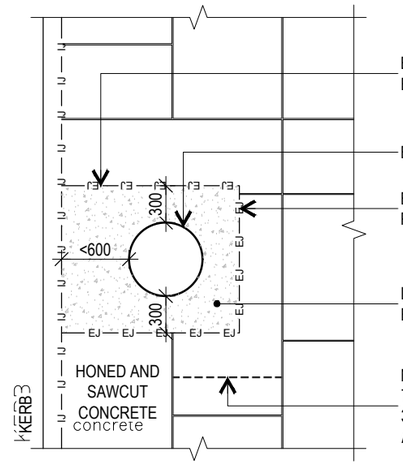


CONCRETE FOOTPATH - SAWCUT BUS STOP INTERFACE

LEGEND

WARNING TACTILE GROUND SURFACE INDICATORS IN ACCORDANCE WITH *AS1428.4.1* AND BSD-5218

DIRECTIONAL TACTILE GROUND SURFACE INDICATORS IN ACCORDANCE WITH *AS1428.4.1* AND BSD-5218



CONCRETE FOOTPATH - SAWCUT ELECTRICITY/LIGHT POLE INTERFACE

GENERAL NOTES:

1. REFER TO BSD-5207-SHEET 1 FOR DETAILS OF SAWCUT AND PATTERNS.
2. REFER TO BSD-5202 AND REFERENCE SPECIFICATION FOR ENGINEERING WORKS S205 CENTRES HONED CONCRETE PATHS FOR CONCRETE PATHWAY DETAILS AND SPECIFICATIONS. REFER TO BSD-5206 FOR JOINTING DETAILS.

   CJ - CONSTRUCTION JOINT

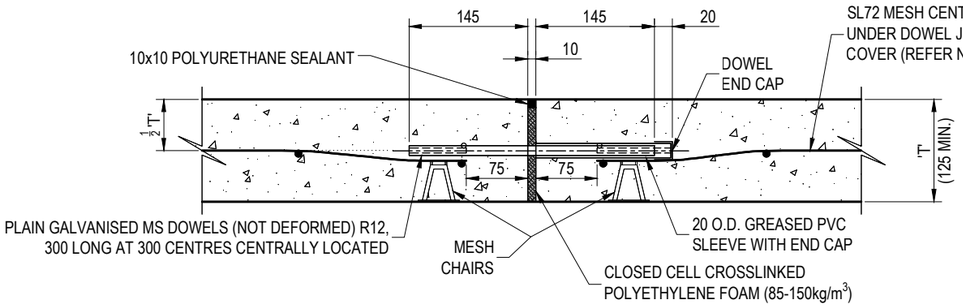
   EJ - EXPANSION JOINT

   IJ - ISOLATION JOINT
3. FOR HONING OF CONCRETE REFER TO BSD-5202 CONCRETE FINISHES SPECIFICATIONS.
4. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).
5. REFER TO CHAPTER 5 OF THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR LOCATIONS ON WHERE HONED AND SAWCUT PAVEMENT TREATMENT IS TO BE APPLIED.
6. WHERE ADJOINING AN EXISTING FOOTPATH WITH MATCHING PAVEMENT TREATMENT ENSURE SAWCUTS AND PATTERNS ALIGN.
7. TOLERANCES FOR SAWCUTTING ARE ± 5mm.

BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE FOOTPATH
DECORATIVE SAWCUT
SHEET 4 of 4

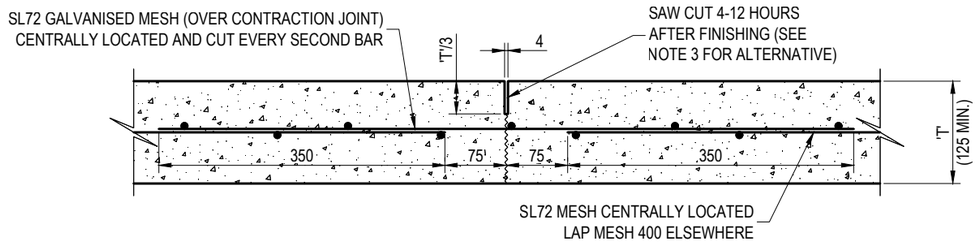
PUBLISH DATE	Mar '21
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5207
ORIGINAL SIZE	A3
REVISION	D



STANDARD EXPANSION JOINT

SPACING 16m

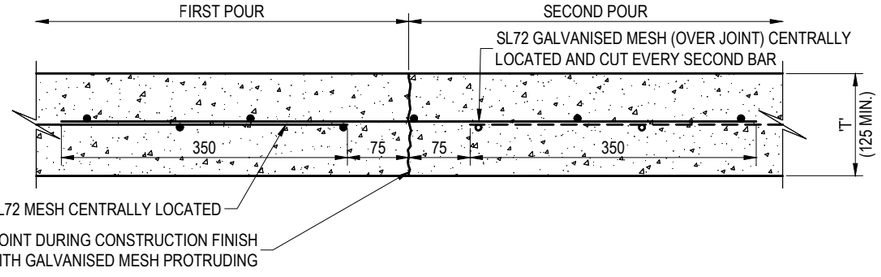
(SEE DETAIL 'A' AND 'C' FOR ALTERNATIVE PREFORMED JOINT DETAILS)



CONTRACTION JOINT

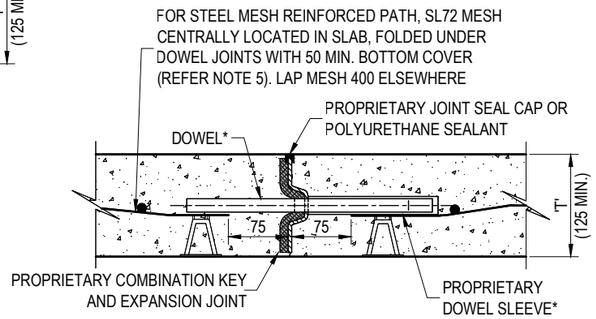
SPACING TO MATCH PATH WIDTH AND BE EVENLY SPACED BETWEEN EXPANSION JOINTS

(e.g. MAX. 3m FOR 3m WIDE PATH)



CONSTRUCTION JOINT

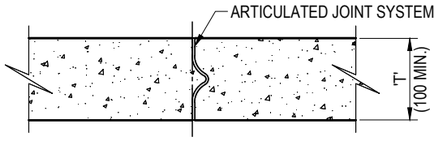
PLACEMENT AS REQUIRED



* DOWEL MAYBE ELIMINATED FOR MASS CONCRETE PATHS

DETAIL 'A'

PREFORMED KEY JOINT WITH DOWEL



DETAIL 'B'

ARTICULATED JOINT SYSTEM

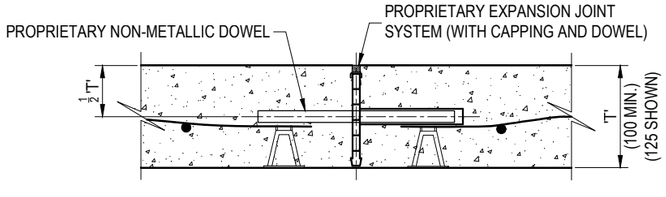
SPACING TO MATCH PATH WIDTH AND BE EVENLY SPACED BETWEEN EXPANSION JOINTS

(e.g. MAX. 3m FOR 3m WIDE PATH)

(USE WHERE DIRECTED) - REFER NOTE 6

STEEL REINFORCED

(USE WHERE DIRECTED, IN FILL OR POOR SUBGRADE. REFER NOTES 1 & 2)

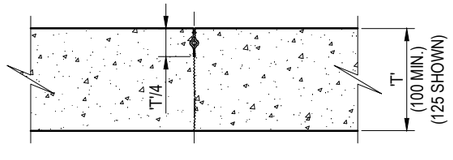


DETAIL 'C'

PROPRIETARY EXPANSION JOINT SYSTEM (WITH DOWEL)

SPACING AS PER STANDARD EXPANSION JOINT

(USE WHERE DIRECTED) - REFER NOTE 3

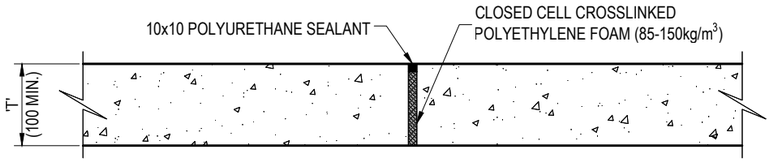


DETAIL 'D'

PROPRIETARY CONTRACTION JOINT (CRACK INDUCER SYSTEM)

SPACING TO MATCH PATH WIDTH AND BE EVENLY SPACED BETWEEN EXPANSION JOINTS

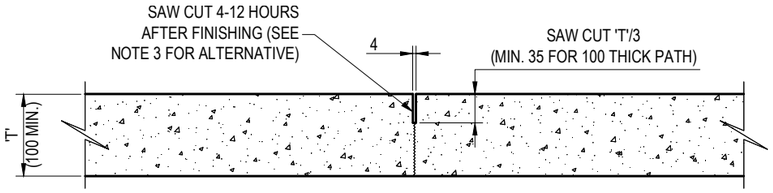
(USE WHERE DIRECTED) - REFER NOTE 3



EXPANSION JOINT

SPACING 16m

FOR FIBRE REINFORCED PATHS, REFER DETAILS 'A' OR 'C' FOR PRE-FORMED KEY JOINT/EXPANSION JOINT REQUIREMENTS



CONTRACTION JOINT

SPACING TO MATCH PATH WIDTH AND BE SPACED BETWEEN EXPANSION JOINTS

(e.g. MAX. 3m FOR 3m WIDE PATH)

REFER DETAIL 'D' FOR ALTERNATIVE CONTRACTION JOINT

MASS CONCRETE AND FIBRE REINFORCED

(USE FIBRE REINFORCED CONCRETE WHERE DIRECTED, IN FILL OR POOR SUBGRADE. REFER NOTES 1, 2 & 7.)

NOTES:

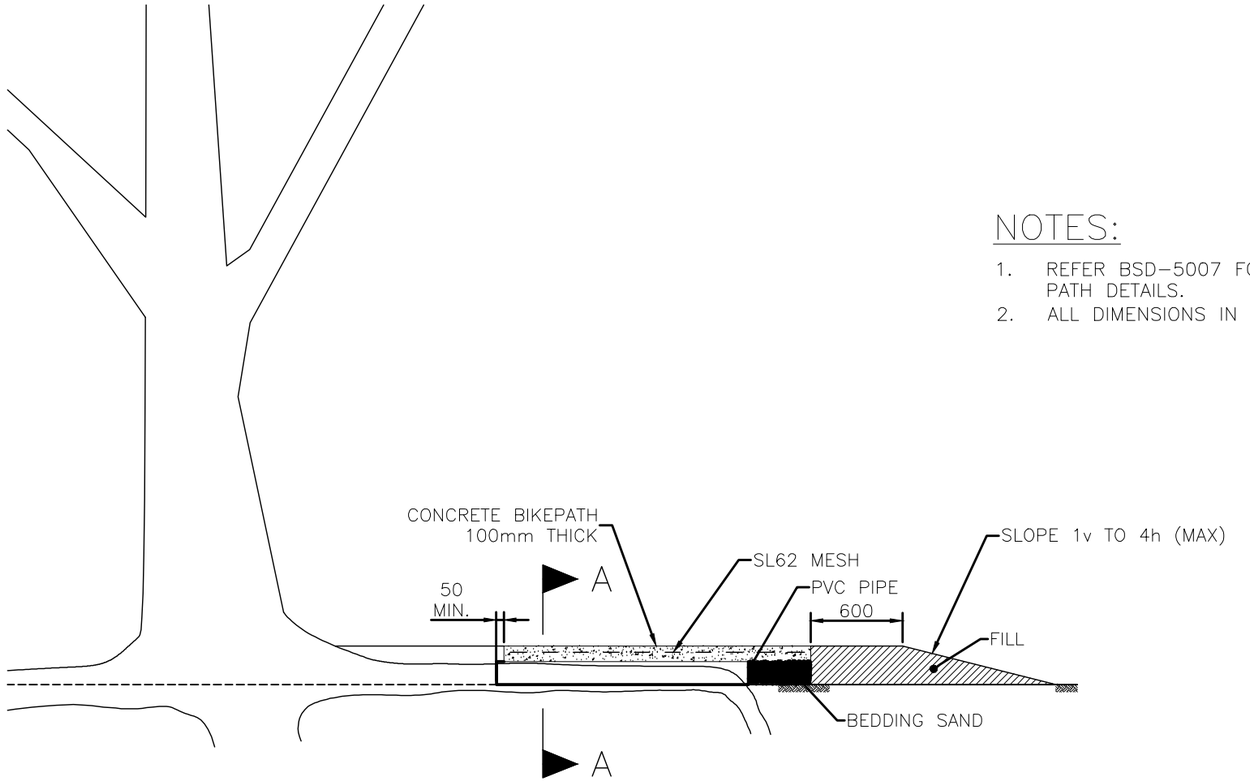
1. REFER SUPPLEMENTARY NOTES ON BSD-0018 FOR SUBGRADE DESCRIPTION.
2. WHERE CONCRETE PATH IS TO BE USED FOR MAINTENANCE VEHICLE OR MACHINERY ACCESS, PATH MUST BE MIN. 125 THICK AND REINFORCED TO SATISFY ANTICIPATED LOADING CONDITIONS.
3. PROPRIETY CRACK INDUCER PRODUCTS MAY BE USED IN PLACE OF SAW-CUTTING ON CONTRACTION JOINTS. REFER DETAIL 'D' FOR TYPICAL EXAMPLE. WHERE PATH IS MESH REINFORCED, GALVANISED MESH IS TO BE USED ON ALL CONTRACTION JOINTS.
4. PROPRIETARY EXPANSION JOINT SYSTEM MAY BE USED IN PLACE OF STANDARD EXPANSION JOINT(S). REFER DETAILS 'A' AND 'C" FOR TYPICAL DETAILS.
5. FOR STEEL MESH REINFORCED PATHS AT DOWELLED EXPANSION JOINTS: MESH IS TO BE STOPPED 75 FROM THE JOINT, BE PLACED UNDER THE DOWELS AND CHAIRED AT MIN. 50 COVER FROM BOTTOM TO DETER THE MESH DEFLECTION INTERFERING WITH THE DOWELS.
6. WHERE CONCRETE PATH IS TO BE CONSTRUCTED ADJACENT TO EXISTING TREES, AN ARTICULATED JOINT SYSTEM MAY BE USED TO MINIMISE POTENTIAL DAMAGE FROM TREE ROOTS. REFER DETAIL 'B' AND BSD-5204 FOR DETAILS.
7. FOR FIBRE REINFORCED CONCRETE PATHS, THE CONCRETE SHALL BE REINFORCED WITH CLASS 2 MACRO STRUCTURAL SYNTHETIC POLYMER FIBRES WITH OR WITHOUT DISCRETE GRADED MONOFILAMENT FIBRES. MANUFACTURER MUST BE ABLE TO PROVIDE EVIDENCE OF NATA TESTING TO ASTM1609 WITH MINIMUM Re3 RESULT OF 30% IN RELEVANT CONCRETE STRENGTHS. BATCHING OF FIBRES SHALL BE BY READY MIX SUPPLIER IN ACCORDANCE WITH MANUFACTURER'S TECHNICAL REFERENCE. CONCRETE PLACER/CONTRACTOR MUST FAMILIARISE THEMSELVES WITH THE PLACING AND FINISHING GUIDE AVAILABLE FROM THE MANUFACTURER OF NOMINATED FIBRE
8. ALL CONCRETE TO BE GRADE N32.
9. DIMENSIONS IN MILLIMETRES (U.N.O.).

BRISBANE CITY

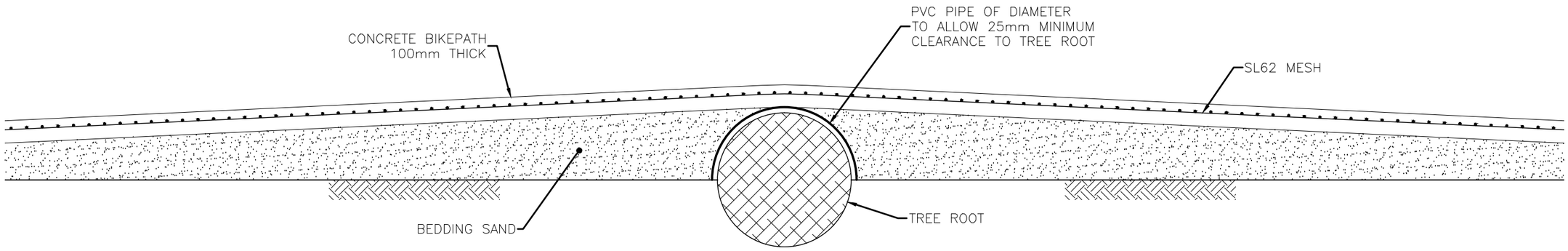
BRISBANE CITY COUNCIL STANDARD DRAWING

BIKEPATH PAVEMENT JOINTS

PUBLISH DATE	Mar '21
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5208
ORIGINAL SIZE	A3
REVISION	B



ELEVATION



SECTION A–A

NOTES:

1. REFER BSD–5007 FOR CONCRETE BICYCLE PATH DETAILS.
2. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P COTTON SIGNATURE ON ORIGINAL
DATED 21/03/06 R.P.E.Q: 2546
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
K FOSTER SIGNATURE ON ORIGINAL
DATED 05/12/05
SENIOR PROGRAM OFFICER
LANDSCAPE AMENITY SECTION

DESIGN	Std Dwgs WG	DATE	May '03
DRAWN	CPO - P&D	DATE	May'03
CHECKED	CA (GMc)	DATE	Nov '05
DRAWING FILENAME	BSD-5209.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-525		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

ROOT PROTECTION ADJACENT TO CONCRETE BIKE PATHS

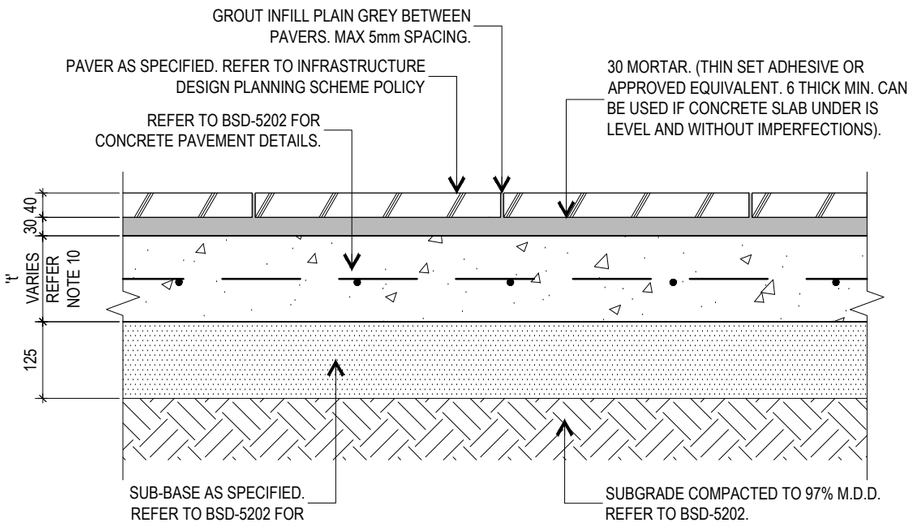
SCALE: NOT TO SCALE
DWG No.: BSD–5209
ORIGINAL SIZE: A3
REVISION: A

GENERAL NOTES

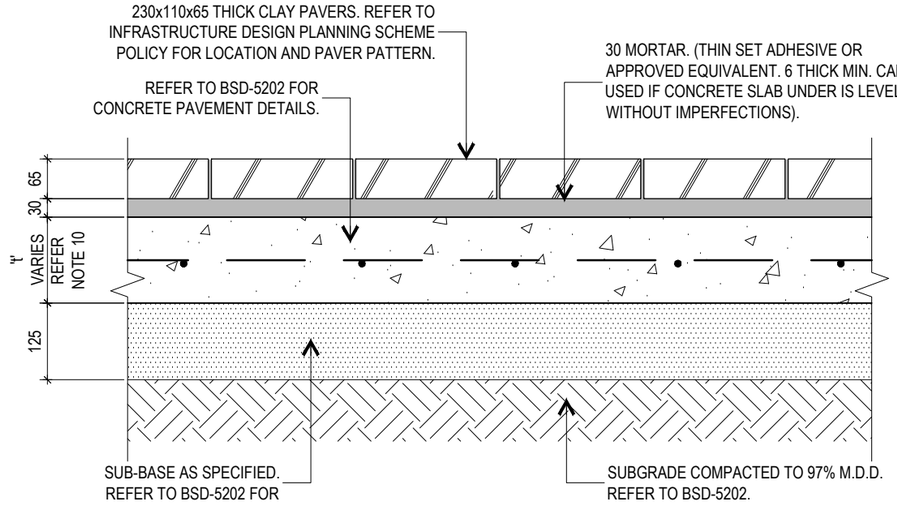
1. REFER TO INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR LOCATIONS ON WHERE PAVERS ARE TO BE USED AS FOOTPATH FINISH.
2. PAVER TYPE AND COLOUR AS SPECIFIED IN THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
3. CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON PATH SURFACE TO *AS/NZS4*[illegible]*8*[illegible] FOR ALL NEW SURFACES.
   - NEW/UNTRAFFICKED EXTERNAL SURFACES (<1 IN 20): CLASSIFIED AS CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.
   - NEW/UNTRAFFICKED EXTERNAL SURFACES (>1 IN 20): MEAN BPN MUST BE INCREASED IN ACCORDANCE WITH APPENDIX A OF HB197 - AN INTRODUCTORY GUIDE TO SLIP RESISTANCE OF PEDESTRIAN SURFACES.

   NO ADDITIONAL APPLIED SLIP RESISTANCE TREATMENT IS PERMITTED. CONTRACTOR IS TO UNDERTAKE A SLIP RESISTANCE TEST TO NEW SURFACES IF REQUESTED BY THE SUPERINTENDENT AT NO ADDITIONAL COST.
4. SLIP RESISTANCE TESTING TO BE UNDERTAKEN WITH A BRITISH PENDULUM TEST USING A SLIDER 55 (TRL) RUBBER PAD AND RECORDED AND PRESENTED AS A BPN BY A SUITABLY ACCREDITED NATA LABORATORY.
5. REFER TO BSD-9008 FOR STREET TREE INSTALLATION. REFER TO BSD-9010, BSD-9011 & BSD-9012 FOR TREE TRENCH DETAILS AND SLAB REQUIREMENTS WHERE TREE TRENCH IS INCORPORATED.
6. MORTAR FOR PAVERS. TO BE 5 PARTS SAND, AND 1 PART CEMENT 15-20MPA AND 100+ SLUMP. USE MBT BARRA EMULSION 57 OR APPROVED EQUIVALENT AT A RATE OF 1 PART EMULSION TO 4 PARTS WATER.*
7. SLAB. REFER TO BSD-5202 FOR CONCRETE SLAB SPECIFICATIONS.
8. DIMENSIONS ARE IN MILLIMETERS. (U.N.O.).
9. TOLERANCES FOR PAVERS AND SLAB ARE ±5mm HORIZONTALLY. THERE IS NO VERTICAL TOLERANCE BETWEEN FINISHED LEVELS OF PAVERS.
10. CONCRETE BASE SLAB ('t'):
    - 125 THICK UNDER FOOTPATHS; AND
    - 180 THICK UNDER ROADWAYS.

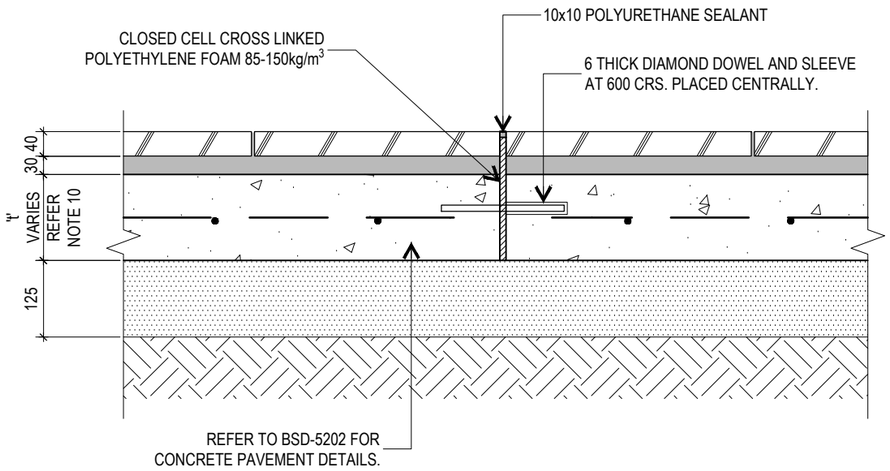
CONSULTATION WITH PRODUCT MANUFACTURER'S REPRESENTATIVE PRIOR TO USE OF ADDITIVE IS ADVISED.



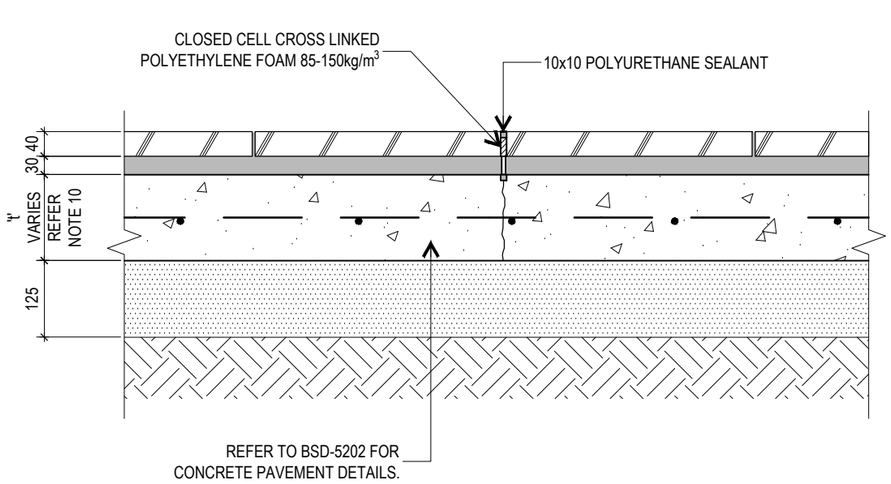
PAVER FOOTPATH (400x400mm) TYPICAL DETAIL



PAVER FOOTPATH (230x110mm) TYPICAL DETAIL



PAVER FOOTPATH - EXPANSION JOINT

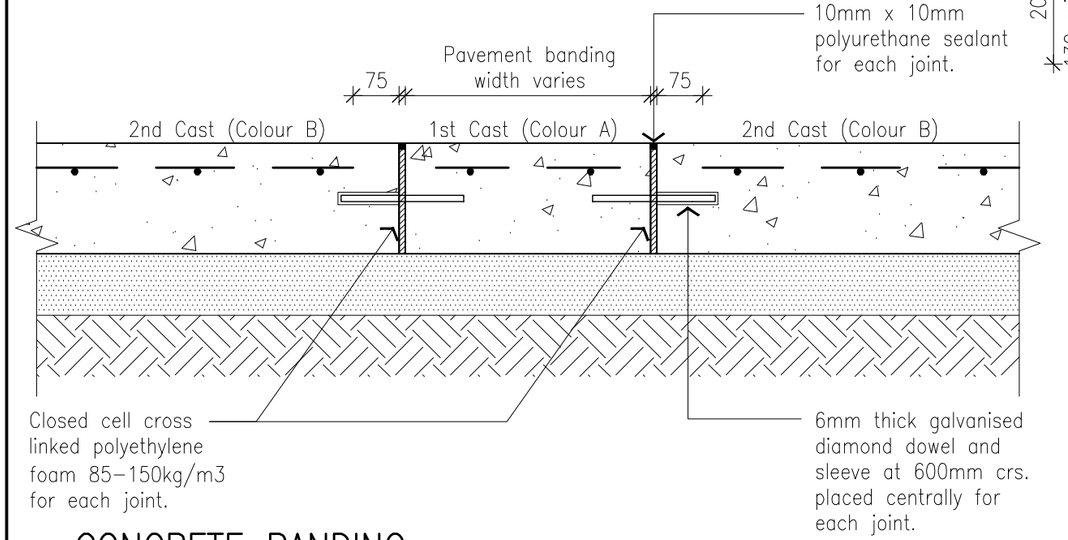


PAVER FOOTPATH - CONTRACTION JOINT

BRISBANE CITY COUNCIL STANDARD DRAWING

PAVERS - GENERAL DETAILS

PUBLISH DATE	Mar '21
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5210
ORIGINAL SIZE	A3
REVISION	C



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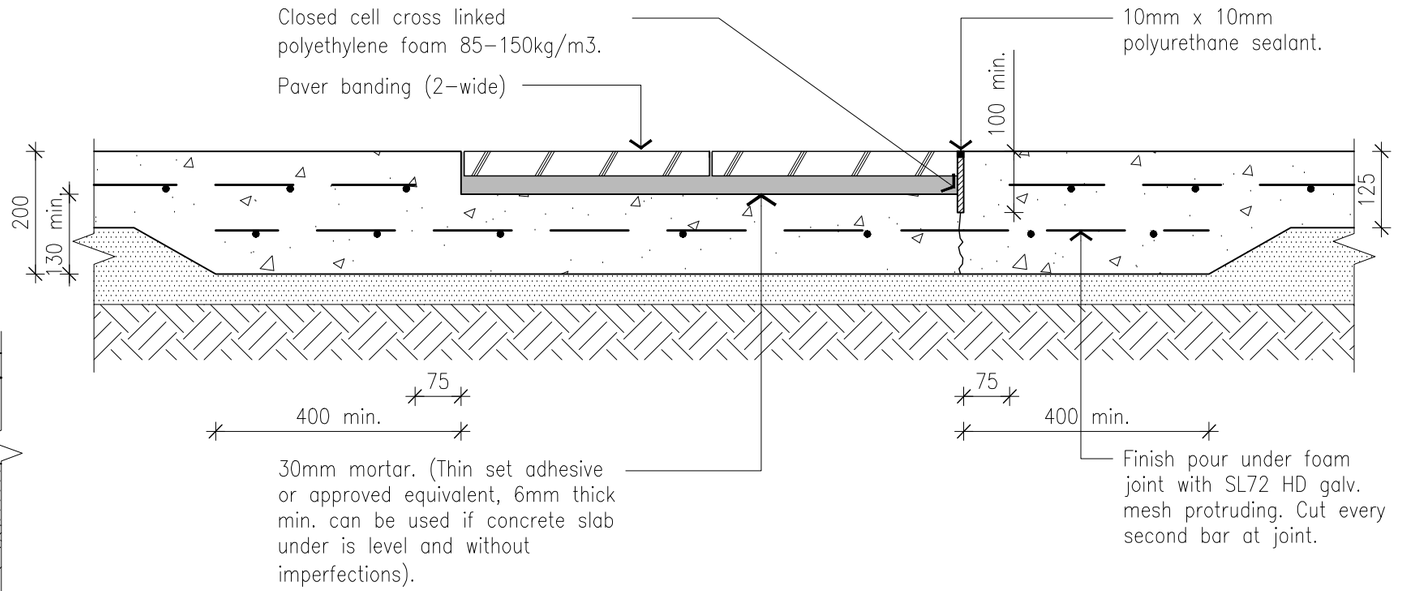

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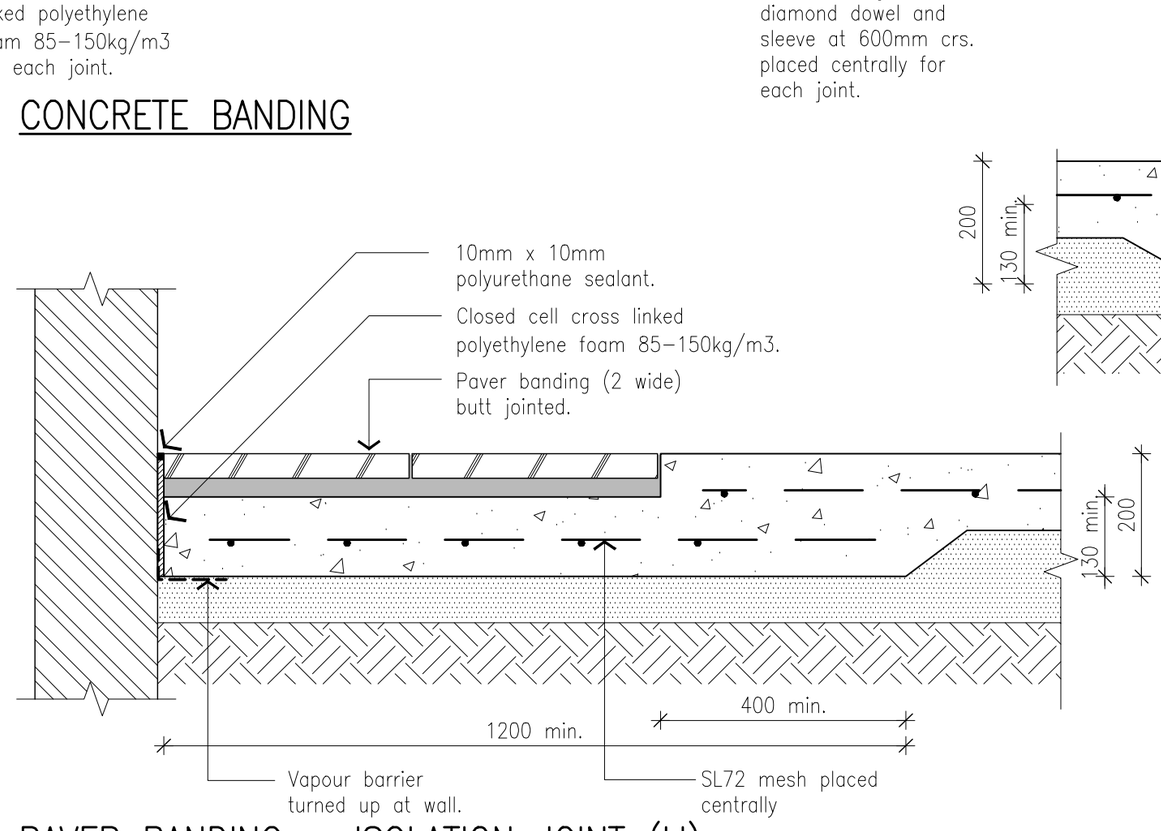

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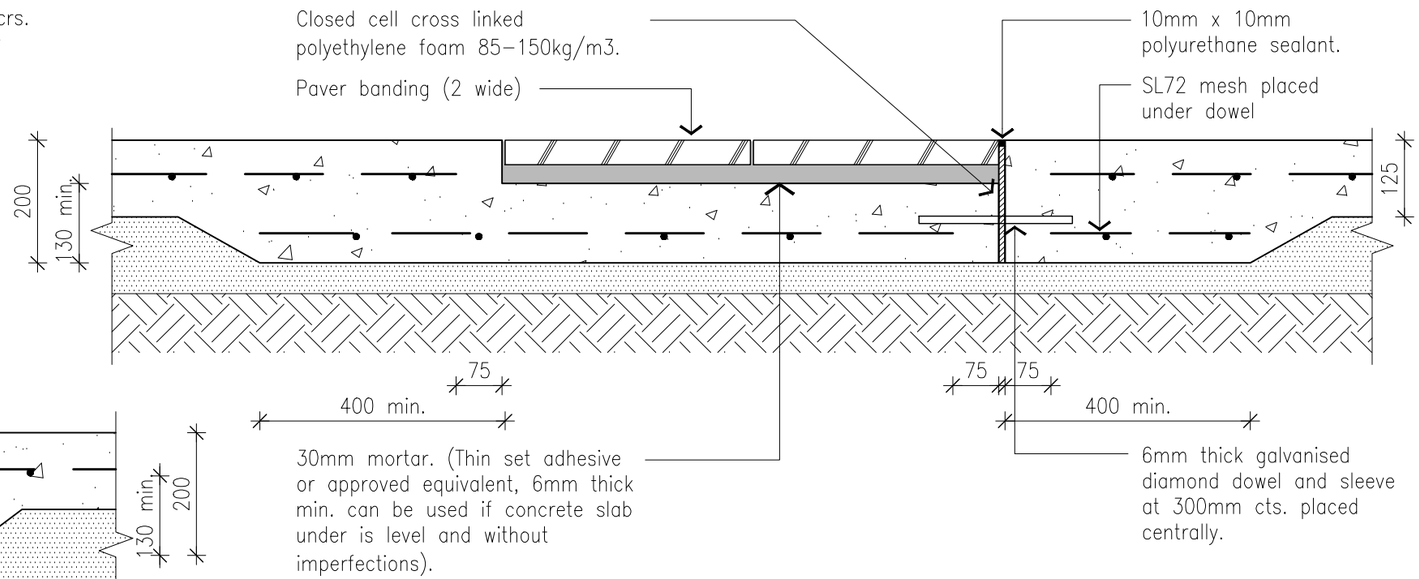


PAVER BANDING – EXPANSION JOINT (EJ)

STRUCTURAL DESIGN REVIEWED AND CERTIFIED FOR ISSUE
NAME: B.BALAKUMAR SIGNATURE ON ORIGINAL RPEQ: 3963
SIGNATURE: _____ DATE: 28/07/10

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
P COTTON SIGNATURE ON ORIGINAL
R.P.E.Q: 2546
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT
DESIGN APPROVED
V.MARTIN SIGNATURE ON ORIGINAL
DATED 27/6/10
PRINCIPAL OFFICER
URBAN DESIGN UNIT

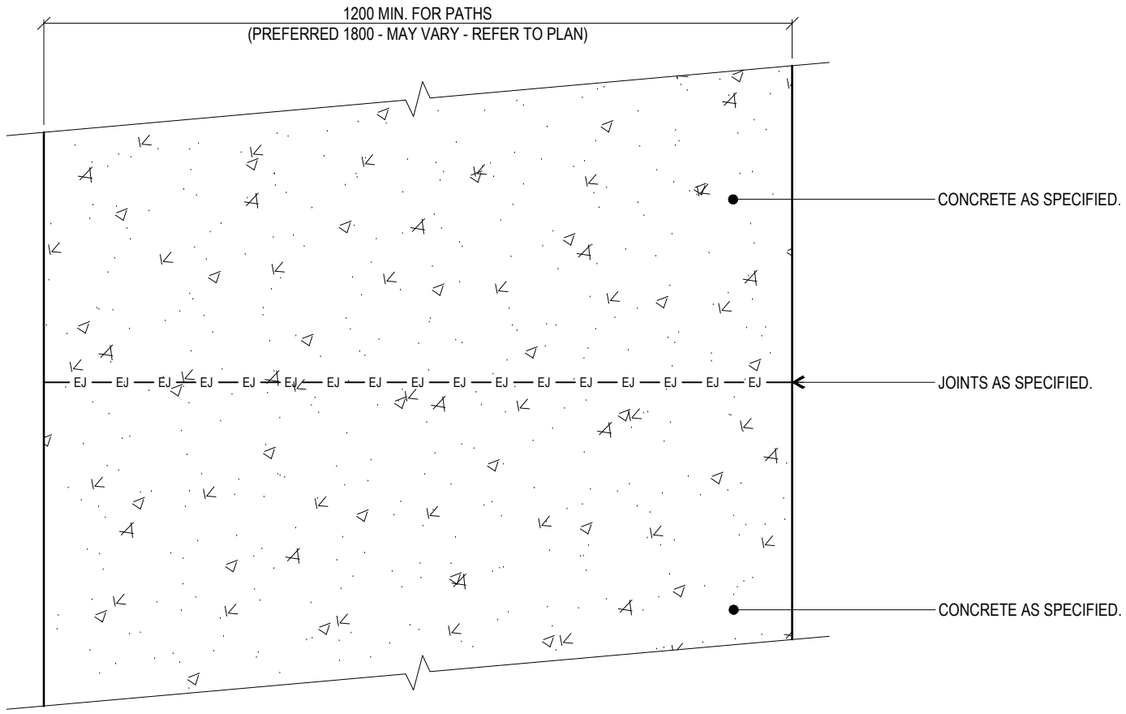
DESIGN	Std Dwgs WG	DATE	June '10
DRAWN	CPO - P&D	DATE	June '10
CHECKED	D.K	DATE	June '10
DRAWING FILENAME	BSD-5211.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-546		

BRISBANE CITY

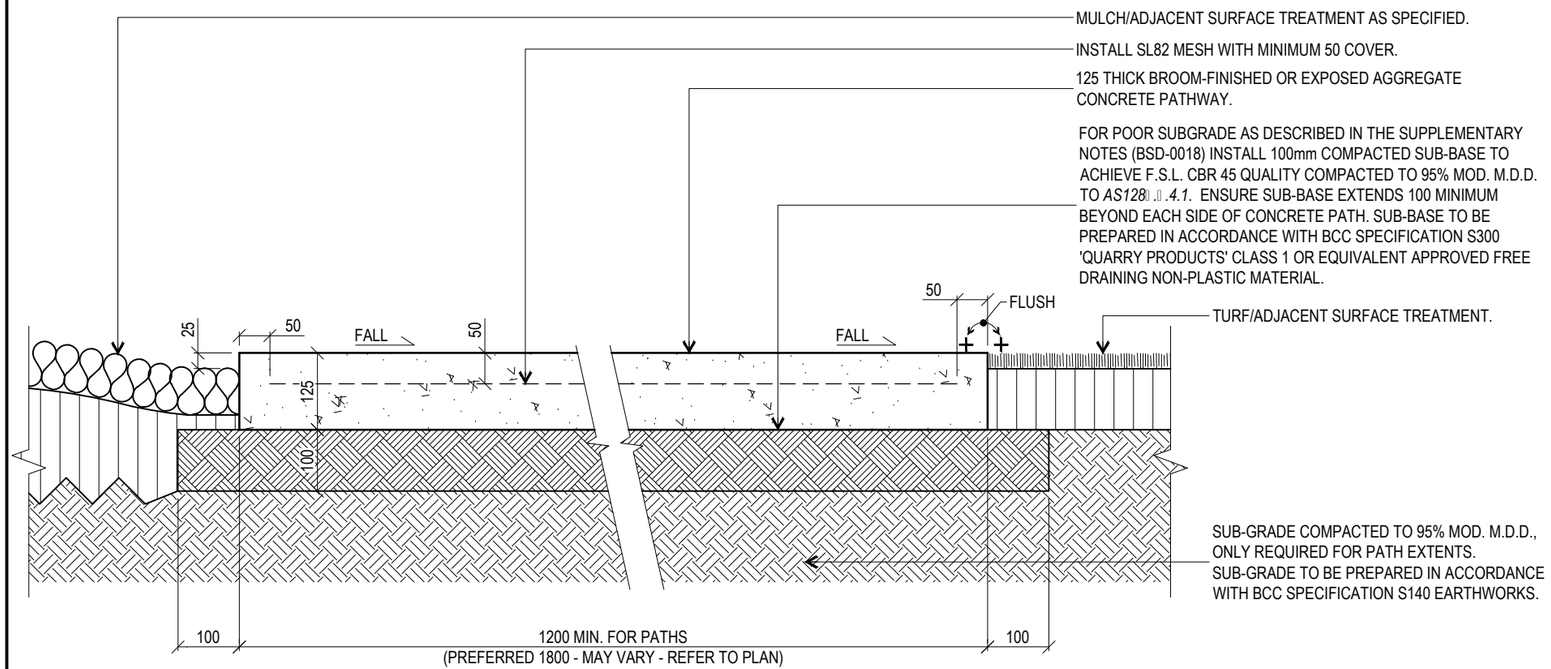
BRISBANE CITY COUNCIL STANDARD DRAWING

PAVER BANDING AND CONCRETE BANDING

SCALE: NOT TO SCALE
DWG No.: BSD–5211
ORIGINAL SIZE: A3
REVISION: A



PLAN



SECTION

PLAIN CONCRETE AND EXPOSED AGGREGATE PATHS AND PAVEMENT AREA

GENERAL NOTES & SPECIFICATIONS

G1. ENSURE PATHS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.

G2. AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.

G3. ENSURE PARK ELEMENTS ARE CLEANED OF CONCRETE SLURRY OR SPRAY WHEN INSTALLED TO PREVENT STAINING OR DAMAGE TO APPLIED FINISHES.

G4. ENSURE MOWN HEIGHT OF GRASS (TURF) FINISHES FLUSH WITH PATHS AND PAVEMENT AREAS.

G5. ENSURE GARDEN AREAS (MULCH) FINISH 25 BELOW ADJACENT F.S.L's OF PATHS AND PAVEMENT AREAS.

G6. ENSURE EVEN GRADE CROSSFALL MIN. 1:50 TO PATH.

G7. MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE, PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.

G8. PATHS & PAVEMENT AREAS TO COMPLY WITH AUSTRALIAN STANDARDS AND COUNCIL REQUIREMENTS FOR ACCESS & MOBILITY (*AS1428*).

G10. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

CONCRETE WORK NOTES

C1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH *AS* AND THE REQUIREMENTS OF THE RELEVANT AUTHORITIES.

C2. SLAB TO BE 125mm THICK MINIMUM N32 GRADE CONCRETE. CONCRETE SHALL BE NORMAL CLASS CONCRETE UNLESS SPECIFIED OTHERWISE. 'N32' SHALL MEAN NORMAL CLASS CONCRETE WITH A 28 DAY CHARACTERISTIC STRENGTH OF 32MPa. CONCRETE MIX SHALL BE APPROVED BY THE SUPERINTENDENT PRIOR TO PLACING.

C3. AGGREGATE/MIX AND COLOUR COMBINATION TO BE STANDARD UNLESS SPECIFIED OTHERWISE ON PLAN.

C4. MAXIMUM AGGREGATE SIZE 20mm, MINIMUM SLUMP 80mm.

C5. FOR EXPOSED AGGREGATE FINISH, THE TREATMENT SHALL ENSURE AN EMBEDMENT DEPTH FOR THE AGGREGATE OF 60-80% OF THE AGGREGATE SIZE. ALL AGGREGATE SHALL BE WELL BONDED IN THE CEMENT MATRIX. THE RESULTANT RESIDUE FROM THE TREATED SURFACE SHALL BE REMOVED IMMEDIATELY FROM THE PAVEMENT AND ANY PREVIOUSLY TREATED AREAS AND IS TO BE PREVENTED FROM ENTERING GARDEN BEDS OR THE STORMWATER SYSTEM.

C6. FOR CONCRETE COLOUR FINISHES OTHER DECORATIVE CONCRETE SURFACE TREATMENTS AND ADDITIVES, REFER TO PLAN FOR FURTHER SPECIFICATIONS, IF APPLICABLE.

C7. SUPPLY AND LAY SL82 MESH FOR HIGH IMPACT OR POOR SUB-GRADE/FILL AREAS. MESH TO BE SUPPORTED BY 60mm BAR CHAIRS. MESH TO OVERLAP 200mm.

C8. HARD DRAWN STEEL WIRE REINFORCING FABRIC GRADE 450 TO *AS1*4.

C9. REINFORCEMENT IS SHOWN DIAGRAMMATICALLY AND NOT NECESSARILY IN POSITION.

C10. ALL PATHS TO HAVE A 1:50 MINIMUM CROSSFALL.

C11. FOR CONTRACTION AND EXPANSION JOINTS, REFER TO BSD-5208 - BIKEPATH PAVEMENT JOINTS FOR DETAILS.

C12. LARGE AREAS OF PAVEMENT TO BE REVIEWED BY ENGINEER.

C13. ALL CEMENT TO BE TYPE GP OR GB TO *AS*2UNLESS SPECIFIED OTHERWISE.

C14. CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON PATH SURFACE TO *AS/NZS4*8 FOR ALL NEW SURFACES.

- NEW/UNTRAFFICKED EXTERNAL SURFACES (<1 IN 20): CLASSIFIED AS CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.
- NEW/UNTRAFFICKED EXTERNAL SURFACES (>1 IN 20): MEAN BPN MUST BE INCREASED IN ACCORDANCE WITH APPENDIX A OF 1- AN INTRODUCTORY GUIDE TO SLIP RESISTANCE OF PEDESTRIAN SURFACES.

NO ADDITIONAL APPLIED SLIP RESISTANCE TREATMENT IS PERMITTED. CONTRACTOR IS TO UNDERTAKE A SLIP RESISTANCE TEST TO NEW SURFACES IF REQUESTED BY THE SUPERINTENDENT AT NO ADDITIONAL COST.

C15. SLIP RESISTANCE TESTING TO BE UNDERTAKEN WITH A BRITISH PENDULUM TEST USING A SLIDER 55 (TRL) RUBBER PAD AND RECORDED AND PRESENTED AS A BPN BY A SUITABLY ACCREDITED NATA LABORATORY.

C16. ALL FORMWORK SHALL BE IN ACCORDANCE WITH SAA FORMWORK CODE *AS*1.

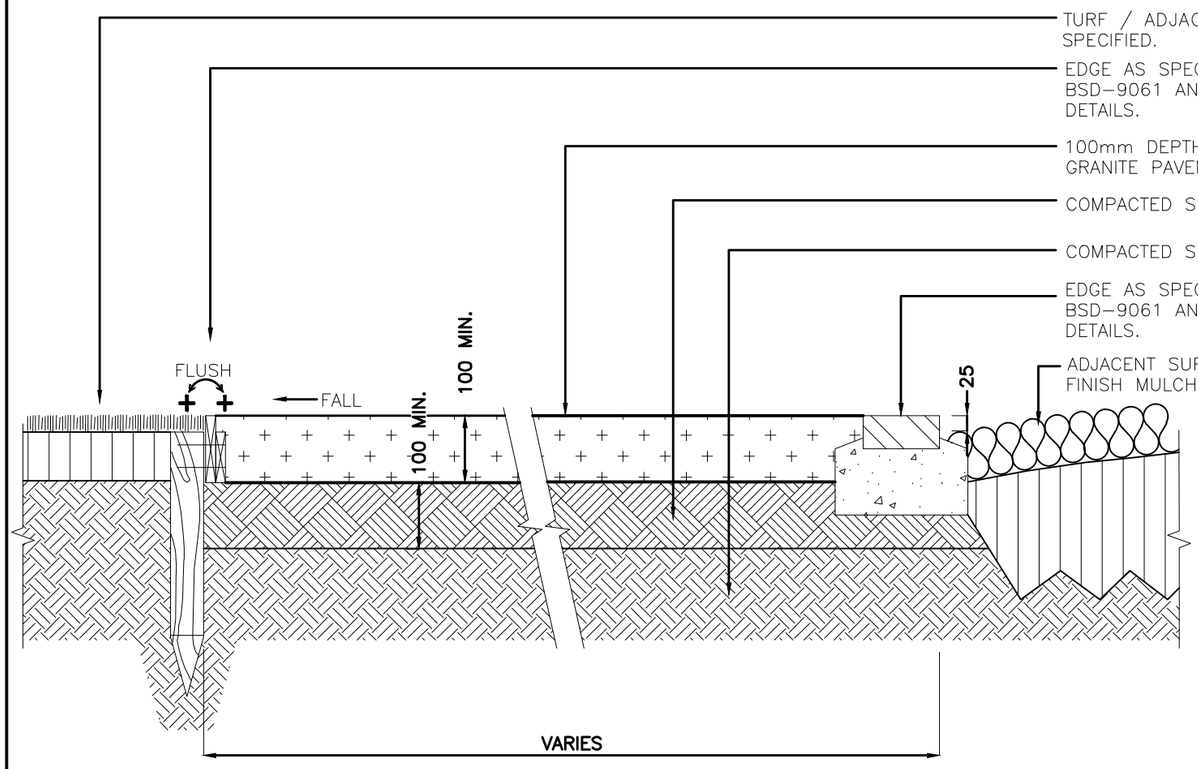
BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

PATH -
CONCRETE AND
EXPOSED AGGREGATE

PUBLISH DATE	Mar '21
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5212
ORIGINAL SIZE	A3
REVISION	D

REFER TO BSD–9061 AND BSD–9062 FOR ADDITIONAL SPECIFICATION NOTES & DETAILS



DECO PATH – SECTION

GENERAL NOTES & SPECIFICATION

- MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE,PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.
- ENSURE MOWN HEIGHT OF GRASS (TURF) FINISHES FLUSH WITH PATH EDGE.
- ENSURE GARDEN AREAS (MULCH) FINISH 25mm BELOW ADJACENT PATH EDGE.
- ENSURE EVEN GRADE CROSSFALL MIN. 1:50 TO PATH.
- ENSURE DECO PATHS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
- AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.
- FOR SLIP RESISTANCE REQUIREMENTS, REFER "REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORK" – S150 ROADWORKS.
- REFER TO THE BRISBANE ACCESS AND INCLUSION PLAN 2012–2017 FOR FURTHER INFORMATION WHEN PLANNING AND DESIGNING THE BUILT ENVIRONMENT TO REASONABLY CONSIDER ACCESS AND INCLUSION FOR ALL WHERE APPROPRIATE.
- ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

COMPACTION

- COMPACT SUBBASE AND DECO MATERIAL SEPARATELY NOT LESS THAN 95% MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED COMPACTION TEST AS DEFINED IN AS1289 FOR THE UPPER 150mm. AVOID COMPACTION AROUND THE BASE OF EXISTING AND PROPOSED TREES.

SUBBASE PREPARATION

- ENSURE SUBBASE PROFILE FORMS THE REQUIRED DRAINAGE FALLS WHEN THE SURFACE IS LAID.

SURFACE CONSTRUCTION

- THE FOLLOWING STEPS ARE SUGGESTED AND WILL NEED TO BE REPEATED TO ACHIEVE THE FSL:
  - PLACE AND RAKE EVENLY APPROXIMATELY 30mm OF DECOMPOSED GRANITE MATERIAL.
  - ADD SOIL STABILISER DUSTAC OR SOILTAC (OR APPROVED EQUIVALENT) AT A RATE RECOMMENDED BY MANUFACTURER ALTERNATIVELY RAKE THROUGH CEMENT AT 5% RATIO.
  - MOISTEN THE MATERIAL AND COMPACT USING A VIBRATING ROLLER. THE ROLLER SHOULD NOT WEIGH MORE THAN 30KG.
- THE FINISHED SURFACE SHALL BE FREE FROM STONES EXCEEDING 20mm IN DIAMETER AND SHALL REMAIN FREE OF RUTS, SUBSIDENCE AND LACK OF COHESION.
- IF AT TIME OF CONSTRUCTION, THE SUB–GRADE STRENGTH IS SUCH THAT IT IS PENETRATING / INFILTRATING THE CLASS 2 GRAVEL LAYER DURING COMPACTION, A B.C.C. TYPE 3 GEOTEXTILE IS TO BE PLACED BETWEEN THE GRAVEL AND THE SUB–GRADE.

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted From UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
PAUL COTTON SIGNATURE ON ORIGINAL DATED 03/09/04
MANAGER INFRASTRUCTURE MANAGEMENT
R.P.E.Q. 2546

DESIGN APPROVED
LAUREN TEMPLEMAN SIGNATURE ON ORIGINAL DATED 31/08/04
CLIENT POSITION
PRICIPAL PROGRAM OFFICER PARKS

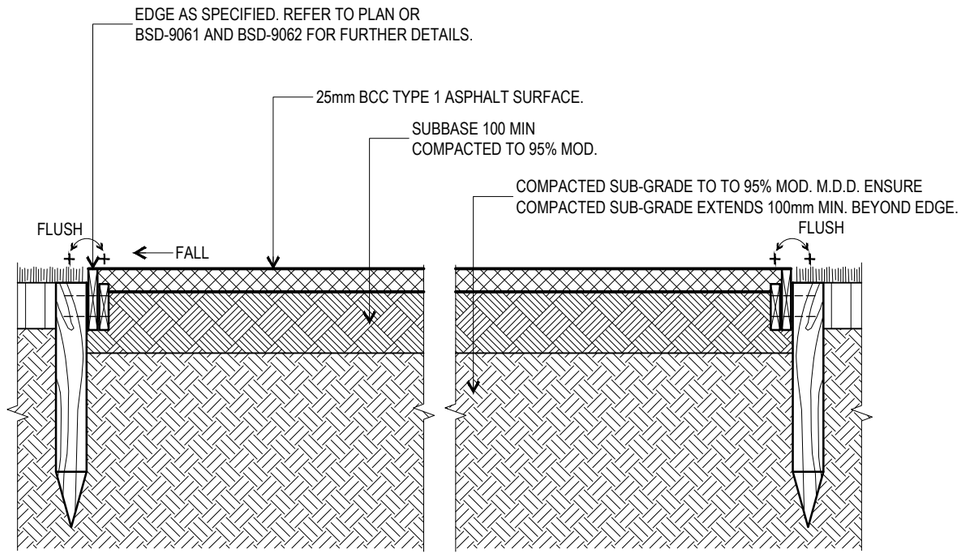
DESIGN	Std Dwgs WG	DATE	OCT '13
DRAWN	CPO - P&D	DATE	OCT '13
CHECKED	UMD - E&P & IMD	DATE	OCT '13
DRAWING FILENAME	BSD-5213 (A) Path - deco.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-744		

BRISBANE CITY

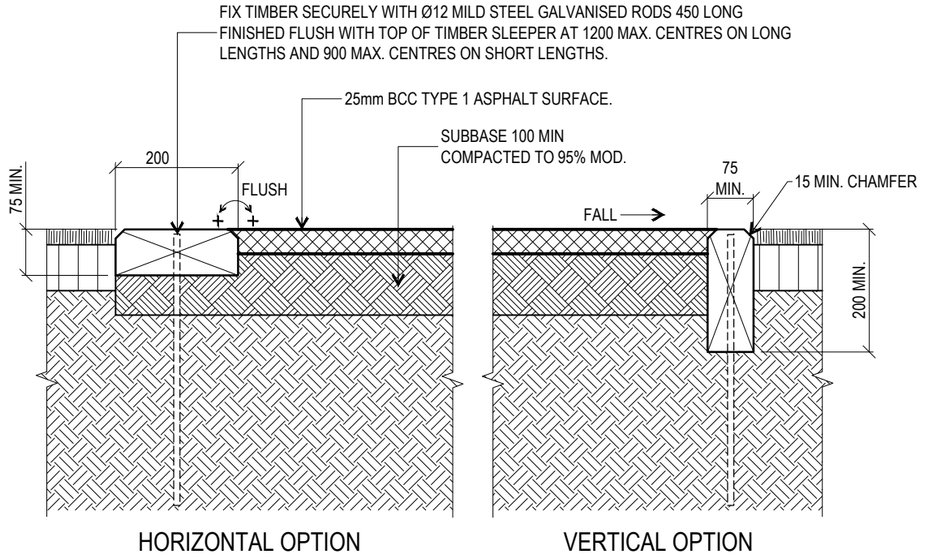
BRISBANE CITY COUNCIL STANDARD DRAWING

PATH – DECO

SCALE 1:10
DWG No. BSD–5213
ORIGINAL SIZE A3
REVISION A



ASPHALT PATH WITH TIMBER EDGE - SECTION



ASPHALT PATH WITH TIMBER SLEEPER EDGE - SECTION

GENERAL NOTES & SPECIFICATIONS

G1. MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE,PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.

G2. ENSURE MOWN HEIGHT OF GRASS (TURF) FINISHES FLUSH WITH PATH EDGE.

G3. ENSURE GARDEN AREAS (MULCH) FINISH 25mm BELOW ADJACENT PATH EDGE.

G4. ENSURE EVEN GRADE CROSSFALL MIN. 1:50 TO PATH.

G5. ENSURE ASPHALT PATHS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.

G6. AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.

G7. PATH SURFACE TREATMENT TO BE BCC TYPE 1 ASPHALT. REFER BCC REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS S310 - SUPPLY OF DENSE GRADED ASPHALT.

G8. CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON PATH SURFACE TO *AS/NZS4* *8* FOR ALL NEW SURFACES.

- NEW/UNTRAFFICKED EXTERNAL SURFACES (<1 IN 20): CLASSIFIED AS CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.
- NEW/UNTRAFFICKED EXTERNAL SURFACES (>1 IN 20): MEAN BPN MUST BE INCREASED IN ACCORDANCE WITH APPENDIX A OF *1* - AN INTRODUCTORY GUIDE TO SLIP RESISTANCE OF PEDESTRIAN SURFACES.

NO ADDITIONAL APPLIED SLIP RESISTANCE TREATMENT IS PERMITTED. CONTRACTOR IS TO UNDERTAKE A SLIP RESISTANCE TEST TO NEW SURFACES IF REQUESTED BY THE SUPERINTENDENT AT NO ADDITIONAL COST.

C9. SLIP RESISTANCE TESTING TO BE UNDERTAKEN WITH A BRITISH PENDULUM TEST USING A SLIDER 55 (TRL) RUBBER PAD AND RECORDED AND PRESENTED AS A BPN BY A SUITABLY ACCREDITED NATA LABORATORY.

G10. TO PREPARE SUB-GRADE, SCARIFY AND DRY MIX 40 (NO FINES) SPECIAL ROADBASE WITH CEMENT RATIO 10:1 TO BLEND. SPREAD EVENLY. WATER LIGHTLY.

G11. PATHS & PAVEMENT AREAS TO COMPLY WITH AUSTRALIAN STANDARDS AND COUNCIL REQUIREMENTS FOR ACCESS & MOBILITY (*AS1428*).

G12. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

TIMBER WORK NOTES

T1. TIMBER SHOULD BE SOURCED FROM LEGAL AND SUSTAINABLE SOURCES. TIMBERS ARE CONSIDERED ACCEPTABLE WHERE THERE IS A HIGH DEGREE OF CERTAINTY THAT THEY ARE FROM FORESTS, EITHER NATIVE OR PLANTATION, THAT ARE LEGALLY HARVESTED AND SUSTAINABLE MANAGED. THE CONTRACTOR IS TO SUBMIT EVIDENCE THAT THE TIMBER HAS BEEN OBTAINED FROM A LEGAL AND SUSTAINABLE SOURCE.

T2. ALL TIMBER TO BE ACQ PRESSURE TREATED OR TANALITH E (COPPER AZOL) TO *AS1* *8* TREATED ROUGH SAWN APPEARANCE GRADE HARDWOOD OF ONE SPECIES.

T3. ALL EXPOSED EDGES TO RECEIVE MIN. 5mm WIDE ARRIS.

T4. PRIOR TO INSTALLATION, ALL CUTS, EDGES, JOINTS TO RECEIVE LIBERAL COATINGS WITH AN APPROVED TIMBER PRESERVATIVE.

T5. ALL TIMBER IN CONTACT WITH GROUND TO BE PRESERVATIVE TREATED TO HAZARD CLASS H5 TO *AS1* *4* AND HAVE A DURABILITY CLASS 1 OR 2 TO *AS* *4*.

T6. ALL TIMBER TO BE FREE OF KNOTS, SPLINTERS, CRACKS OR ANY MAJOR DEFECT.

T7. TIMBER PRESERVATIVES - WHERE NO FINISH SPECIFIED, ALL TIMBER TO RECEIVE 3 No COATS OF CLEAR APPROVED TIMBER PRESERVATIVE SUCH AS COPPER NAPTHENATE OIL (FOR ABOVE GROUND USE) AND COPPER NAPTHENATE EMULSION (FOR BELOW GROUND USE).

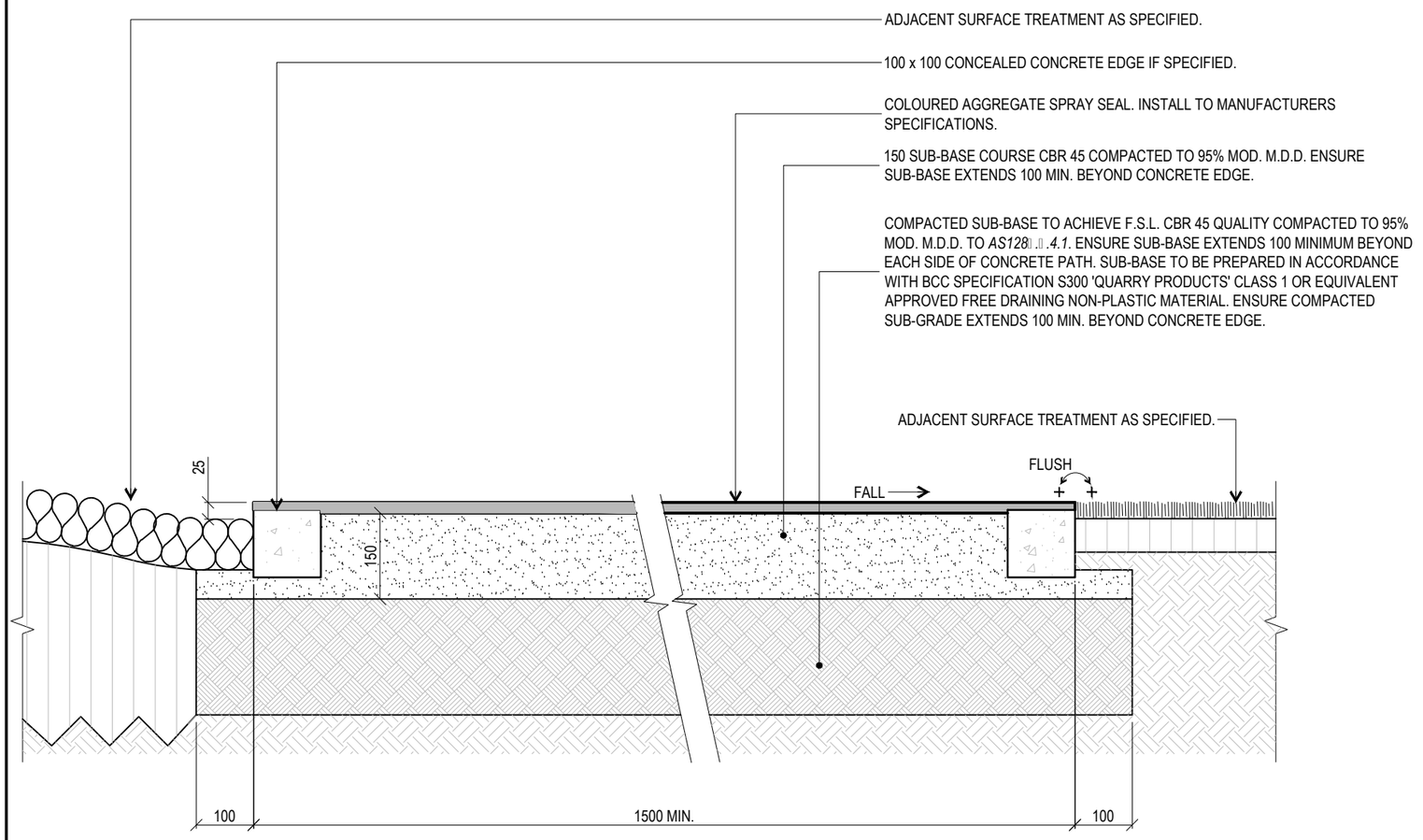
T8. COLOUR SELECTION WHERE APPLICABLE IN ACCORDANCE WITH STANDARD CORPORATE COLOUR PALETTE. COAT ENTIRE BOLLARD PRIOR TO PLACING.

REFER TO BSD-9061 AND BSD-9062 FOR ADDITIONAL SPECIFICATION NOTES & DETAILS

BRISBANE CITY COUNCIL STANDARD DRAWING

PATH - ASPHALT

PUBLISH DATE	Mar '21
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5214
ORIGINAL SIZE	A3
REVISION	B



COLOURED AGGREGATE SPRAY SEAL PATH - SECTION

GENERAL NOTES & SPECIFICATIONS

G1. ENSURE PATHS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN, AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.

G2. AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.

G3. MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE, PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.

G4. PATHWAYS & PAVEMENTS TO COMPLY WITH AUSTRALIAN STANDARDS FOR ACCESS & MOBILITY (*AS1428*).

G5. ENSURE SURROUNDS ARE CLEANED OF ASPHALT SPRAY WHEN INSTALLED TO PREVENT STAINING OR DAMAGE TO ADJACENT WORKS.

G6. ENSURE MOWN HEIGHT OF GRASS (TURF) AREA FINISHES FLUSH WITH PATH EDGE.

G7. ENSURE GARDEN AREAS (MULCH) FINISH 25 BELOW ADJACENT F.S.L's OF PAVEMENT AREAS.

G8. ALL PATHS TO HAVE 1:50 MINIMUM CROSSFALL.

G9. CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON PATH SURFACE TO *AS/NZS4*□*8*□ FOR ALL NEW SURFACES.

- NEW/UNTRAFFICKED EXTERNAL SURFACES (<1 IN 20): CLASSIFIED AS CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.
- NEW/UNTRAFFICKED EXTERNAL SURFACES (>1 IN 20): MEAN BPN MUST BE INCREASED IN ACCORDANCE WITH APPENDIX A OF □□*1*□□□- AN INTRODUCTORY GUIDE TO SLIP RESISTANCE OF PEDESTRIAN SURFACES.

NO ADDITIONAL APPLIED SLIP RESISTANCE TREATMENT IS PERMITTED. CONTRACTOR IS TO UNDERTAKE A SLIP RESISTANCE TEST TO NEW SURFACES IF REQUESTED BY THE SUPERINTENDENT AT NO ADDITIONAL COST.

C10. SLIP RESISTANCE TESTING TO BE UNDERTAKEN WITH A BRITISH PENDULUM TEST USING A SLIDER 55 (TRL) RUBBER PAD AND RECORDED AND PRESENTED AS A BPN BY A SUITABLY ACCREDITED NATA LABORATORY. .

G11. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

CONCRETE WORK NOTES

C1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH *AS*□□□□.

C2. AT A MINIMUM ALL CONCRETE TO BE GRADE N25. CONCRETE SHALL BE NORMAL CLASS CONCRETE UNLESS SPECIFIED OTHERWISE. N25 SHALL MEAN NORMAL CLASS CONCRETE WITH A 28 DAY CHARACTERISTIC STRENGTH OF 25MPa. CONCRETE MIX SHALL BE APPROVED BY THE SUPERINTENDENT PRIOR TO PLACING.

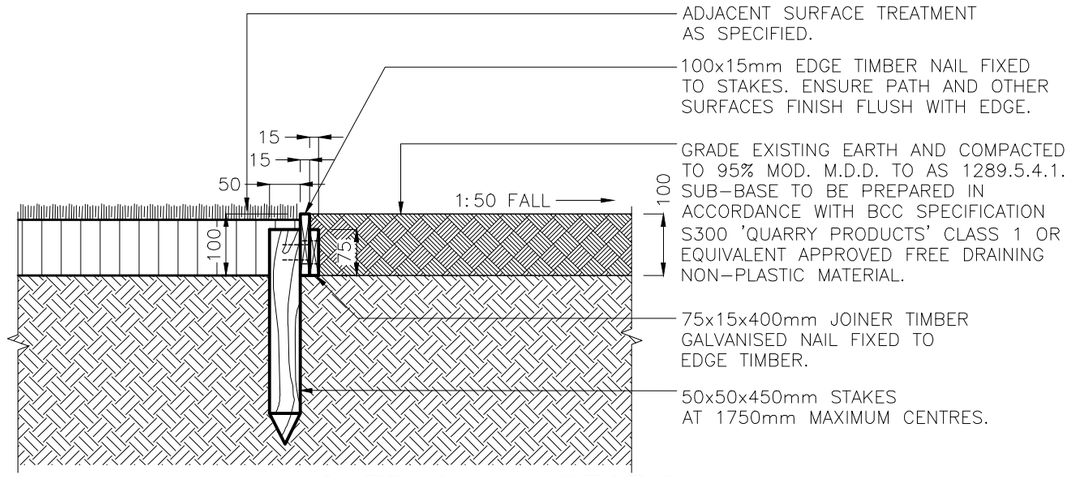
C3. ALL CEMENT TO BE TYPE GP OR GB TO *AS*□□□2□UNLESS SPECIFIED OTHERWISE.

C4. NORMAL AGGREGATE SIZE TO BE 20mm, SLUMP TO BE NOT GREATER THAN 80mm.

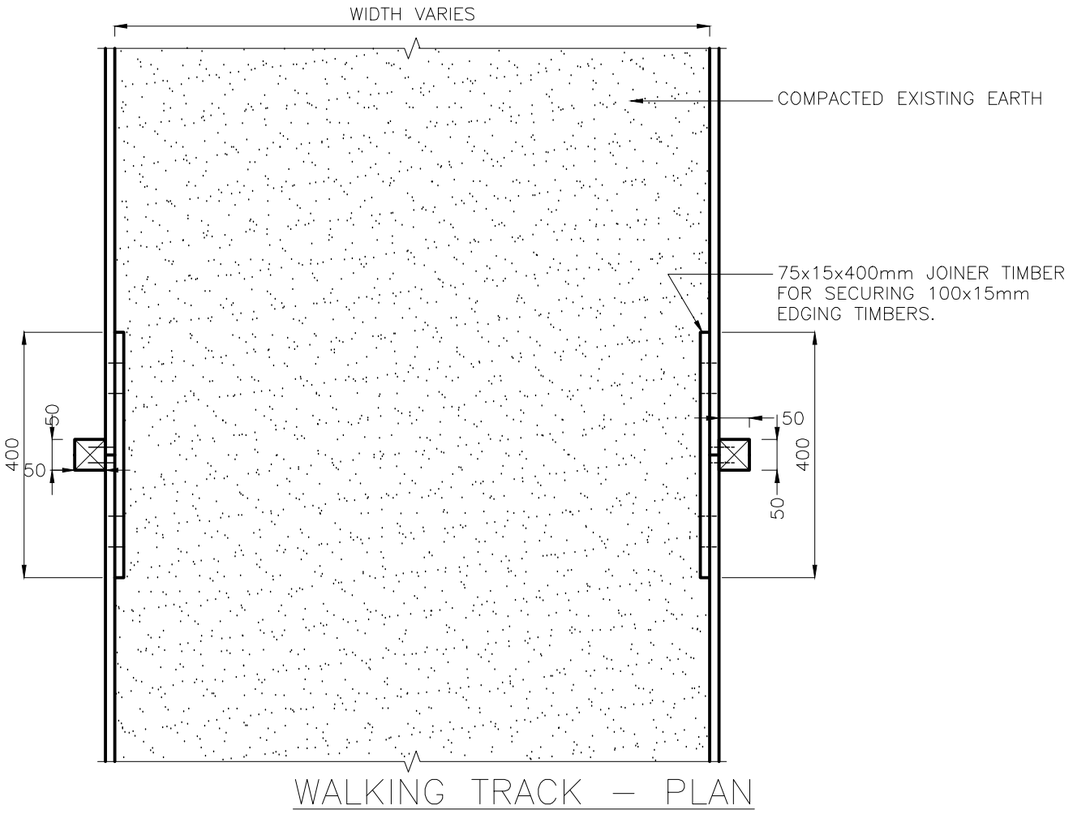
BRISBANE CITY COUNCIL STANDARD DRAWING

PATH
COLOURED AGGREGATE
SPRAY SEAL

PUBLISH DATE	Mar '21
SCALE	1:10
DRAWING NUMBER	BSD-5215
ORIGINAL SIZE	A3
REVISION	B



WALKING TRACK – SECTION



WALKING TRACK – PLAN

GENERAL NOTES & SPECIFICATIONS

- ENSURE WALKING TRACKS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.
- AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.
- MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE, PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.
- REFER TO THE BRISBANE ACCESS AND INCLUSION PLAN 2012–2017 FOR FURTHER INFORMATION WHEN PLANNING AND DESIGNING THE BUILT ENVIRONMENT TO REASONABLY CONSIDER ACCESS AND INCLUSION FOR ALL WHERE APPROPRIATE.
- ENSURE MOWN HEIGHT OF GRASS (TURF) AREA FINISHES FLUSH WITH WALKING TRACK EDGE.
- ENSURE GARDEN AREAS (MULCH) AND NATURAL VEGETATION AREAS FINISH 25mm BELOW ADJACENT F.S.L's OF WALKING TRACK.
- ENSURE EVEN GRADE CROSS-FALLS MIN. 1:50 TO WALKING TRACKS.
- ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

TIMBER WORK NOTES

- TIMBER SHOULD BE SOURCED FROM LEGAL AND SUSTAINABLE SOURCES. TIMBERS ARE CONSIDERED ACCEPTABLE WHERE THERE IS A HIGH DEGREE OF CERTAINTY THAT THEY ARE FROM FORESTS, EITHER NATIVE OR PLANTATION, THAT ARE LEGALLY HARVESTED AND SUSTAINABLY MANAGED. THE CONTRACTOR IS TO SUBMIT EVIDENCE THAT THE TIMBER HAS BEEN OBTAINED FROM A LEGAL AND SUSTAINABLE SOURCE.
- ALL TIMBER TO BE ACQ PRESSURE TREATED OR TANALITH E (COPPER AZOL) TO AS 1608 TREATED ROUGH SAWN APPEARANCE GRADE HARDWOOD OF ONE SPECIES.
- ALL EXPOSED EDGES TO RECEIVE MIN. 5mm WIDE ARRIS.
- PRIOR TO INSTALLATION, ALL CUTS, EDGES, JOINTS TO RECEIVE LIBERAL COATINGS WITH AN APPROVED TIMBER PRESERVATIVE.
- ALL TIMBER IN CONTACT WITH GROUND TO BE PRESERVATIVE TREATED TO HAZARD CLASS H5 TO AS 1604 AND HAVE A DURABILITY CLASS 1 OR 2 TO AS 5604.
- ALL TIMBER TO BE FREE OF KNOTS, SPLINTERS, CRACKS OR ANY MAJOR DEFECT.
- TIMBER PRESERVATIVES – WHERE NO FINISH SPECIFIED, ALL TIMBER TO RECEIVE 3 No COATS OF CLEAR APPROVED TIMBER PRESERVATIVE SUCH AS COPPER NAPTHENATE OIL (FOR ABOVE GROUND USE) AND COPPER NAPTHENATE EMULSION (FOR BELOW GROUND USE).
- LOCATE TIMBER EDGE AS NOTED ON PLAN.
- FIX EDGE WITH 2 (MIN.) NAILS PER STAKE.
- TO FORM CURVES SAW CUT RELIEF TO EDGE TO PROMOTE EASE OF BENDING. STAKE AT CLOSER CENTRES WHERE REQUIRED.

FIXTURES/FITTINGS NOTES

- ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH AS4100 & AS/NZS 1554.
- ALL FIXTURES/FITTINGS UNLESS SPECIFIED ARE TO BE HOT DIPPED GALVANISED UNLESS IN VICINITY OF SALTWATER/SPRAY, ENSURE ALL FASTENERS SHALL BE STAINLESS STEEL. PLASTIC SEPARATORS SHALL BE PROVIDED TO AVOID CONTACT BETWEEN DISSIMILAR MATERIALS.STAINLESS STEEL GRADE 316 TO BE USED. WHERE POSSIBLE ALL FIXINGS TO BE TAMPER/VANDAL PROOF TO MINIMISE DAMAGE OR THEFT.

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	Drawing Converted From UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
PAUL COTTON SIGNATURE ON ORIGINAL DATED 03/09/04
MANAGER INFRASTRUCTURE MANAGEMENT
R.P.E.Q. 2546

DESIGN APPROVED
LAUREN TEMPLEMAN SIGNATURE ON ORIGINAL DATED 31/08/04
PRICIPAL PROGRAM OFFICER PARKS

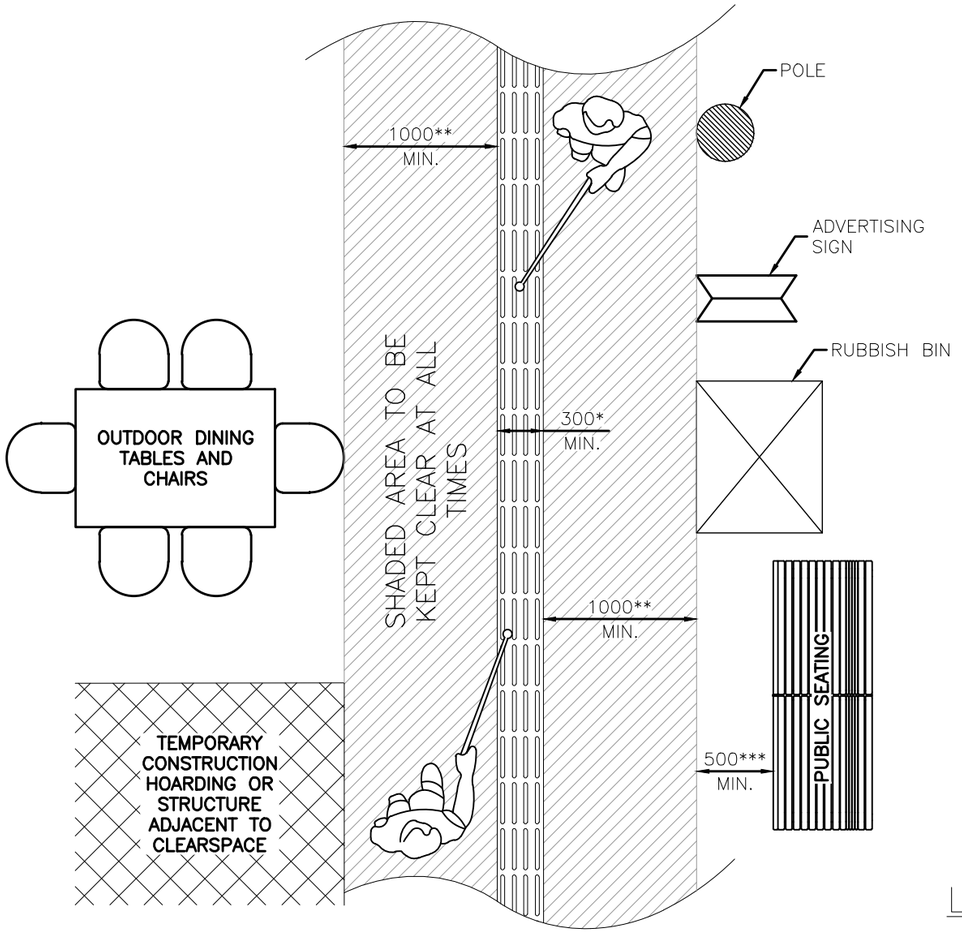
DESIGN	Std Dwgs WG	DATE	OCT '13
DRAWN	CPO - P&D	DATE	OCT '13
CHECKED	UMD - E&P & IMB	DATE	OCT '13
DRAWING FILENAME	BSD-5216 (A) Walking track.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-747		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

WALKING TRACK

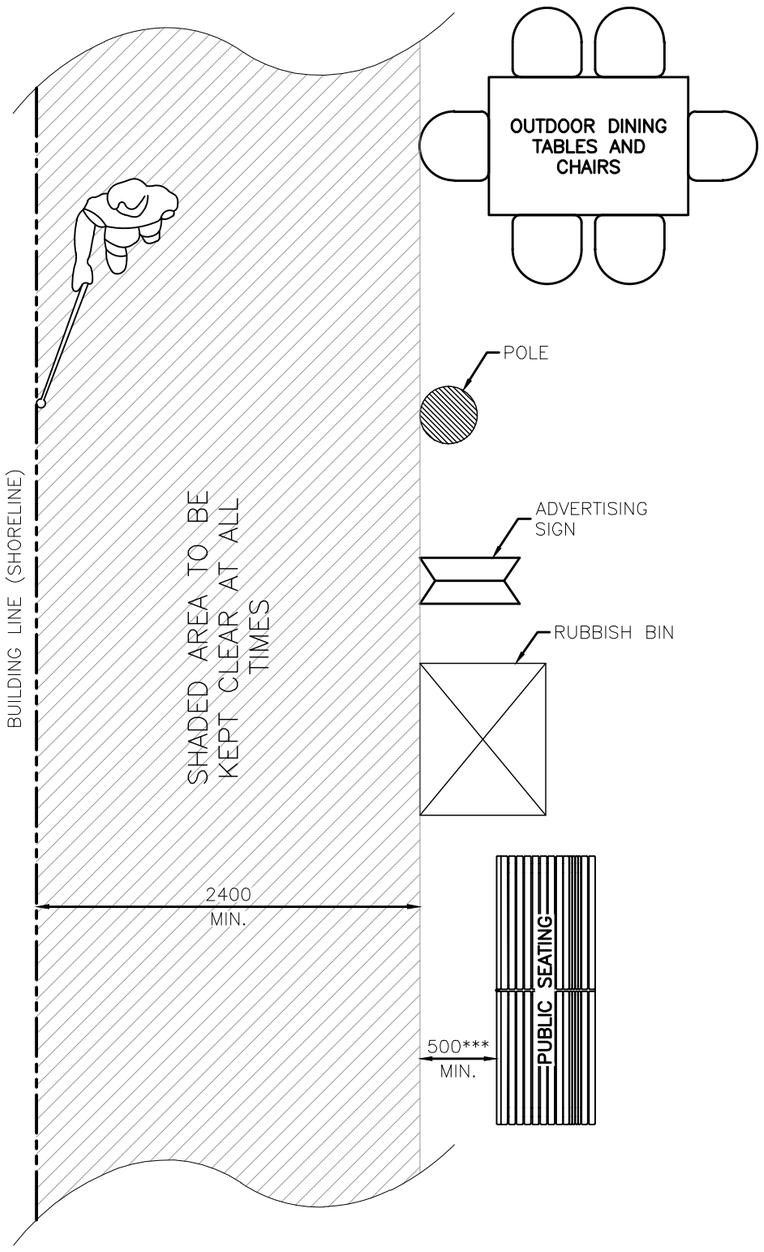
SCALE 1:10
DWG No. BSD-5216
ORIGINAL SIZE A3
REVISION A



VISION IMPAIRED PEDESTRIANS' CLEARANCE REQUIREMENTS ON DIRECTION TGSI ('BRAILLE') TRAIL

LEGEND

	PERMANENT DIRECTIONAL TGSI
*	REFER NOTE 2
**	REFER NOTE 4
***	REFER NOTE 5



VISION IMPAIRED PEDESTRIANS' CLEARANCE REQUIREMENTS FROM BUILDING SHORELINE

NOTES:

1. REFER TO AS1428.4.1 FOR GENERAL DETAIL ON THE SELECTION AND PLACEMENT OF TGSI.
2. WIDTH OF DIRECTIONAL TGSI TO BE 300 MINIMUM, 600 MAXIMUM AS PER AS1428.4.1.
3. WIDTH OF WARNING TGSI TO BE 600 AS PER AS1428.4.1.
4. OBSTRUCTION SHOWN (POLE, SIGN, FURNITURE, SEATING ETC.) ARE EXAMPLES ONLY.
5. 1000 MINIMUM CLEARANCE BETWEEN ANY OBSTRUCTION AND DIRECTIONAL TGSI AS PER CLAUSE 6.3 OF AS1428.1.
6. 500 MINIMUM CLEARANCE BETWEEN SEATING AND DIRECTIONAL TGSI AS PER CLAUSE 27.1 OF AS1428.2.
7. REFER TO STANDARD DRAWINGS BSD–2101 TO BSD–2111 FOR TGSI REQUIREMENTS AT BUS STOPS.
8. REFER TO STANDARD DRAWINGS BSD–5231 TO BSD–5234 FOR TGSI REQUIREMENTS AT KERB RAMPS AND OTHER PEDESTRIAN CROSSINGS.
9. ALL DIMENSIONS ARE IN MILLIMETRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	ORIGINAL ISSUE	Oct '14	Oct '14	Jun '15

DRAWING AUTHORISED FOR PUBLICATION
I. Condric Approved
June 2015
For ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
M. Tucker Approval on Original
June 2015
SENIOR PROJECT OFFICER
COMMUNITY FACILITIES PLANNING AND DESIGN

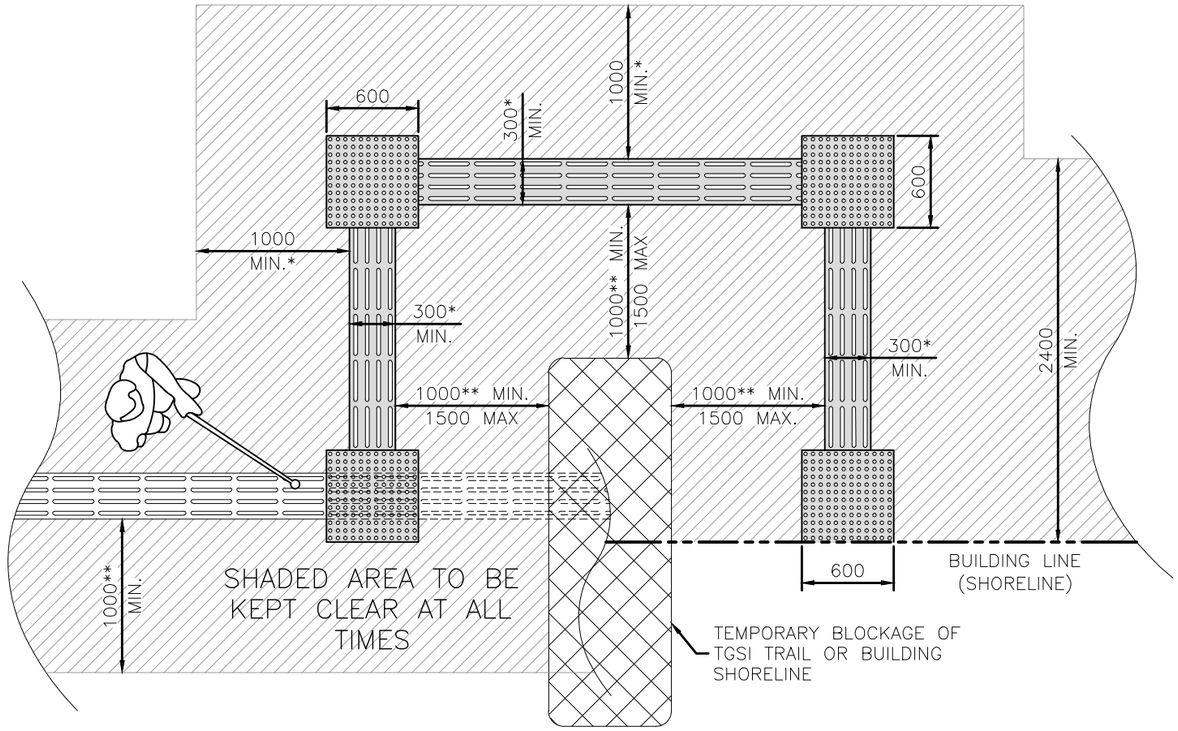
DESIGN	A&I Team	DATE	Jul '14
DRAWN	DL	DATE	Oct '14
CHECKED	Std Dwg Wkg Grp	DATE	May '15
DRAWING FILENAME	BSD-5217 (B) Directional TGSI_wayfinding trails - Prenanent clearences - Sheet 1 of 2.dwg		
ASSOCIATED PLANS			

BRISBANE CITY

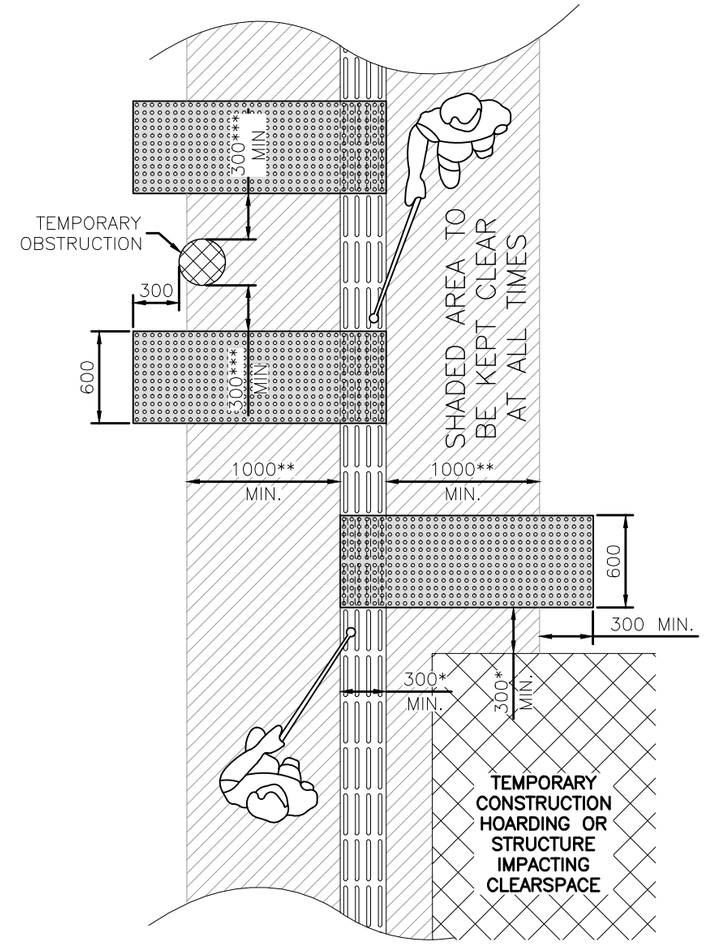
BRISBANE CITY COUNCIL STANDARD DRAWING

DIRECTIONAL TGSI/WAYFINDING TRAILS – PERMANENT CLEARANCES SHEET 1 OF 2

SCALE: NOT TO SCALE
DWG No.: BSD–5217
ORIGINAL SIZE: A3
REVISION: B



VISION IMPAIRED PEDESTRIANS' DETOUR WHEN DIRECTION TGSI TRAIL IS TEMPORARILY OBSTRUCTED



WARNINGS FOR VISION IMPAIRED PEDESTRIANS' WHEN TGSI CLEARANCES ARE TEMPORARILY COMPROMISED

LEGEND

- PERMANENT DIRECTIONAL TGSI
- TEMPORARY DIRECTIONAL TGSI
- PERMANENT DIRECTIONAL TGSI TO BE COVERED OR REMOVED DURING TRAIL DIVERSION
- TEMPORARY WARNING TGSI
- * REFER NOTE 2
- ** REFER NOTE 4
- *** REFER NOTE 5

NOTES:

1. REFER TO AS1428.4.1 FOR GENERAL DETAIL REGARDING THE SELECTION AND PLACEMENT OF TGSI.
2. WIDTH OF DIRECTIONAL TGSI TO BE 300 MINIMUM, 600 MAXIMUM AS PER AS1428.4.1.
3. WIDTH OF WARNING TGSI TO BE 600 AS PER AS1428.4.1.
4. 1000 MINIMUM CLEARANCE BETWEEN ANY OBSTRUCTION AND DIRECTIONAL TGSI AS PER CLAUSE 6.3 OF AS1428.1.
5. 300 MINIMUM CLEARANCE TO GANTRY LEG AS PER CLAUSE 2.3.3 OF AS1428.4.1.
6. REFER TO STANDARD DRAWINGS BSD–2101 TO BSD–2111 FOR TGSI REQUIREMENTS AT BUS STOPS.
7. REFER TO STANDARD DRAWINGS BSD–5231 TO BSD–5234 FOR TGSI REQUIREMENTS AT KERB RAMPS AND OTHER PEDESTRIAN CROSSINGS.
8. ALL DIMENSIONS ARE IN MILLIMETRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	ORIGINAL ISSUE	Oct '14	Oct '14	JUN '15

DRAWING AUTHORISED FOR PUBLICATION
I. Condric Approved
June 2015
For ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
M. Tucker Approval on Original
June 2015
SENIOR PROJECT OFFICER
COMMUNITY FACILITIES PLANNING AND DESIGN

DESIGN	A&I Team	DATE	Jul '14
DRAWN	DL	DATE	Oct '14
CHECKED	Std Dwg Wkg Grp	DATE	May '15
DRAWING FILENAME	BSD-5217 (B) Directional TGSI_wayfinding trails - Temporary diversions - Sheet 2 of 2.dwg		
ASSOCIATED PLANS			

BRISBANE CITY

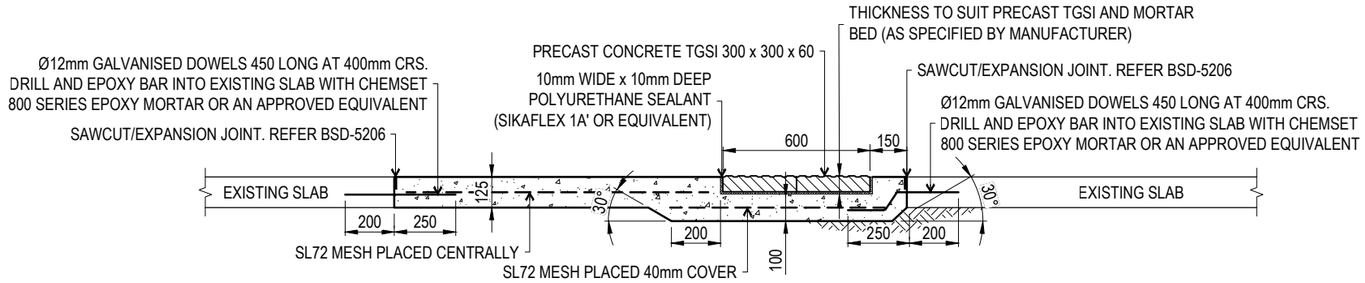
BRISBANE CITY COUNCIL STANDARD DRAWING

DIRECTIONAL TGSI/WAYFINDING TRAILS – TEMPORARY DIVERSIONS SHEET 2 OF 2

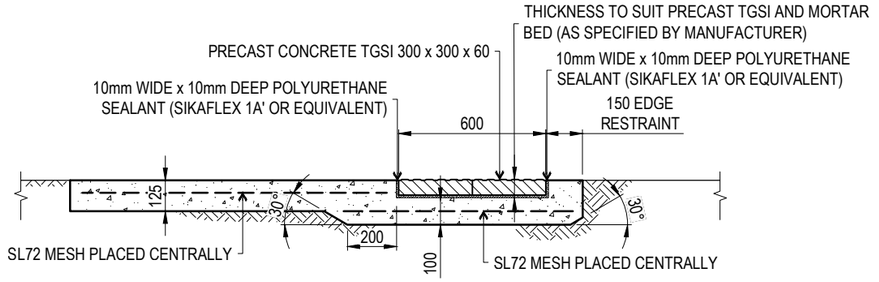
SCALE: NOT TO SCALE
DWG No.: BSD–5217
ORIGINAL SIZE: A3
REVISION: B

TACTILE GROUND SURFACE INDICATOR COLOURS FOR HARDSTAND

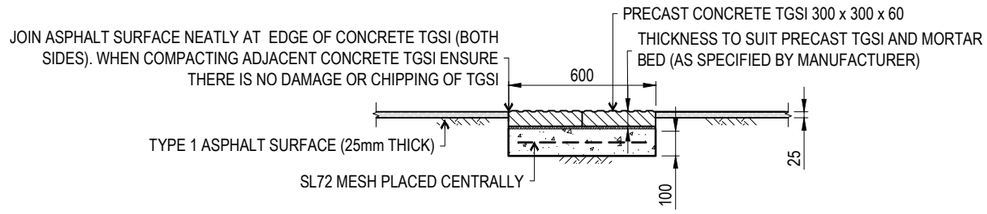
BACKGROUND PAVEMENT FINISH (OR APPROVED EQUIVALENT)	PERMANENT INSTALLATIONS	TEMPORARY AND RETROFIT INSTALLATIONS
	CCS COLOUR *REFER NOTES 1, 2, 3 AND 5*	COLOUR *REFER NOTES 1, 6, 7 AND 8*
BROOM FINISH (GENERAL PURPOSE CONCRETE)	CCS VOODOO	BLACK
CBD HONED CONCRETE (HANSON RACONA)	CCS VOODOO	BLACK
EXPOSED AGGREGATE WITHIN 5km RADIUS OF CBD (HANSON VICTORIA FALLS)	CCS VOODOO	BLACK
EXPOSED AGGREGATE OUTSIDE OF 5km RADIUS OF CBD (HANSON BLUE GOLD)	CCS VOODOO	BLACK
HANSON CHEQUERBOARD	CCS VOODOO	BLACK
HANSON HONEY RED	CCS VOODOO	BLACK
HANSON MARTIAN RED	CCS VOODOO	BLACK
HANSON BLUE HEELER	CCS VOODOO	BLACK
HANSON DARK JADE	CCS VOODOO	BLACK
HANSON TIGER STONE	CCS VOODOO	BLACK
HANSON MOONSTONE	CCS VOODOO	BLACK
HANSON CHARCOAL	CCS VOODOO	BLACK
ASPHALT	CCS PEWTER	IVORY



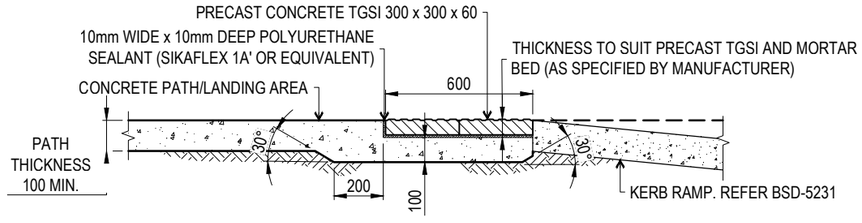
JOIN TO EXISTING CONCRETE PATH



NEW CONSTRUCTION



ASPHALT SURFACE



KERB RAMP INSTALLATION

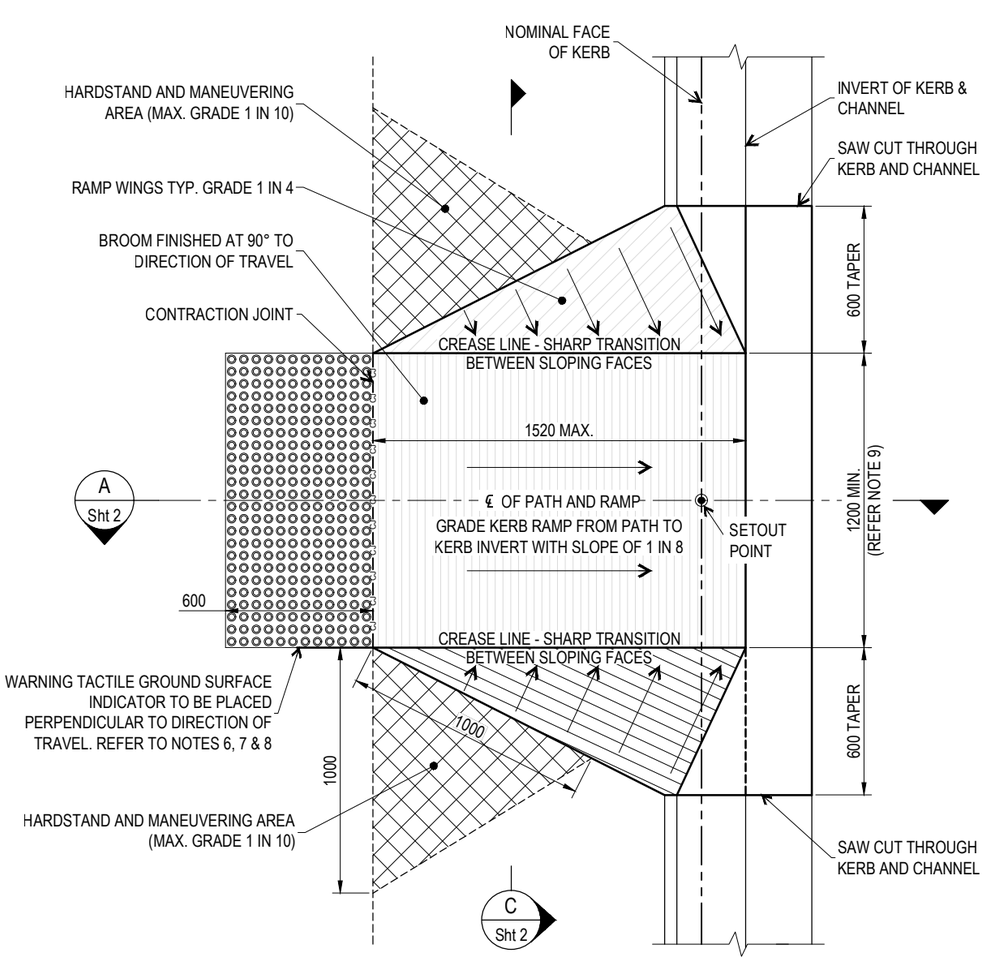
NOTES:

1. TGSI TYPES BY INSTALLATION TYPE:
   - PERMANENT INSTALLATIONS: CONCRETE PAVER TGSI;
   - RETROFIT INSTALLATIONS: RIGID POLYMER COMPOSITE OR PRESSED SINGLE SHEET METAL TGSI;
   - TEMPORARY INSTALLATIONS: RIGID POLYMER COMPOSITE, PRESSED SINGLE SHEET METAL OR POLYURETHANE TGSI.
2. CONCRETE TGSI REQUIREMENTS AS PER CLAUSE 7.6 OF THE REFERENCE SPECIFICATIONS FOR ENGINEERING WORK S205 CENTRES HONED CONCRETE PATHS.
3. A PENETRATING CONCRETE SEALER SHALL BE APPLIED TO ALL CONCRETE TGSI - EITHER:
   - 'PRO GLO PROFESSIONAL SEAL';
   - 'CONCRETE COLOUR SYSTEM (CCS) STREETSCAPE SEALER';
   - 'BASF MATERSEAL 333'; OR
   - APPROVED EQUIVALENT TO THE LISTED PRODUCTS.
4. THE TACTILE GROUND SURFACE INDICATORS (TGSI) IDENTIFIED IN THIS TABLE MEET THE LUMINANCE CONTRAST REQUIREMENTS WITH THE BACKGROUND PAVEMENTS/SURFACES REQUIRED BY *AS1428.4.1*. THE TGSI COLOUR SELECTION WAS THE RESULT OF INDEPENDENT TESTING USING THE METHODOLOGY SETOUT IN APPENDIX E OF *AS1428.4.1*.
5. PERMANENT INSTALLATIONS REFER TO NEW AND RECONSTRUCTION INSTALLATION.
6. RETROFIT AND TEMPORARY INSTALLATIONS ARE DEFINED AS:
   - EXISTING SURFACES WHERE IT IS IMPRACTICAL TO INSTALL CONCRETE PAVER TGSI;
   - BRICK AND CLAY INTERLOCKING PAVER SURFACES;
   - RETRO-FITTING TO BRIDGE STRUCTURES;
   - PRE-TENSIONED AND CANTILEVERED SLABS/STRUCTURES;
   - SERVICE PIT LIDS;
   - TEMPORARY BUS STOPS;
   - TEMPORARY HOARDING AND GANTRY WARNING/DIRECTION SITUATIONS.
7. TEMPORARY SITUATIONS ARE TO BE FOR INSTALLATIONS NO LONGER THAN 12 MONTHS IN DURATION.
8. RIGID POLYMER COMPOSITE, PRESSED SINGLE SHEET METAL AND POLYURETHANE TGSI TO BE INSTALLED TO MANUFACTURERS/SUPPLIERS REQUIREMENTS.
9. YELLOW TGSI ARE NOT TO BE USED UNLESS DIRECTED.
10. DIMENSIONS IN MILLIMETRES (U.N.O.)

BRISBANE CITY COUNCIL STANDARD DRAWING

TACTILE GROUND SURFACE INDICATOR DETAIL

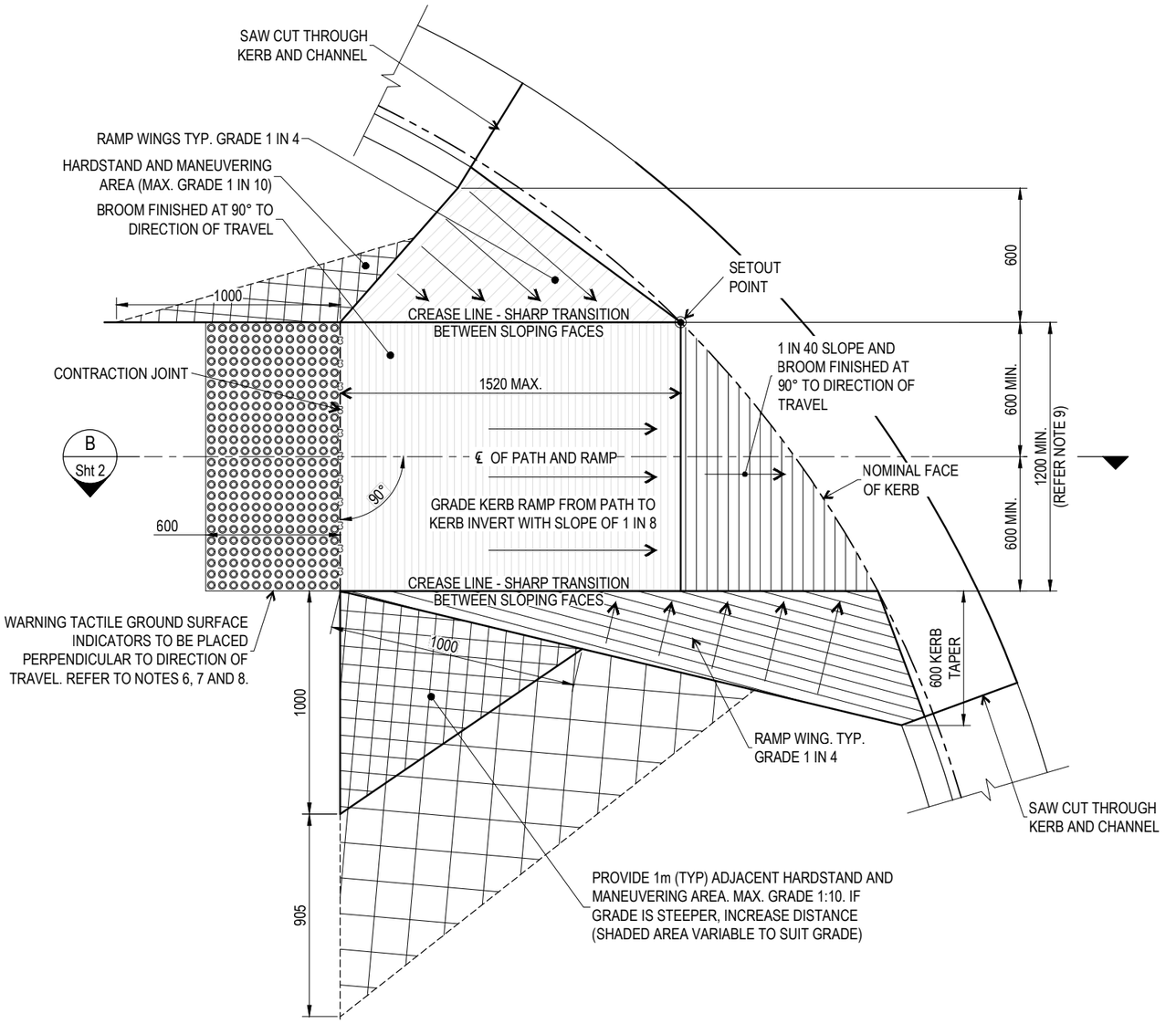
PUBLISH DATE	DEC 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5218
ORIGINAL SIZE	A3
REVISION	C



STANDARD KERB RAMP

PLAN VIEW

(TYPE 'D' KERB AND CHANNEL SHOWN)



DIRECTIONAL KERB RAMP

PLAN VIEW

(TYPE 'E' KERB AND CHANNEL SHOWN)

NOTES:

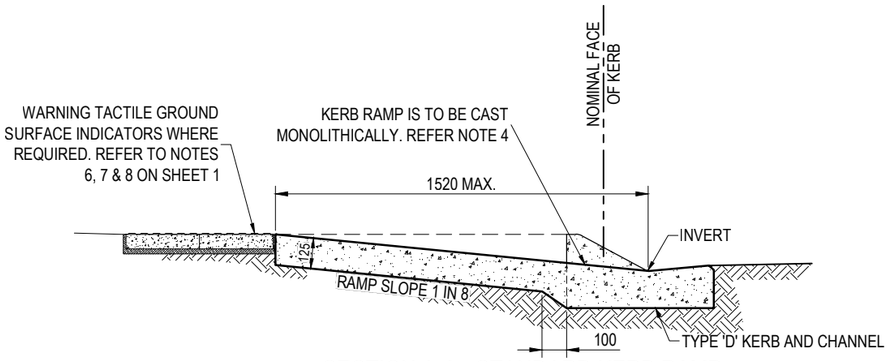
1. THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES (BSD-0019) FOR DETAIL.
2. ALL CONCRETE TO BE GRADE N32.
3. ALL CONCRETE TO BE BROOM FINISHED.
4. KERB RAMP IS TO BE CAST MONOLITHICALLY (i.e. IN A SINGLE POUR) WITH THE KERB AND CHANNEL. EXISTING KERB AND CHANNEL TO BE SAW CUT AND REMOVED.
5. MAXIMUM SLOPE OF 1 IN 8 COMPLIES WITH *AS/NZS1428* DESIGN FOR ACCESS AND MOBILITY.
6. TACTILE GROUND SURFACE INDICATORS (TGSI's) ONLY TO BE USED ON RAMPS WITH A GRADE OF 1 IN 9 OR FLATTER OR WHERE A NEED IS DEEMED TO EXIST.
7. TACTILE GROUND SURFACE INDICATORS (TGSI) IN ACCORDANCE WITH *AS/NZS1428.4 DESIGN FOR ACCESS AND MOBILITY*.
8. TGSI TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218.
9. WIDTH OF KERB RAMP TO MATCH NEW OR EXISTING (WHERE PRESENT) PATH WIDTH, MIN. 1200 WIDE.
10. DIMENSIONS IN MILLIMETRES (U.N.O.).

THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

BRISBANE CITY COUNCIL STANDARD DRAWING

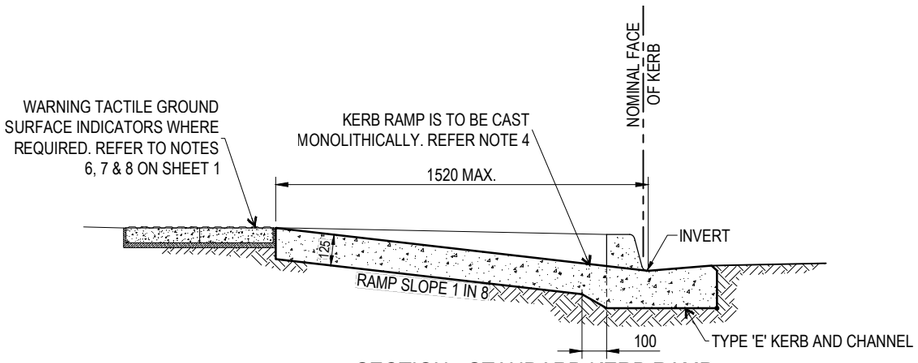
KERB RAMP
PLAN VIEWS AND NOTES
SHEET 1 OF 2

PUBLISH DATE	JUN 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5231
ORIGINAL SIZE	A3
REVISION	E



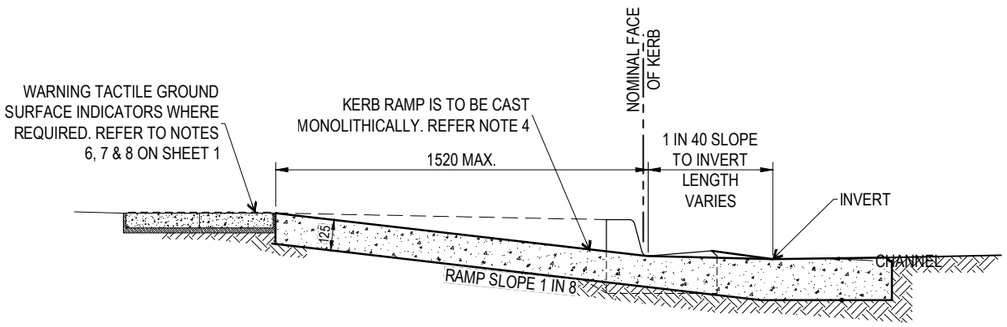
SECTION A-A - STANDARD KERB RAMP

TYPE 'D' KERB & CHANNEL



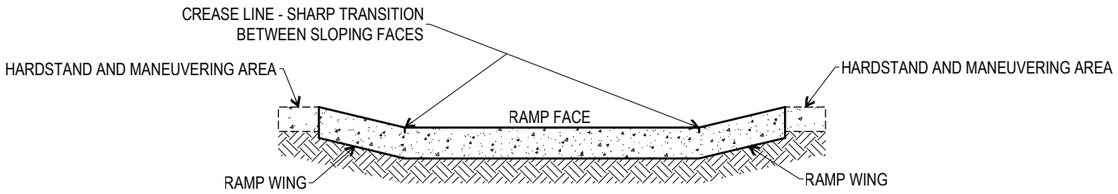
SECTION - STANDARD KERB RAMP

TYPE 'E' KERB & CHANNEL

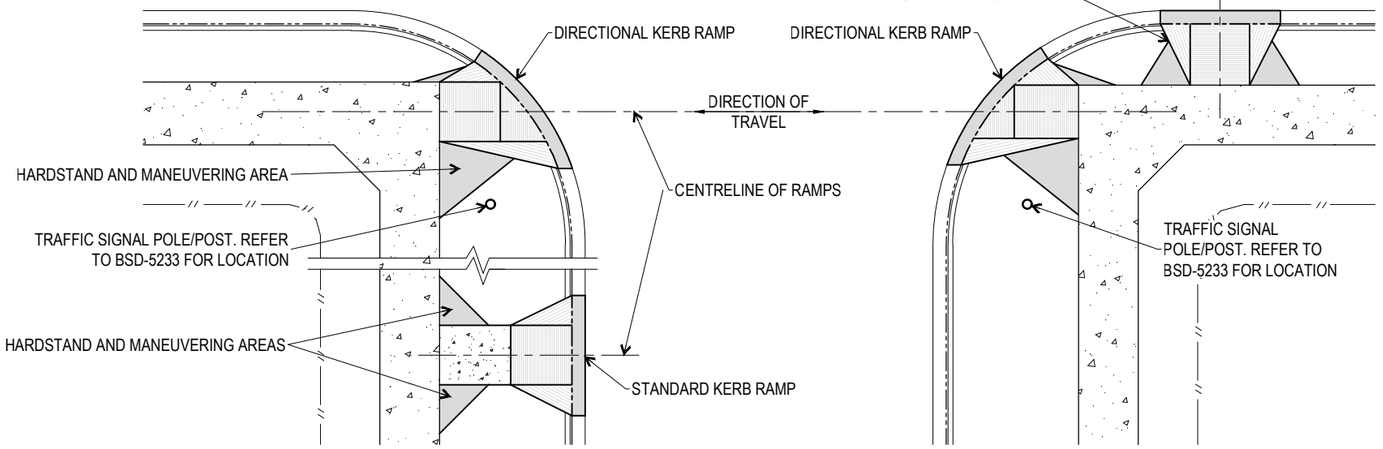


SECTION B-B: DIRECTIONAL KERB RAMP

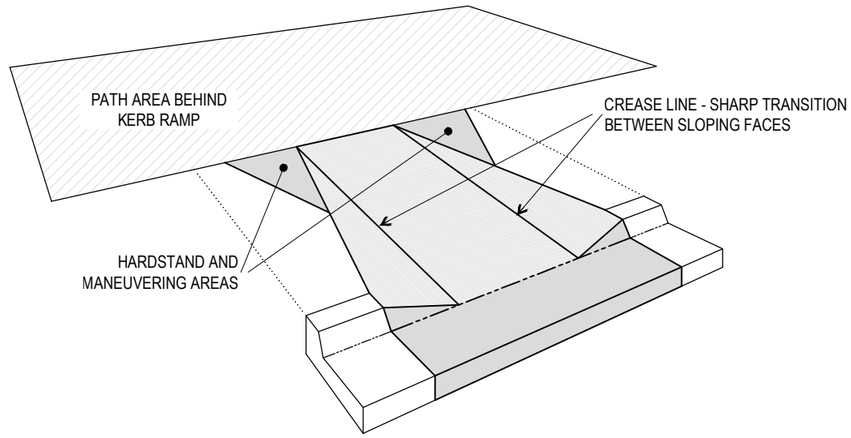
TYPE 'E' KERB & CHANNEL



SECTION C-C: TYPICAL FRONT SECTION



TYPICAL LOCATIONS



PICTORIAL VIEW

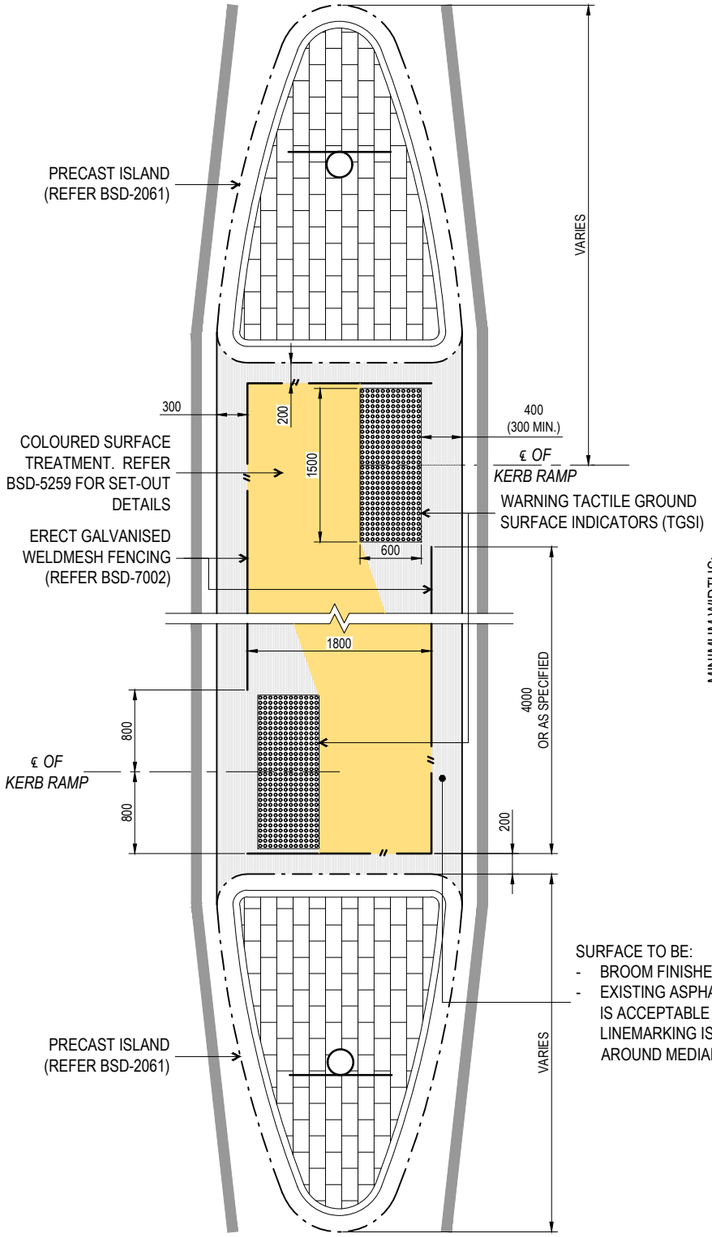
(STANDARD KERB RAMP, TYPE 'E' K&C)

THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

BRISBANE CITY COUNCIL STANDARD DRAWING

KERB RAMP
SECTIONS AND LAYOUTS
SHEET 2 OF 2

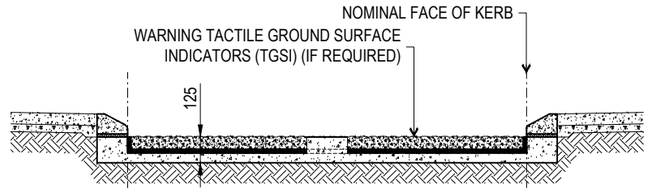
PUBLISH DATE	JUN 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5231
ORIGINAL SIZE	A3
REVISION	E



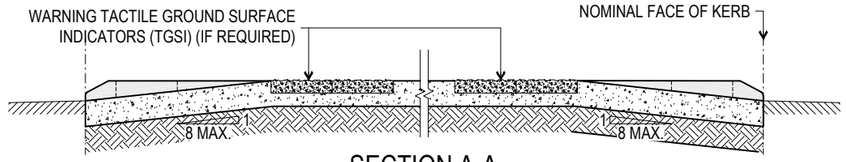
PLAN

TYPICAL PEDESTRIAN ISLAND WITH SAFETY FENCING

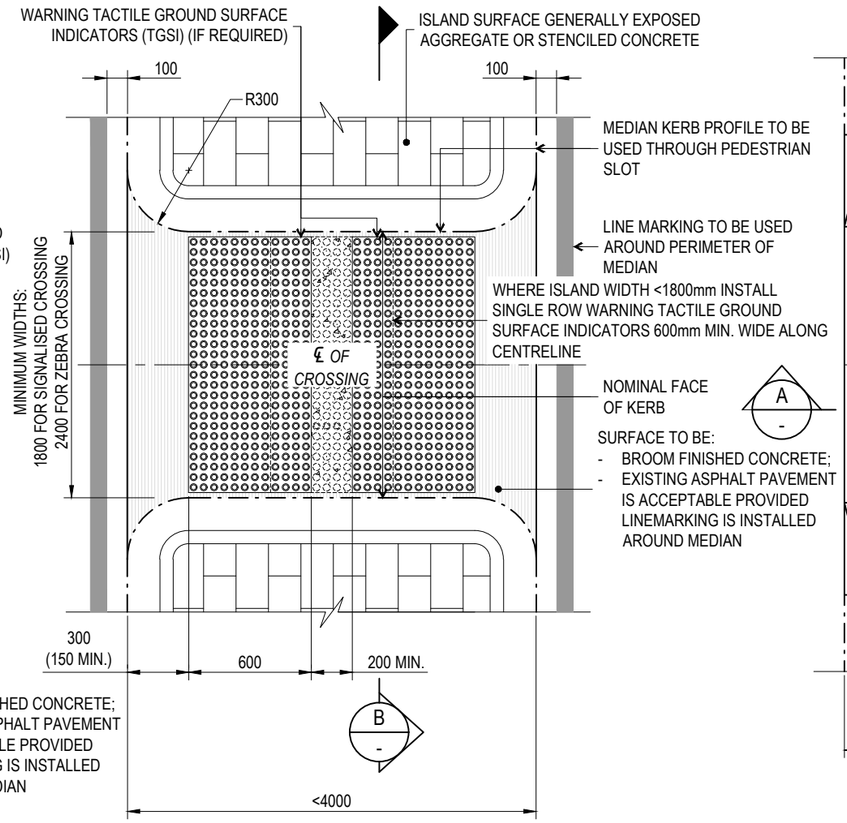
REFER BSD-5258 FOR ADDITIONAL DETAIL



SECTION B-B



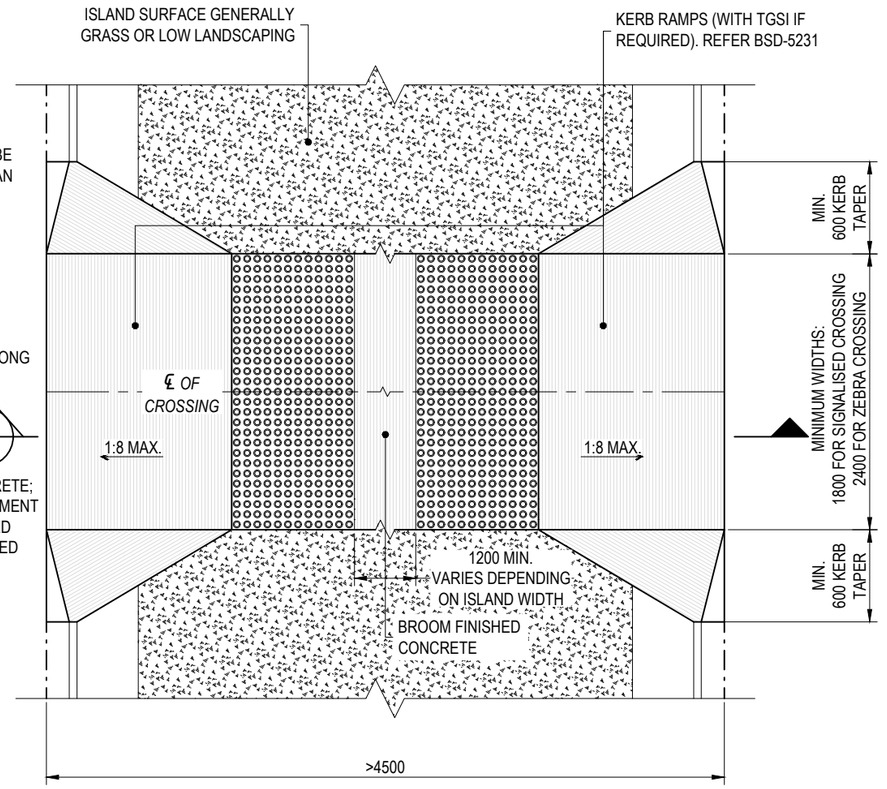
SECTION A-A



PLAN

PEDESTRIAN SLOT

PREFERRED OPTION FOR ALL PEDESTRIAN MEDIAN CROSSINGS
MUST BE USED FOR NARROW MEDIANS (<4000)



PLAN

PEDESTRIAN RAMP

ONLY USED FOR MEDIANS >4500.

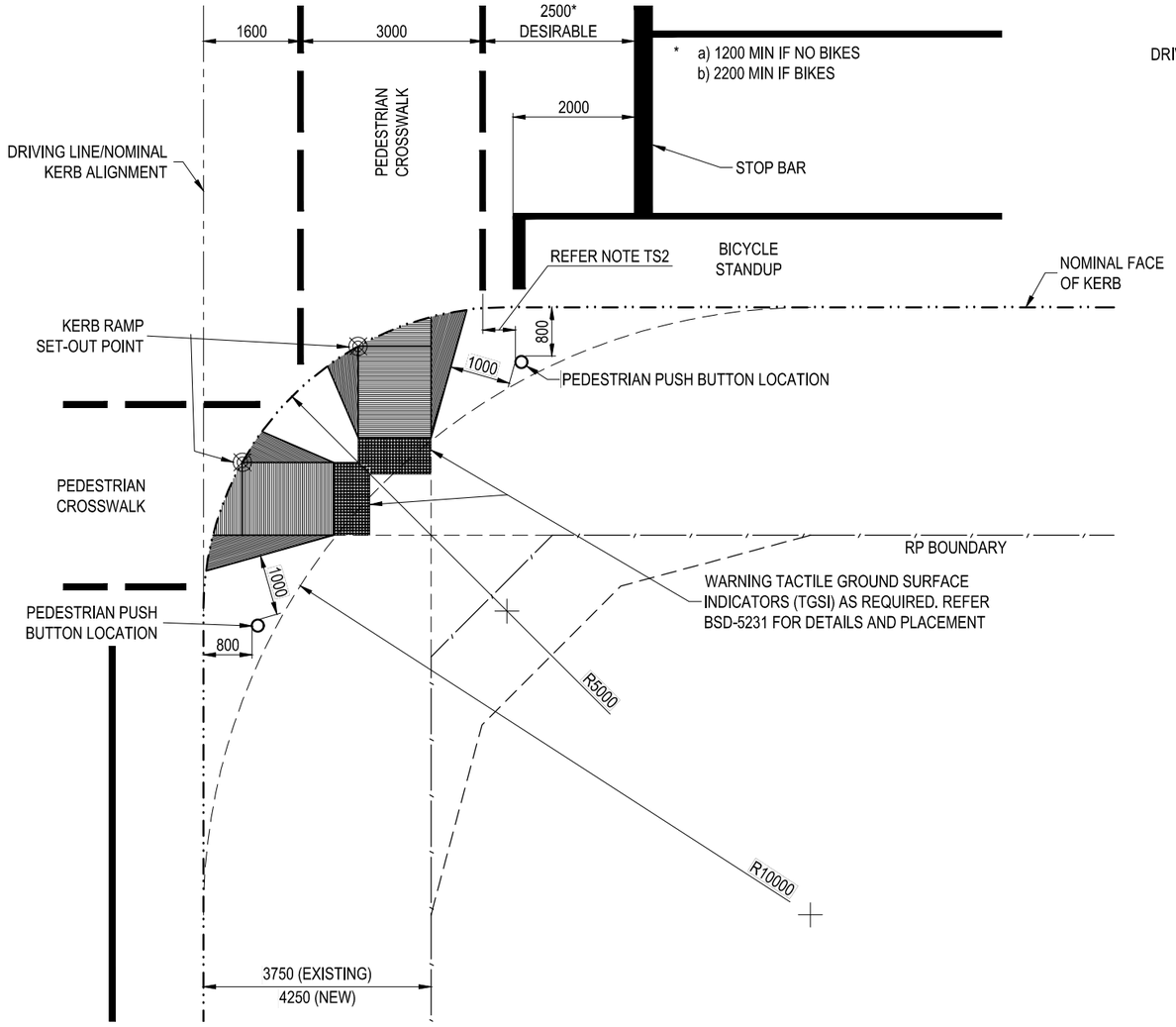
NOTES:

1. ALL CONCRETE TO BE GRADE N25.
2. PEDESTRIAN RAMP TO BE BROOM FINISHED CONCRETE. FOR SLIP RESISTANCE REQUIREMENTS, REFER TO REFERENCE SPECIFICATION FOR ENGINEERING WORKS S155 ROAD PAVEMENT MARKINGS.
3. EXISTING CONCRETE AND ASPHALT ABUTTING PROPOSED ISLAND RAMP TO BE SAW CUT.
4. MAXIMUM SLOPE OF 1 IN 8 COMPLIES WITH *AS1428* 'DESIGN FOR ACCESS AND MOBILITY'.
5. TACTILE GROUND SURFACE INDICATORS (TGSI's) IN ACCORDANCE WITH *AS1428*. 'DESIGN FOR ACCESS AND MOBILITY'.
6. TGSI TO BE INSTALLED AS PER BSD-5218.
7. WHERE KERB RAMP GRADE FLATTER THAN 1 IN 8, INSTALL TACTILE GROUND SURFACE INDICATORS. REFER BSD-5231.
8. DIMENSIONS IN MILLIMETRES (U.N.O.).

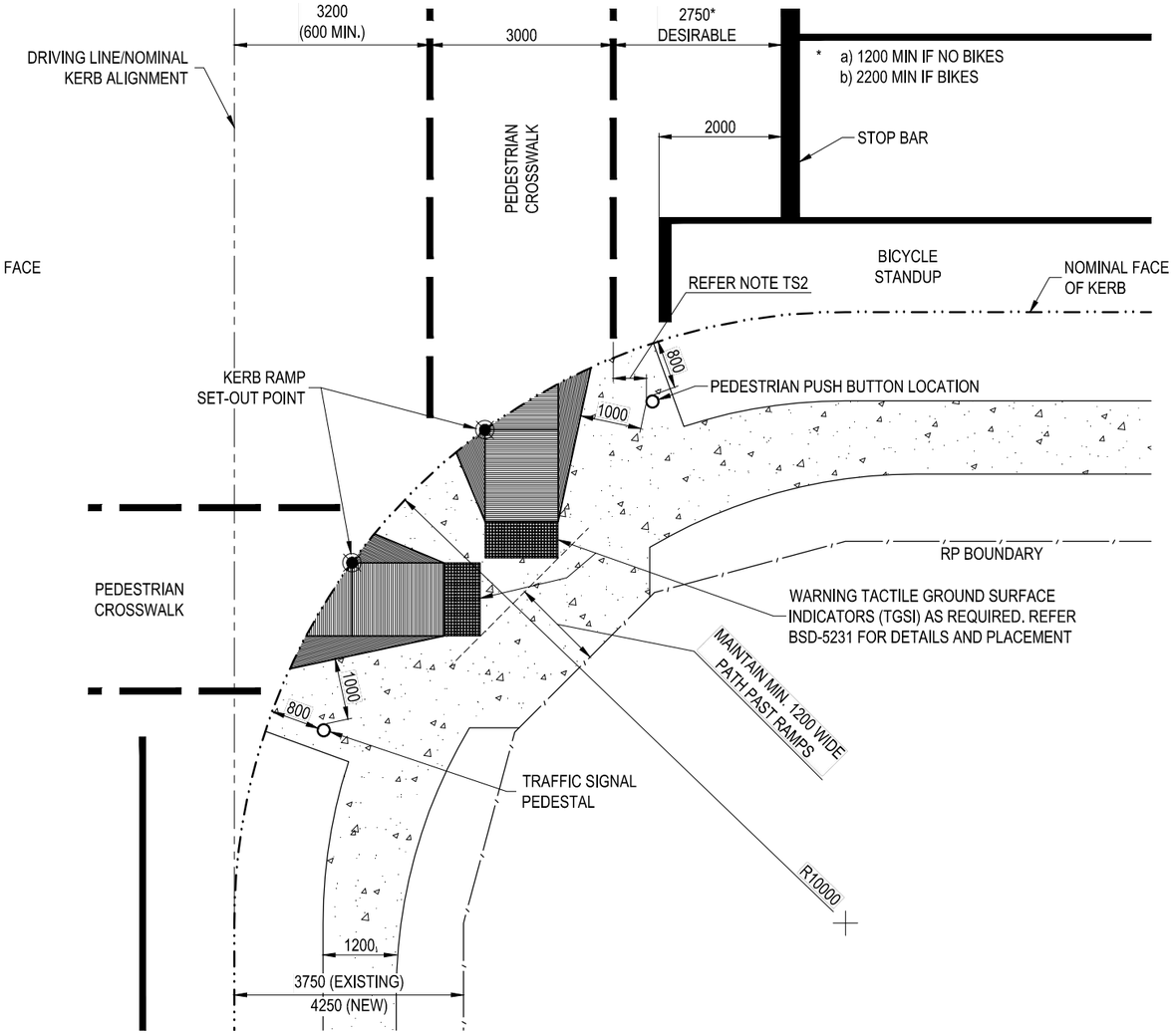
BRISBANE CITY COUNCIL STANDARD DRAWING

ISLAND PEDESTRIAN ACCESS

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5232
ORIGINAL SIZE	A3
REVISION	D



CITY LOCATION



SUBURBAN LOCATION

NOTES:

CITY LOCATION KERB RAMP

CL1. TO ALIGN WITH PRIVATE (RP) PROPERTY BOUNDARY (SHORELINE).
CL2. KERB RAMPS TO BE CENTRAL IN CROSS WALK.

PEDESTRIAN PUSH BUTTON

TS1. 800 FROM NFK, 2000 MAX.
TS2. SHOULD BE LOCATED NOT MORE THAN 1000 OUTSIDE THE PROJECTION OF THE SIGNALISED CROSSING
TS3. 1000 CLEAR OF KERB RAMP WING.
TS4. ALIGNS WITH BICYCLE STOP BAR (WHERE PRESENT)

SUBURBAN LOCATION KERB RAMP

SL1. NOT POSSIBLE TO ALIGN WITH PRIVATE PROPERTY BOUNDARY.
SL2. KERB RAMPS TO BE CENTRAL IN CROSS WALK.
SL3. GRADE UP AT 1:8 FROM SET-OUT POINT.
SL4. LOCATE SUCH THAT CROSS WALK LINES DO NOT INTERSECT. MAY SEPARATE RAMPS FURTHER APART, HOWEVER THIS WILL AFFECT PHASE TIMING OF SIGNALS.

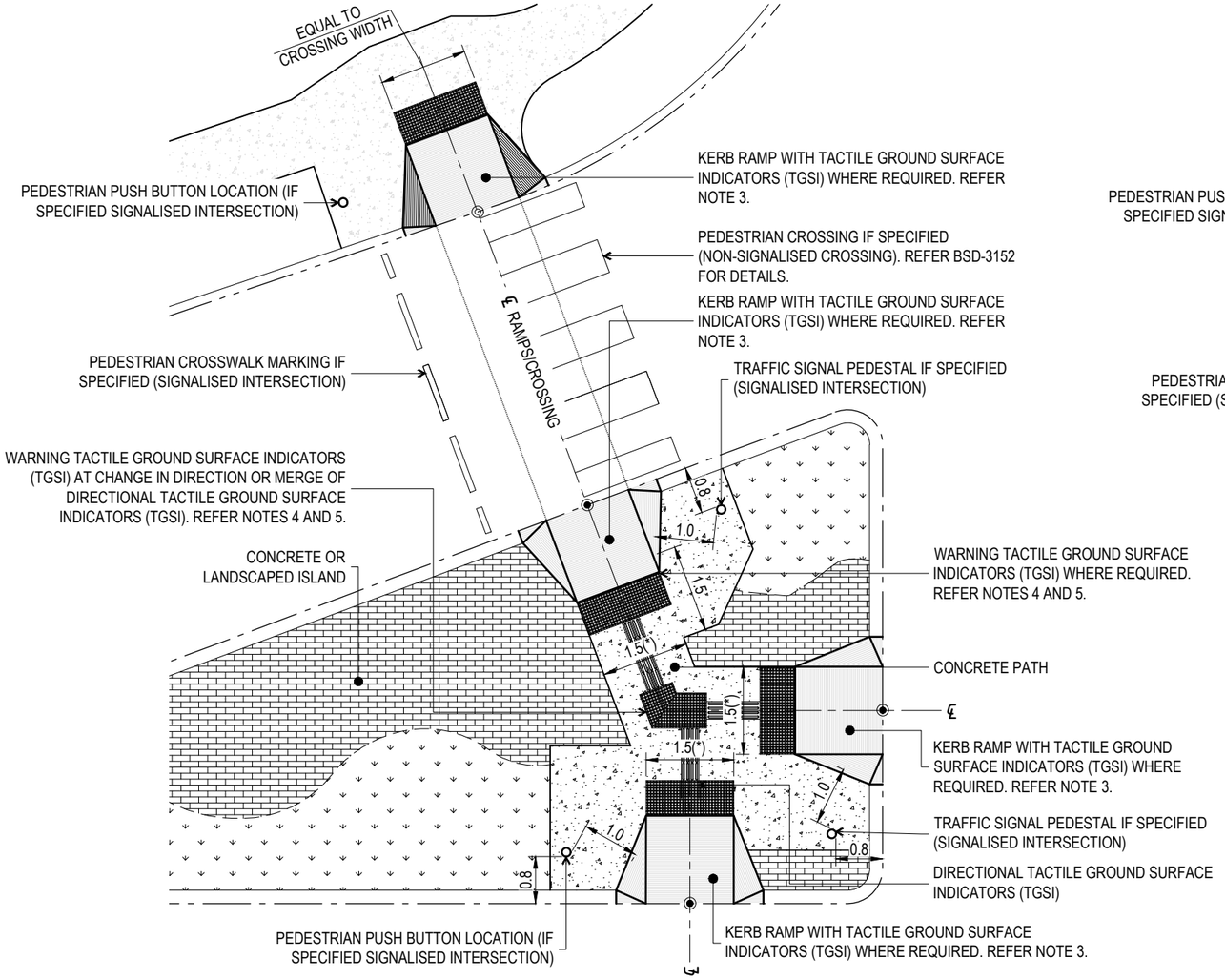
GENERAL NOTES

G1. TACTILE GROUND SURFACE INDICATORS (TGSI) IN ACCORDANCE WITH *AS/NZS1428.4 DESIGN FOR ACCESS AND MOBILITY*.
G2. TGSI TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218
G3. REFER BSD-5231 FOR KERB RAMP DETAILS.
G4. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

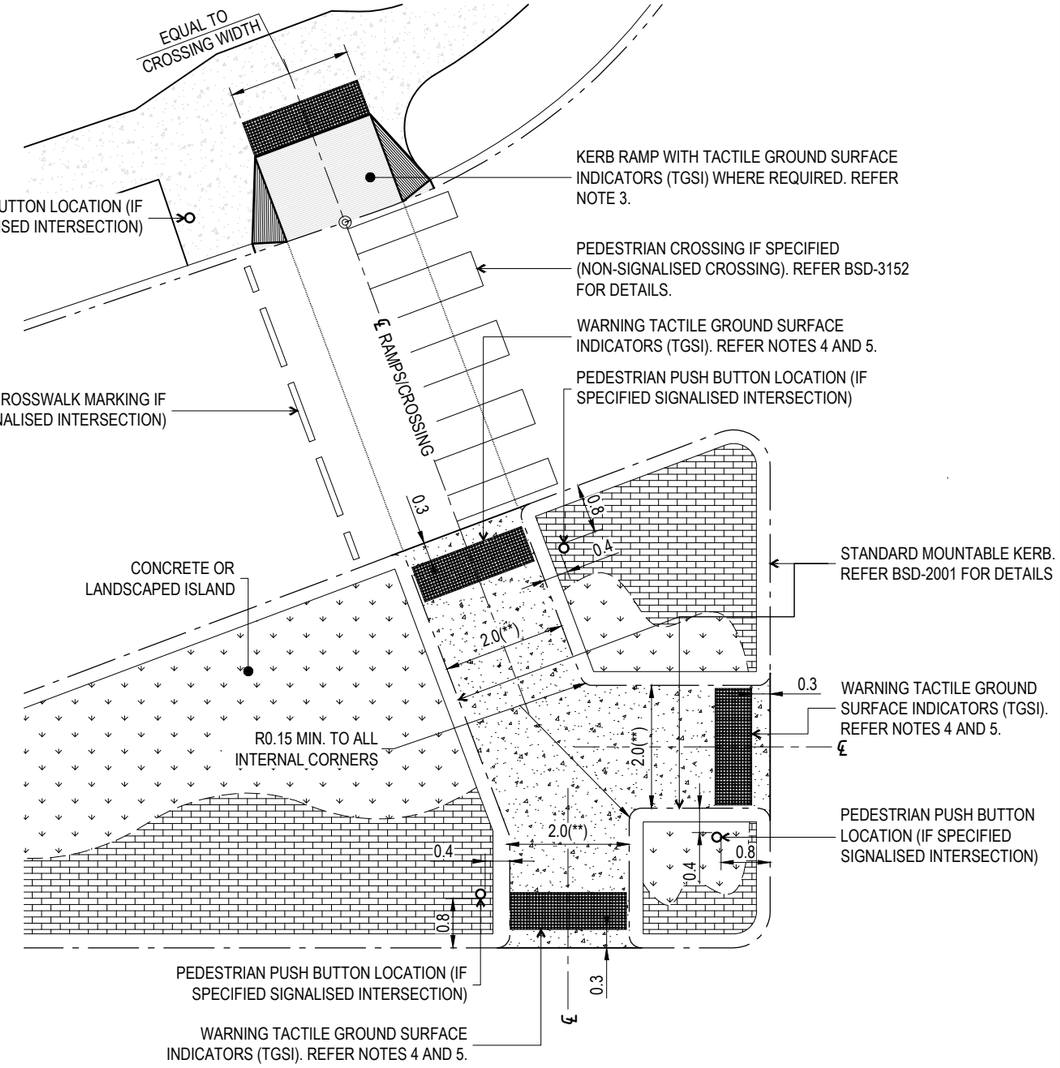
BRISBANE CITY COUNCIL STANDARD DRAWING

TYPICAL KERB RAMP AND TRAFFIC SIGNAL PEDESTAL LOCATION

PUBLISH DATE	MAR 2021
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5233
ORIGINAL SIZE	A3
REVISION	C



TRAFFIC ISLAND WITH RAISED SURFACE AND KERB RAMPS



TRAFFIC ISLAND WITH PEDESTRIAN SLOT/CUT-THROUGH

TYPICAL SIGNALISED INTERSECTION TREATMENT AT LEFT TURN SLIP LANE

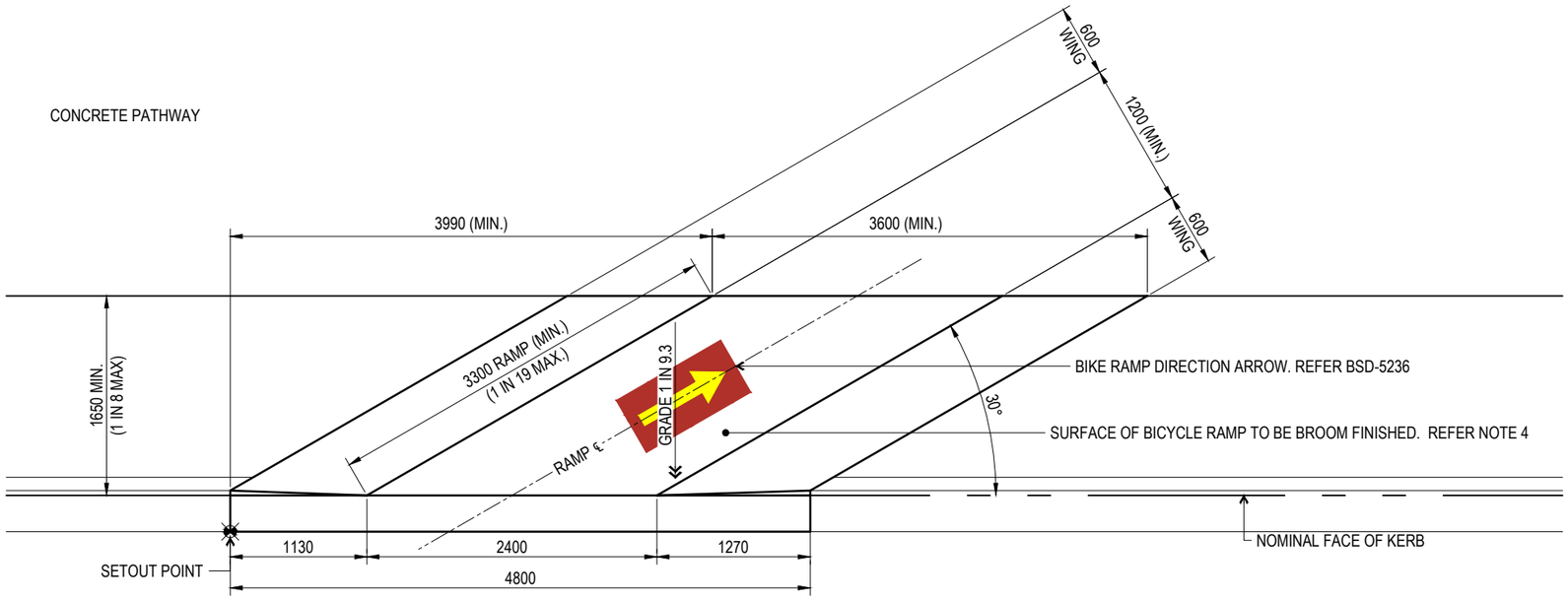
NOTES:

1. (*) = MINIMUM WIDTH FOR CONCRETE PATH.
2. (**) = MINIMUM WIDTH FOR "SLOT" OPENING IN ISLAND.
3. KERB RAMPS TO BE INSTALLED AS PER BSD-5231 AND PERPENDICULAR (NORMAL) TO DIRECTION OF TRAVEL.
4. TACTILE GROUND SURFACE INDICATORS (TGSI) IN ACCORDANCE WITH *AS/NZS1428.4 DESIGN FOR ACCESS AND MOBILITY*.
5. TGSI TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218.
6. TRAFFIC SIGNAL PEDESTAL TO BE:
   - 800 FROM NFK (KERBS ADJACENT TO TRAFFIC)
   - >1000mm PARALLEL FROM CROSS WALK.
   - 1000mm CLEAR OF KERB RAMP WING.
   - 400mm CLEAR OF "SLOT" OPENING
7. ALL DIMENSIONS IN METRES (U.N.O.).

BRISBANE CITY COUNCIL STANDARD DRAWING

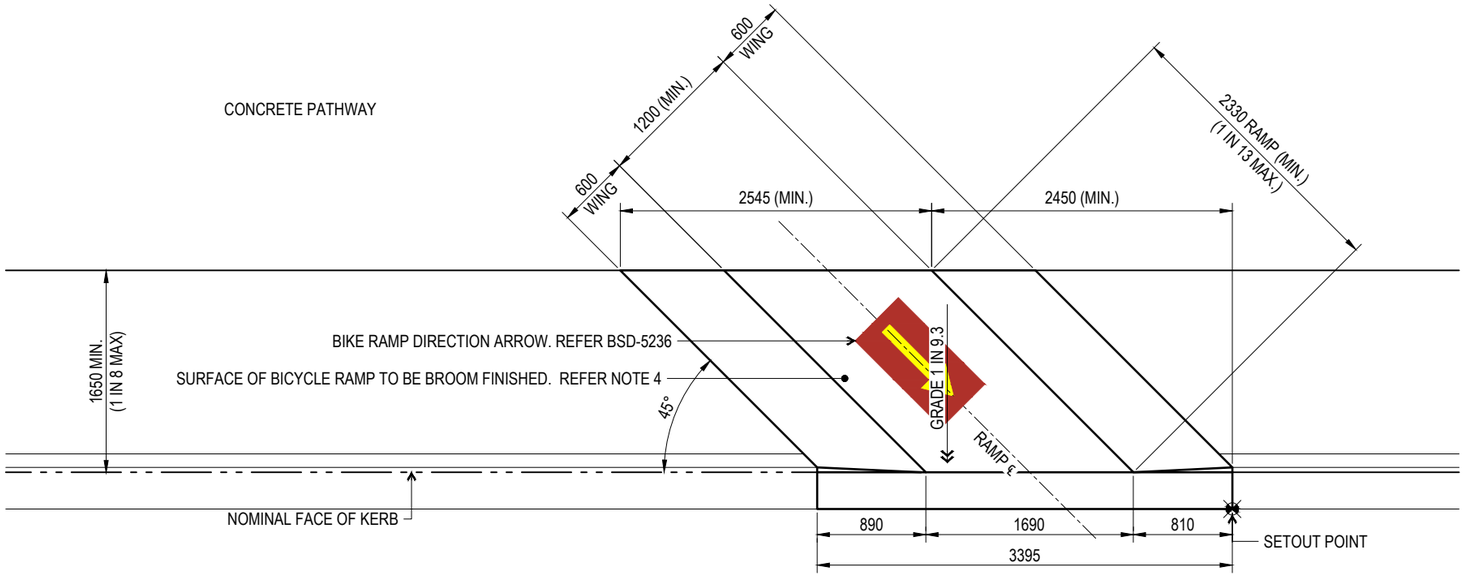
PEDESTRIAN FACILITIES AT TRAFFIC ISLANDS RAMPS AND SLOTS

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5234
ORIGINAL SIZE	A3
REVISION	C



TYPE BR01

(ROADWAY TO VERGE)



TYPE BR02

(VERGE TO ROADWAY)

NOTES:

1. THIS DRAWING PROVIDES DETAILS OF THE BICYCLE KERB RAMP ONLY. APPROPRIATE PATH WIDTH ALONG WITH SIGNAGE AND PAVEMENT MARKING FOR THE ADJACENT ROADWAY MUST BE INCORPORATED WHEN USED. USE TO REVIEWED AND APPROVED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER QUEENSLAND
2. THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES (BSD-0019) FOR DETAIL.
3. RAMPS NOT INTENDED FOR PEDESTRIAN USE. FOR STANDARD PEDESTRIAN KERB RAMP, REFER BSD-5211.
4. ALL CONCRETE TO BE GRADE N32.
5. ALL CONCRETE TO BE BROOM FINISHED PERPENDICULAR TO DIRECTION OF TRAVEL.
6. KERB RAMP IS TO BE CAST MONOLITHICALLY (i.e. IN A SINGLE POUR) WITH THE KERB AND CHANNEL. EXISTING KERB AND CHANNEL TO BE SAW CUT AND REMOVED.
7. TACTILE GROUND SURFACE INDICATORS (TGSI) ONLY TO BE USED ON RAMPS WHERE A NEED IS DEEMED TO EXIST.
8. TACTILE GROUND SURFACE INDICATORS (TGSI) IN ACCORDANCE WITH *AS/NZS1428.4* DESIGN FOR ACCESS AND MOBILITY.
9. DIMENSIONS IN MILLIMETRES (U.N.O.).

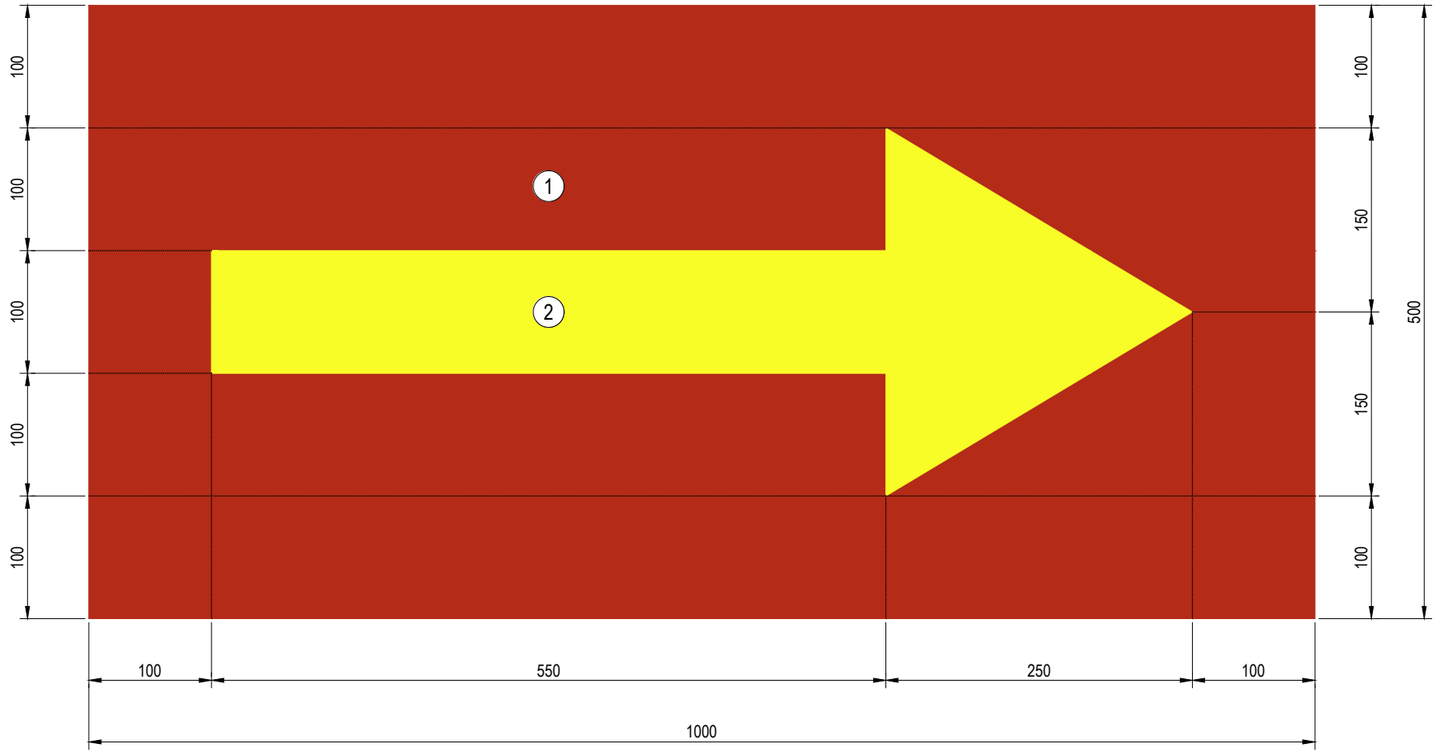
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BICYCLE KERB RAMP

PUBLISH DATE	JUN 2025
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5235
ORIGINAL SIZE	A3
REVISION	A



NOTES:

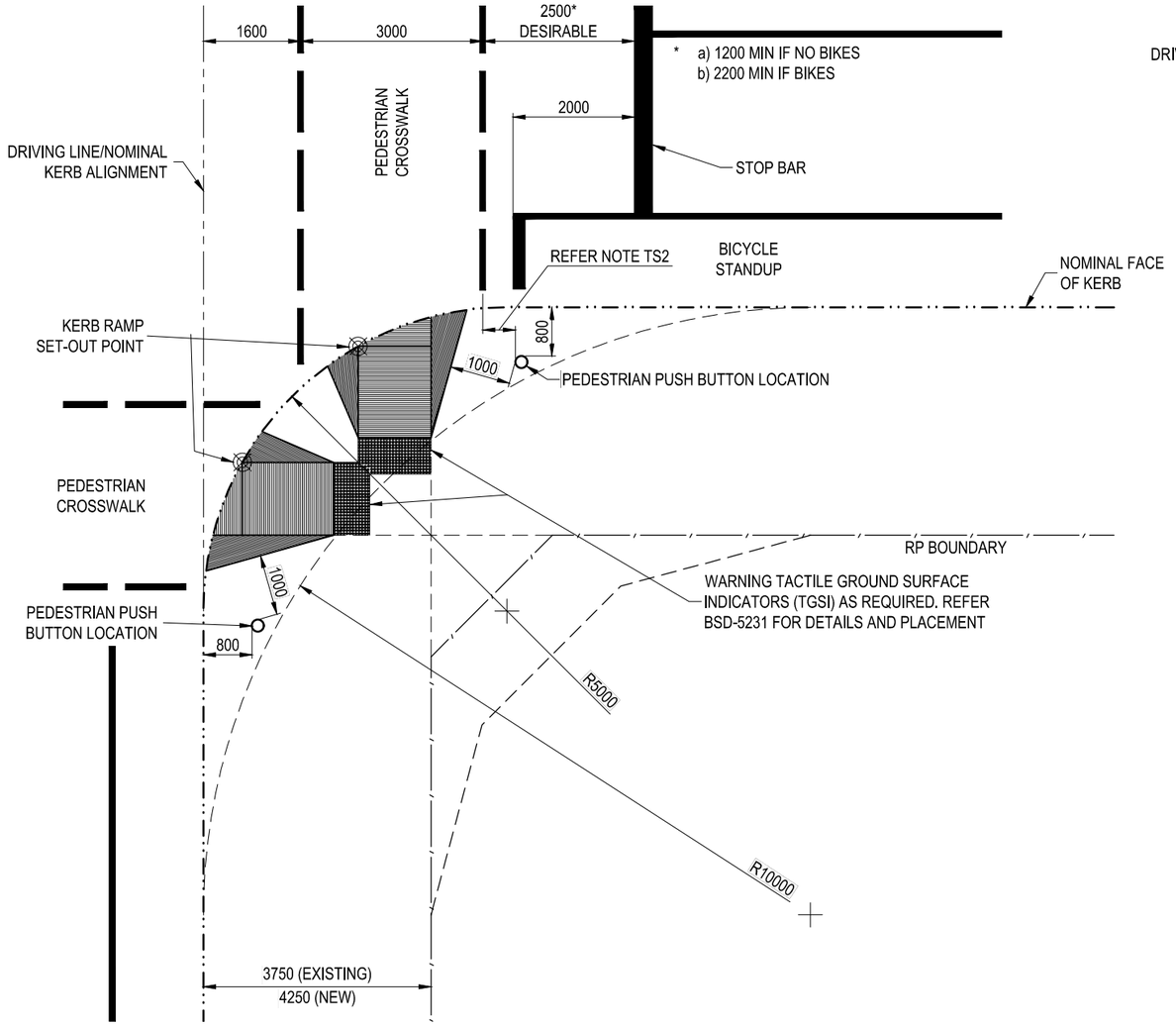
1. BACKGROUND COLOUR TO BE R13 'SIGNAL RED' TO *AS2700*.
2. ARROW COLOUR TO BE Y14 'GOLDEN YELLOW' TO *AS2700*.
3. REFER TO REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS - S155 ROAD PAVEMENT MARKING.
4. ALL LEGEND MARKING MATERIAL TO INCLUDE AN ANTI-SKID MATERIAL TO BE APPLIED AT APPLICATION.
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.)

BRISBANE CITY

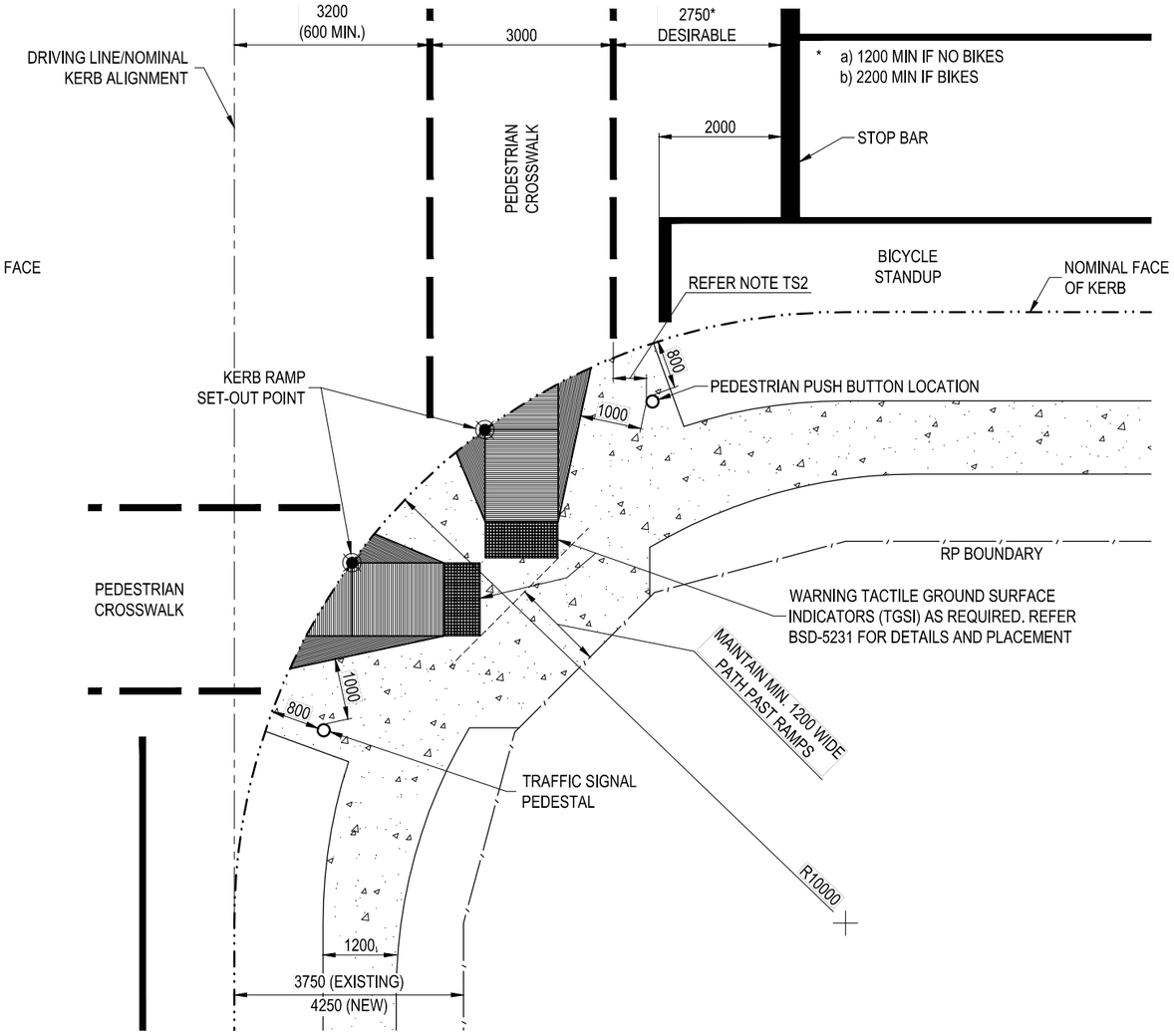
BRISBANE CITY COUNCIL STANDARD DRAWING

BICYCLE KERB RAMP DIRECTION ARROW

PUBLISH DATE	JUN 2025
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5236
ORIGINAL SIZE	A3
REVISION	A



CITY LOCATION



SUBURBAN LOCATION

NOTES:

CITY LOCATION KERB RAMP

CL1. TO ALIGN WITH PRIVATE (RP) PROPERTY BOUNDARY (SHORELINE).
CL2. KERB RAMPS TO BE CENTRAL IN CROSS WALK.

PEDESTRIAN PUSH BUTTON

TS1. 800 FROM NFK, 2000 MAX.
TS2. SHOULD BE LOCATED NOT MORE THAN 1000 OUTSIDE THE PROJECTION OF THE SIGNALISED CROSSING
TS3. 1000 CLEAR OF KERB RAMP WING.
TS4. ALIGNS WITH BICYCLE STOP BAR (WHERE PRESENT)

SUBURBAN LOCATION KERB RAMP

SL1. NOT POSSIBLE TO ALIGN WITH PRIVATE PROPERTY BOUNDARY.
SL2. KERB RAMPS TO BE CENTRAL IN CROSS WALK.
SL3. GRADE UP AT 1:8 FROM SET-OUT POINT.
SL4. LOCATE SUCH THAT CROSS WALK LINES DO NOT INTERSECT. MAY SEPARATE RAMPS FURTHER APART, HOWEVER THIS WILL AFFECT PHASE TIMING OF SIGNALS.

GENERAL NOTES

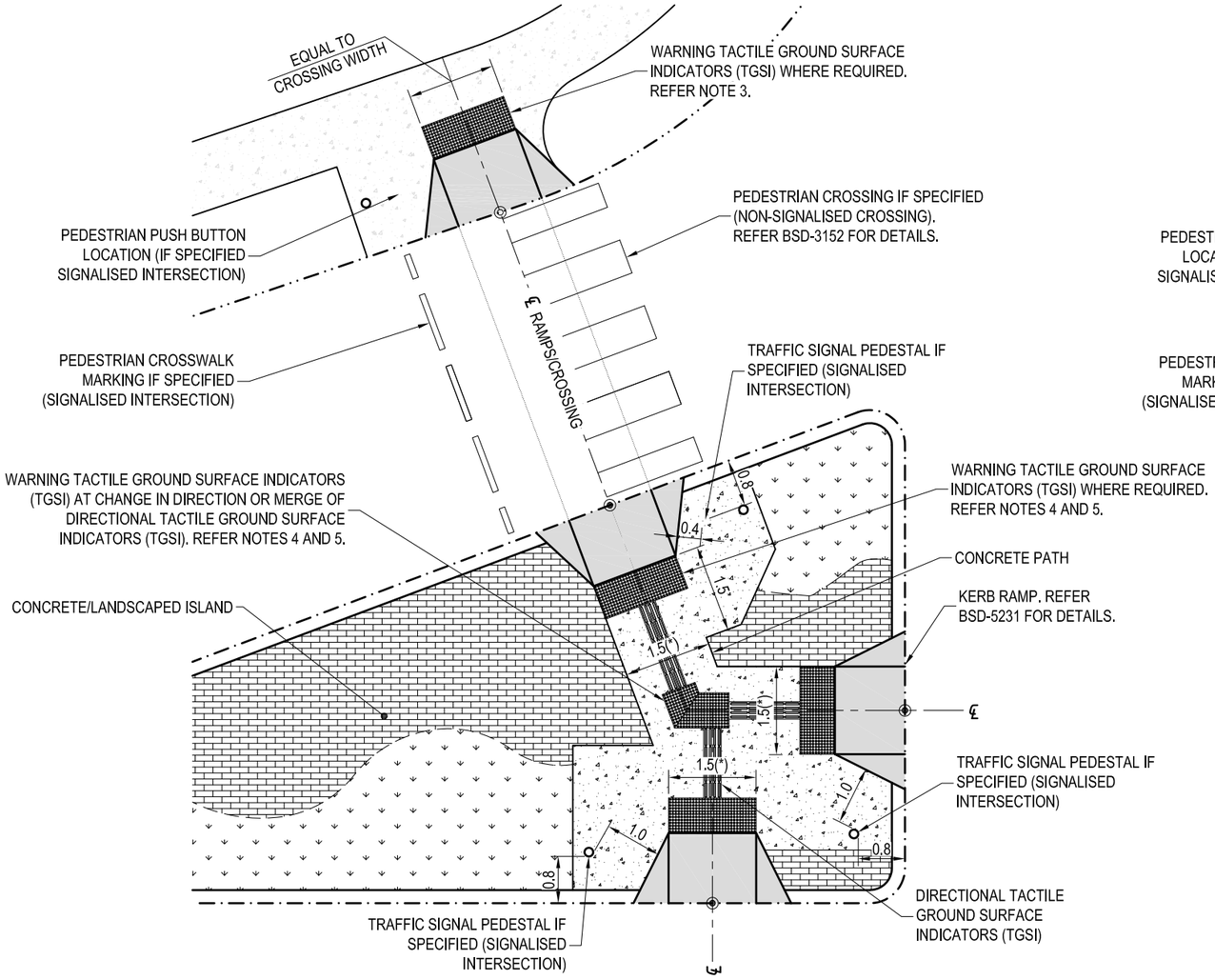
G1. TACTILE GROUND SURFACE INDICATORS (TGSI) IN ACCORDANCE WITH *AS/NZS1428.4 DESIGN FOR ACCESS AND MOBILITY*.
G2. TGSI TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218
G3. REFER BSD-5231 FOR KERB RAMP DETAILS.
G4. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

BRISBANE CITY

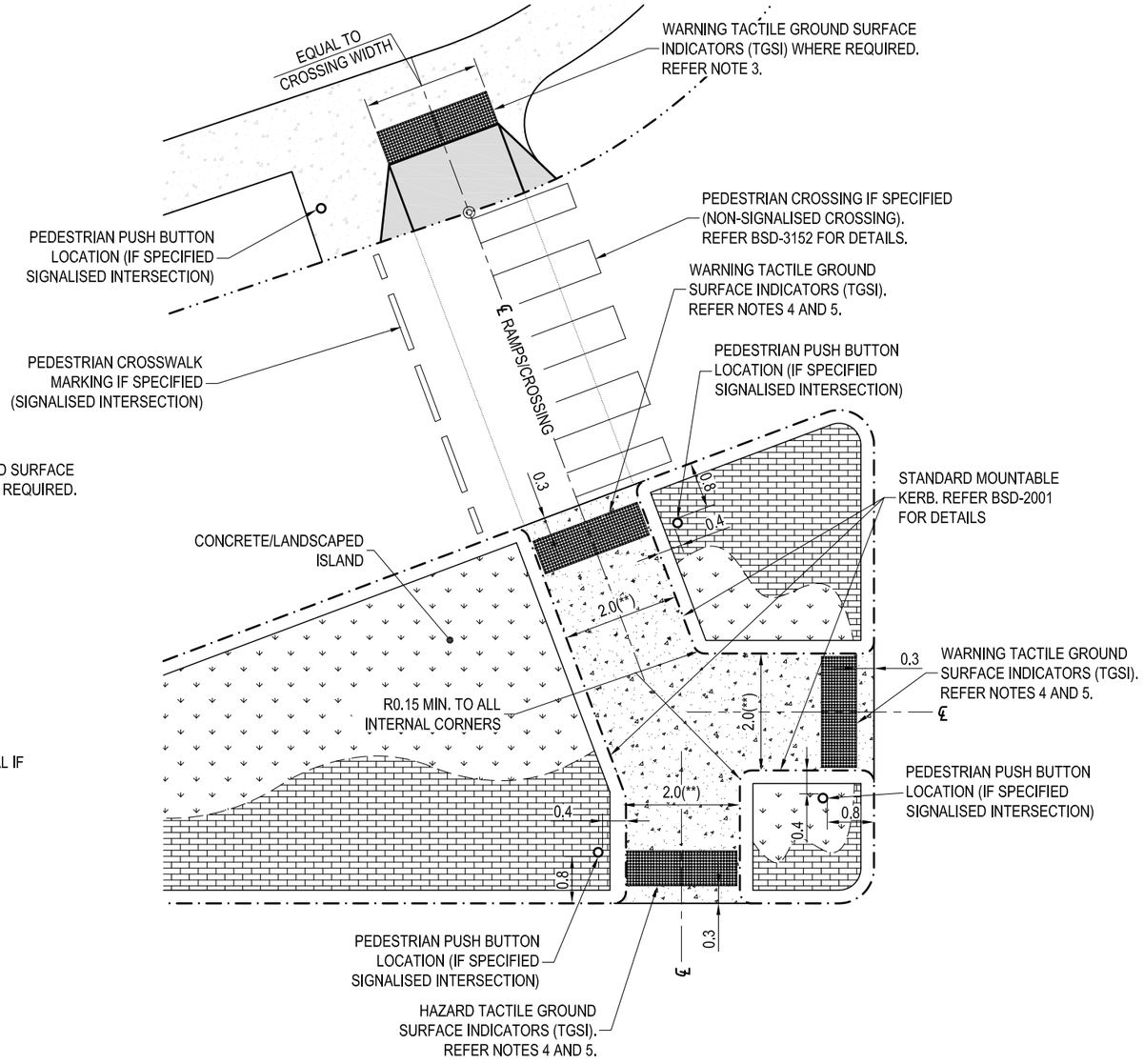
BRISBANE CITY COUNCIL STANDARD DRAWING

TYPICAL KERB RAMP AND TRAFFIC SIGNAL PEDESTAL LOCATION

PUBLISH DATE	MAR 2021
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5233
ORIGINAL SIZE	A3
REVISION	C



TRAFFIC ISLAND WITH RAISED SURFACE AND KERB RAMPS



TRAFFIC ISLAND WITH PEDESTRIAN SLOT/CUT-THROUGH

TYPICAL SIGNALISED INTERSECTION TREATMENT AT LEFT TURN SLIP LANE

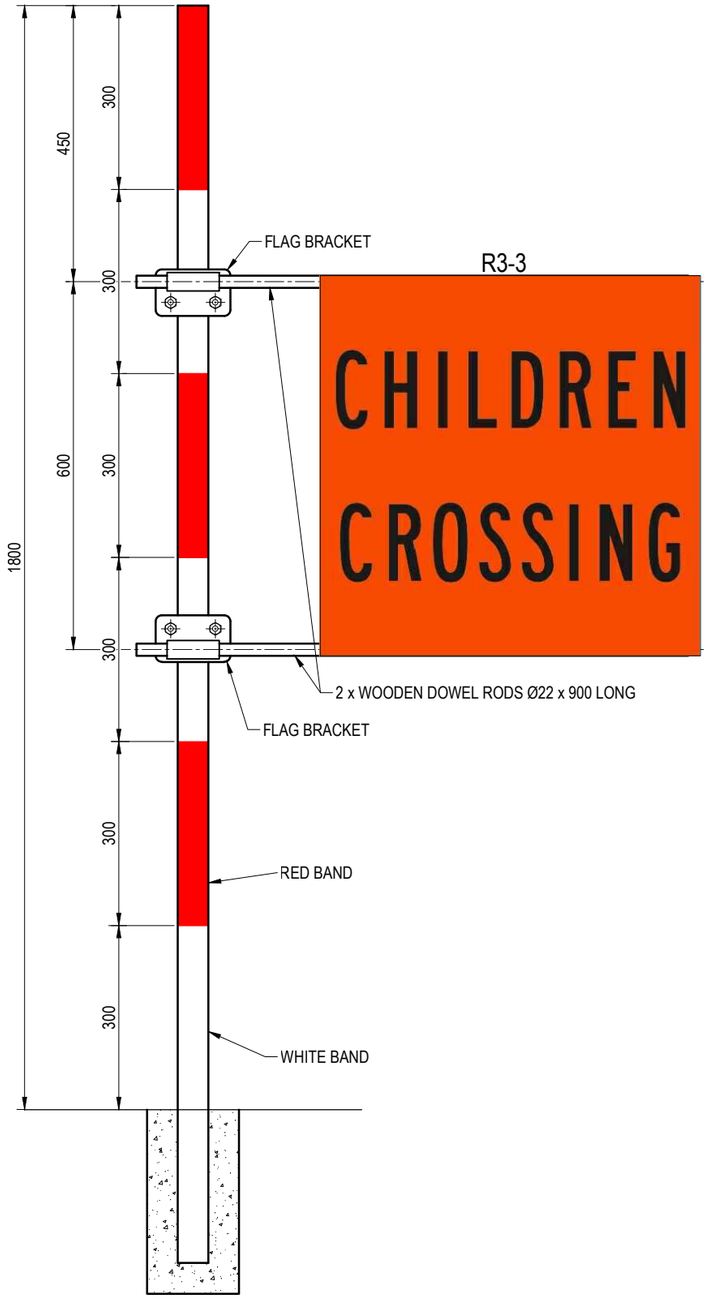
NOTES:

1. (*) = MINIMUM WIDTH FOR CONCRETE PATH.
2. (**) = MINIMUM WIDTH FOR "SLOT" OPENING IN ISLAND.
3. KERB RAMPS TO BE INSTALLED AS PER BSD-5231 AND PERPENDICULAR (NORMAL) TO DIRECTION OF TRAVEL.
4. TACTILE GROUND SURFACE INDICATORS (TGSI) IN ACCORDANCE WITH *AS/NZS1428.4 DESIGN FOR ACCESS AND MOBILITY*.
5. TGSI TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218.
6. TRAFFIC SIGNAL PEDESTAL TO BE:
   - 800 FROM NFK (KERBS ADJACENT TO TRAFFIC)
   - >1000mm PARALLEL FROM CROSS WALK.
   - 1000mm CLEAR OF KERB RAMP WING.
   - 400mm CLEAR OF "SLOT" OPENING
7. ALL DIMENSIONS IN METRES (U.N.O.).

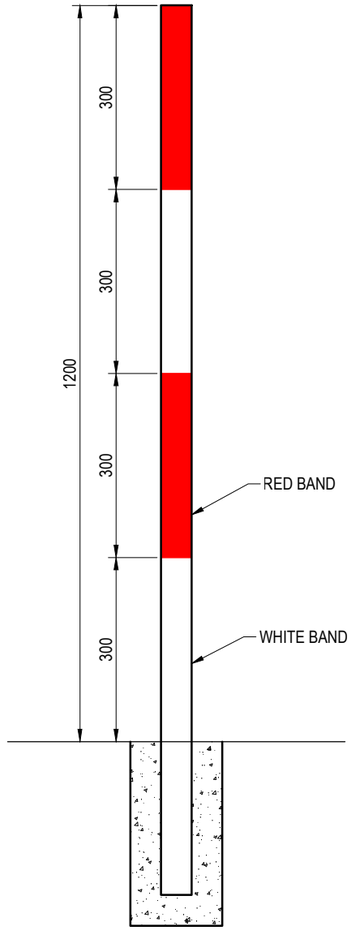
BRISBANE CITY COUNCIL STANDARD DRAWING

PEDESTRIAN FACILITIES AT TRAFFIC ISLANDS RAMPS AND SLOTS

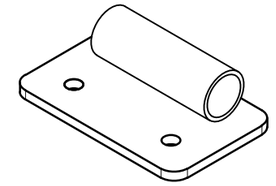
PUBLISH DATE	NOV 2019
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5234
ORIGINAL SIZE	A3
REVISION	B



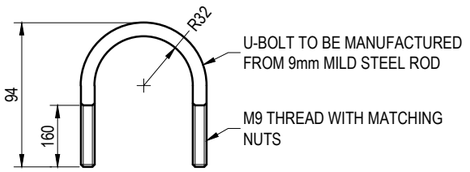
POST AND FLAG



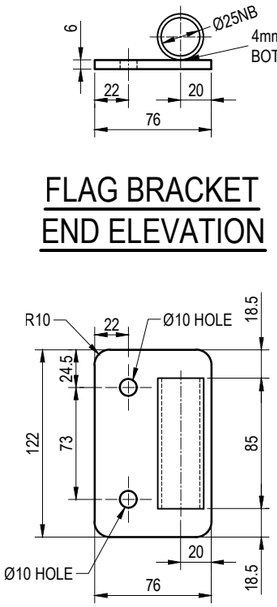
POST



FLAG BRACKET
PICTORIAL VIEW



FLAG BRACKET
U-BOLT



FLAG BRACKET
END ELEVATION

FLAG BRACKET
PLAN VIEW

NOTES:

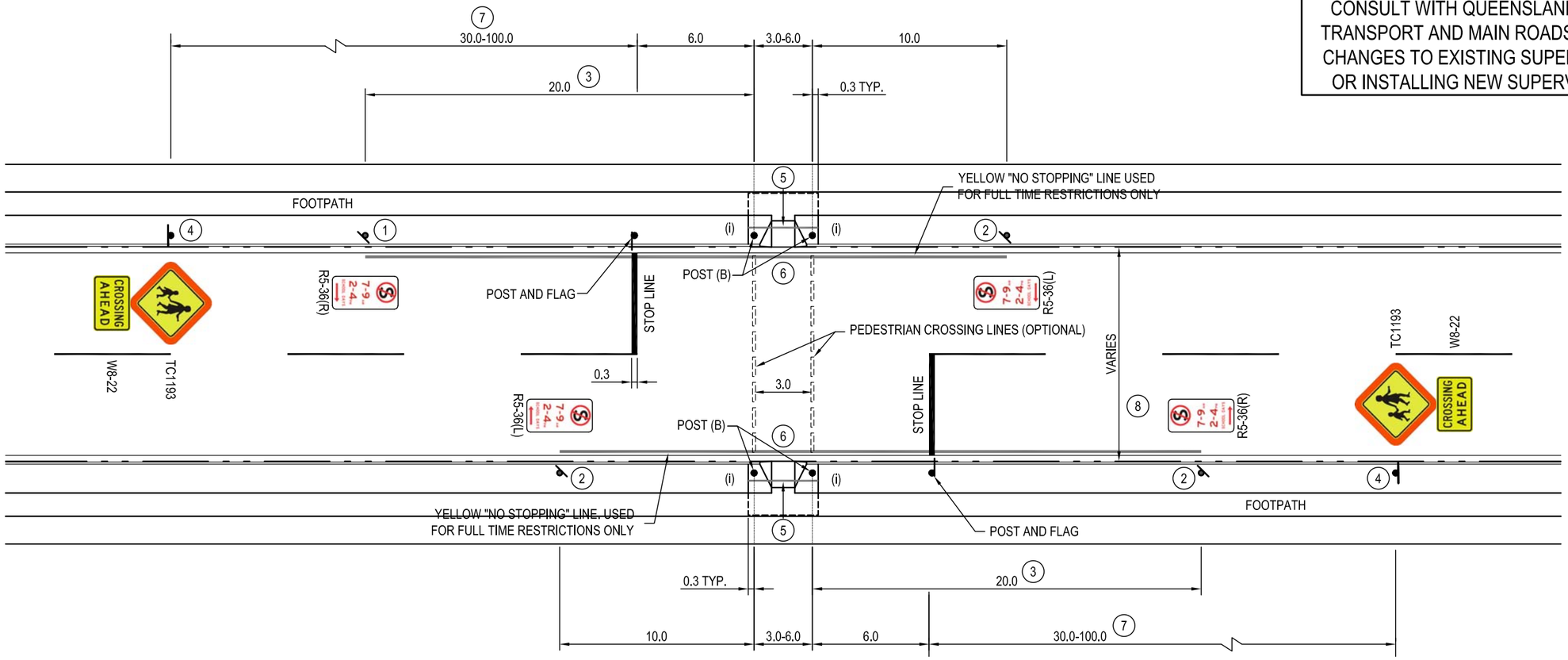
1. POST TO BE 50NB.
2. ALTERNATE 300 WIDE BANDS OF WHITE (TWO OR THREE BANDS) AND RED (TWO OR THREE BANDS) OF REFLECTIVE TAPE TO BE CLASS 1A RETROREFLECTIVE SHEETING TO *AS1906.2* APPLIED TO POST AS SHOWN.
3. THIS DRAWING TO BE READ IN CONJUNCTION WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
4. BRACKET TO BE HOT DIPPED GALVANISED PRIOR TO PAINTING WHITE.
5. U-BOLT TO BE MANUFACTURED FROM 9mm MILD STEEL ROD.
6. SUPPLY TAMPER PROOF NUTS TO U-BOLT.
7. ALTERNATIVE BRACKET AS PER DTMR DRAWING TC9472 MAY BE USED.
8. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

BRISBANE CITY COUNCIL STANDARD DRAWING

SCHOOL CROSSING
POST, FLAG
AND BRACKET

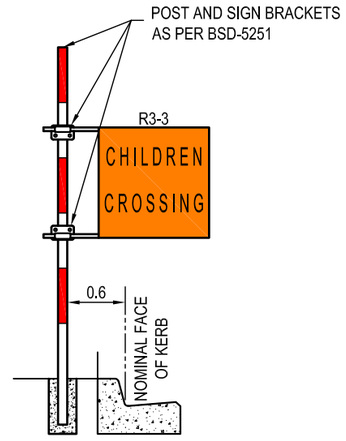
PUBLISH DATE	JUN 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5251
ORIGINAL SIZE	A3
REVISION	C

NOTE:
CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.

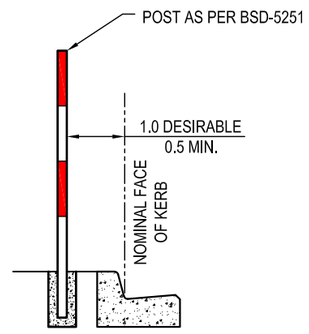


NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
2. TIMES OF OPERATION MAY BE SPECIFIED BY USE OF SIGN R5-36 IF REQUIRED.
3. WHERE STATIONARY VEHICLES NEAR A CROSSING SERIOUSLY LIMIT VISIBILITY BETWEEN DRIVERS AND PEDESTRIANS, AN INCREASE IN THESE DISTANCES MAY BE REQUIRED.
4. ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES.
5. A LINE (100mm WIDE AND PAINTED IN YELLOW) TO BE PAINTED ON THE FOOTPATH 1m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OR IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND THE KERB OR A DISTANCE OF 3-6m I.E. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
6. KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMP (AS INDICATED (i)) IF NO FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
7. THE CHILDREN SIGN (TC1193) WITH CROSSING AHEAD SIGN (W8-22) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THIS DISTANCE MAY BE REDUCED TO 30m MINIMUM IN LOW SPEED ENVIRONMENTS.
8. FOR CARRIAGEWAYS 10.8m WIDE AND OVER, INTEGRATED OR NON-INTEGRATED KERB BUILD-OUTS ARE DESIRABLE - REFER BSD-5253.
9. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
10. ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
11. ALL DIMENSIONS IN METRES (U.N.O.).



POST AND FLAG



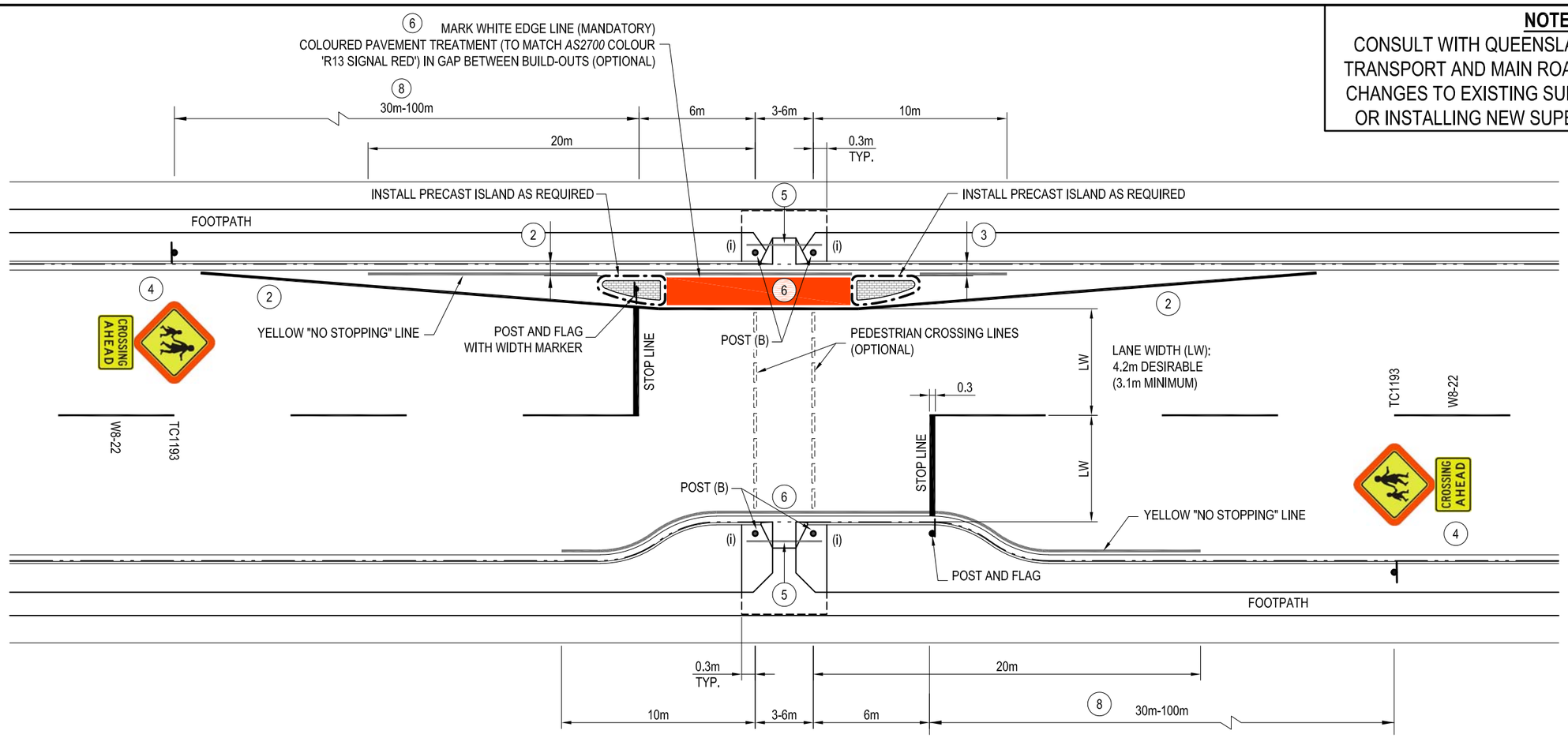
POST (B)

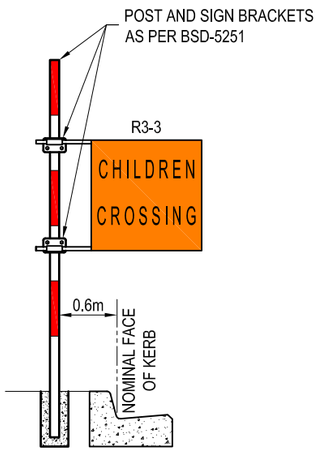
BRISBANE CITY COUNCIL STANDARD DRAWING

SCHOOL CROSSING SUPERVISED

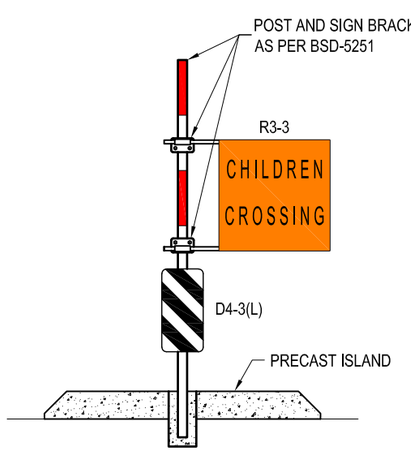
PUBLISH DATE	NOV 2019
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5252
ORIGINAL SIZE	A3
REVISION	B

NOTE:
CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.

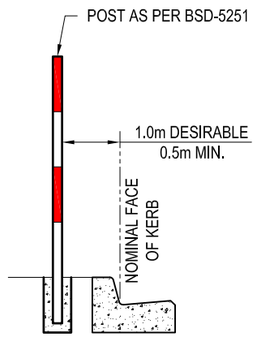




POST AND FLAG
(INTEGRATED KERB BUILD-OUT)



POST AND FLAG WITH WIDTH MARKER
(NON-INTEGRATED KERB BUILD-OUT)



POST (B)

NOTES:

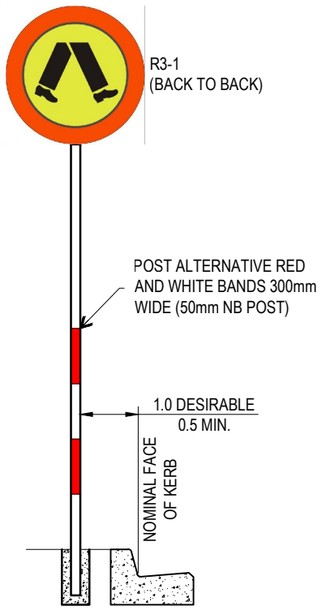
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
2. WHITE EDGELINES PAINTED AS SHOWN WITH A 1 IN 15 TAPER.
3. LONGITUDINAL DRAINAGE GAP 600mm DESIRABLE (450mm MINIMUM). DESIGNER TO CONSIDER EFFECTS OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
4. ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES.
5. A LINE (APPROXIMATELY 100mm WIDE AND PAINTED YELLOW) TO BE PAINTED ON THE FOOTPATH 1m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OR IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND THE KERB OR A DISTANCE OF 3-6m I.E. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
6. COLOURED PAVEMENT TREATMENT TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
7. KERB RAMPS INSTALLED TO BSD-5231 AND SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMP (AS INDICATED (i)) IF NO FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
8. THE CHILDREN SIGN (TC1193) WITH CROSSING AHEAD SIGN (W8-22) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THIS DISTANCE MAY BE REDUCED TO 30m (MIN.) IN LOW SPEED ENVIRONMENTS.
9. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
10. ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
11. ALL DIMENSIONS IN METRES (U.N.O.).

BRISBANE CITY COUNCIL STANDARD DRAWING

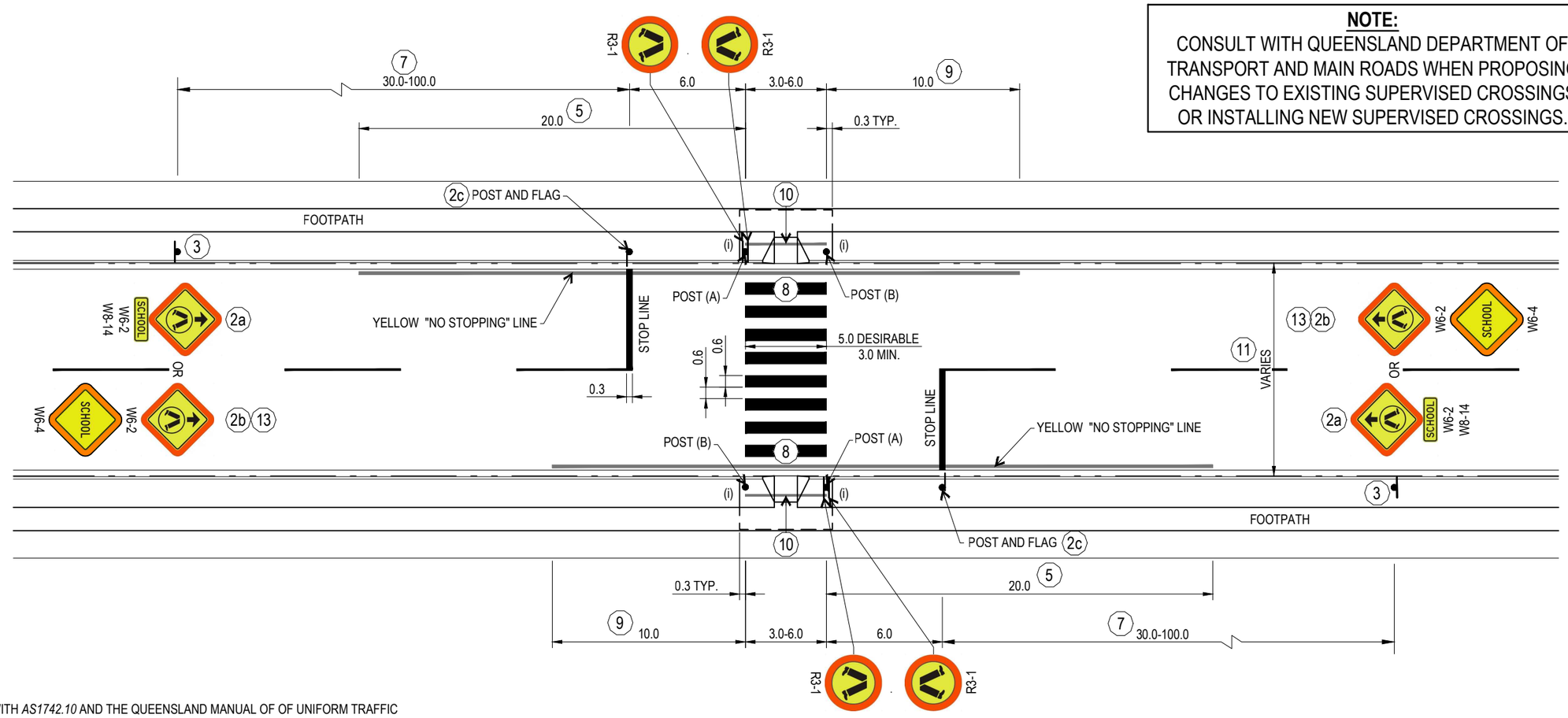
CHILDREN'S CROSSING SUPERVISED - WITH INTEGRATED OR NON-INTEGRATED KERB BUILD-OUTS

PUBLISH DATE	NOV 2019
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5253
ORIGINAL SIZE	A3
REVISION	C

NOTE:
CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.

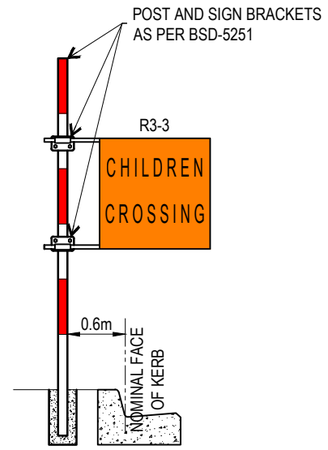


POST (A)

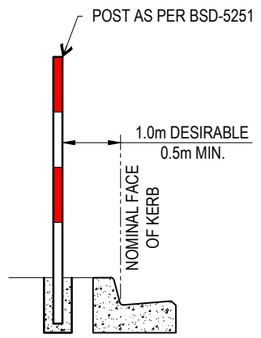


NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
2. CHILDREN'S CROSSING AND PEDESTRIAN CROSSING (ZEBRA) SUPERVISED SIGANGE.
   WARNING SIGNS:
   (a) THE PEDESTRIAN CROSSING AHEAD (WITH FLUORESCENT ORANGE TARGET BOARD AS PER MUTCD PART 1)/SCHOOL SIGN COMBINATION (W6-2/W8-14); OR
   (b) A STAND-ALONE PEDESTRIAN CROSSING AHEAD (W6-2) SIGN WITH SCHOOL WARNING SIGN (W6-4) SHALL BE ERECTED IN ADVANCE OF THE R3-3 SIGN.
   CHILDREN CROSSING FLAG:
   (c) A CHILDREN CROSSING FLAG (R3-3) SHALL BE MOUNTED AS SHOWN WHILE THE CROSSING IS SUPERVISED AND HAND STOP BANNERS (R6-7) SHALL BE USED BY THE SUPERVISORS.
3. THE PEDESTRIAN CROSSING AHEAD (W6-2 WITH FLUORESCENT ORANGE TARGET BOARD) IS ALWAYS USED IN ADVANCE OF PEDESTRIAN CROSSINGS.
4. ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES.
5. IN 'CENTRAL TRAFFIC AREAS' THE APPROACH 'NO STOPPING' ZONE MAY BE MAY BE REDUCED TO 9.0m.
6. WHERE USAGE OF THE FACILITY WILL BE EXPECTED AT NIGHT, LIGHTING OF THE PEDESTRIAN CROSSING SHOULD BE PROVIDED IN ACCORDANCE WITH *AS/NZS1158.4* IN ACCORDANCE WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - PART 10: PEDESTRIAN CONTROL AND PROTECTION.
7. THE PEDESTRIAN CROSSING AHEAD SIGN COMBINATION (TC1194) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THE DISTANCE MAY BE REDUCED TO 30.0m MINIMUM IN LOW SPEED ENVIRONMENTS.
8. KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMPS (AS INDICATED (i)) IF NO CONCRETE FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
9. IN 'CENTRAL TRAFFIC AREAS' THE DEPARTURE 'NO STOPPING' ZONE MAY BE REDUCED TO 6.0m.
10. A LINE (APPROXIMATELY 100mm WIDE AND PAINTED YELLOW) TO BE PAINTED ON THE FOOTPATH - 1.0m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OF IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND KERB OR A DISTANCE OF 3.0-6.0m, i.e. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
11. FOR CARRIAGEWAYS 10.8m WIDE AND OVER, INTEGRATED OR NON-INTEGRATED KERB BUILDOUTS ARE DESIRABLE - REFER BSD-5255.
12. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
13. ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
13. W6-2 AND W6-4 SIGNS ARE TO BE FITTED WITH FLUORO ORANGE TARGET BOARDS.
14. R3-1 SIGNS TO BE FLUORESCENT YELLOW GREEN WITH FLUORESCENT ORANGE TARGET BOARD.
15. ALL DIMENSIONS IN METRES (U.N.O.).



POST AND FLAG (1b)



POST (B)

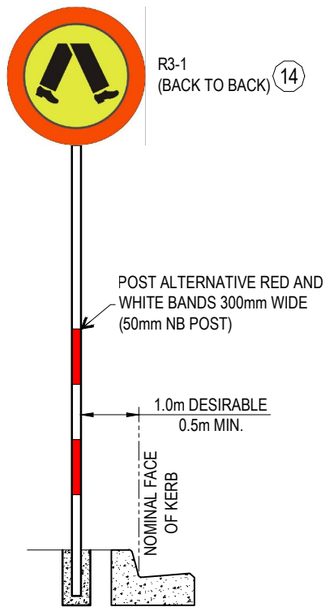
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

BRISBANE CITY COUNCIL STANDARD DRAWING

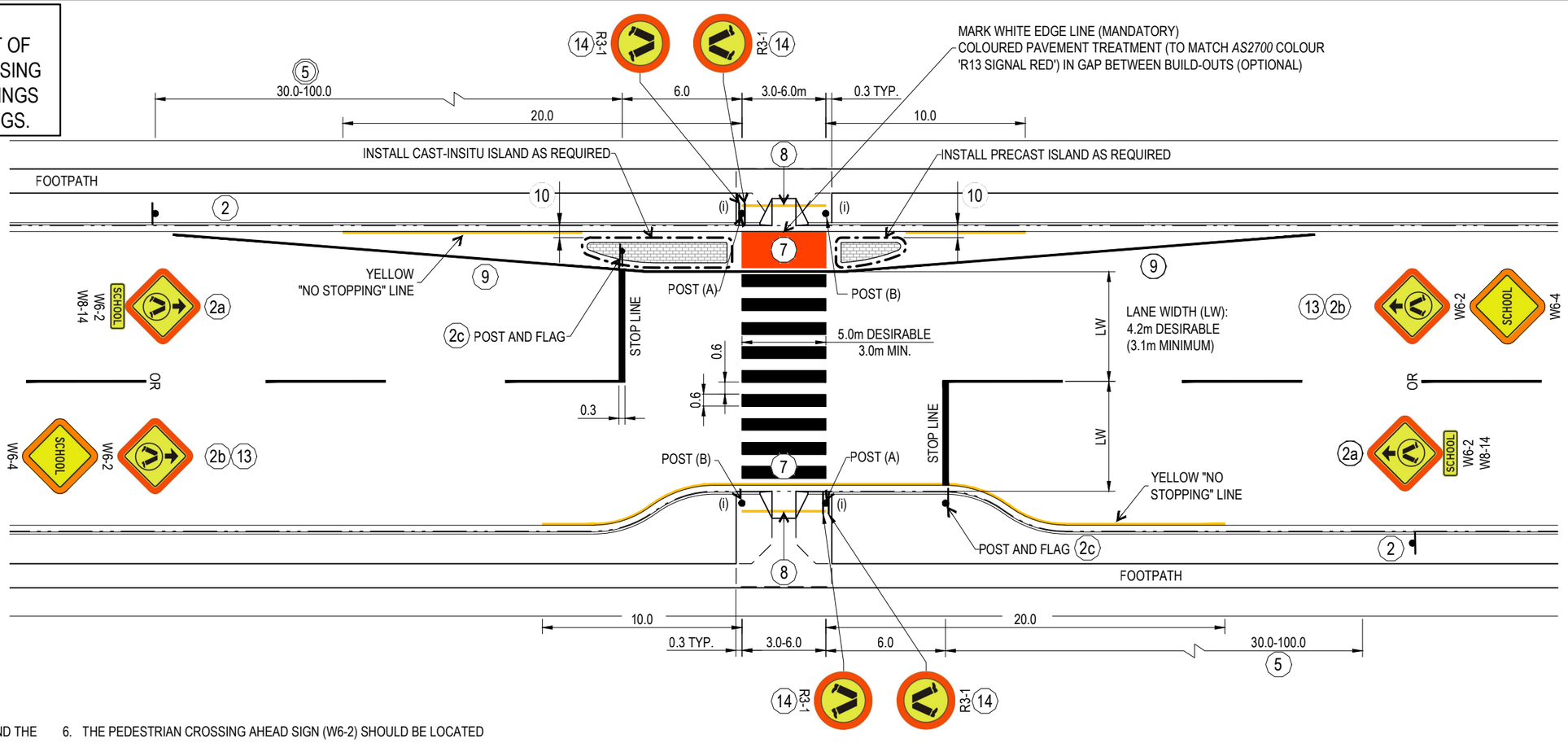
CHILDREN'S CROSSING WITH PEDESTRIAN CROSSING (ZEBRA) SUPERVISED

PUBLISH DATE	JUN 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5254
ORIGINAL SIZE	A3
REVISION	C

NOTE:
CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.

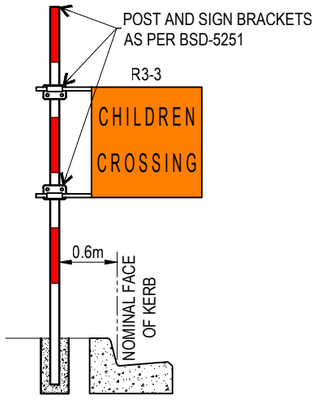


POST (A)

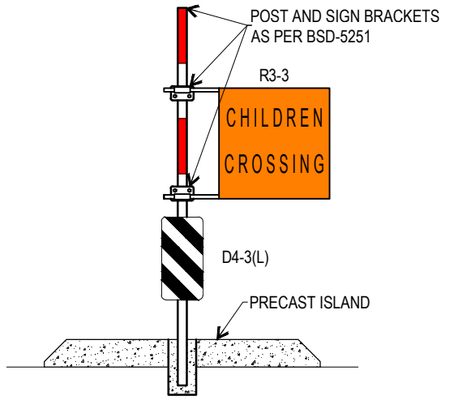


NOTES:

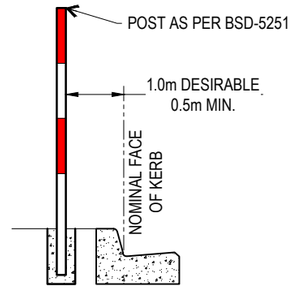
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
2. SIGNAGE FOR CHILDREN'S CROSSING AND PEDESTRIAN CROSSING (ZEBRA) SUPERVISED.
   WARNING SIGNS:
   (a) THE PEDESTRIAN CROSSING AHEAD (WITH FLUORESCENT ORANGE TARGET BOARD AS PER MUTCD PART 1)/SCHOOL SIGN COMBINATION (W6-2/W8-14); OR
   (b) A STAND-ALONE PEDESTRIAN CROSSING AHEAD (W6-2) SIGN WITH SCHOOL WARNING SIGN (W6-4) SHALL BE ERECTED IN ADVANCE OF THE R3-3 SIGN.
   CHILDREN CROSSING FLAG:
   (c) A CHILDREN CROSSING FLAG (R3-3) SHALL BE MOUNTED AS SHOWN WHILE THE CROSSING IS SUPERVISED AND HAND STOP BANNERS (R6-7) SHALL BE USED BY THE SUPERVISORS.
3. PEDESTRIAN CROSSING AHEAD SIGNS (W6-2 WITH FLUORESCENT ORANGE TARGET BOARD) IS ALWAYS USED IN ADVANCE OF PEDESTRIAN CROSSINGS.
4. ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES.
5. LIGHTING REQUIREMENTS:
   - WHERE USAGE OF THE PEDESTRIAN CROSSING WILL BE EXPECTED AT NIGHT, LIGHTING OF THE PEDESTRIAN CROSSING SHOULD BE PROVIDED IN ACCORDANCE WITH *AS/NZS1158.4*, IN ACCORDANCE WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - PART 10: PEDESTRIAN CONTROL AND PROTECTION AND CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.2 PEDESTRIAN FACILITIES.
   - CONSIDERATION SHOULD BE GIVEN FOR ILLUMINATION REQUIREMENT FOR LATMS IN ACCORDANCE WITH CITY PLAN, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.5 - LIGHTING OF LOCAL AREA TRAFFIC MANAGEMENT DEVICES AND *AS/NZS1158.3.1* PUBLIC LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1 - PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS (4.5 LOCAL AREA TRAFFIC MANAGEMENT DEVICES)
6. THE PEDESTRIAN CROSSING AHEAD SIGN (W6-2) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THE DISTANCE MAY BE REDUCED TO 30m MINIMUM IN LOW SPEED ENVIRONMENTS.
7. KERB RAMPS INSTALLED TO BSD-5231 AND INSTALLED SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMPS (AS INDICATED (i)) IF NO CONCRETE FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
8. A LINE (100mm WIDE AND PAINTED YELLOW) TO BE PAINTED ON THE FOOTPATH - 1m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OF IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND KERB OR A DISTANCE OF 3-6m I.E. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
9. WHITE EDGELINES PAINTED AS SHOWN WITH A 1 IN 15 TAPER.
9. COLOURED PAVEMENT TREATMENT TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
10. LONGITUDINAL DRAINAGE GAP 600mm DESIRABLE (450mm MINIMUM). DESIGNER TO CONSIDER EFFECTS OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
11. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
12. ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
13. W6-4 SIGNS ARE TO BE FITTED WITH FLUORESCENT ORANGE TARGET BOARDS.
14. R3-1 SIGNS TO BE FLUORESCENT YELLOW GREEN WITH FLUORESCENT ORANGE TARGET BOARD.
15. NO STOPPING RESTRICTIONS TO BE DELINEATED BY YELLOW 'NO STOPPING' EDGE LINE. EXTENT OF RESTRICTIONS TO BE DETERMINED AS PER 'CROSSING SIGHT DISTANCE' TABLE (REFER BSD-5259).
16. ALL DIMENSIONS IN METRES (U.N.O.).



POST AND FLAG
(INTEGRATED KERB BUILD-OUT)



POST AND FLAG
(NON-INTEGRATED KERB BUILD-OUT)



POST (B)

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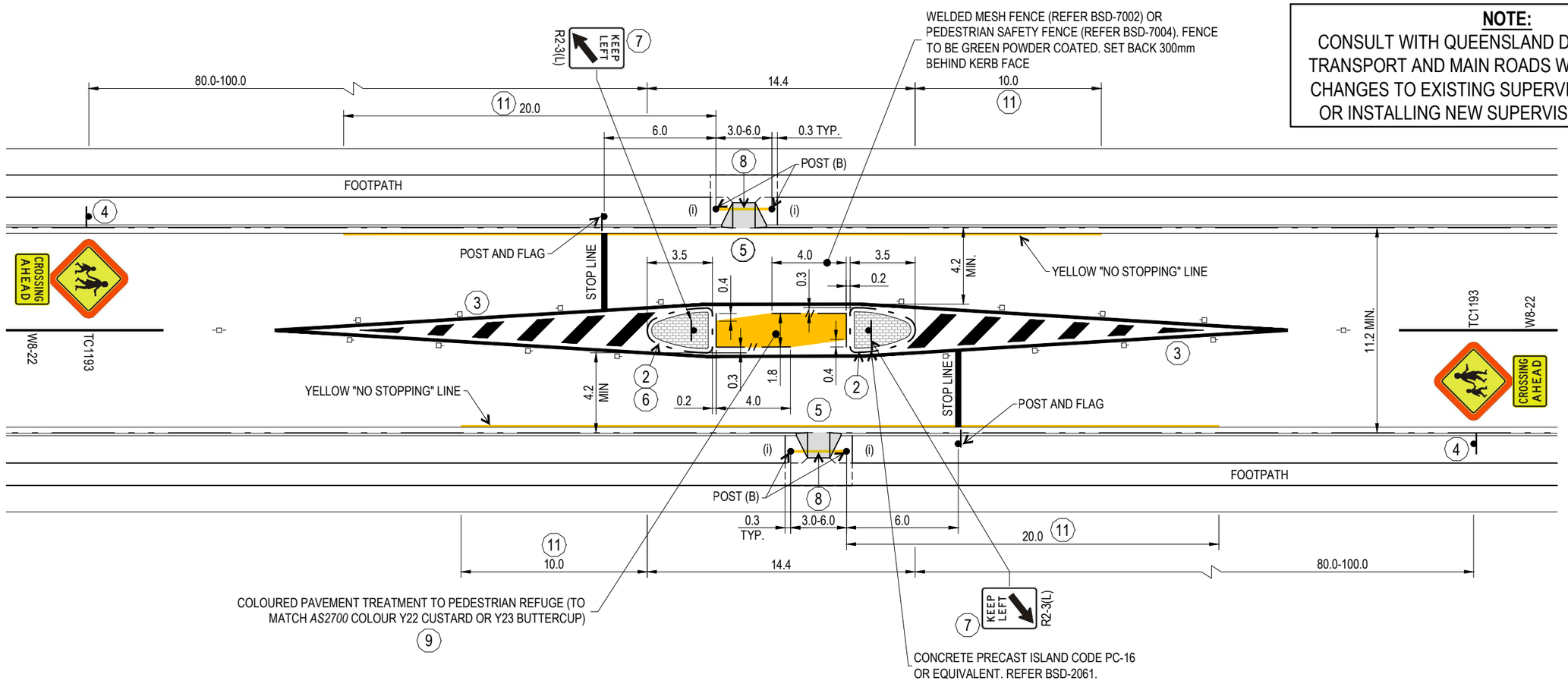
BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

CHILDREN'S CROSSING WITH PEDESTRIAN CROSSING (ZEBRA) - SUPERVISED - WITH INTEGRATED OR NON-INTEGRATED KERB BUILDOUTS

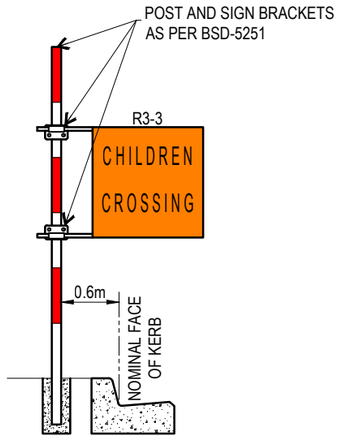
PUBLISH DATE	JUN 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5255
ORIGINAL SIZE	A3
REVISION	D



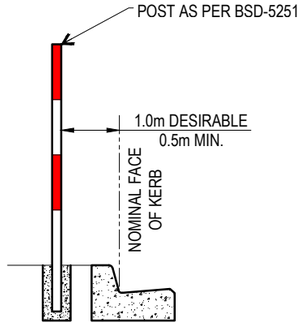
NOTE:
CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.

NOTES:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
2. ISLAND KERBS AND NOSE TO BE PAINTED WHITE (REFER BSD-3152). MINIMUM WIDTH OF ISLAND SHOULD BE 2.4m OR GREATER.
3. LENGTH OF PAINTED MEDIAN SHOULD BE INCREASED OR OTHER DELINEATION DEVICES CONSIDERED IF VISIBILITY TO THE ISLAND IS REDUCED BY VERTICAL OR HORIZONTAL ALIGNMENT. RAISED RETROREFLECTIVE PAVEMENT MARKERS ARE PROVIDED AT 5.0m MAX. SPACINGS.
4. WHERE ISOLATED REFUGES ARE USED, PEDESTRIANS OR CHILDREN WARNING SIGNS (W6-1 OR TC1193/W6-3, MINIMUM SIZE B AS PER *AS1472.10*), AS APPROPRIATE, ARE ERECTED TOGETHER WITH SUPPLEMENTRY PLATE REFUGE ISLAND (W8-25) IN ADVANCE OF THE REFUGE.
5. KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMP (AS INDICATED (i)) IF NO CONCRETE FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
6. WHEN INSTALLED AT INTERSECTIONS, THE LENGTH OF THE INNERMOST ISLAND MAY BE REDUCED TO ACCOMMODATE TURNING TRAFFIC. A SUGGESTED MINIMUM LENGTH IS 1.8m.
7. A HAZARD MARKER (D4-3(R)) MAY BE USED UNDER THE KEEP LEFT (R2-3(L)) SIGN. MOUNTING HEIGHTS NEED TO BE SELECTED SO AS TO AVOID OBSCURING VISIBILITY OF CHILD PEDESTRIANS.
8. A YELLOW LINE (100mm WIDE) TO BE PAINTED ON THE FOOTPATH - 1.0m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OR IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND KERB OR A DISTANCE OF 3.0-6.0m (i.e. BETWEEN THE CROSSING POSTS, WITHOUT FLAGS).
9. COLOURED PAVEMENT TREATMENT TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
10. CONSIDERATION SHOULD BE GIVEN FOR ILLUMINATION REQUIREMENT FOR LATMS IN ACCORDANCE WITH CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.5 - LIGHTING OF LOCAL AREA TRAFFIC MANAGEMENT DEVICES AND *AS/NZS1158.3.1* PUBLIC LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1 - PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS (4.5 LOCAL AREA TRAFFIC MANAGEMENT DEVICES)
11. IN 'CENTRAL TRAFFIC AREAS' THE APPROACH 'NO STOPPING' ZONE MAY BE REDUCED TO 9.0m & THE DEPARTURE 'NO STOPPING' ZONE REDUCED TO 6.0m.
12. ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
13. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
14. ALL DIMENSIONS IN METRES (U.N.O.).



POST AND FLAG



POST (B)

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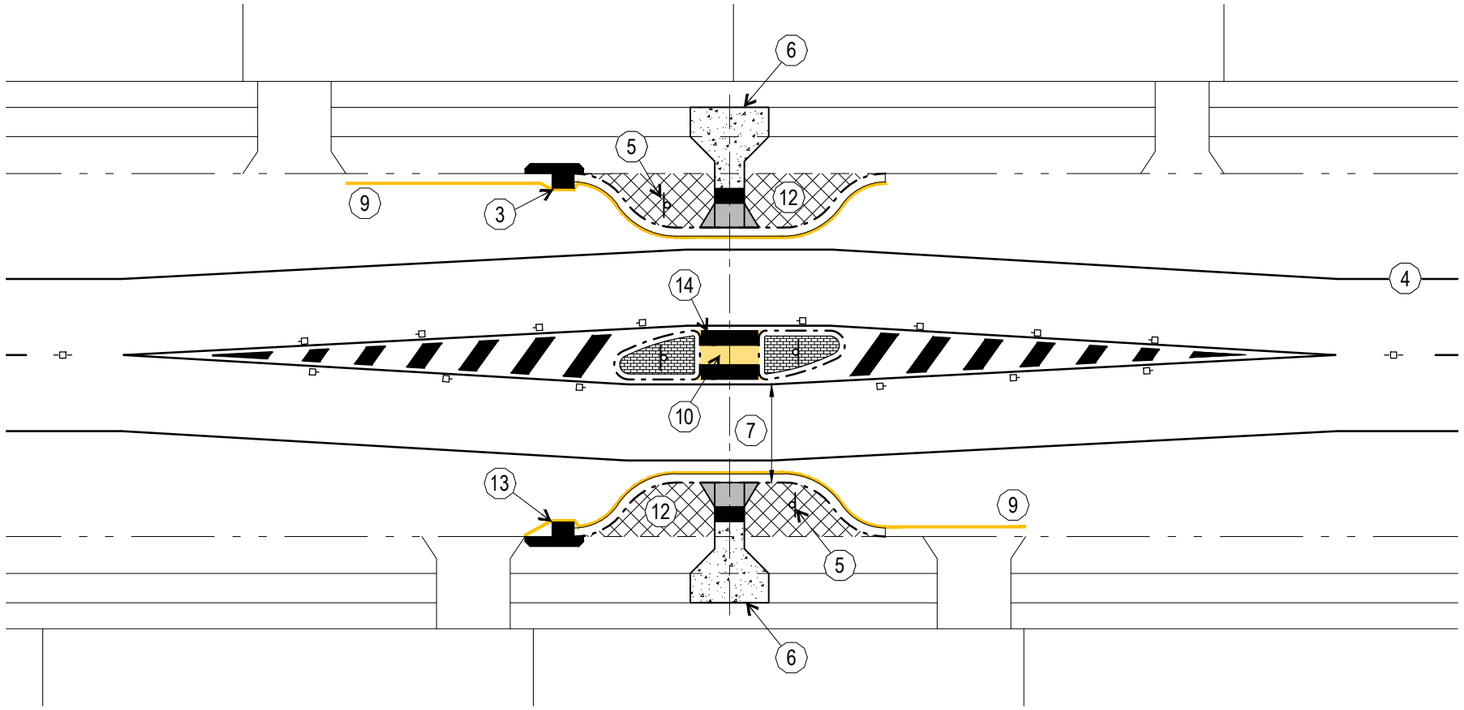
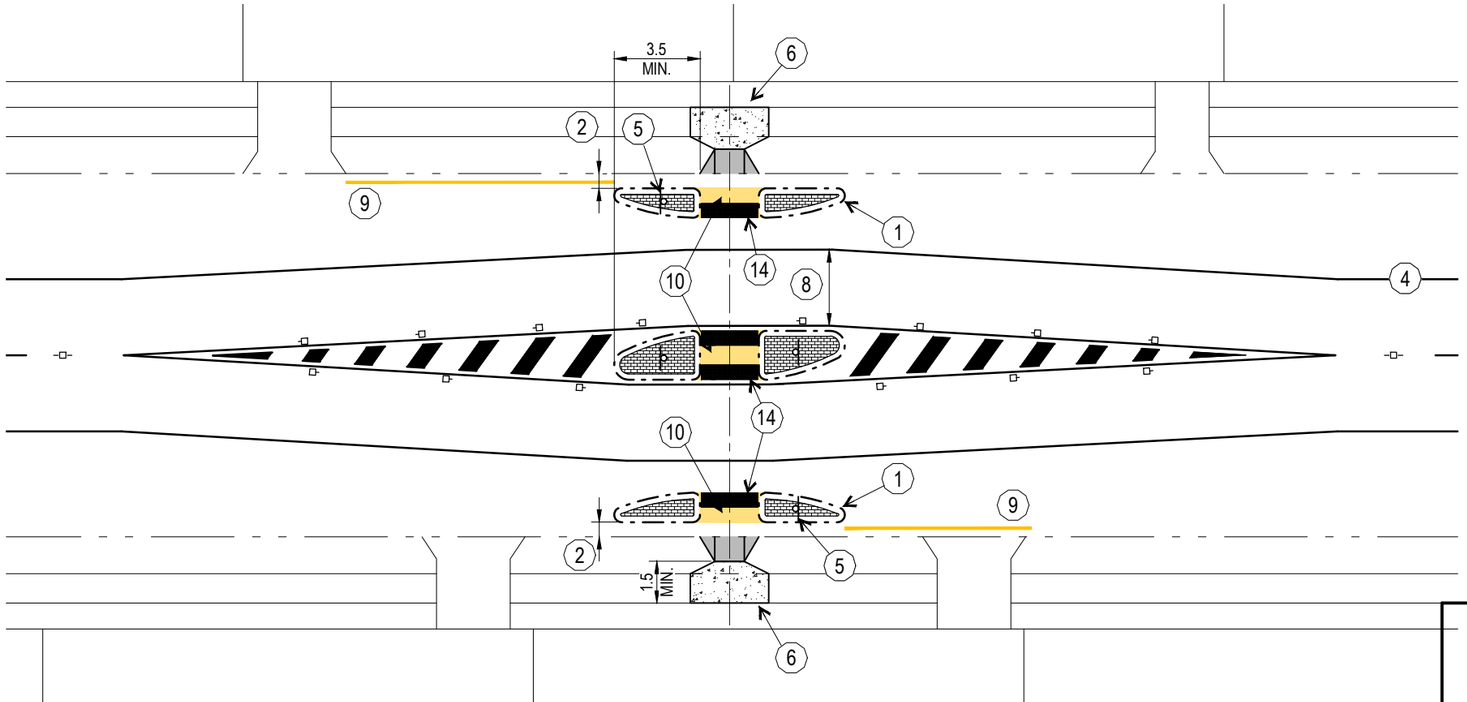
BRISBANE CITY COUNCIL STANDARD DRAWING

CHILDREN'S CROSSING WITH PEDESTRIAN REFUGE SUPERVISED

PUBLISH DATE	JUN 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5256
ORIGINAL SIZE	A3
REVISION	D



PLAN - INTEGRATED KERB BUILD-OUTS



PLAN - NON-INTEGRATED KERB BUILD-OUTS

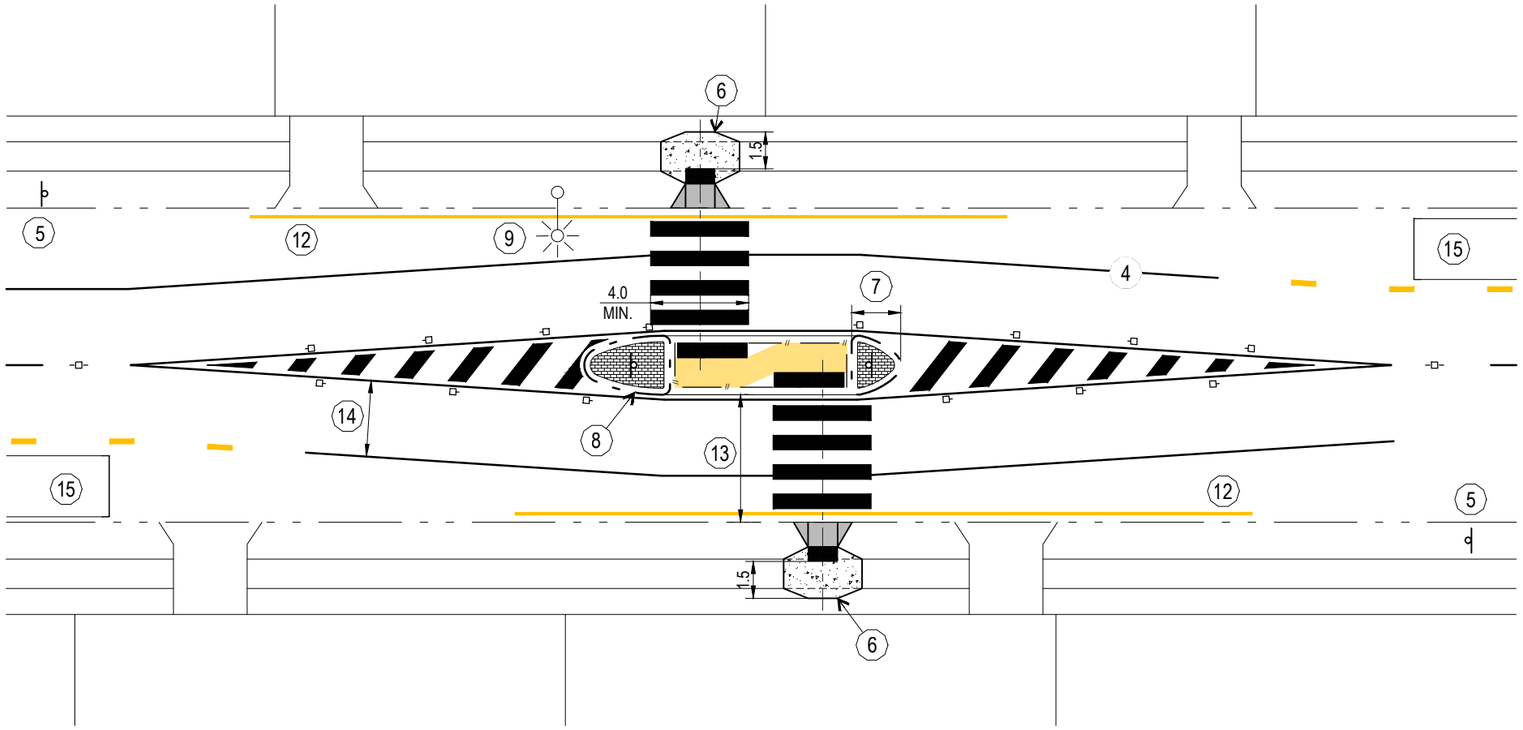
NOTES

1. PRECAST TRAFFIC ISLANDS AS PER BSD-2061 TO BE USED WHERE COST AND PRACTICALITY OF DRAINAGE DEVICES IS A CONSIDERATION. ISLAND ON DEPART SIDE OF REFUGE OPTIONAL.
2. LONGITUDINAL DRAINAGE GAP 600mm DESIRABLE (450mm MINIMUM). DESIGNER TO CONSIDER EFFECTS OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
3. STORMWATER DRAINAGE REQUIRED TO NEW LOW POINTS AT BUILDOUTS.
4. EDGE LINES AND BICYCLE AWARENESS PAVEMENT SYMBOLS OPTIONAL OR AS SPECIFIED (REFER BSD-5102).
5. DELINEATION REQUIRED TO BUILDOUTS AND ISLANDS BY USE OF DELINEATOR SIGNS AND PAVEMENT MARKING.
6. CONSTRUCT KERB RAMPS AS PER BSD-5231, WITH CONNECTION TO EXISTING CONCRETE FOOTPATH. PROVIDE 1.0m TAPERS/FLARES TO FOOTPATH. PROVIDE A MINIMUM OF 1.5m OF CONCRETE FOOTPATH BEHIND BACK OF TGSI.
7. WIDTH FROM REFUGE ISLAND TO KERB - 4.5m DESIRABLE (3.1m MINIMUM).
8. LANE WIDTH PAST REFUGE (TO EDGE LINE) - 3.1m (MINIMUM).
9. NO STOPPING RESTRICTIONS TO BE DELINEATED BY YELLOW 'NO STOPPING' EDGE LINE. EXTENT OF RESTRICTIONS TO BE DETERMINED AS PER 'CROSSING SIGHT DISTANCE' TABLE (REFER BSD-5259).
10. OPTIONAL YELLOW COLOURED PAVEMENT TREATMENT (NON SLIP) BETWEEN ISLANDS.
11. THIS PLAN SUPPLEMENTARY TO AND TO BE READ IN CONJUNCTION WITH BSD-5260.
12. LANDSCAPING TO BUILDOUT TO BE GROUND COVER ONLY TO MAINTAIN PEDESTRIAN VISIBILITY WITH POTENTIAL GROWING HEIGHT OF 300mm MAXIMUM.
13. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
14. INSTALL TACTILE GROUND SURFACE INDICATORS (TGSI) IN ISLAND PEDESTRIAN SLOT. REFER BSD-5232 FOR DETAIL.
15. TGSI TO BE INSTALLED AS PER BSD-5218 AND IN ACCORDANCE WITH *AS1428.* 'DESIGN FOR ACCESS AND MOBILITY'.
16. CONSIDERATION SHOULD BE GIVEN FOR ILLUMINATION REQUIREMENT FOR LATMS IN ACCORDANCE WITH CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.5 - LIGHTING OF LOCAL AREA TRAFFIC MANAGEMENT DEVICES) AND *AS/NZS1158.3.1* PUBLIC LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1 - PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS (4.5 LOCAL AREA TRAFFIC MANAGEMENT DEVICES)
17. ALL DIMENSIONS IN METRES (U.N.O.).

BRISBANE CITY COUNCIL STANDARD DRAWING

PEDESTRIAN REFUGE WITH KERB BULDOUTS

PUBLISH DATE	JUN 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5257
ORIGINAL SIZE	A3
REVISION	C



SETOUT DETAIL

NOTES

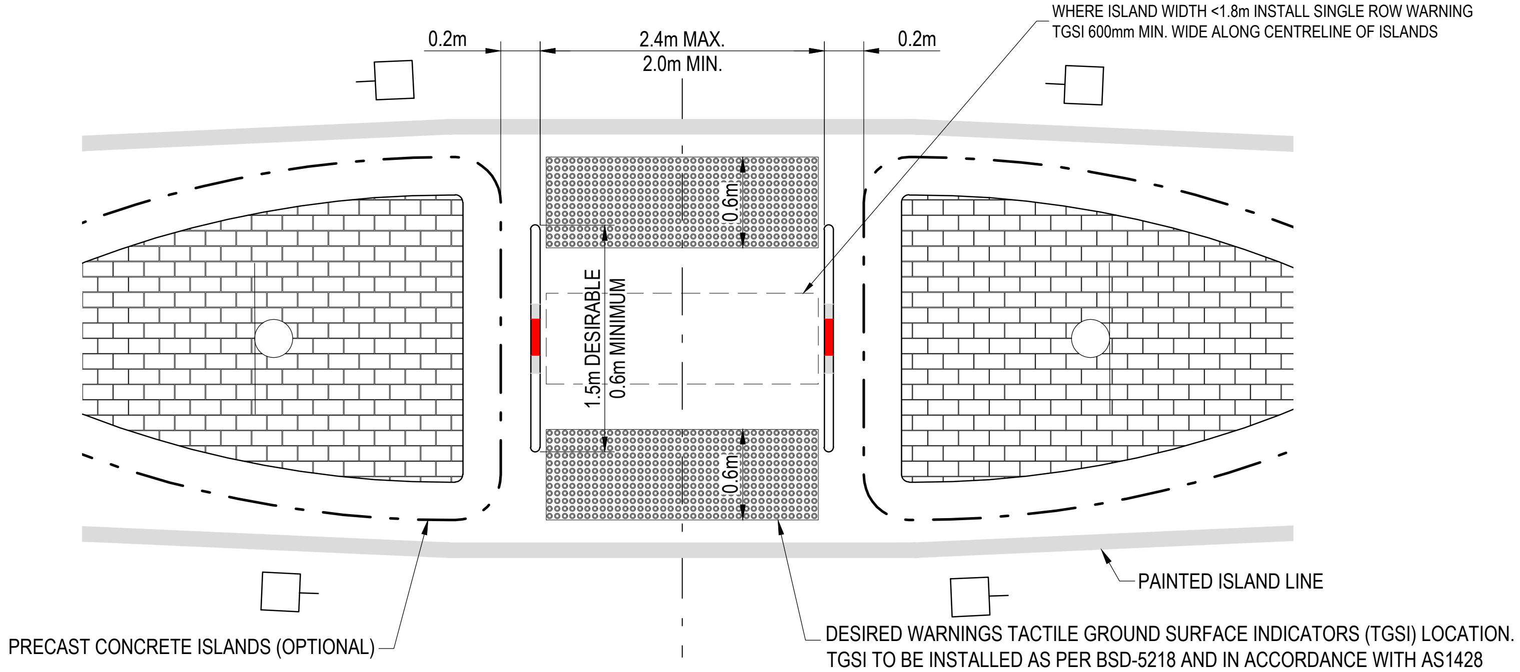
1. PRECAST TRAFFIC ISLANDS AS PER RN90 TO BE USED AT PEDESTRIAN REFUGES.
   - DESIRABLE MINIMUM WIDTH 2.4m (PC-16 OR PC-17, REFER TO NOTE 7).
   - ABSOLUTE MINIMUM WIDTH 2.0m (NOT GENERALLY ACCEPTABLE).
2. SPACING BETWEEN ISLANDS TO BE 7.4m MINIMUM.
3. FOR LENGTH OF PAINTED ISLAND TAILS, REFER TO 'TAIL LENGTH' TABLE (BSD-5259). RRPM'S AT 5.0m SPACING.
4. EDGE LINES OPTIONAL OR AS SPECIFIED (REFER BSD-5102).
5. WARNING SIGNAGE W6-2/W8-25 REQUIRED AT ISOLATED REFUGES, 60-80m IN ADVANCE OF ZEBRA CROSSING. WARNING SIGNAGE W6-1 OR W6-3/W8-25 REQUIRED AT ISOLATED REFUGES, 60-80m IN ADVANCE OF REFUGE ISLANDS. (STAGED CROSSING MAY BE USED AT LOCATIONS OTHER THAN ZEBRA CROSSINGS AS WARRANTED).
6. CONSTRUCT KERB RAMPS AS PER BSD-5231, WITH CONNECTION TO EXISTING CONCRETE FOOTPATH. PROVIDE 1.0m TAPERS/FLARES TO FOOTPATH. PROVIDE A MINIMUM OF 1.5m OF CONCRETE FOOTPATH BEHIND BACK OF TGSI.
7. LENGTH OF REFUGE ISLAND MAY BE REDUCED TO 2.0m MINIMUM TO ALLOW FOR VEHICLE MOVEMENTS AT PROPERTY ACCESS OR AT INTERSECTIONS.
8. R2-3l (KEEP LEFT) AND R3-1 SIGNS IN ACCORDANCE WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
9. WHERE USAGE OF THE PEDESTRIAN CROSSING WILL BE EXPECTED AT NIGHT, LIGHTING OF THE PEDESTRIAN CROSSING SHOULD BE PROVIDED IN ACCORDANCE WITH AS/NZS1158.4, IN ACCORDANCE WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - PART 10: PEDESTRIAN CONTROL AND PROTECTION AND CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.2 PEDESTRIAN FACILITIES.
10. CONSIDERATION SHOULD BE GIVEN FOR ILLUMINATION REQUIREMENT FOR LATMS IN ACCORDANCE WITH CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.5 - LIGHTING OF LOCAL AREA TRAFFIC MANAGEMENT DEVICES) AND *AS/NZS1158.3.1* PUBLIC LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1 - PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS (4.5 LOCAL AREA TRAFFIC MANAGEMENT DEVICES)
11. PEDESTRIAN FENCING TO BE GALVANISED WELDMESH, AS PER BSD-7002 OR AS SPECIFIED.
12. NO STOPPING RESTRICTIONS TO BE DELINEATED BY YELLOW 'NO STOPPING' EDGE LINE. EXTENT OF RESTRICTIONS TO BE DETERMINED AS PER 'CROSSING SIGHT DISTANCE' TABLE (REFER BSD-5259).
13. WIDTH FROM REFUGE ISLAND TO KERB - 4.5m DESIRABLE (3.1m MINIMUM).
14. LANE WIDTH PAST REFUGE (TO EDGE LINE) - 3.1m (MINIMUM).
15. PREFERRED LOCATION FOR BUS STOPS ARE ON DEPARTURE SIDE OF PEDESTRIAN CROSSING.
16. WIDTH BETWEEN PEDESTRIAN FENCING TO BE REDUCED TO 1.4m FOR USE WITH 2.0m ISLANDS.
17. REFER REFERENCE SPECIFICATION FOR ENGINEERING WORKS S155 ROAD PAVEMENT MARKINGS FOR TYPE 1 COLOURED PAVEMENT TREATMENT SPECIFICATION.
18. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
19. TGSI TO BE INSTALLED AS PER BSD-5218 AND IN ACCORDANCE WITH *AS1428*. 'DESIGN FOR ACCESS AND MOBILITY'.
20. ALL DIMENSIONS IN METRES (U.N.O.).

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

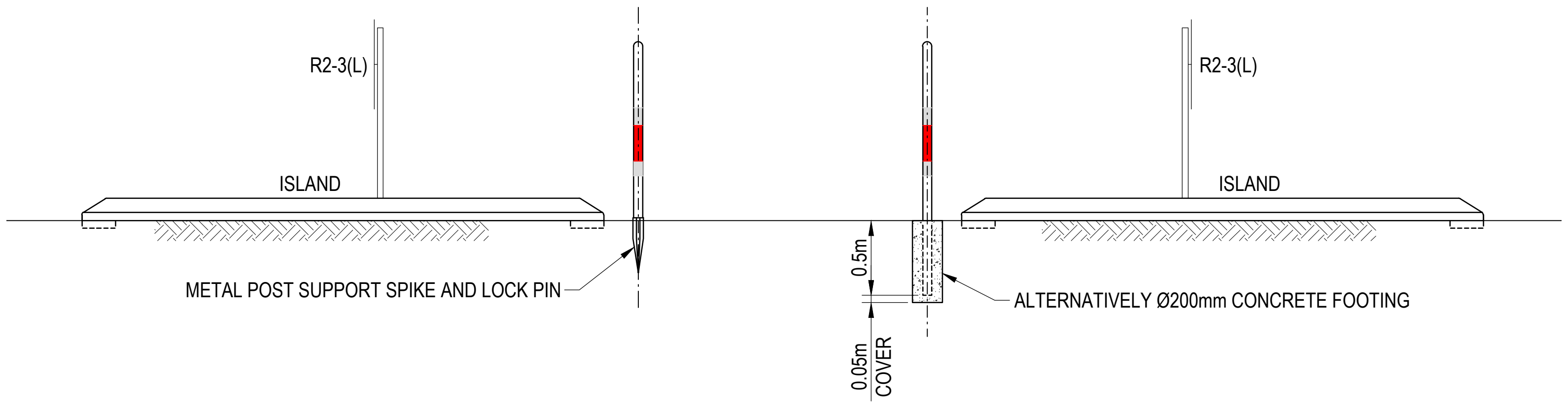
PEDESTRIAN REFUGE PROVISION AT ZEBRA CROSSING

PUBLISH DATE	JUN 2023
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5258
ORIGINAL SIZE	A3
REVISION	C

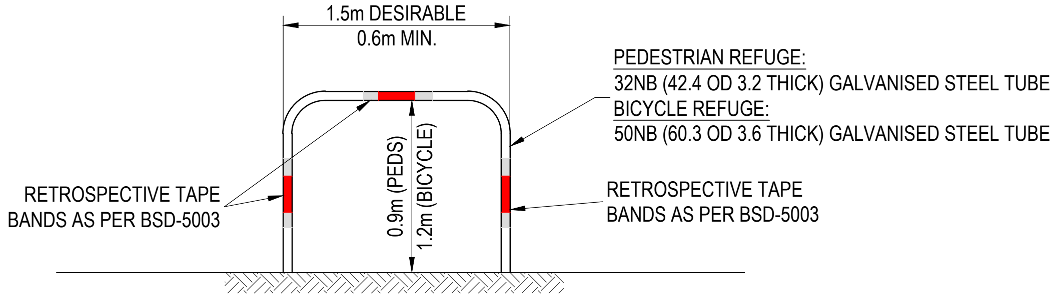


PLAN

(FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201)

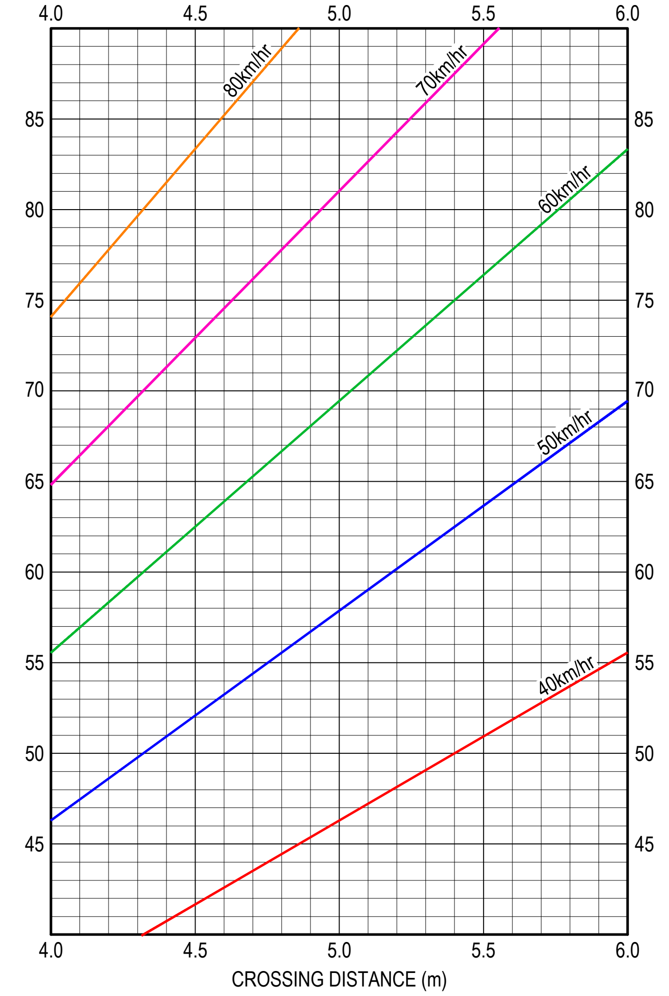


SECTION



HANDRAILS TO BE GALVANISED TUBE ROLLFORMED FROM ONE PIECE OF PIPE IN ACCORDANCE WITH AS 1163

ELEVATION



CROSSING SIGHT DISTANCE (CSD) FOR PEDESTRIAN REFUGE

[illegible]

[illegible]

(CSD = [illegible] x (V/3.6))

[illegible]

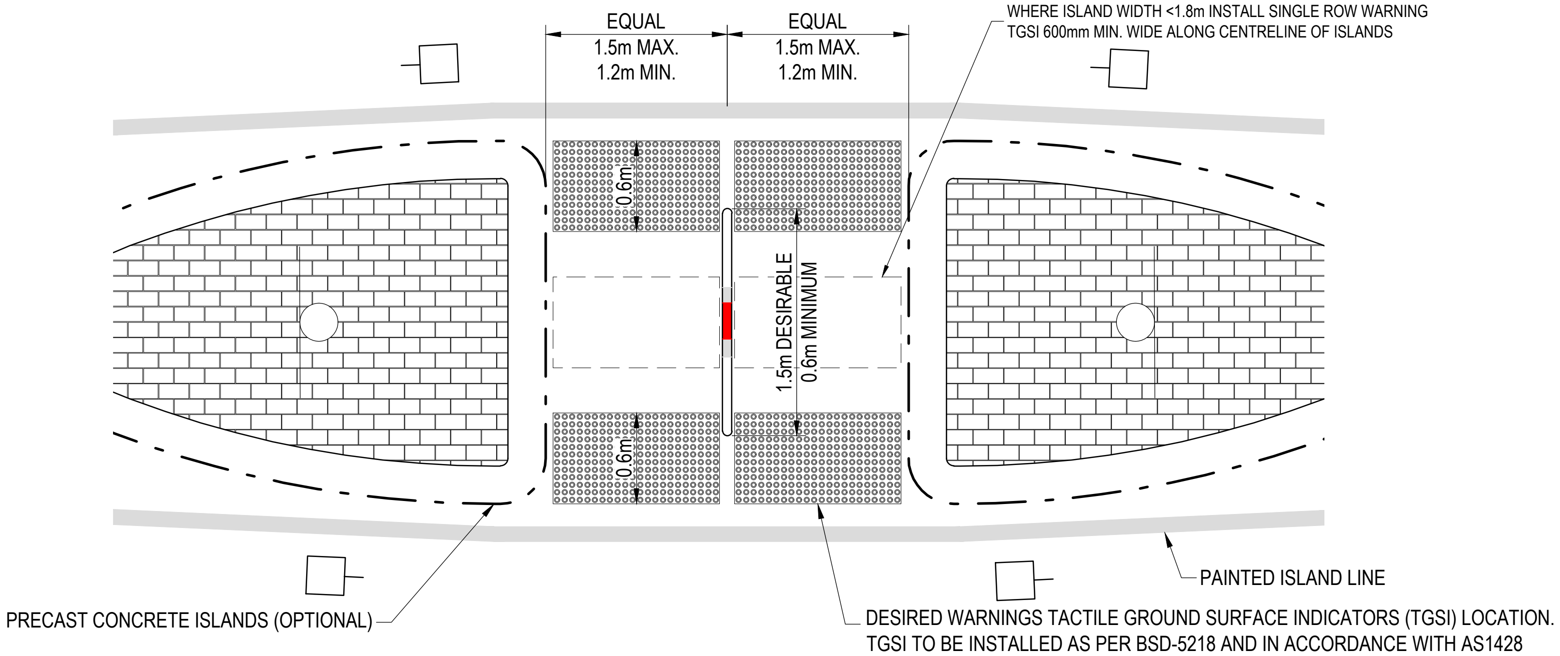
[illegible]

[illegible]

[illegible]

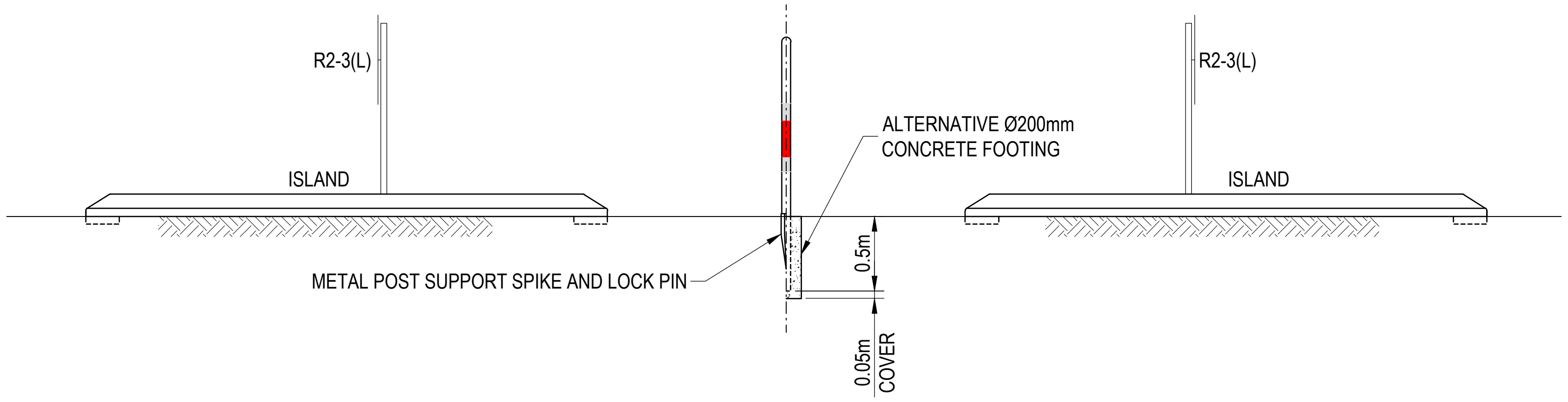
THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

BRISBANE CITY	BRISBANE CITY COUNCIL STANDARD DRAWING	PUBLISH DATE: MAr '21
	ROAD NETWORK GUIDELINES PEDESTRIAN REFUGE - SUPPLEMENTARY DETAILS - SHEET 1 OF 2	SCALE: NOT TO SCALE
		DRAWING NUMBER: BSD-5259
		ORIGINAL SIZE: A3 / REVISION: B

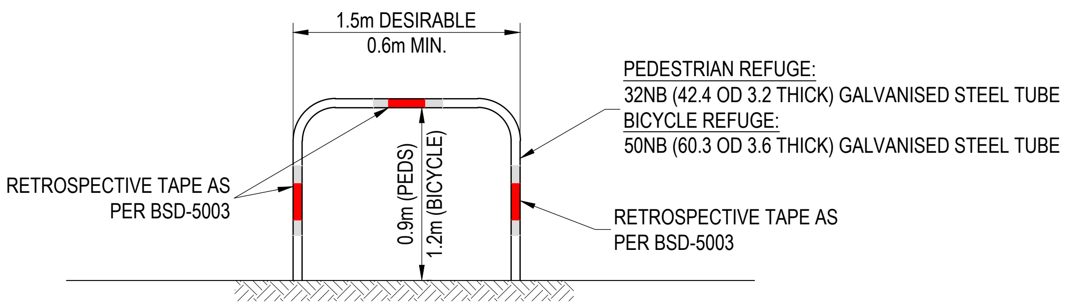


PLAN - ALTERNATIVE RAIL LOCATION

(FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201)

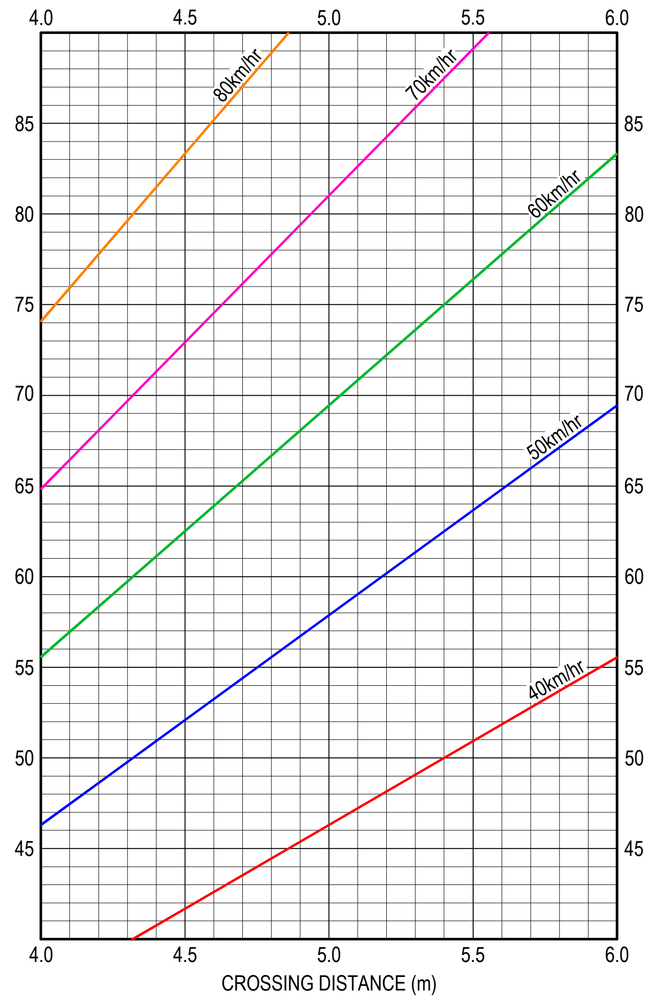


SECTION - ALTERNATIVE RAIL LOCATION



HANDRAILS TO BE GALVANISED TUBE ROLLFORMED
FROM ONE PIECE OF PIPE IN ACCORDANCE WITH *AS11*

ELEVATION

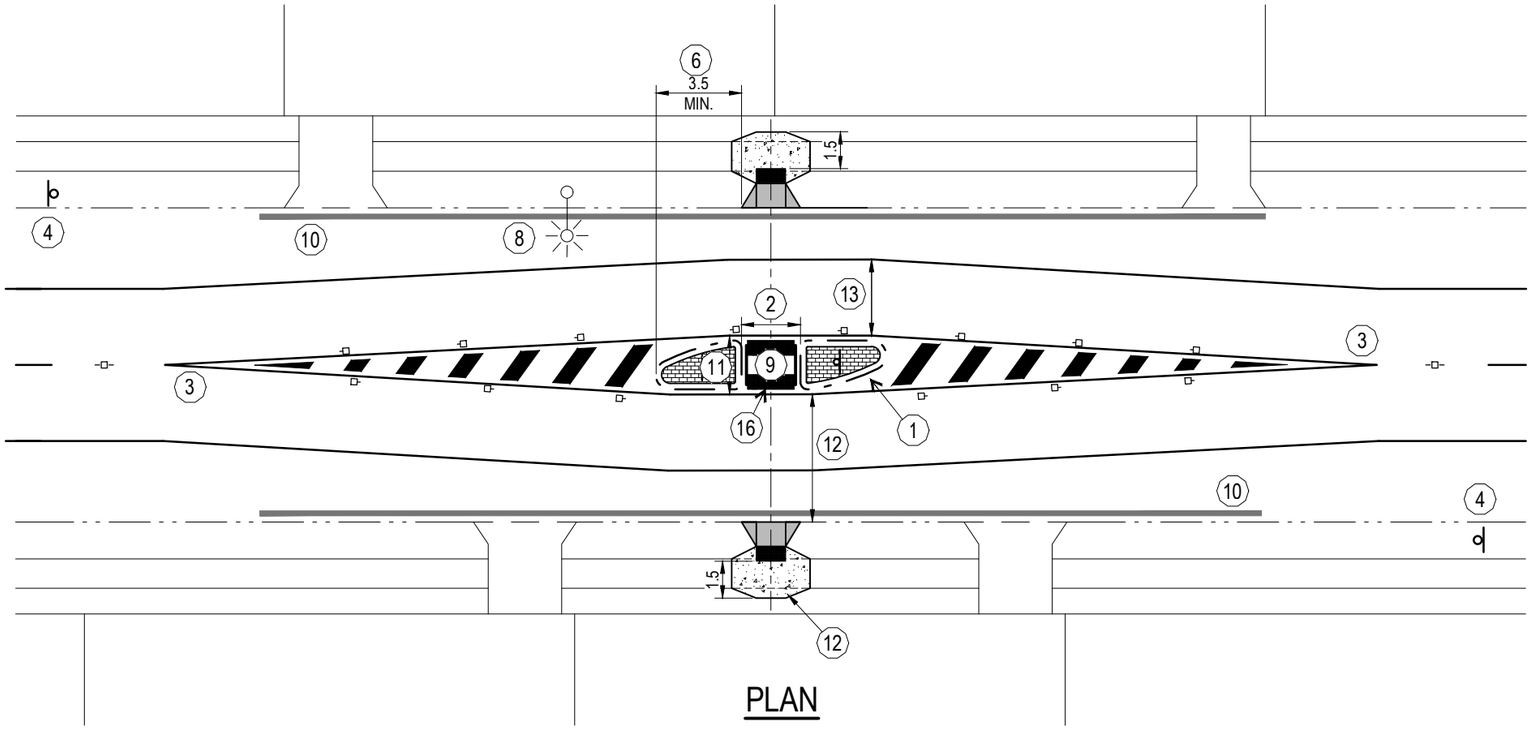


CROSSING SIGHT DISTANCE (CSD) FOR PEDESTRIAN REFUGE

(CSD = [illegible] x (V/3.6))

THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).

BRISBANE CITY	BRISBANE CITY COUNCIL STANDARD DRAWING	PUBLISH DATE Mar '21	
	ROAD NETWORK GUIDELINES PEDESTRIAN REFUGE - SUPPLEMENTARY DETAILS - SHEET 2 OF 2	SCALE NOT TO SCALE	
		DRAWING NUMBER BSD-5259	
		ORIGINAL SIZE A3	REVISION B



PLAN

NOTE:
THIS DRAWING IS NOT TO BE APPLIED TO NEW ROADS IN GREENFIELD AREAS WITH CARRIAGEWAY WIDTHS OF 5.5m OR 7.5m

MID BLOCK TAIL LENGTH TABLE

ISLAND WIDTH (m)	SPEED (Km/h)					
	20	30	40	50	60	70
1.0	6	8	11	14	19	23
1.5	8	11	15	19	26	31
2.0	10	14	19	24	33	39
2.4	11	17	22	28	39	45
3.0	13	20	27	34	47	55

NOTE
DATA IN TABLE APPLY ONLY TO ISLANDS LOCATED CENTRALLY ON ROAD CENTRELINE. LENGTH MAY BE VARIED TO SUIT SITE CONDITIONS WITH APPROVAL OF COUNCIL ASSET OWNER.

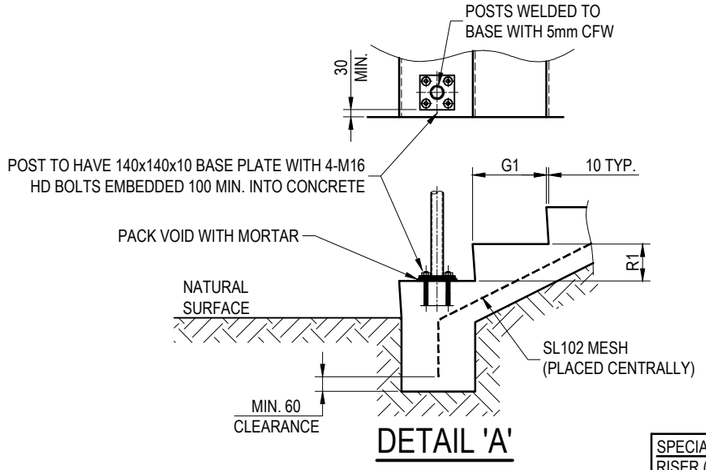
NOTES:

1. PRECAST TRAFFIC ISLANDS AS PER BSD-2061 TO BE USED AT PEDESTRIAN REFUGES.
   - DESIRABLE WIDTH 2.4m.
   - DESIRABLE MINIMUM WIDTH 2.0m.
   - ABSOLUTE MINIMUM WIDTH 1.5m.
2. SPACING BETWEEN ISLANDS TO BE 2.0m MINIMUM. SPACING TO BE INCREASED TO 2.4m AT BICYCLE CROSSING FACILITIES, OR WHERE HOLDING RAILS REQUIRED (REFER NOTE 10). REFER BSD-5232 FOR ISLAND DETAILS.
3. FOR LENGTH OF PAINTED ISLAND TAILS, REFER TO 'TAIL LENGTH TABLE'. RRPM'S AT 5.0m SPACING.
4. WARNING SIGNAGE W6-1/W8-25 REQUIRED AT ISOLATED REFUGES, 60-80m IN ADVANCE OF REFUGE ISLANDS.
5. CONSTRUCT KERB RAMPS AS PER BSD-5231, WITH CONNECTION TO EXISTING CONCRETE FOOTPATH. PROVIDE 1.0m TAPERS/FLARES TO FOOTPATH. PROVIDE A MINIMUM OF 1.5m OF CONCRETE FOOTPATH BEHIND BACK OF TGSI.
6. LENGTH OF REFUGE ISLAND MAY BE REDUCED TO 2.0m MINIMUM TO ALLOW FOR VEHICLE MOVEMENTS AT PROPERTY ACCESS OR AT INTERSECTIONS.
7. KEEP LEFT SIGNS MAY BE MOUNTED ON SPECIAL HANDRAIL ASSEMBLY WHERE SPECIFIED (REFER BSD-5259).
8. CONSIDERATION SHOULD BE GIVEN FOR ILLUMINATION REQUIREMENT FOR LATMS IN ACCORDANCE WITH CITY PLAN 2014, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, SECTION 9.3.5.5 - LIGHTING OF LOCAL AREA TRAFFIC MANAGEMENT DEVICES AND *AS/NZS1158.3.1* PUBLIC LIGHTING FOR ROADS AND PUBLIC SPACES - PART 3.1 - PEDESTRIAN AREA (CATEGORY P) LIGHTING - PERFORMANCE AND DESIGN REQUIREMENTS (4.5 LOCAL AREA TRAFFIC MANAGEMENT DEVICES)
9. PEDESTRIAN HANDRAILS, 0.9m HIGH, TO BE INSTALLED WHERE REQUIRED. BICYCLE HANDRAILS, 1.2m HIGH TO BE INSTALLED AT BICYCLE CROSSING FACILITIES. (REFER BSD-5259 FOR DETAILS).
10. NO STOPPING RESTRICTIONS TO BE DELINEATED BY YELLOW 'NO STOPPING' EDGE LINE. EXTENT OF RESTRICTIONS TO BE DETERMINED AS PER 'CROSSING SIGHT DISTANCE' GRAPH (REFER BSD-5259).
11. WIDTH OF REFUGE (BETWEEN PAINTED ISLAND LANES) TO BE 2.4m MINIMUM FOR PEDESTRIANS AND 2.8m FOR BICYCLE USE.
12. WIDTH FROM REFUGE ISLAND TO KERB - 4.2m DESIRABLE (3.1m MINIMUM).
13. LANE WIDTH PAST REFUGE (TO EDGE LINE) - 3.1m (MINIMUM).
14. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
15. THIS DRAWING TO BE READ IN CONJUNCTION WITH *AS1742.10* AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
16. TACTILE GROUND SURFACE INDICATORS (TGSI) TO BE INSTALLED AS PER BSD-5218 AND IN ACCORDANCE WITH *AS1428*. 'DESIGN FOR ACCESS AND MOBILITY'.
17. ALL DIMENSIONS IN METRES (U.N.O.).

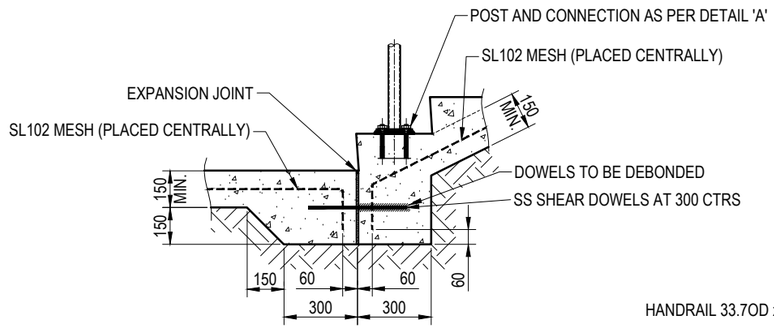
BRISBANE CITY COUNCIL STANDARD DRAWING

PEDESTRIAN REFUGE GENERAL DESIGN CRITERIA

PUBLISH DATE: JUN 2023
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-5260
ORIGINAL SIZE: A3
REVISION: G

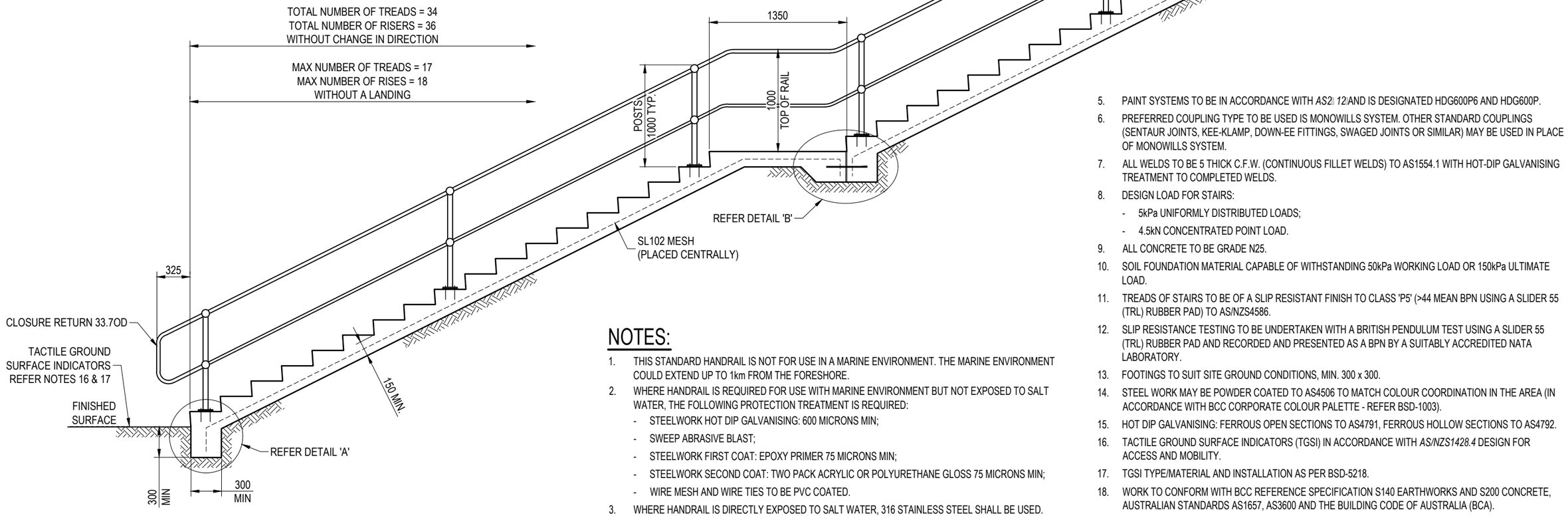


DETAIL 'A'



DETAIL 'B'

SPECIAL NOTE:
RISER (R1) AND GOING (G1) DIMENSIONS TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA (BCA)



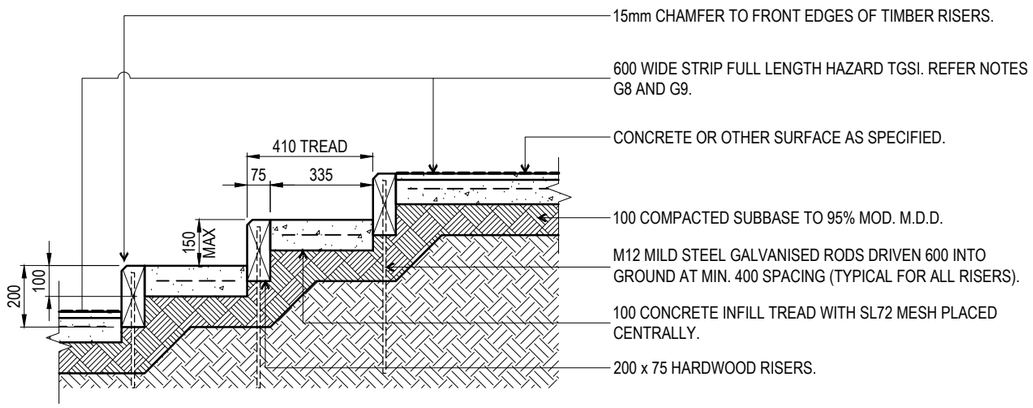
NOTES:

1. THIS STANDARD HANDRAIL IS NOT FOR USE IN A MARINE ENVIRONMENT. THE MARINE ENVIRONMENT COULD EXTEND UP TO 1km FROM THE FORESHORE.
2. WHERE HANDRAIL IS REQUIRED FOR USE WITH MARINE ENVIRONMENT BUT NOT EXPOSED TO SALT WATER, THE FOLLOWING PROTECTION TREATMENT IS REQUIRED:
   - STEELWORK HOT DIP GALVANISING: 600 MICRONS MIN;
   - SWEEP ABRASIVE BLAST;
   - STEELWORK FIRST COAT: EPOXY PRIMER 75 MICRONS MIN;
   - STEELWORK SECOND COAT: TWO PACK ACRYLIC OR POLYURETHANE GLOSS 75 MICRONS MIN;
   - WIRE MESH AND WIRE TIES TO BE PVC COATED.
3. WHERE HANDRAIL IS DIRECTLY EXPOSED TO SALT WATER, 316 STAINLESS STEEL SHALL BE USED.
4. ALL FIXINIGS INTO CONCRETE TO BE 316 STAINLESS STEEL.
5. PAINT SYSTEMS TO BE IN ACCORDANCE WITH *AS2312* AND IS DESIGNATED HDG600P6 AND HDG600P.
6. PREFERRED COUPLING TYPE TO BE USED IS MONOWILLS SYSTEM. OTHER STANDARD COUPLINGS (SENTAUR JOINTS, KEE-KLAMP, DOWN-EE FITTINGS, SWAGED JOINTS OR SIMILAR) MAY BE USED IN PLACE OF MONOWILLS SYSTEM.
7. ALL WELDS TO BE 5 THICK C.F.W. (CONTINUOUS FILLET WELDS) TO AS1554.1 WITH HOT-DIP GALVANISING TREATMENT TO COMPLETED WELDS.
8. DESIGN LOAD FOR STAIRS:
   - 5kPa UNIFORMLY DISTRIBUTED LOADS;
   - 4.5kN CONCENTRATED POINT LOAD.
9. ALL CONCRETE TO BE GRADE N25.
10. SOIL FOUNDATION MATERIAL CAPABLE OF WITHSTANDING 50kPa WORKING LOAD OR 150kPa ULTIMATE LOAD.
11. TREADS OF STAIRS TO BE OF A SLIP RESISTANT FINISH TO CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.
12. SLIP RESISTANCE TESTING TO BE UNDERTAKEN WITH A BRITISH PENDULUM TEST USING A SLIDER 55 (TRL) RUBBER PAD AND RECORDED AND PRESENTED AS A BPN BY A SUITABLY ACCREDITED NATA LABORATORY.
13. FOOTINGS TO SUIT SITE GROUND CONDITIONS, MIN. 300 x 300.
14. STEEL WORK MAY BE POWDER COATED TO AS4506 TO MATCH COLOUR COORDINATION IN THE AREA (IN ACCORDANCE WITH BCC CORPORATE COLOUR PALETTE - REFER BSD-1003).
15. HOT DIP GALVANISING: FERROUS OPEN SECTIONS TO AS4791, FERROUS HOLLOW SECTIONS TO AS4792.
16. TACTILE GROUND SURFACE INDICATORS (TGSI) IN ACCORDANCE WITH *AS/NZS1428.4* DESIGN FOR ACCESS AND MOBILITY.
17. TGSI TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218.
18. WORK TO CONFORM WITH BCC REFERENCE SPECIFICATION S140 EARTHWORKS AND S200 CONCRETE, AUSTRALIAN STANDARDS AS1657, AS3600 AND THE BUILDING CODE OF AUSTRALIA (BCA).
19. DIMENSIONS IN MILLIMETRES (U.N.O.).

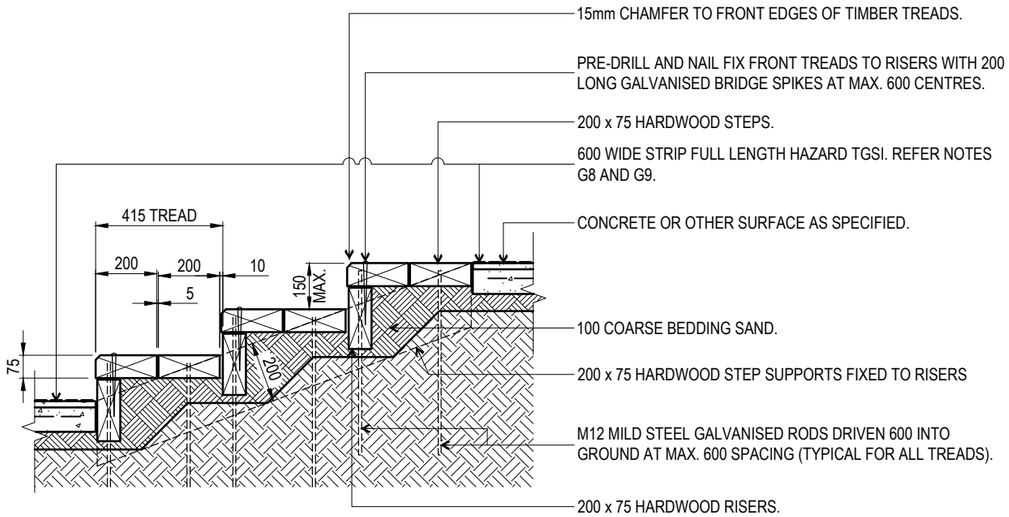
BRISBANE CITY COUNCIL STANDARD DRAWING

STAIRWAY
REINFORCED-CONCRETE

PUBLISH DATE	
Mar '21	
SCALE	
NOT TO SCALE	
DRAWING NUMBER	
BSD-5281	
ORIGINAL SIZE	REVISION
A3	B



CONCRETE & TIMBER STEPS - SECTION



TIMBER STEPS - SECTION

GENERAL NOTES & SPECIFICATIONS

G1. ENSURE STEPS ARE LOCATED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.

G2. AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.

G3. MATERIAL CHOICES ARE TO BE DETERMINED ON THE GROUNDS OF SUSTAINABILITY, LOW MAINTENANCE, VANDAL RESISTANCE, PRODUCT AVAILABILITY AND SUITABILITY TO THE CLIMATIC CONDITIONS. MATERIALS ARE TO BE LOCALLY SOURCED.

G4. ENSURE STEPS ARE CLEANED OF CONCRETE SLURRY OR SPRAY WHEN INSTALLED TO PREVENT STAINING OR DAMAGE TO APPLIED FINISHES.

G5. COLOUR SELECTION IN ACCORDANCE WITH STANDARD BCC CORPORATE COLOUR PALETTE (& *AS2* EQUIVALENT).

G6. FOR HANDRAIL REQUIREMENTS TO STEPS, REFER TO AUSTRALIAN STANDARDS FOR ACCESS & MOBILITY (*AS1428*).

G7. REFER TO THE 'A CITY FOR EVERYONE: INCLUSIVE BRISBANE PLAN 2019-2029' FOR FURTHER INFORMATION WHEN PLANNING AND DESIGNING THE BUILT ENVIRONMENT TO REASONABLY CONSIDER ACCESS AND INCLUSION FOR ALL WHERE APPROPRIATE.

G8. TACTILE GROUND SURFACE INDICATORS (TGSI) IN ACCORDANCE WITH *AS/NZS1428.4* DESIGN FOR ACCESS AND MOBILITY.

G9. TGSI TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218.

G10. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

FIXTURES/FITTINGS & METAL WORK NOTES

F1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH *AS41* & *AS/NZS1* *4*.

F2. ALL FIXTURES/FITTINGS UNLESS SPECIFIED ARE TO BE HOT DIPPED GALVANISED UNLESS IN VICINITY OF SALTWATER/SPRAY, ENSURE ALL FASTENERS SHALL BE STAINLESS STEEL. PLASTIC SEPARATORS SHALL BE PROVIDED TO AVOID CONTACT BETWEEN DISSIMILAR MATERIALS. STAINLESS STEEL GRADE 316 TO BE USED. WHERE POSSIBLE ALL FIXINGS TO BE TAMPER/VANDAL PROOF TO MINIMISE DAMAGE OR THEFT.

CONCRETE WORK NOTES

C1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH *AS* .

C2. ALL CEMENT TO BE TYPE GP OR GB TO *AS* 2 UNLESS SPECIFIED OTHERWISE.

C3. NORMAL AGGREGATE SIZE TO BE 20MM, SLUMP TO BE NOT GREATER THAN 80mm.

C4. AT A MINIMUM ALL CONCRETE TO BE GRADE N25. CONCRETE SHALL BE NORMAL CLASS CONCRETE UNLESS DIRECTED OTHERWISE. N25 SHALL MEAN NORMAL CLASS CONCRETE WITH A 28 DAY CHARACTERISTIC STRENGTH OF 25MPa. CONCRETE MIX DESIGN SHALL BE SUBMITTED TO THE SITE SUPERINTENDENT FOR APPROVAL FIVE (5) DAYS PRIOR TO ORDERING.

C5. ALL CONCRETE TO BE BROOM FINISHED 100 MIN. THICKNESS FOR TREADS. ALL CONCRETE WORKS TO BE REINFORCED MIN. SL72 MESH PLACED CENTRALLY (ENSURE MIN. TOP COVER OF 50).

C6. FOR SLIP RESISTANCE REQUIREMENTS, REFER REFERENCE SPECIFICATIONS FOR ENGINEERING WORK S155 ROAD PAVEMENT MARKING.

TIMBER NOTES

T1. TIMBER SHOULD BE SOURCED FROM LEGAL AND SUSTAINABLE SOURCES. TIMBERS ARE CONSIDERED ACCEPTABLE WHERE THERE IS A HIGH DEGREE OF CERTAINTY THAT THEY ARE FROM FORESTS, EITHER NATIVE OR PLANTATION, THAT ARE LEGALLY HARVESTED AND SUSTAINABILITY MANAGED. THE CONTRACTOR IS TO SUBMIT EVIDENCE THAT THE TIMBER HAS BEEN OBTAINED FROM A LEGAL AND SUSTAINABLE SOURCE.

T2. ALL TIMBER TO BE ACQ PRESSURE TREATED OR TANALITH E (COPPER AZOL) TO *AS1* 8 TREATED ROUGH SAWN APPEARANCE GRADE HARDWOOD OF ONE SPECIES.

T3. ALL EXPOSED EDGES TO RECEIVE MIN. 5mm WIDE ARRIS.

T4. PRIOR TO INSTALLATION, ALL CUTS, EDGES, JOINTS TO RECEIVE LIBERAL COATINGS WITH AN APPROVED TIMBER PRESERVATIVE

T5. ALL TIMBER IN CONTACT WITH GROUND TO BE PRESERVATIVE TREATED TO HAZARD CLASS H5 TO *AS1* 4 AND HAVE A DURABILITY CLASS 1 OR 2 TO *AS* 4.

T6. ALL TIMBER TO BE FREE OF KNOTS, SPLINTERS, CRACKS OR ANY MAJOR DEFECT.

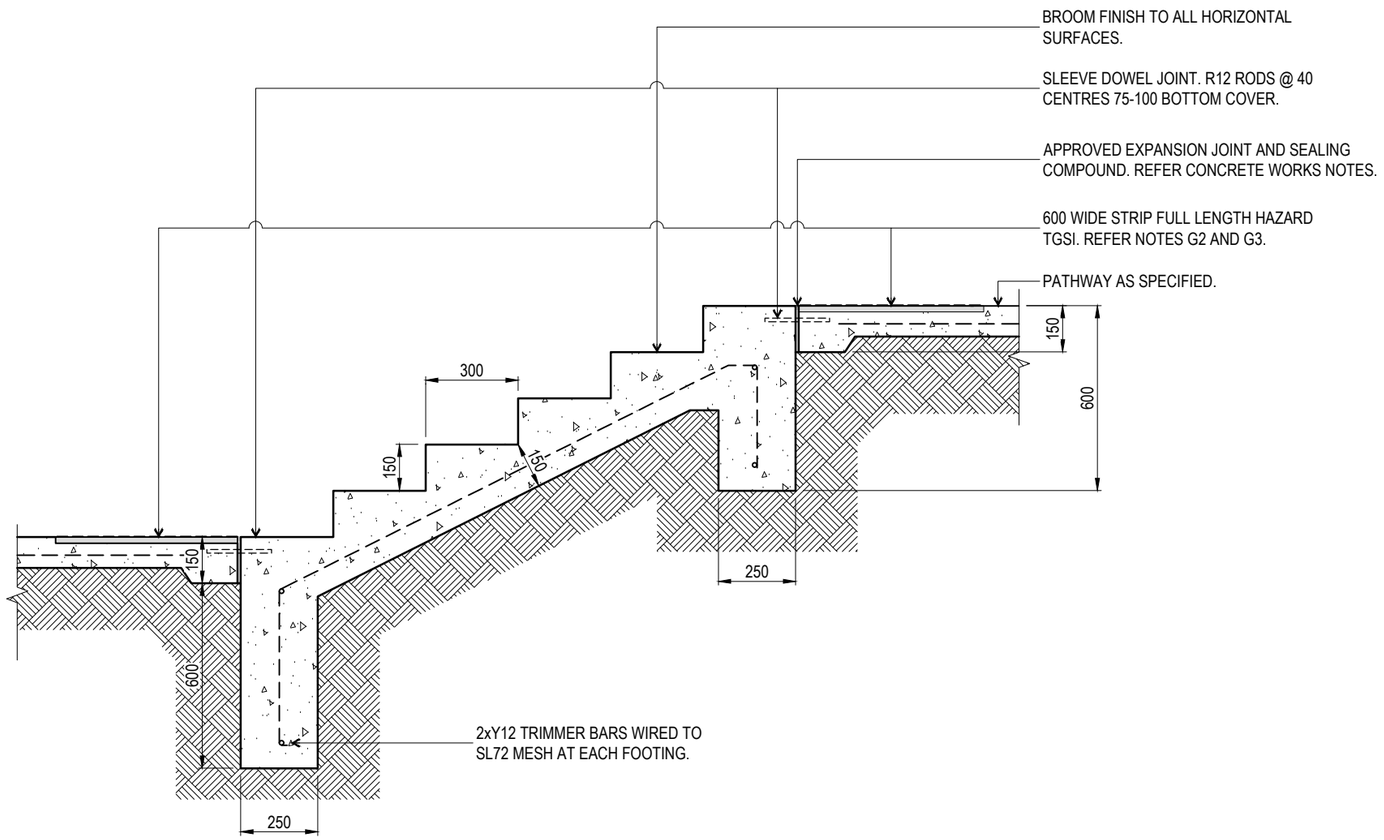
T7. TIMBER PRESERVATIVES - WHERE NO FINISH SPECIFIED, ALL TIMBER TO RECEIVE 3 No COATS OF CLEAR APPROVED TIMBER PRESERVATIVE SUCH AS COPPER NAPTHENATE OIL (FOR ABOVE GROUND USE) AND COPPER NAPTHENATE EMULSION (FOR BELOW GROUND USE) - COAT ENTIRE BOLLARD PRIOR TO PLACING. COLOUR SELECTION WHERE APPLICABLE IN ACCORDANCE WITH STANDARD CORPORATE COLOUR PALETTE.

T8. ALL CONCRETE TREADS TO HAVE 1:50 MINIMUM FALL AWAY FROM RISERS.

BRISBANE CITY COUNCIL STANDARD DRAWING

STEPS
CONCRETE AND TIMBER

PUBLISH DATE	Mar '21
SCALE	1:20
DRAWING NUMBER	BSD-5282
ORIGINAL SIZE	A3
REVISION	C



CONCRETE STEPS - SECTION

GENERAL NOTES

G1. ENSURE STEPS ARE LOCATED AND LANDSCAPED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN, AND SUBDIVISION AND DEVELOPMENT GUIDELINES.

G2. TACTILE GROUND SURFACE INDICATORS (TGSI) IN ACCORDANCE WITH *AS/NZS1428.4* DESIGN FOR ACCESS AND MOBILITY.

G3. TGSI TYPE/MATERIAL AND INSTALLATION AS PER BSD-5218.

G4. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

CONCRETE WORKS

C1. AT A MINIMUM ALL CONCRETE TO BE GRADE N25 BROOM FINISHED 125 MIN. THICKNESS. ALL CONCRETE WORKS TO BE REINFORCED MIN. SL72 MESH. ENSURE MIN. COVER OF 50 TO ALL SIDES.

C2. FOR SLIP RESISTANCE REQUIREMENTS, REFER REFERENCE SPECIFICATIONS FOR ENGINEERING WORK S155 ROAD PAVEMENT MARKING.

C3. ALL STEPS TO HAVE 1:50 MINIMUM FALL AWAY FROM RISE.

C4. CONTRACTION JOINTS AS A GUIDE LOCATED @ 1.5m CENTRES. JOINT TO BE SAW CUT 6mm WIDE X $\frac{1}{3}$ DEPTH DEEP WITHIN 4-12 HRS OF 3 PLACEMENT. PLACE MESH CENTRALLY OVER JOINT AND CUT EVERY SECOND BAR OVER JOINT.

C5. EXPANSION JOINTS (WHERE REQUIRED) AS A GUIDE LOCATED @ 6m CENTRES. JOINT TO BE FULL DEPTH 10mm THICK CLOSED CELL CROSS-LINKED POLYETHYLENE FOAM (85-150KG/m^3). SEAL SURFACE OF JOINT WITH 10mm DEEP POLYETHYLENE SEALANT ('SIKAFLEX 1A SILICON' OR EQUIVALENT). LARGER AREAS OF PAVEMENT TO BE REVIEWED BY ENGINEER.

C6. FOR HANDRAIL REQUIREMENTS TO STEPS, REFER TO AUSTRALIAN STANDARDS AND COUNCIL REQUIREMENTS FOR ACCESS & MOBILITY (*AS1428*). ALL OTHER PATHWAYS OR PAVEMENT AREAS BEYOND THE STEPS TO COMPLY WITH THESE STANDARDS.

FIXTURES/FITTINGS/METAL WORK

F1. ALL FIXTURES/FITTINGS UNLESS SPECIFIED ARE TO BE HOT DIPPED GALVANISED. SPECIFY STAINLESS STEEL FIXINGS IN VICINITY OF SALTWATER/SPRAY - ENSURE SEPARATION BETWEEN VARIOUS METALS TO PREVENT METAL CORROSION.

F2. HERE POSSIBLE ALL FIXINGS TO BE TAMPER/VANDAL PROOF TO MINIMISE DAMAGE OR THEFT.

BRISBANE CITY COUNCIL STANDARD DRAWING

STEPS - CONCRETE

PUBLISH DATE	Mar '21
SCALE	1:20
DRAWING NUMBER	BSD-5284
ORIGINAL SIZE	A3
REVISION	B