BSD 1000 Series

General

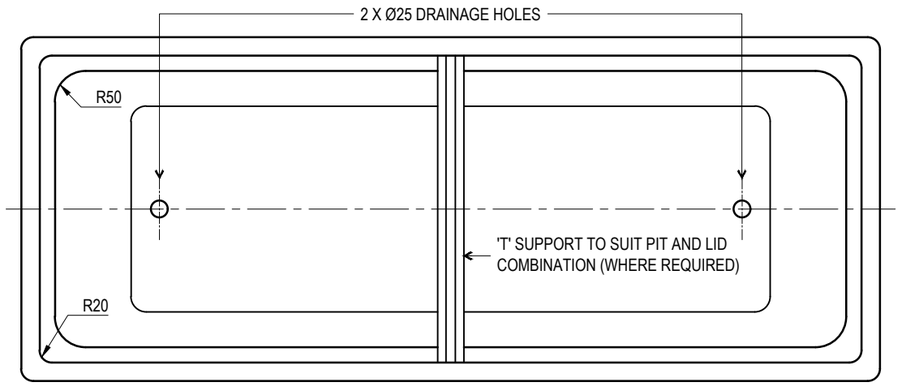
TABLE 1

TYPE	L1	L2	L3	L4	D	W1	W2	W3	W4
P2	660	625	580	560	580	290	250	208	190
P3	540	500	455	420	520	315	275	230	190
P4	695	650	605	545	820	390	350	300	240
P6	1365	1310	1240	835	665	610	500	430	410
P7	1010	960	910	835	1130	560	500	450	375
P8	1400	1340	1290	960	900	560	500	450	375
P9	2040	1980	1970	450	900	585	505	470	450

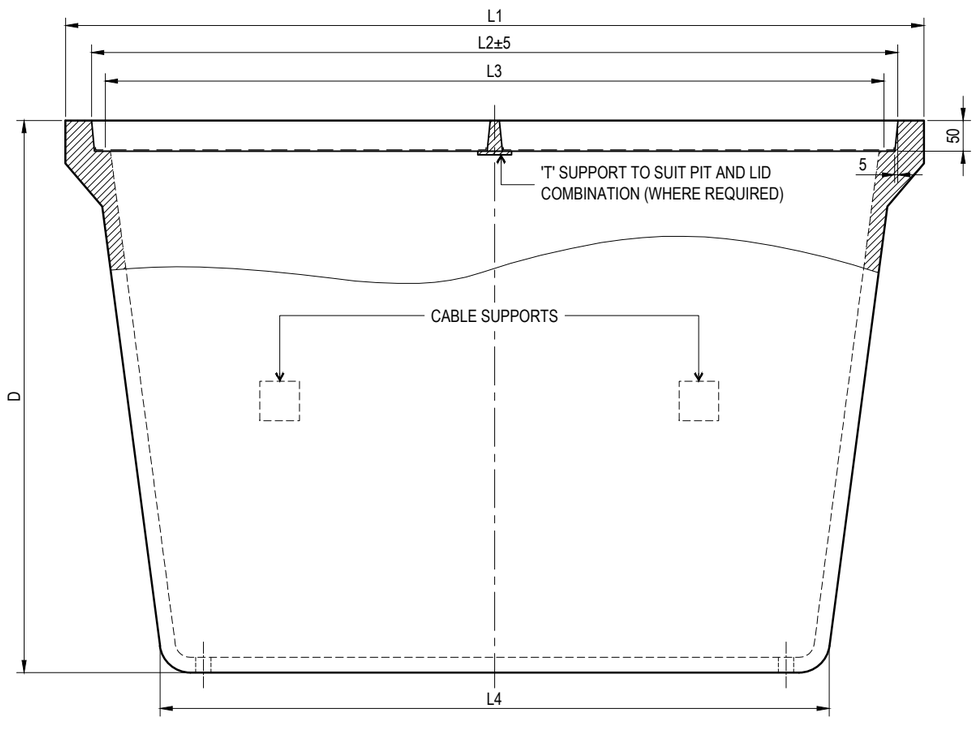
NOTES:

1. NOMINAL PIT DIMENSIONS AS PER TABLE 1.
2. ALL CORNER RADII TO BE 20mm, UNLESS SHOWN OTHERWISE.
3. TYPE 7 & 9 PITS ONLY TO BE USED WITH APPROVAL FROM COUNCIL.
4. PIT MATERIAL MAY BE, BUT NOT LIMITED TO, CONCRETE, POLYCRETE OR HDPE.
5. THE THICKNESS AND SHAPE OF THE MATERIALS USED TO FORM THE PIT SHALL PROVIDE SUFFICIENT VERTICAL STRENGTH TO SUPPORT THE FOLLOWING LOADS TO *AS3996* WHERE THE LOAD IS TRANSFERRED FROM THE PIT LID TO THE PIT FRAME, WHEN INSTALLED IN THE GROUND WITH 2 HOLES IN EACH END OF THE PIT:
   - CLASS 'B' LOAD: GENERAL PEDESTRIAN AREAS.
   - CLASS 'C' LOAD: LOCALITIES AND CENTRES SUCH AS THE CBD AND CENTRES AS DEFINED BY *CHAPTER 5, INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY, BRISBANE CITY PLAN 2014*

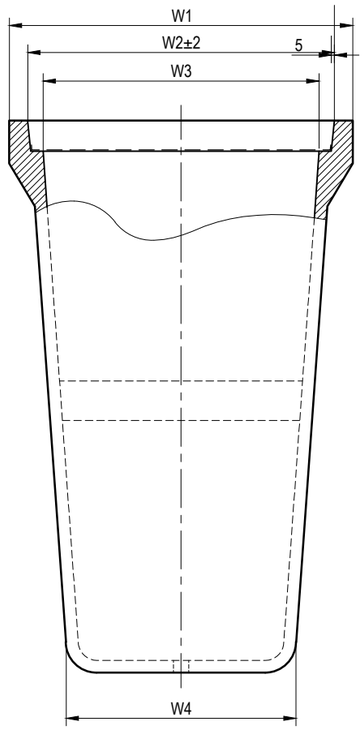
   THE RESULTANT PERMANENT DEFORMATION TO THE PIT AFTER THE LOAD IS REMOVED SHALL NOT EXCEED 10mm.
6. THE THICKNESS OF THE WALLS AND BOTTOM OF THE PIT SHALL EXHIBIT A SHEARING OR CUTTING CHARACTERISTIC SUCH THAT THE HOLES SPECIFIED ABOVE CAN BE CUT WITH A NORMALLY AVAILABLE HOLE SAW OR PRESS TO WITHIN 30mm OF THE CORNERS AND/OR EDGES.
7. COLLAR OR RISER MAYBE USED TO INCREASE PIT DEPTH OR CORRECT PIT SURFACE LEVEL. COLLAR/RISER MATERIAL TO BE COMPATIBLE WITH PIT MATERIAL.
8. FOR CIRCULAR PITS REFER TO MAIN ROADS DRAWINGS 1415 AND 1416.
9. TYPE 9 PIT NOT ILLUSTRATED ON DRAWING.
10. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).



PLAN VIEW

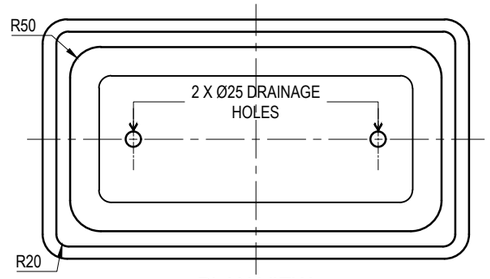


FRONT VIEW

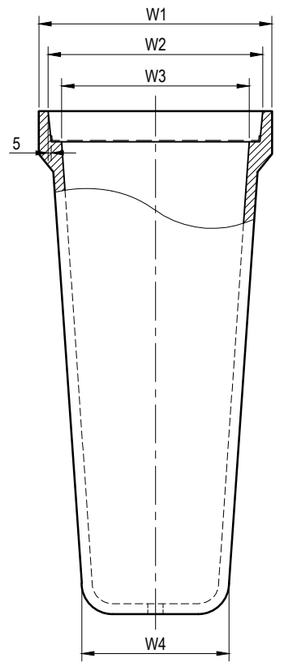


SIDE VIEW

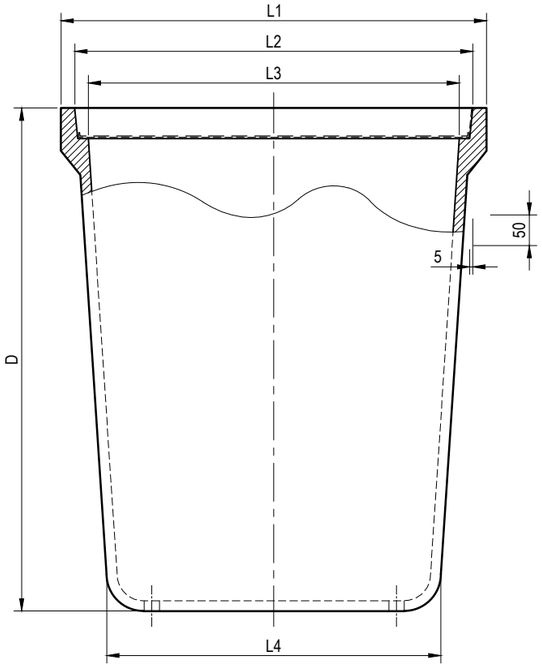
PIT TYPES 7 & 8



PLAN VIEW



SIDE VIEW



FRONT VIEW

PIT TYPES 2, 3 & 4

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

RECTANGULAR PIT TYPES

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-1011
ORIGINAL SIZE	A3
REVISION	E

LEGEND

ROAD CROSSING CONDUITS SHOWN BY DASHED LINES		
GAS	G	YELLOW
POTABLE WATER	PW	BLUE (LIGHT)
NON-POTABLE WATER	NPW	PURPLE
SEWER	S	RED
COMMUNICATIONS	C	PINK
ELECTRICITY	E	GREEN
STREET LIGHT RETIC	SL	BLUE (DARK)

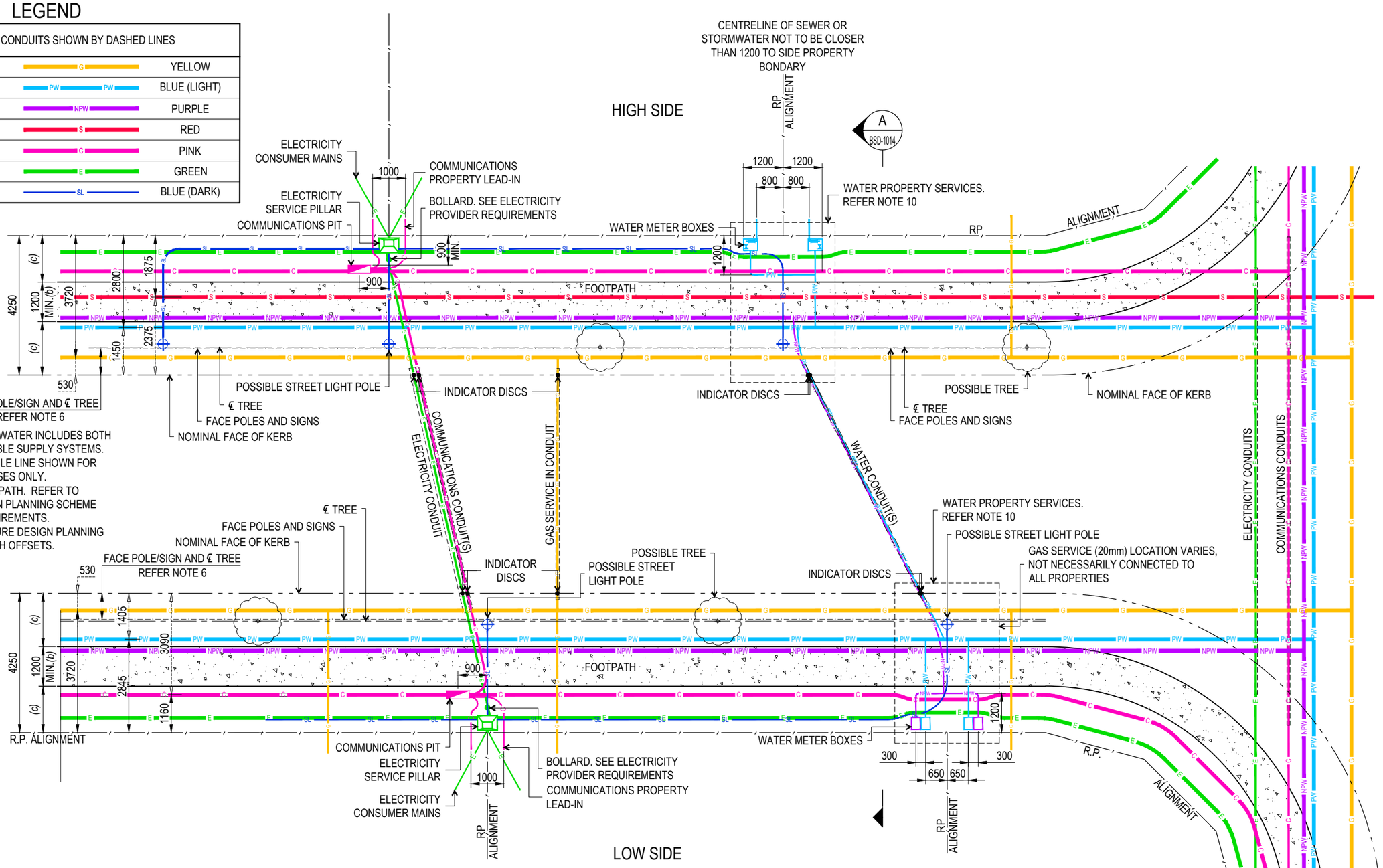
SERVICE CORRIDOR	
ELECTRICITY & COMMUNICATIONS	1300
SEWERAGE	910
WATER[1]	1040
POLES/TREES	400
GAS SEE NOTE 9	600

(a) SERVICE CORRIDOR FOR WATER INCLUDES BOTH POTABLE AND NON-POTABLE SUPPLY SYSTEMS. LOCATION OF NON-POTABLE LINE SHOWN FOR DEMONSTRATION PURPOSES ONLY.

(b) MINIMUM WIDTH OF FOOTPATH. REFER TO INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR WIDTH REQUIREMENTS.

(c) REFER TO INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR PATH OFFSETS.

SERVICE CORRIDOR	
GAS	600
POLES/TREES	400
WATER*	1430
COMMUNICATIONS	910
ELECTRICITY SEE NOTE 3	910



NOTES:

1. TREES TO BE SPACED A MINIMUM OF 7.0m FROM STREET LIGHT POLE.
2. THE ALIGNMENT AND DEPTHS OF EXISTING SERVICES SHALL BE PROVEN ON SITE BY CONSULTATION WITH THE RELEVANT SERVICE AUTHORITIES PRIOR TO ANY EXCAVATION AND SHALL NOT BE INFERRED FROM THIS DRAWING.
3. ELECTRICITY DISTRIBUTION MAY BE LOCATED ALTERNATIVELY ON HIGH SIDE OF STREET IN LIEU OF LOW SIDE, PROVIDED IT REMAINS WITHIN THE FIRST 910mm WIDTH OF THE 1300mm WIDE JOINT SHARE ELEC-COMMS CORRIDOR.
4. VARIOUS CONFIGURATIONS OF TRENCH WIDTH AND CONDUIT NUMBERS/DIAMETERS EXIST FOR BOTH ELECTRICITY AND COMMON TRENCH ARRANGEMENTS WITH COMMUNICATIONS. REFER ELECTRICITY AUTHORITIES STANDARD DRAWINGS.
   PREFERABLY COMMUNICATIONS CONDUITS SHOULD BE INSTALLED IN SHARED TRENCHES.
5. THE COMMUNICATIONS CORRIDOR IS TO BE SHARED BY ALL COMMUNICATIONS CONDUITS. COUNCIL'S PREFERENCE IS FOR SHARED CONDUITING, NORMALLY ON THE LOW SIDE. THAT PART OF THE COMMUNICATIONS CORRIDOR CLOSEST TO THE R.P. ALIGNMENT WILL BE ALLOCATED TO COMMON CONDUITS. SUBSEQUENT CONDUIT APPLICATIONS WILL BE ALLOCATED PARALLEL ALIGNMENTS WITHIN THE CORRIDOR.
6. OFFSET FROM NOMINAL FACE OF KERB (NFK) FOR POLES, SIGNS AND TREES:
   - THE FACE OF POLES AND SIGNS ARE TO BE LOCATED 800 FROM NFK.
   - WITH THE CENTRELINE OF TREES TO BE LOCATED 850 FROM NFK.
   - FOR NON-STANDARD VERGE WIDTHS, MAINTAIN STANDARD OFFSET FROM NFK TO THE FACE OF THE POLE OR SIGN AND/OR CENTRELINE OF THE TREE. OBTAIN AGREEMENT FROM OTHER SERVICE AUTHORITIES THAT HAVE THEIR STANDARD ALIGNMENT IMPACTED.
7. FOR KERB RAMPS REFER BSD-5231.
8. SUPERSEDED SERVICE CORRIDORS/ALIGNMENTS MAY BE APPLICABLE TO EXISTING INFRASTRUCTURE. COPIES ARE AVAILABLE FROM COUNCIL'S PLAN CUSTODIAN.
9. REFER DRAWING BSD-8051 FOR GAS REALIGNMENT IN THE VICINITY OF LIP IN LINE GULLY.
10. FOR WATER PROPERTY SERVICES DETAILS, REFER TO SOUTH EAST QUEENSLAND WATER SUPPLY AND SEWERAGE DESIGN AND CONSTRUCTION CODE (www.seqcode.com.au).
11. DIMENSIONS IN MILLIMETRES (U.N.O.).

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BRISBANE CITY COUNCIL STANDARD DRAWING

PUBLIC UTILITY CORRIDORS AND ALIGNMENTS (4.25m WIDE VERGE)

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-1013
ORIGINAL SIZE	A3
REVISION	G

NOTES:

1. ELECTRICITY CONDUITS ADOPTED ARE TYPICALLY:
   - Ø40 FOR STREET LIGHTING.
   - Ø80 FOR LV AND 11kV.
   - Ø100 FOR HV AND 33kV.
2. COMMUNICATIONS CONFIGURATIONS CONSIST OF:
   DISTRIBUTION:
   - Ø100 CONDUITS AND PITS INSTALLED IN A COMMON TRENCH WITH ELECTRICITY ON EITHER LOW OR HIGH SIDE (REFER NOTES 3 AND 4 ON BSD-1015)

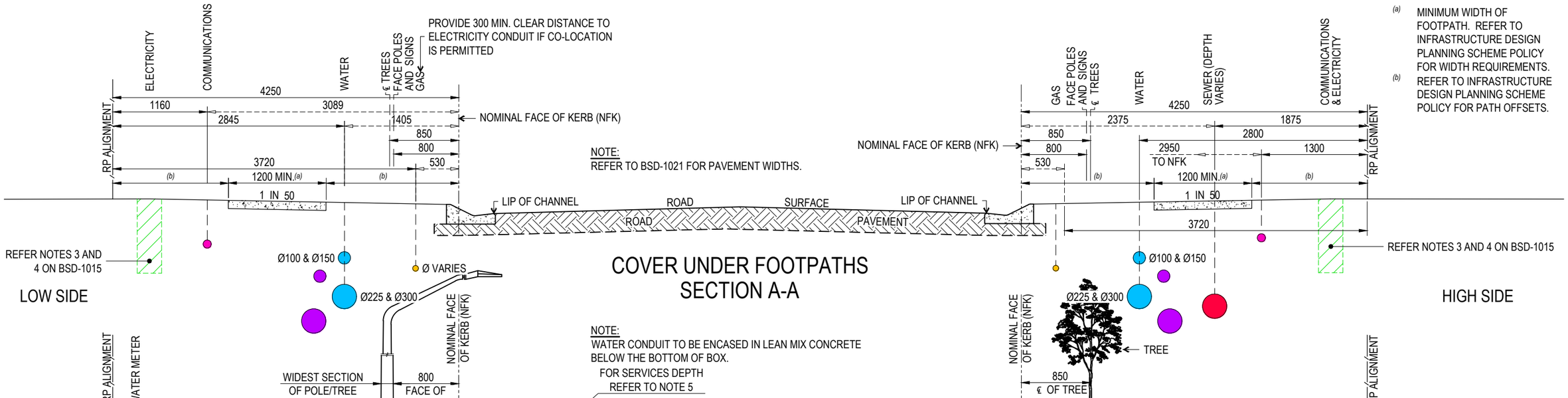
   MAINS:
   - MULTIPLE Ø100 CONDUITS AND LARGE MANHOLES WITHIN TELECOMMUNICATIONS ALIGNMENT ON LOW SIDE.
3. IN ADDITION TO THE CARRIERS CONDUITS, PROVIDE A SERVICES COMMUNICATION CONDUIT TO ACCOMMODATE FUTURE DATALINK AND COMMUNITY INFRASTRUCTURE IN THE SPECIFIED LOCATIONS.
4. FOR WATER PROPERTY SERVICES DETAILS, REFER TO SOUTH EAST QUEENSLAND WATER SUPPLY AND SEWERAGE DESIGN AND CONSTRUCTION CODE (www.seqcode.com.au).
5. FOR REQUIRED DEPTHS OF SERVICES, REFER TO BSD-2042 (ROAD PAVEMENTS) AND BSD-2043 (VERGES AND PATHWAYS).
6. SEE BSD-2025 FOR ACCEPTABLE GRADES AND CROSSFALLS.
7. SERVICE CORRIDOR FOR WATER INCLUDES BOTH POTABLE AND NON-POTABLR SUPPLY SYSTEMS. LOCATION OF NON-POTABLE LINE SHOWN FOR DEMONSTRATION PURPOSES ONLY.
8. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND

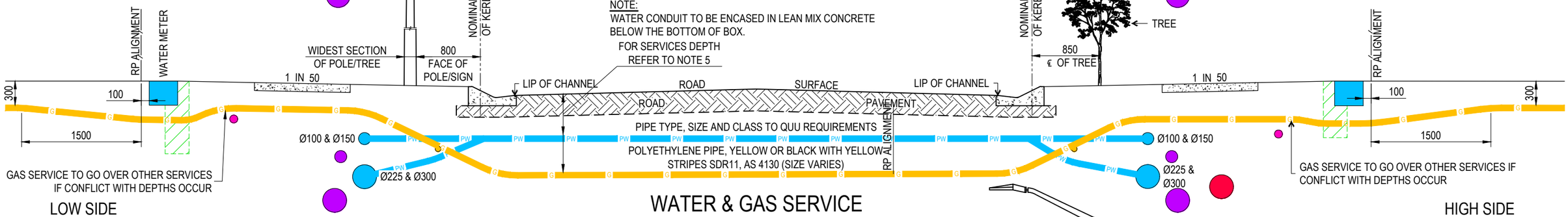
GAS	G	YELLOW
POTABLE WATER	PW PW	BLUE (LIGHT)
NON-POTABLE WATER	NPW	PURPLE
SEWER	S	RED
COMMUNICATIONS	C	PINK
ELECTRICITY	E	GREEN
STREET LIGHT RETIC	SL	BLUE (DARK)

(a) MINIMUM WIDTH OF FOOTPATH. REFER TO INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR WIDTH REQUIREMENTS.

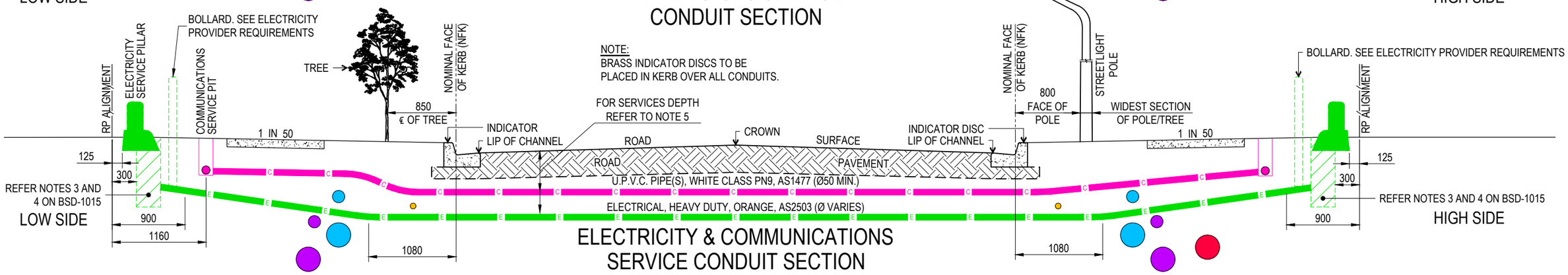
(b) REFER TO INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR PATH OFFSETS.



COVER UNDER FOOTPATHS SECTION A-A



WATER & GAS SERVICE CONDUIT SECTION



ELECTRICITY & COMMUNICATIONS SERVICE CONDUIT SECTION

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BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

PUBLIC UTILITY CONDUIT SECTIONS (4.25m WIDE VERGE)

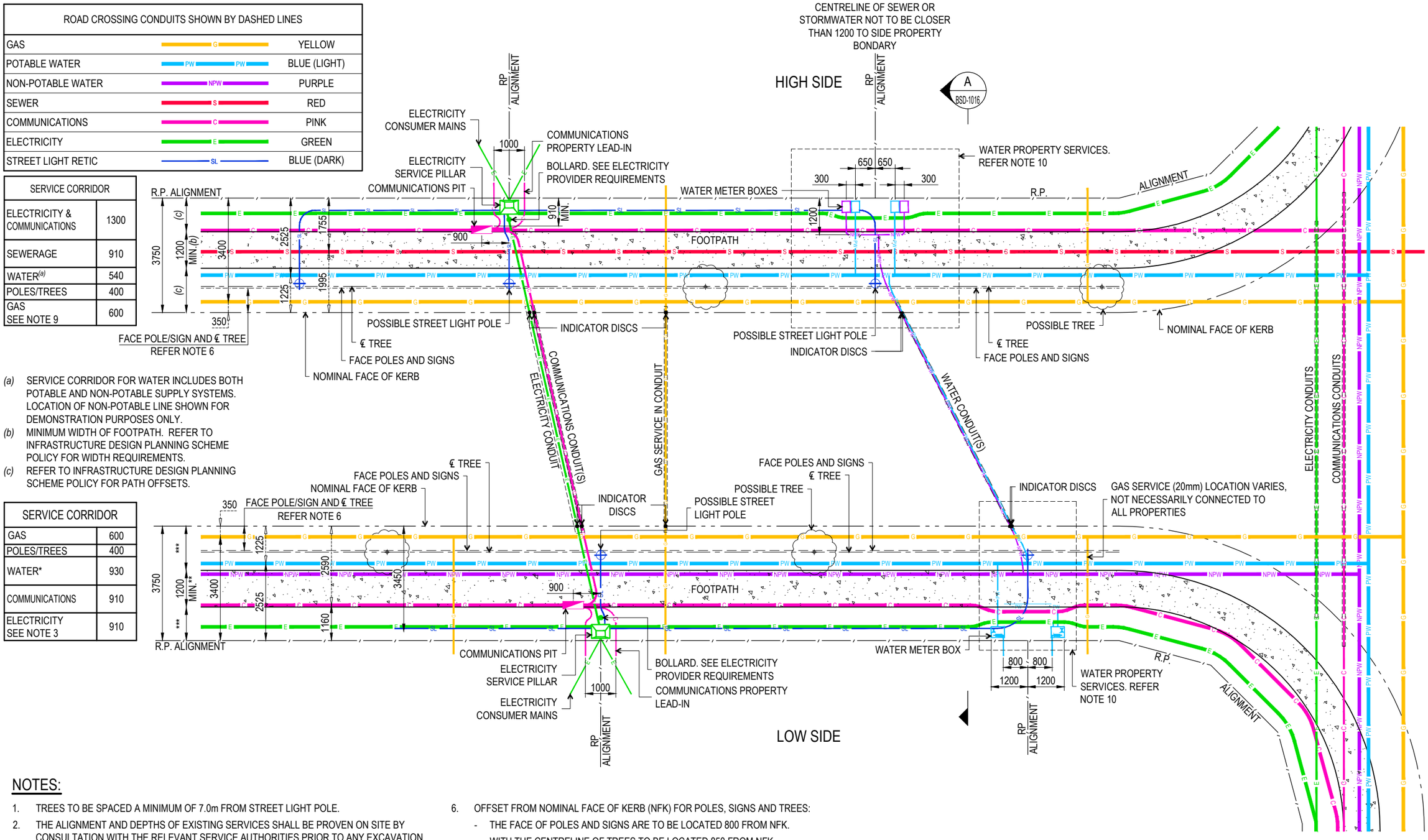
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-1014
ORIGINAL SIZE	A3
REVISION	F

LEGEND

ROAD CROSSING CONDUITS SHOWN BY DASHED LINES		
GAS	G	YELLOW
POTABLE WATER	PW	BLUE (LIGHT)
NON-POTABLE WATER	NPW	PURPLE
SEWER	S	RED
COMMUNICATIONS	C	PINK
ELECTRICITY	E	GREEN
STREET LIGHT RETIC	SL	BLUE (DARK)

SERVICE CORRIDOR	
ELECTRICITY & COMMUNICATIONS	1300
SEWERAGE	910
WATER[(a)]	540
POLES/TREES	400
GAS SEE NOTE 9	600

SERVICE CORRIDOR	
GAS	600
POLES/TREES	400
WATER*	930
COMMUNICATIONS	910
ELECTRICITY SEE NOTE 3	910



(a) SERVICE CORRIDOR FOR WATER INCLUDES BOTH POTABLE AND NON-POTABLE SUPPLY SYSTEMS. LOCATION OF NON-POTABLE LINE SHOWN FOR DEMONSTRATION PURPOSES ONLY.

(b) MINIMUM WIDTH OF FOOTPATH. REFER TO INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR WIDTH REQUIREMENTS.

(c) REFER TO INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY FOR PATH OFFSETS.

NOTES:

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6. OFFSET FROM NOMINAL FACE OF KERB (NFK) FOR POLES, SIGNS AND TREES:
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7. FOR KERB RAMPS REFER BSD-5231.
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10. FOR WATER PROPERTY SERVICES DETAILS, REFER TO SOUTH EAST QUEENSLAND WATER SUPPLY AND SEWERAGE DESIGN AND CONSTRUCTION CODE (www.seqcode.com.au).
11. DIMENSIONS IN MILLIMETRES (U.N.O.).

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BRISBANE CITY COUNCIL STANDARD DRAWING

PUBLIC UTILITY CORRIDORS AND ALIGNMENTS (3.75m WIDE VERGE)

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-1015
ORIGINAL SIZE	A3
REVISION	F

NOTES:

1. ELECTRICITY CONDUITS ADOPTED ARE TYPICALLY:
   - Ø40 FOR STREET LIGHTING.
   - Ø80 FOR LV AND 11kV.
   - Ø100 FOR HV AND 33kV.
2. COMMUNICATIONS CONFIGURATIONS CONSIST OF:
   DISTRIBUTION:
   - Ø100 CONDUITS AND PITS INSTALLED IN A COMMON TRENCH WITH ELECTRICITY ON EITHER LOW OR HIGH SIDE (REFER NOTES 3 AND 4 ON BSD-1015)

   MAINS:
   - MULTIPLE Ø100 CONDUITS AND LARGE MANHOLES WITHIN TELECOMMUNICATIONS ALIGNMENT ON LOW SIDE.
3. IN ADDITION TO THE CARRIERS CONDUITS, PROVIDE A SERVICES COMMUNICATION CONDUIT TO ACCOMMODATE FUTURE DATALINK AND COMMUNITY INFRASTRUCTURE IN THE SPECIFIED LOCATIONS.
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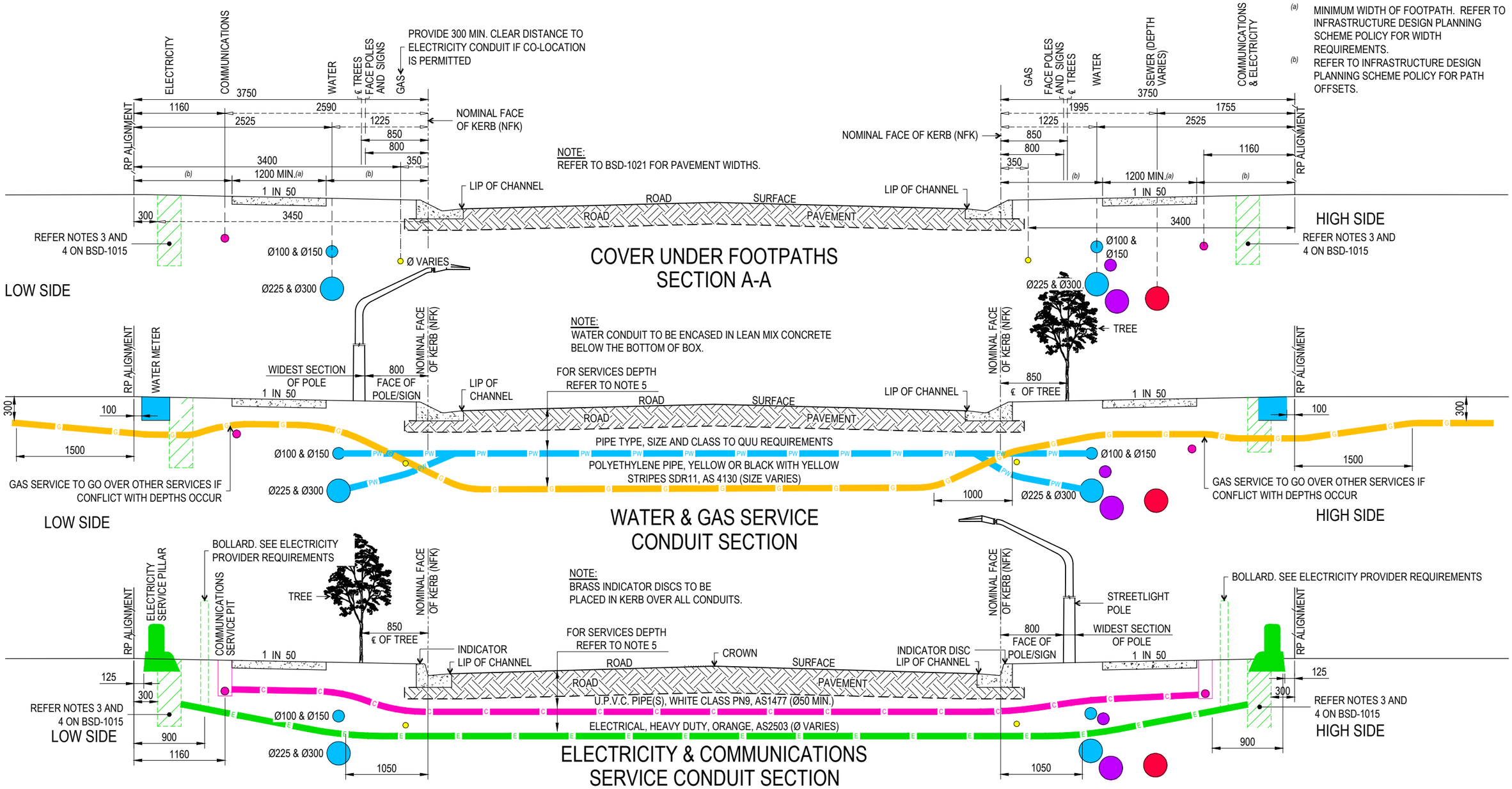
5. FOR REQUIRED DEPTHS OF SERVICES, REFER TO BSD-2042 (ROAD PAVEMENTS) AND BSD-2043 (VERGES AND PATHWAYS).
6. SEE BSD-2025 FOR ACCEPTABLE GRADES AND CROSSFALLS.
7. SERVICE CORRIDOR FOR WATER INCLUDES BOTH POTABLE AND NON-POTABLR SUPPLY SYSTEMS. LOCATION OF NON-POTABLE LINE SHOWN FOR DEMONSTRATION PURPOSES ONLY.
8. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND

GAS	G	YELLOW
POTABLE WATER	PW	BLUE (LIGHT)
NON-POTABLE WATER	NPW	PURPLE
SEWER	S	RED
COMMUNICATIONS	C	PINK
ELECTRICITY	E	GREEN
STREET LIGHT RETIC	SL	BLUE (DARK)



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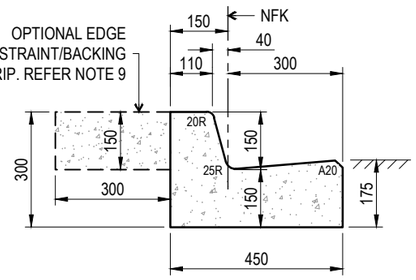
BRISBANE CITY COUNCIL STANDARD DRAWING

PUBLIC UTILITY CONDUIT SECTIONS (3.75m WIDE VERGE)

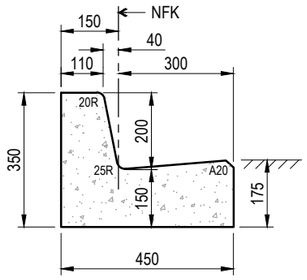
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-1016
ORIGINAL SIZE	A3
REVISION	F

BSD 2000 Series

Road Corridor

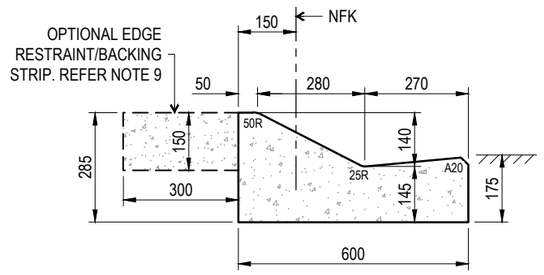


STANDARD TYPE 'E'

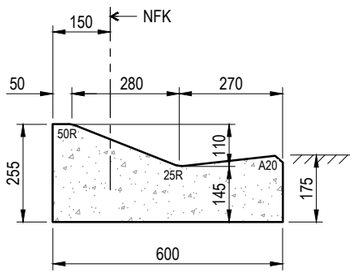


200 TYPE 'E'

USED ADJACENT TO PARKS
(WHERE CARRIAGEWAY WIDTH IS ≥ 7.5m)

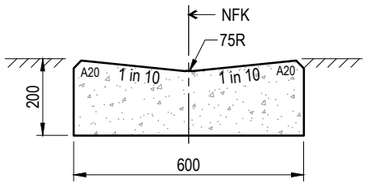


TYPE 'D'



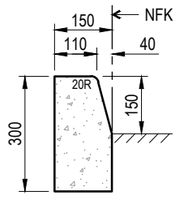
TYPE 'F' LOWER MOUNTABLE

USED FOR FOREST LAKE ONLY (NON BUS ROUTES).



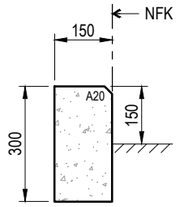
INVERT

KERB AND CHANNEL



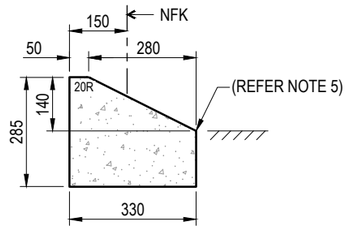
STANDARD TYPE 'E'

USED WHERE ONE-WAY CROSSFALL NEGATES USE OF CHANNEL.



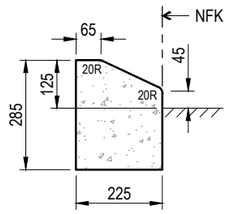
VERTICAL TYPE 'E'

USED AS PER "STANDARD TYPE 'E' KERB" TO MATCH EXISTING OLD PROFILE.



TYPE 'D'

USED WHERE ONE WAY CROSSFALL NEGATES USE OF CHANNEL.



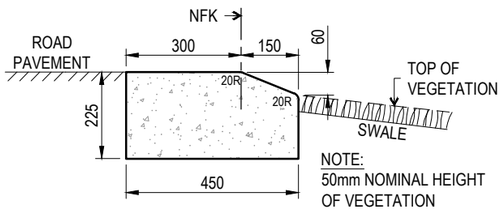
TYPE 'F'

USED FOR FOREST LAKE ONLY (NON BUS ROUTES).

NOTES:

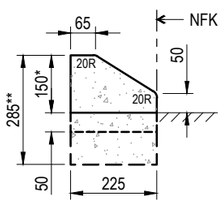
1. MACHINE PLACED (SLIP FORMED OR EXTRUDED) CONCRETE TO BE GRADE S32, MINIMUM CEMENT CONTENT OF THE CONCRETE TO BE 320kg/m^3.
2. KERB PROFILES TO BE INSTALLED AS PER THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY (IDPSP).
3. PRECAST OR HAND PLACED (IN SITU) CONCRETE TO BE GRADE N25.
4. THE EXTENT OF HAND PLACED (IN SITU) CONCRETE MUST NOT EXCEED 20m IN CONTIGUOUS LENGTHS (INCLUDING VEHICULAR ENTRANCES AND KERB RAMPS).
5. FOR 230 x 280 EDGE RESTRAINT, PROVIDE A MINIMUM DEPTH OF 230mm CLEAR OF ANY PAVER THICKNESS.
6. A NARROW CHANNEL MAY BE ADDED TO TYPE 'D' KERB PROFILE IF APPROVED.
7. PROVIDE CONTRACTION OR SHRINKAGE CONTROL JOINTS AT REGULAR INTERVALS NOT EXCEEDING 4m, BY FORMING GROOVES 40mm DEEP BY 6mm WIDE.
8. PROVIDE EXPANSION JOINTS WHERE THE KERB AND CHANNEL ABUTS SUBSTANTIAL EXISTING STRUCTURES SUCH AS BRIDGES, OR WHERE DIRECTED. WHERE RELEVANT, LOCATE JOINTS TO LINE UP WITH THE EXPANSION JOINTS IN ADJACENT STRUCTURES SUCH AS RIGID PAVEMENTS AND CONCRETE SLABS. CONSTRUCT JOINTS BY INSTALLING 10mm THICK COMPRESSIBLE PACKING FOR THE FULL WIDTH AND DEPTH OF THE KERB AND CHANNEL.
9. OPTIONAL EDGE RESTRAINT/BACKING STRIP MAY BE USED FOR KERB AND CHANNEL WITH LANDSCAPING BEHIND.
10. DIMENSIONS IN MILLIMETRES (U.N.O.).

KERB ONLY



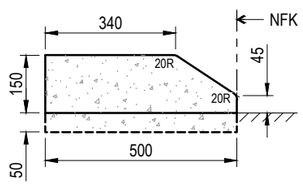
TYPE 'G'

USED FOR WATER SENSITIVE URBAN DESIGN (WSUD) ONLY.



MOUNTABLE

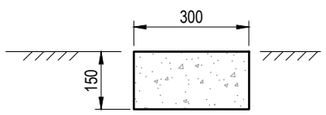
150* DEEP PROFILE USED FOR TRAFFIC ISLANDS WITH CONCRETE INFILL ONLY. KEY 50 DEEP INTO PAVEMENT.
285** DEEP PROFILE (AS PER BSD-2002) USED FOR TRAFFIC ISLANDS WITH GRASS OR LANDSCAPE INFILL.



MOUNTABLE WITH BACKING STRIP

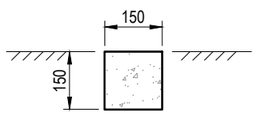
USED FOR TRAFFIC ISLANDS WITH GRASS OR LANDSCAPING INCLUDING ROUNDABOUTS, CHANNELISED INTERSECTIONS, TRAFFIC CONTROL DEVICES AND ISLANDS ON DIVIDED ROADS.
KEY 50 DEEP INTO PAVEMENT.

EDGE RESTRAINTS (LANDSCAPING)



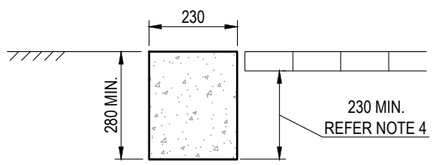
300 x 150

USED WITH NO VEHICLE LOADING.
USED AS RESTRAINT BETWEEN PAVEMENT AND/OR GRASS.
USED AS BACKING STRIP WITH TYPE 'E' AND TYPE 'D' KERB & CHANNEL.



150 x 150

USED WITH NO VEHICLE LOADING.
USED AS RESTRAINT BETWEEN PAVEMENT AND/OR GRASS.



230 x 280 (MIN.)

USED FOR MAINTENANCE VEHICLE LOADING ONLY.
USED FOR RESTRAINING PAVERS FROM PAVEMENT OR GRASS.

LEGEND

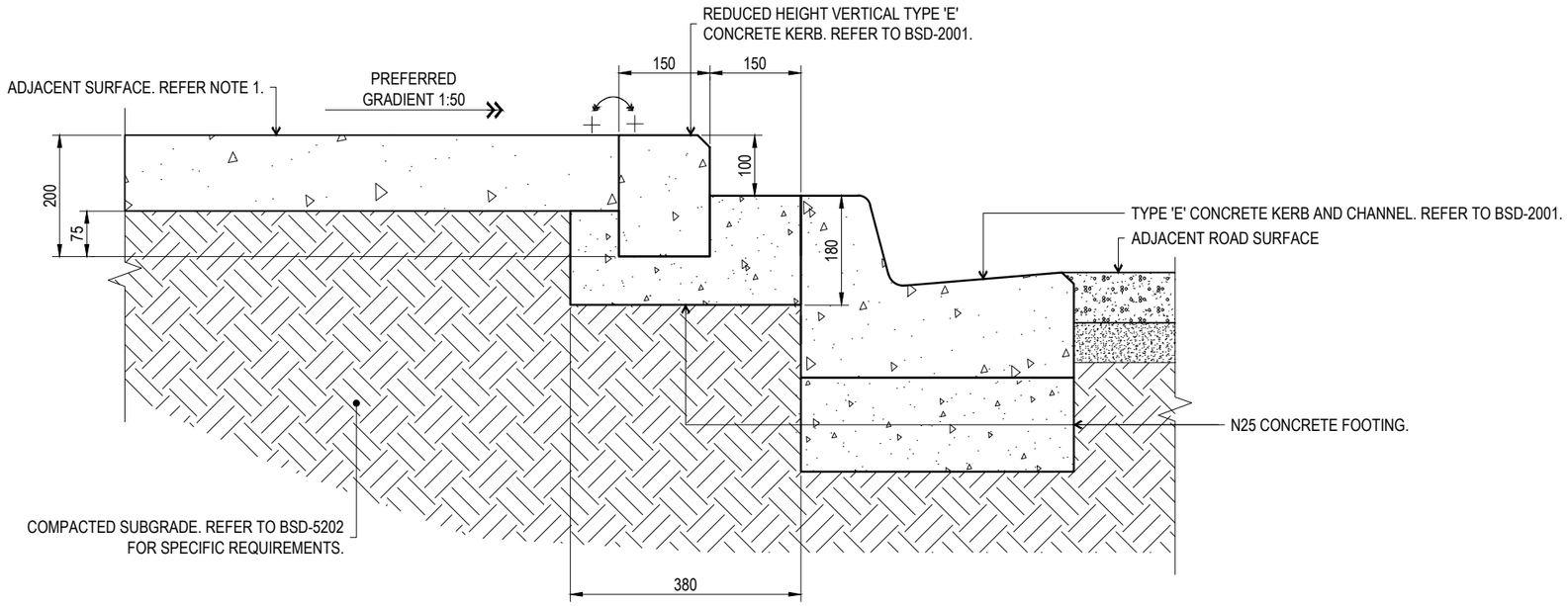
A20	20 ARRIS
25R	25 RADIUS
50R	50 RADIUS
20R	20 RADIUS
NFK	NOMINAL FACE OF KERB

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 PROFILES

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-2001
ORIGINAL SIZE	A3
REVISION	E



SECTION

GENERAL NOTES

1. REFER TO CHAPTER 3 AND CHAPTER 5 THE INFRASTRUCTURE DESIGN PLANNING POLICY (IDPSP) FOR REQUIRED FOOTPATH SURFACE FINISH.
2. REFER TO BSD-5202 FOR STANDARD CONCRETE FOOTPATH DETAILS AND SPECIFICATIONS.
3. REFER TO BSD-5214 FOR ASPHALT PATHWAY DETAILS AND SPECIFICATION.
4. DOUBLE KERB TO BE USED ONLY WHERE CROSSFALL FROM PROPERTY BOUNDARY TO STANDARD KERB IS GREATER THAN 1:40. APPROVAL FROM BRISBANE CITY COUNCIL TO BE OBTAINED PRIOR TO INSTALLATION.
5. ALL DIMENSIONS IN MILLIMETERS (U.N.O.).

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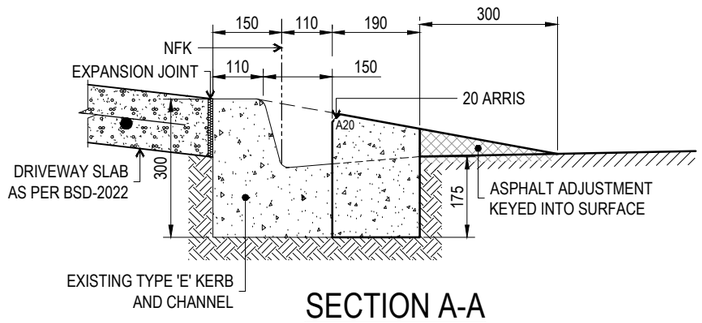
BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

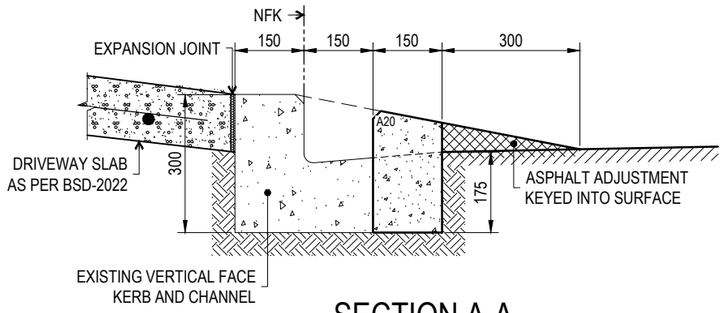
DOUBLE KERB
ASPHALT FOOTPATH ONLY

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-2003
ORIGINAL SIZE	A3
REVISION	D



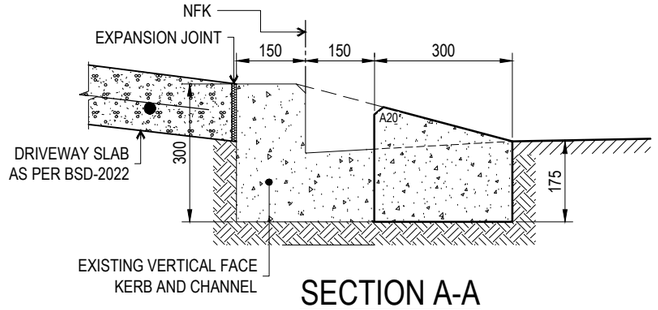
SECTION A-A

STANDARD TYPE 'E' KERB & CHANNEL EXAMPLE



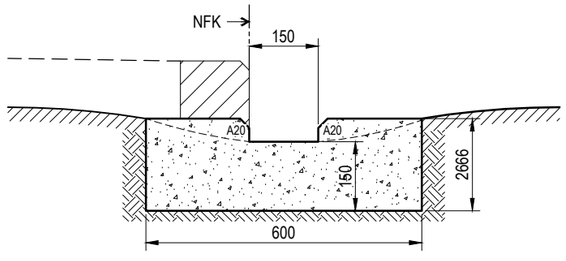
SECTION A-A

VERTICAL FACE, 300 CHANNEL KERB & CHANNEL EXAMPLE

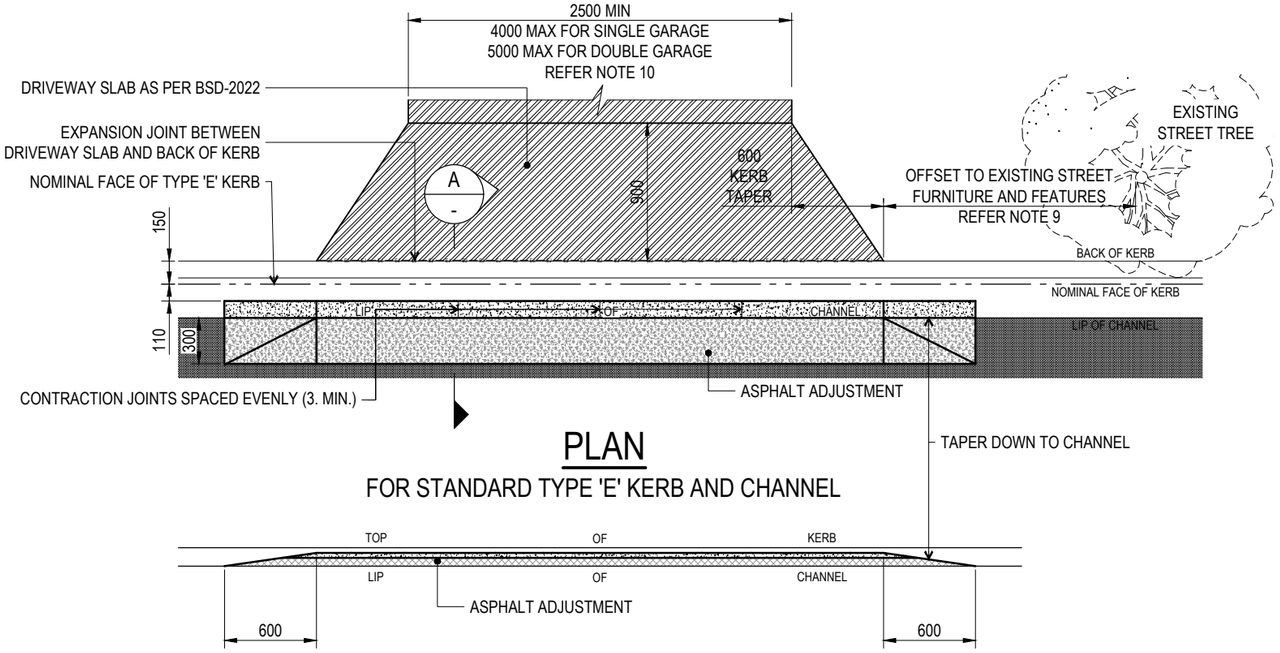


SECTION A-A

VERTICAL FACE, 450 CHANNEL KERB & CHANNEL EXAMPLE



INVERT MODIFICATION SECTION



PLAN

FOR STANDARD TYPE 'E' KERB AND CHANNEL

ELEVATION

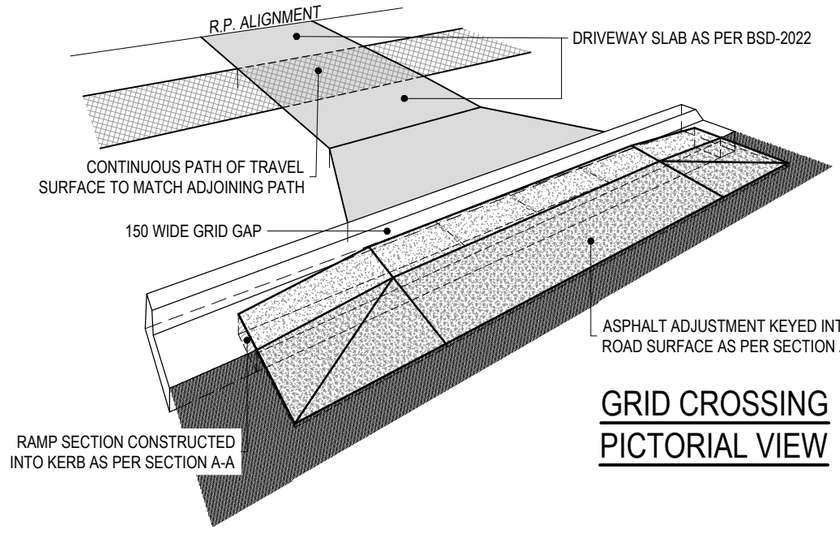
FOR STANDARD TYPE 'E' KERB AND CHANNEL

NOTES:

1. THIS VEHICLE CROSSING TYPE IS ONLY TO BE APPLIED TO AREAS WITH AN ESTABLISHED ROAD NETWORK. IT NOT APPROVED FOR USE IN NEW SUBDIVISIONS.
2. GRID CROSSINGS SHALL NOT BE USED WHERE A STANDARD VEHICLE INVERT CROSSING WILL SUFFICE, AS PER BSD-2022.
3. APPLICABLE FOR LOCAL ROADS IN LIEU OF FULL KERB AND CHANNEL RECONSTRUCTION.
4. GRID CROSSINGS SHALL NOT BE USED ON NEIGHBOURHOOD ROADS AND ABOVE WITHOUT PRIOR APPROVAL OF COUNCIL, IN WHICH CASE FULL RECONSTRUCTION OF THE KERB, CHANNEL,INVERT AND ADJACENT ROAD PAVEMENT AND SURFACE WILL BE REQUIRED.
5. GRID GAP TO BE 150 WIDE.
6. ALL CONCRETE TO BE GRADE N32.
7. ALL CONCRETE TO BE STEEL TROWEL FINISHED.
8. AFTER SECTIONS OF THE CONCRETE ARE REMOVED, THE REMAINING SURFACE SHALL BE SCABBLED TO A TOLERANCE OF ±10mm AND CLEANED PRIOR TO PLACING NEW CONCRETE.
9. OFFSETS TO EXISTING STREET FURNITURE AND FEATURES SUCH AS STREET TREES, STORMWATER GULLIES, ELECTRICITY INFRASTRUCTURE AND TRAFFIC SIGNS AS PER BSD-2022.
10. NARROW LOT FRONTAGE CROSSOVER MAXIMUM WIDTHS
    - FRONTAGE ≥7.5m BUT <10m: 4.0m;
    - FRONTAGE <7.5m: 3.5m.
11. ON MINOR ROADS CROSSOVER TO BE A MINIMUM:
    - 10m FROM A MINOR INTERSECTION;
    - 20m FROM A MAJOR INTERSECTION.
12. REFER BSD-2001 FOR KERB AND CHANNEL PROFILES.
13. MAINTENANCE OF VEHICLE CROSSINGS (DRIVEWAYS) IS THE RESPONSIBILITY OF THE PROPERTY OWNER.
14. REDUNDANT VEHICLE CROSSINGS (DRIVEWAYS) ARE TO BE COMPLETELY REMOVED AND THE ADJACENT KERB AND CHANNEL AND VERGE IS TO BE REINSTATED TO MATCH EXISTING.
15. TO REFLECT PEDESTRIAN PRIORITY OVER VEHICLES, THE ADJOINING PATH SURFACE IS TO EXTEND ACROSS THE DRIVEWAY/VEHICLE CROSSOVER, EXCEPT WHERE PATH SURFACE IS ASPHALT OR SEGMENTAL/DECORATIVE PAVERS IN WHICH CASE THE DRIVEWAY AND VEHICLE CROSSOVER MUST BE CONSTRUCTED OF CONCRETE.
16. DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND

A20	20 ARRIS
NFK	NOMINAL FACE OF KERB



GRID CROSSING PICTORIAL VIEW

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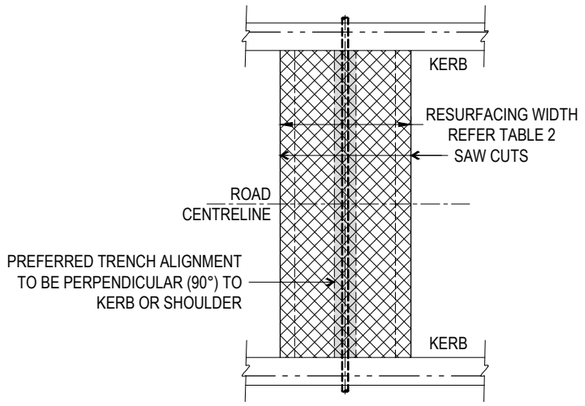
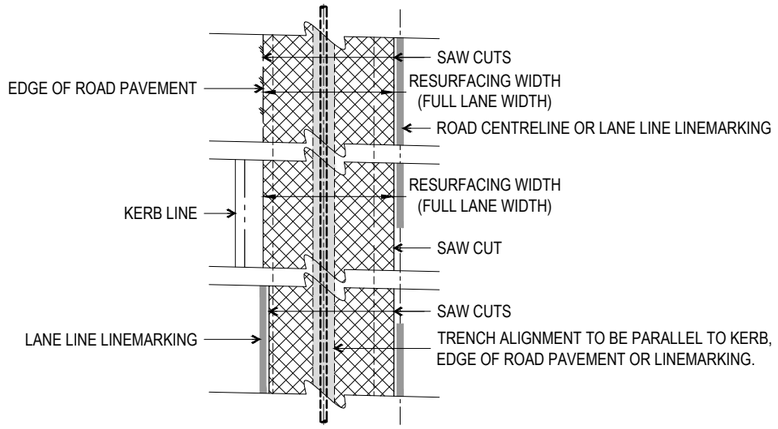
BRISBANE CITY COUNCIL STANDARD DRAWING

VEHICLE CROSSING (DRIVEWAY) GRID CROSSING AND INVERT MODIFICATION

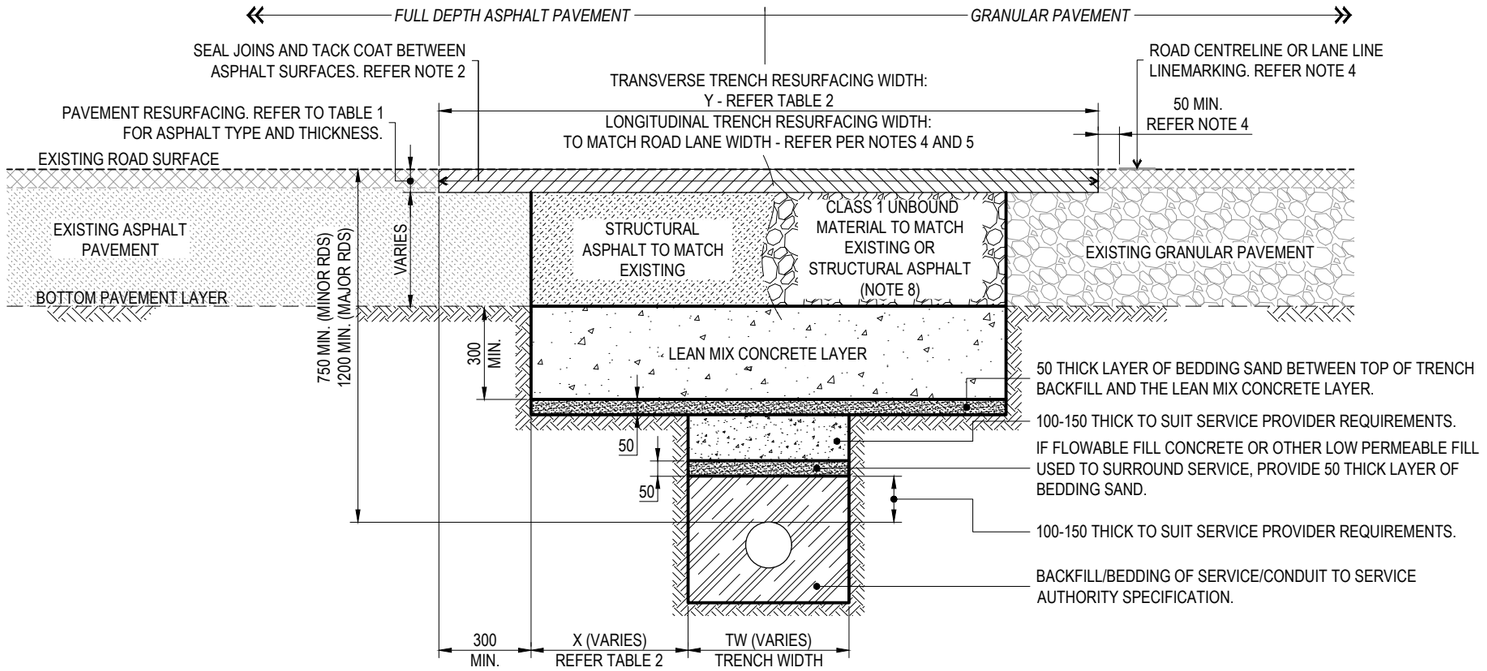
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-2023
ORIGINAL SIZE	A3
REVISION	F



TYPICAL PLAN VIEW -
TRANSVERSE TRENCH



TYPICAL PLAN VIEW -
LONGITUDINAL TRENCH
(REFER NOTE 4)



TYPICAL TRENCH REINSTATEMENT
CROSS-SECTION

TABLE 2

TRENCH WIDTH (TW)	X	Y
<600	TW/2 (150 MIN.)	1500 MIN.
>600	300 MIN.	2200 MIN.

TABLE 1 - SURFACE LAYER

	ASPHALT MIX		SURFACE THICKNESS (EXCLUDING PAVEMENT)	
LOCATION	BCC	DTMR	EACH LAYER	TOTAL
MINOR ROAD	TYPE 2	DG10	25-40mm	MIN. 50mm OR ADJACENT ASPHALT THICKNESS, WHICHEVER IS GREATER
MINOR ROAD	TYPE 3	DG14	50-60mm	MIN. 100mm OR ADJACENT ASPHALT THICKNESS, WHICHEVER IS GREATER

NOTES:

1. TRENCHLESS TECHNOLOGY TECHNIQUES ARE THE PREFERRED METHOD FOR ROAD CROSSING SERVICES CONDUITS IN EXISTING ROADWAYS.
2. ASPHALT TO ASPHALT JOINT - SAW CUT EXISTING AC WHERE SHOWN OR AS AGREED WITH COUNCIL REPRESENTATIVE ON SITE TO PROVIDE CLEAN CUT AND SEAL WITH BITUMEN EMULSION CRACK SEALANT. APPLY BITUMEN EMULSION TACK COAT TO ALL OTHER NEWLY EXPOSED ASPHALT SURFACES PRIOR TO PLACEMENT OF REINSTATED ASPHALT PAVEMENT OR SURFACE.
3. ALL EXPOSED FACES OF GRAVEL PAVEMENT TO BE TO BE PRIMED DURING SEALING OPERATIONS.
4. WHERE THE TRENCH HAS BEEN CONSTRUCTED LONGITUDINALLY IN THE ROAD, THEN THE FINAL SURFACE REPAIR WIDTH IS TO MATCH THE EXISTING LANE WIDTH AND TERMINATE 50mm CLEAR OF THE ROAD CENTRELINE OR LANE LINE LINE MARKING TO ALLOW FOR THE BITUMEN EMULSION JOINT SEAL. REINSTATEMENT OF SURFACE ADJACENT TO THE KERB OR ROAD PAVEMENT EDGE TO EXTEND FULLY TO THE KERB LINE OR EDGE OF PAVEMENT.
5. A PART LANE RESURFACING MAY BE APPROVED WHERE THE FULL REINSTATEMENT IS ABLE TO BE COMPLETED BETWEEN THE INNER AND/OR OUTER EDGE AND CENTRE OF THE LANE. WHERE THIS IS TO OCCUR THE RESURFACING MAY EXTEND 300 BEYOND THE CENTRE OF THE LANE.
6. THE VERTICAL DEVIATION FROM A 3m STRAIGHT EDGE PARALLEL TO THE CENTRE LINE OF THE EXISTING ROAD IS NOT TO EXCEED 5mm.
7. ASPHALT SURFACE REPAIRS ARE TO BE UNDERTAKEN WITHIN 24 HOURS UNLESS APPROVED OTHERWISE BY COUNCIL. FINAL ASPHALT LAYERS TO BE PLACED BY PAVING MACHINE.
8. WHERE STRUCTURAL ASPHALT IS USED TO REINSTATE EXISTING GRANULAR PAVEMENT, SUBSOIL DRAINAGE (AS PER BSD-2041) IS TO BE INSTALLED ON THE UPHILL SIDE OF THE TRENCH UNLESS APPROVED OTHERWISE BY COUNCIL.
9. STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS:
   - S140: EARTHWORKS;
   - S145: INSTALLATION AND MAINTENANCE OF UTILITY SERVICES;
   - S300: QUARRY PRODUCTS;
   - S310: SUPPLY OF DENSE GRADED ASPHALT;
   - S320: LAYING OF ASPHALT.
10. FOR BACKFILL REQUIREMENTS FOR STORMWATER DRAINAGE PIPES, REFER TO STANDARD DRAWING BSD-8011.
11. FOR LOCATION OF MARKER TAPE AND COVER STRIP FOR TRAFFIC SIGNAL CONDUITS, REFER TO STANDARD DRAWINGS BSD-4015 & BSD-4016.
12. ALL DIMENSIONS ARE IN MILLIMETRES (U.N.O.).

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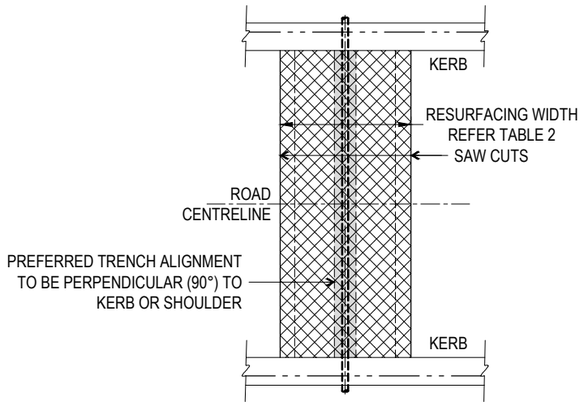
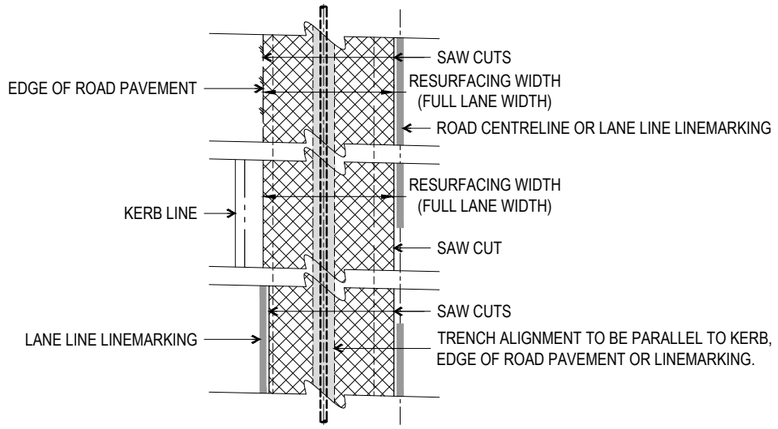
BRISBANE CITY COUNCIL STANDARD DRAWING

TRENCH RESTORATION
ROAD CROSSING
FLEXIBLE PAVEMENTS

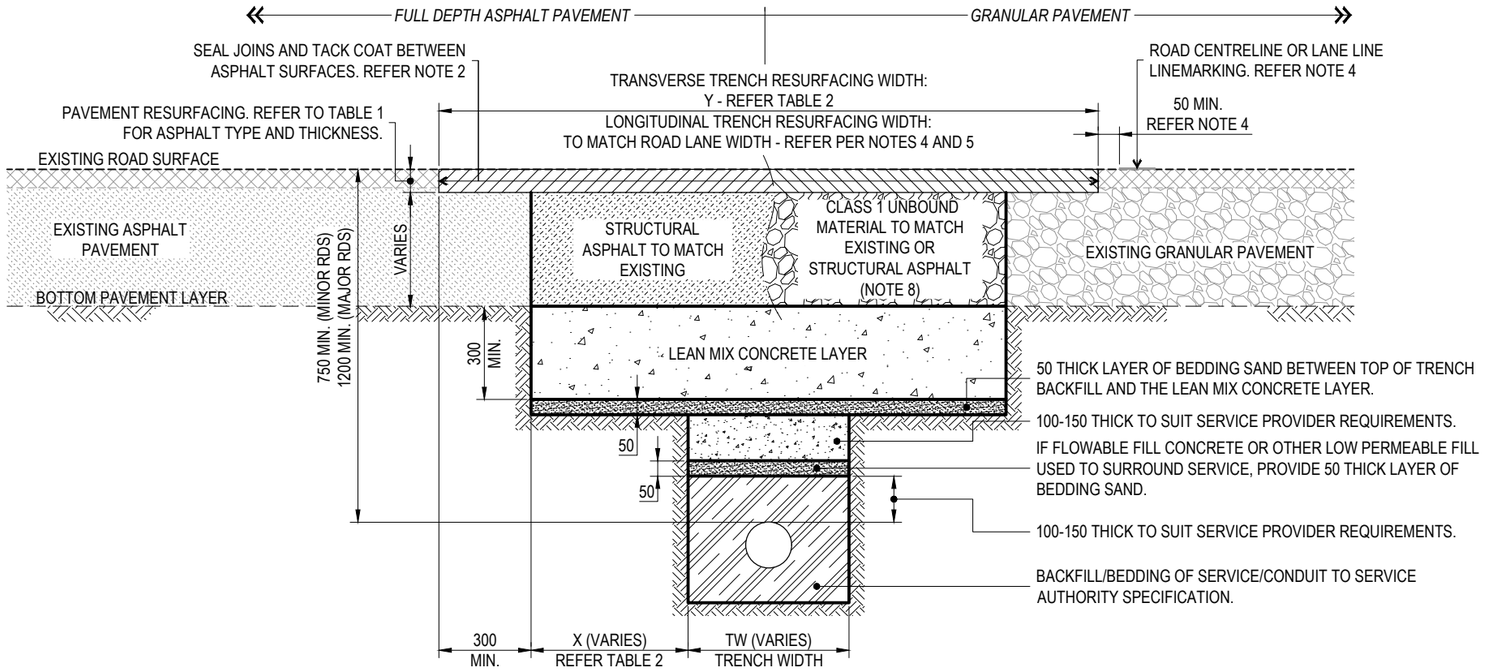
PUBLISH DATE: SEP 2024
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-2042
ORIGINAL SIZE: A3
REVISION: C



TYPICAL PLAN VIEW -
TRANSVERSE TRENCH



TYPICAL PLAN VIEW -
LONGITUDINAL TRENCH
(REFER NOTE 4)



TYPICAL TRENCH REINSTATEMENT
CROSS-SECTION

TABLE 2

TRENCH WIDTH (TW)	X	Y
<600	TW/2 (150 MIN.)	1500 MIN.
>600	300 MIN.	2200 MIN.

TABLE 1 - SURFACE LAYER

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LOCATION	BCC	DTMR	EACH LAYER	TOTAL
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NOTES:

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2. ASPHALT TO ASPHALT JOINT - SAW CUT EXISTING AC WHERE SHOWN OR AS AGREED WITH COUNCIL REPRESENTATIVE ON SITE TO PROVIDE CLEAN CUT AND SEAL WITH BITUMEN EMULSION CRACK SEALANT. APPLY BITUMEN EMULSION TACK COAT TO ALL OTHER NEWLY EXPOSED ASPHALT SURFACES PRIOR TO PLACEMENT OF REINSTATED ASPHALT PAVEMENT OR SURFACE.
3. ALL EXPOSED FACES OF GRAVEL PAVEMENT TO BE TO BE PRIMED DURING SEALING OPERATIONS.
4. WHERE THE TRENCH HAS BEEN CONSTRUCTED LONGITUDINALLY IN THE ROAD, THEN THE FINAL SURFACE REPAIR WIDTH IS TO MATCH THE EXISTING LANE WIDTH AND TERMINATE 50mm CLEAR OF THE ROAD CENTRELINE OR LANE LINE LINE MARKING TO ALLOW FOR THE BITUMEN EMULSION JOINT SEAL. REINSTATEMENT OF SURFACE ADJACENT TO THE KERB OR ROAD PAVEMENT EDGE TO EXTEND FULLY TO THE KERB LINE OR EDGE OF PAVEMENT.
5. A PART LANE RESURFACING MAY BE APPROVED WHERE THE FULL REINSTATEMENT IS ABLE TO BE COMPLETED BETWEEN THE INNER AND/OR OUTER EDGE AND CENTRE OF THE LANE. WHERE THIS IS TO OCCUR THE RESURFACING MAY EXTEND 300 BEYOND THE CENTRE OF THE LANE.
6. THE VERTICAL DEVIATION FROM A 3m STRAIGHT EDGE PARALLEL TO THE CENTRE LINE OF THE EXISTING ROAD IS NOT TO EXCEED 5mm.
7. ASPHALT SURFACE REPAIRS ARE TO BE UNDERTAKEN WITHIN 24 HOURS UNLESS APPROVED OTHERWISE BY COUNCIL. FINAL ASPHALT LAYERS TO BE PLACED BY PAVING MACHINE.
8. WHERE STRUCTURAL ASPHALT IS USED TO REINSTATE EXISTING GRANULAR PAVEMENT, SUBSOIL DRAINAGE (AS PER BSD-2041) IS TO BE INSTALLED ON THE UPHILL SIDE OF THE TRENCH UNLESS APPROVED OTHERWISE BY COUNCIL.
9. STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS:
   - S140: EARTHWORKS;
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   - S300: QUARRY PRODUCTS;
   - S310: SUPPLY OF DENSE GRADED ASPHALT;
   - S320: LAYING OF ASPHALT.
10. FOR BACKFILL REQUIREMENTS FOR STORMWATER DRAINAGE PIPES, REFER TO STANDARD DRAWING BSD-8011.
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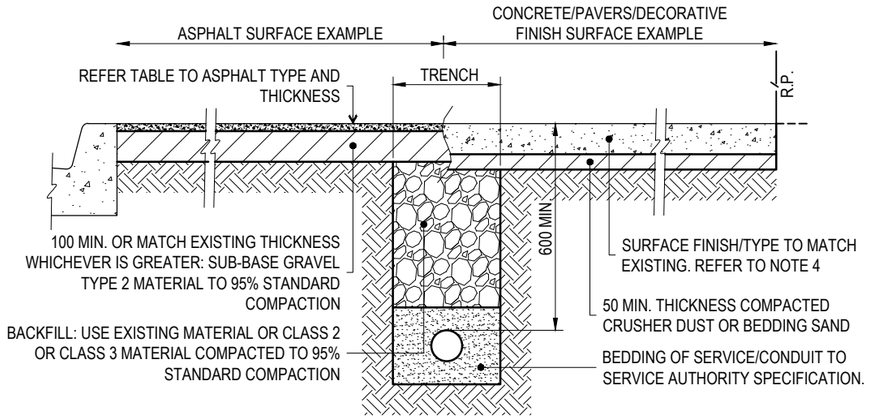
BRISBANE CITY COUNCIL STANDARD DRAWING

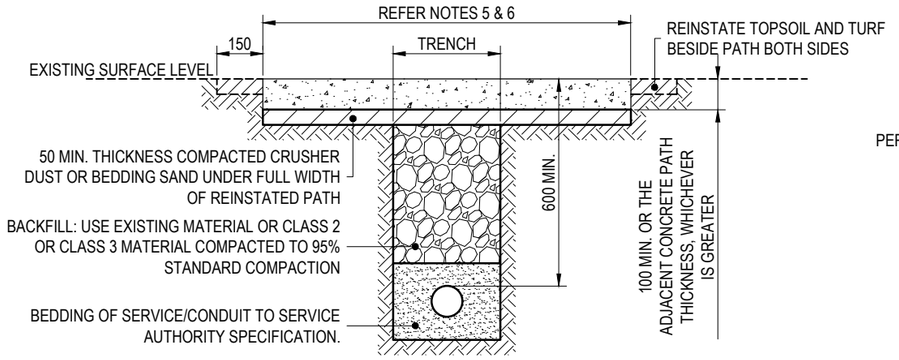
TRENCH RESTORATION
ROAD CROSSING
FLEXIBLE PAVEMENTS

PUBLISH DATE: SEP 2024
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-2042
ORIGINAL SIZE: A3
REVISION: C



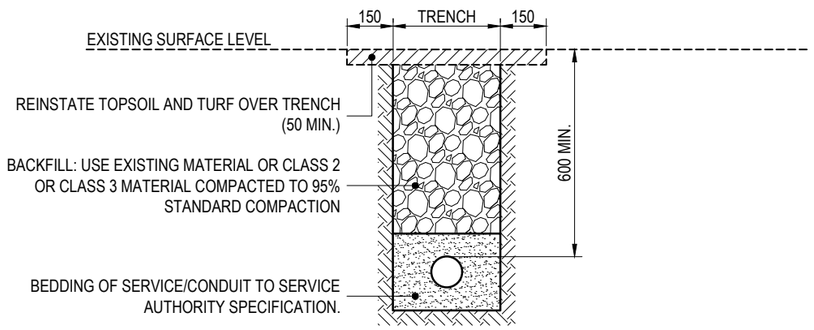
VERGE WITH FULL WIDTH CONSTRUCTED PATH

(LONGITUDINAL TRENCH SHOWN. APPLY SAME REQUIREMENTS FOR TRANSVERSE TRENCHING)



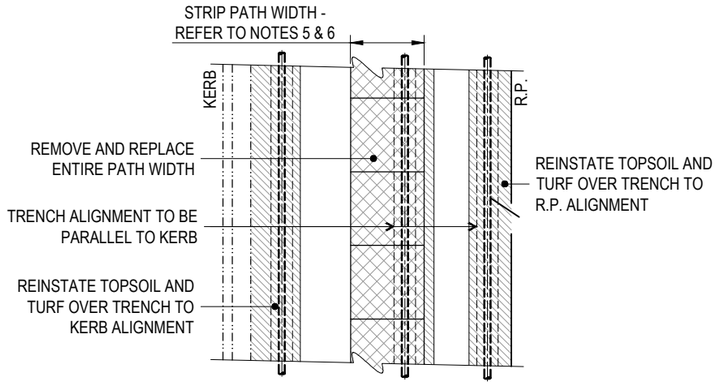
UNSEALED LAND WITH STRIP CONSTRUCTED PATH

(TRANSVERSE TRENCH SHOWN. APPLY SAME REQUIREMENTS FOR LONGITUDINAL TRENCHING)

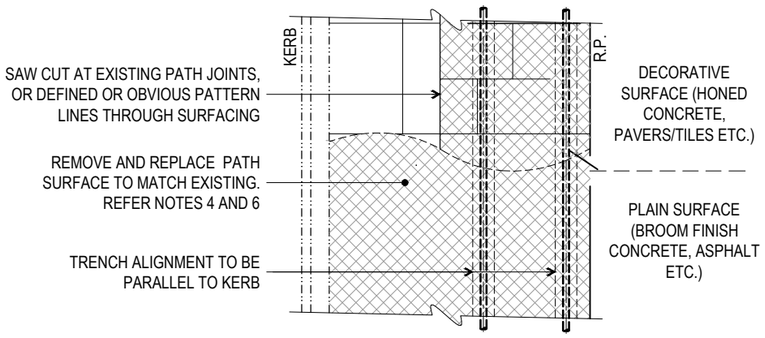


UNSEALED LAND (NO CONSTRUCTED PATH)

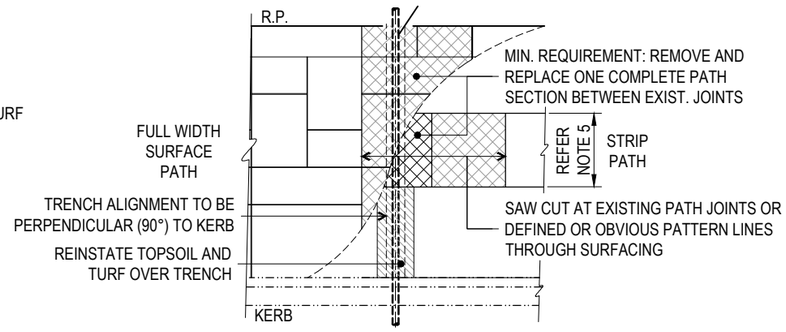
(TRANSVERSE TRENCH SHOWN. APPLY SAME REQUIREMENTS FOR LONGITUDINAL TRENCHING)



TYPICAL PLAN VIEW - LONGITUDINAL TRENCHING THROUGH STRIP PATH AND UNSURFACED AREAS



TYPICAL PLAN VIEW - LONGITUDINAL TRENCH THROUGH FULL WIDTH PATH



TYPICAL PLAN VIEW - TRANSVERSE TRENCH ACROSS VERGE

TABLE 1 - ASPHALT SURFACE

	ASPHALT MIX		ASPHALT THICKNESS	
LOCATION	BCC	DTMR	EACH LAYER	TOTAL
FOOTPATHS	TYPE 1	DG7	15-20mm	MIN. 25mm OR THE ADJACENT ASPHALT THICKNESS, WHICHEVER IS GREATER
BIKEPATHS	TYPE 1 OR TYPE 2	DG7 OR DG10	15-20mm (TYPE 1) 25-40mm (TYPE 2)	MIN. 25mm OR THE ADJACENT ASPHALT THICKNESS, WHICHEVER IS GREATER

NOTES:

1. TRENCHLESS TECHNOLOGY TECHNIQUES ARE THE PREFERRED METHOD FOR ROAD CROSSING SERVICES CONDUITS IN EXISTING VERGES.
2. THE VERTICAL DEVIATION FROM A 1200 LONG STRAIGHT EDGE (IN ALL DIRECTIONS), IS NOT TO EXCEED 5mm.
3. SURFACE REPAIRS ARE TO BE UNDERTAKEN WITHIN 24 HOURS UNLESS APPROVED OTHERWISE BY COUNCIL.
4. WHERE THE TRENCH HAS BEEN CONSTRUCTED LONGITUDINALLY IN THE VERGE, THE FINAL SURFACE REPAIR WIDTH IS TO MATCH THE EXISTING SURFACE WIDTH (e.g. 1.2m, FULL WIDTH etc.). FOR CENTRAL BUSINESS DISTRICT, NEIGHBOURHOOD CENTRES, SUBURBAN CENTRE IMPROVEMENT PROJECTS (SCIP) AND OTHER HIGH FINISH AREAS, REFER TO CHAPTER 5 OF THE INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY (CITY PLAN 2014) FOR PATH FINISH REQUIREMENTS.
5. WIDTH OF STRIP PATH REINSTATEMENT:
   - IF REINSTATEMENT IS LESS THAN 10m LONG: REINSTATE TO MATCH WIDTH OF EXISTING STRIP PATH (1000 MIN.);
   - IF REINSTATEMENT IS GREATER THAN 10m LONG: REINSTATE 1200 MIN. WIDTH PATH.
6. REFER TO STANDARD DRAWINGS BSD-5201, BSD-5202, BSD-5204 & BSD-5207 FOR CONCRETE FOOTPATH DETAILS, TO BSD-5208 FOR BIKE PATH DETAILS AND BSD-5210 FOR PAVER FOOTPATH DETAILS.
7. STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS:
   - S140: EARTHWORKS;
   - S145: INSTALLATION AND MAINTENANCE OF UTILITY SERVICES;
   - S205: CENTRES DECORATIVE PATHS;
   - S206: CONCRETE PATH ARTICULATED JOINT SYSTEM;
   - S300: QUARRY PRODUCTS;
   - S310: SUPPLY OF DENSE GRADED ASPHALT;
   - S320: LAYING OF ASPHALT .
7. FOR TRENCH RESTORATION FOR STORMWATER DRAINAGE PIPES, REFER TO STANDARD DRAWING BSD-8011.
8. FOR TRENCH RESTORATION FOR TRAFFIC SIGNAL CONDUITS, REFER TO STANDARD DRAWINGS BSD-4015 & BSD-4016.
9. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

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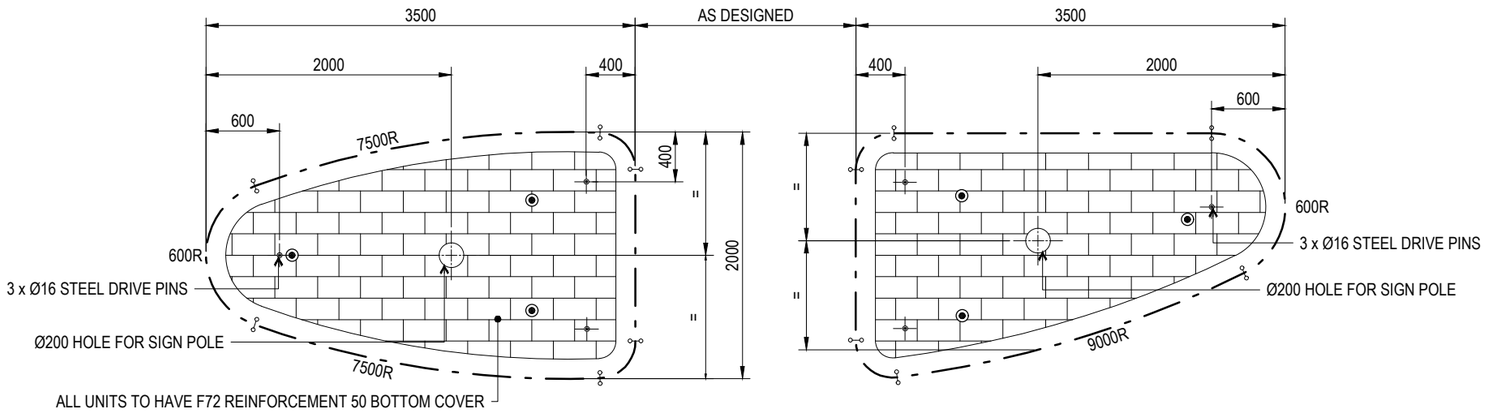
BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

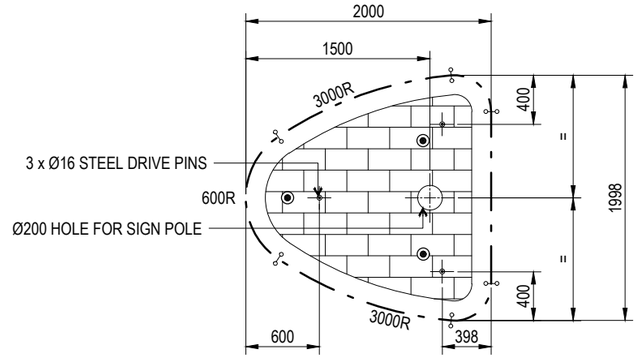
TRENCH RESTORATION VERGES AND PATHS

PUBLISH DATE: SEP 2024
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-2043
ORIGINAL SIZE: A3
REVISION: C

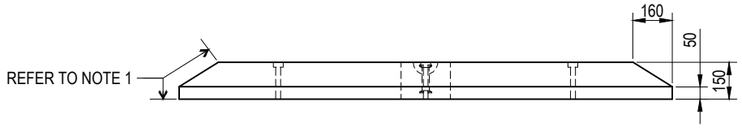


PC-1

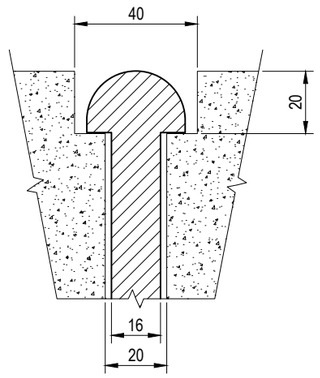
PC-2
(MIRRORED VERSION PC-12)



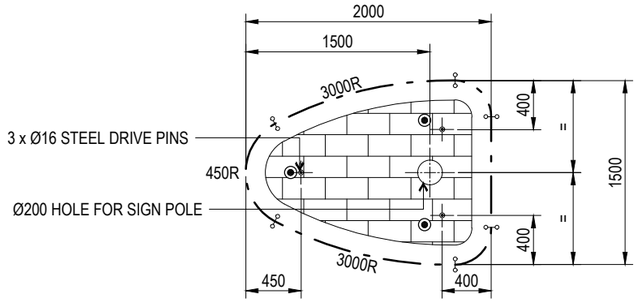
PC-3



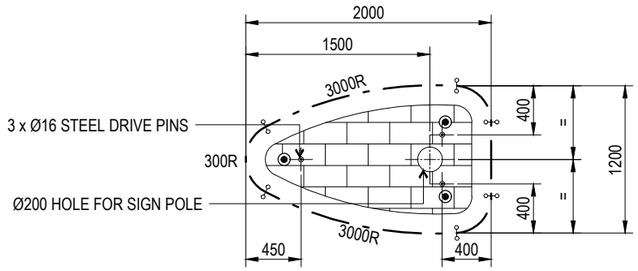
TYPICAL ELEVATION



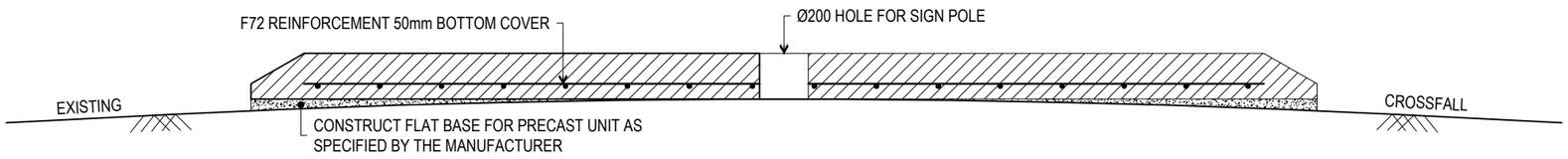
DRIVE PIN DETAIL



PC-4



PC-5



TYPICAL SECTION

NOTES

1. ALL FACES OF KERBS ARE TO BE PAINTED WITH WHITE RETROREFLECTIVE PAINT OR SIMILAR.
2. ISLAND SURFACE SHALL BE STAMPED "BRICK" PATTERN WITH RED COLOUR IN ACCORDANCE WITH B.C.C. SPECIFICATION S155.
3. ALL PRECAST UNITS CONCRETE STRENGTH TO BE 32MPa.
4. ALL DIMENSIONS IN mm AND RADII 300mm UNLESS NOTED OTHERWISE.
5. DRIVE PINS ARE TO BE 16mm DIAMETER MILD STEEL (4.6) 260mm LONG GALVANISED CUPHEAD AND COUNTERSUNK.
6. ◉ DENOTES SWING LIFT ANCHOR POINTS.
7. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

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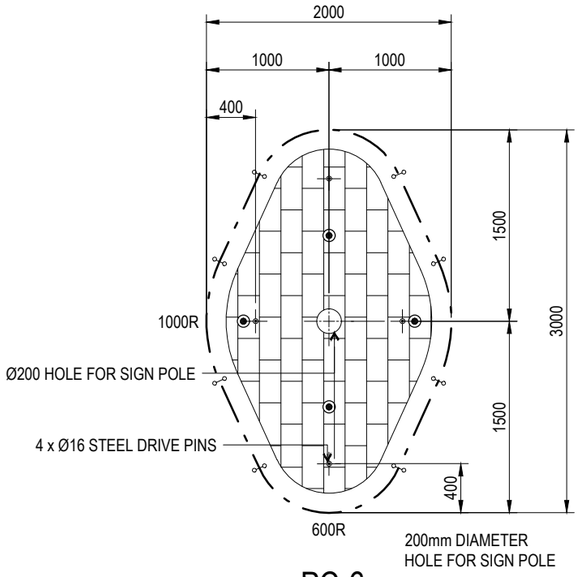
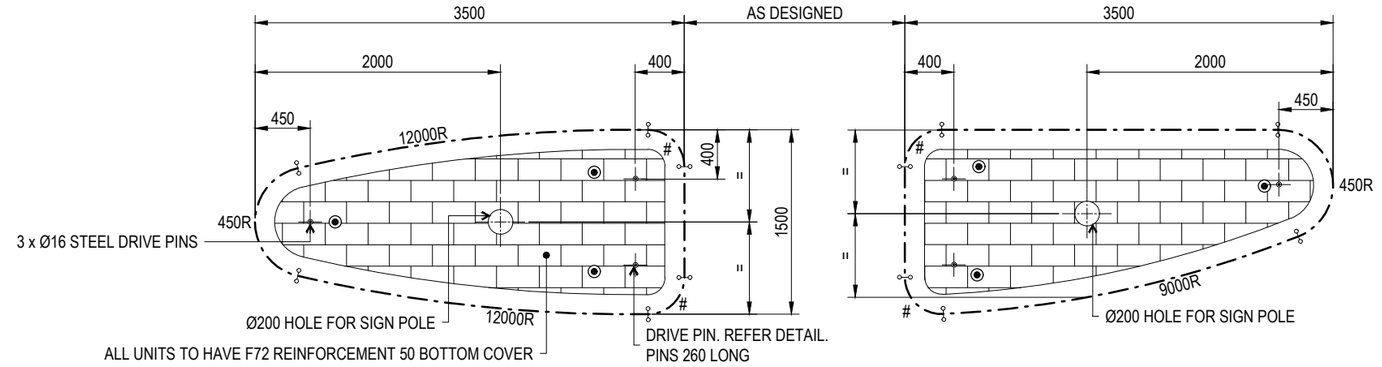
BRISBANE CITY COUNCIL STANDARD DRAWING

PRECAST TRAFFIC ISLAND
CODES AND DETAILS
SHEET 1 OF 2

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-2061
ORIGINAL SIZE	A3
REVISION	C

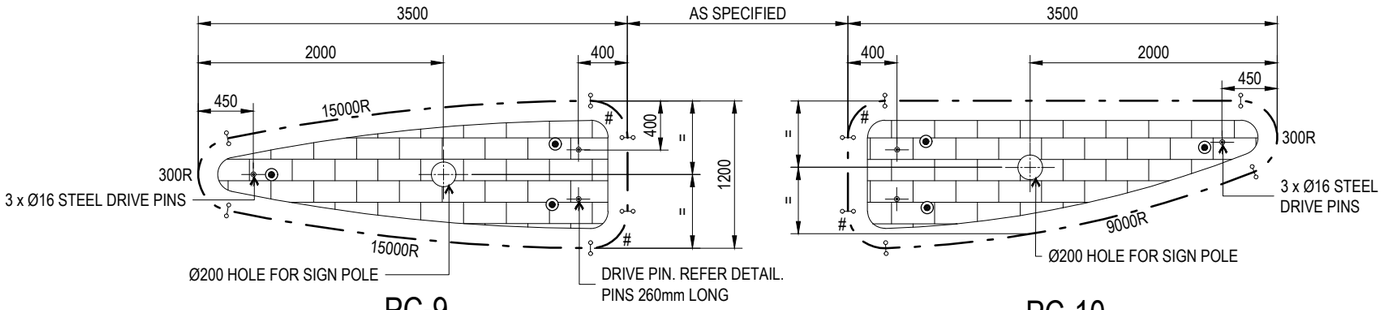


PC-6



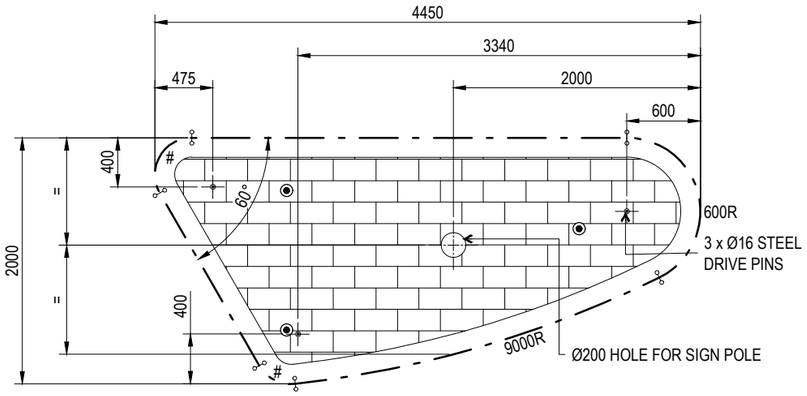
PC-7

PC-8
(MIRRORED VERSION PC-13)



PC-9

PC-10
(MIRRORED VERSION PC-14)



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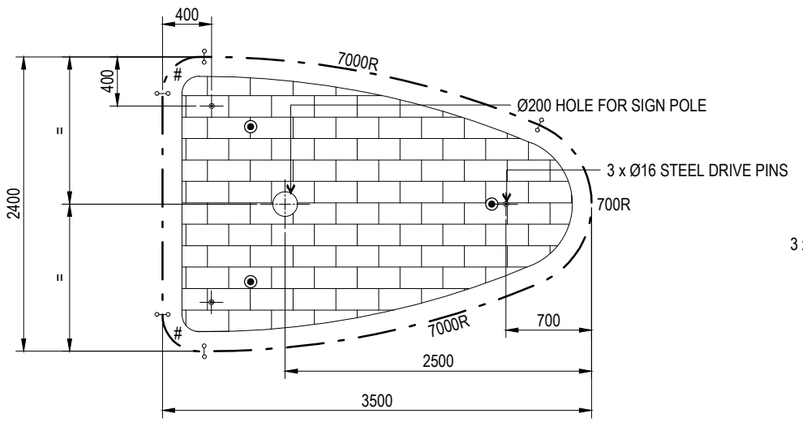
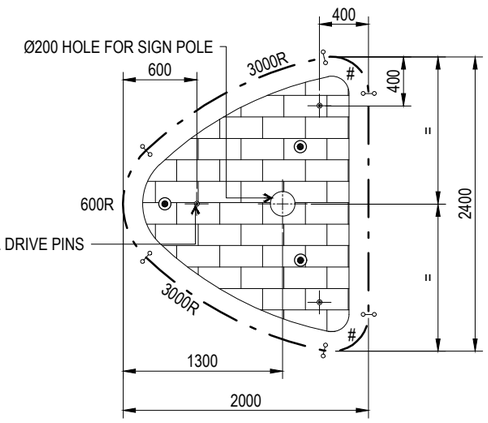
(MIRRORED VERSION PC-15)



PC-16



PC-17

NOTES:

1. ALL FACES OF KERBS ARE TO BE PAINTED WITH WHITE RETROREFLECTIVE PAINT OR SIMILAR.
2. ISLAND SURFACE SHALL BE STAMPED "BRICK" PATTERN WITH RED COLOUR IN ACCORDANCE WITH B.C.C. SPECIFICATION S155.
3. ALL PRECAST UNITS CONCRETE STRENGTH TO BE 32MPa.
4. ALL DIMENSIONS IN MILLIMETRES AND RADII 300mm (#) UNLESS NOTED OTHERWISE.
5. DRIVE PINS ARE TO BE 16mm DIAMETER MILD STEEL (4.6) 260mm LONG GALVANISED CUPHEAD AND COUNTERSUNK.
6. ◉ DENOTES SWING LIFT ANCHOR POINTS.
7. REFER TO BSD-2061 FOR TYPICAL ELEVATION, SECTION AND DRIVE PIN DETAILS.
8. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

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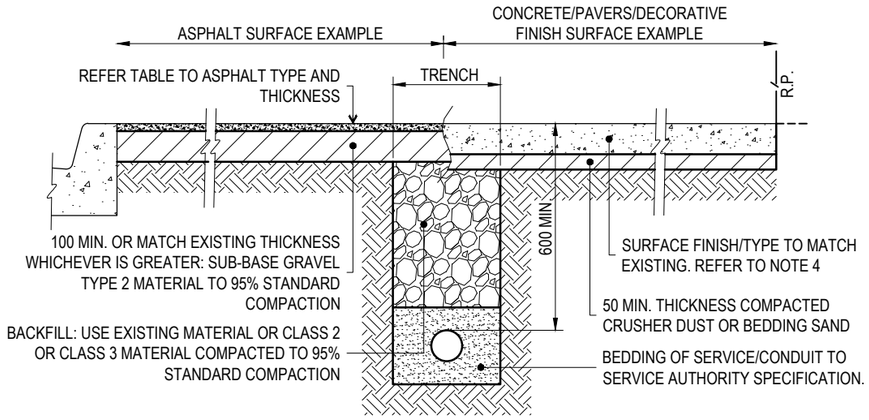
BRISBANE CITY COUNCIL STANDARD DRAWING

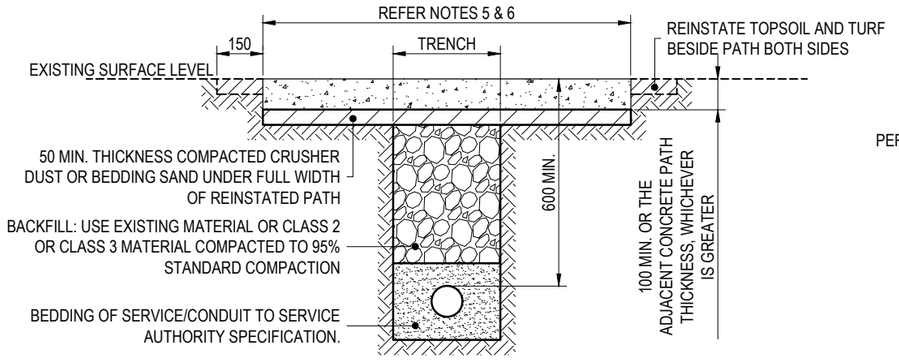
PRECAST TRAFFIC ISLAND CODES AND DETAILS SHEET 2 OF 2

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-2061
ORIGINAL SIZE	A3
REVISION	C



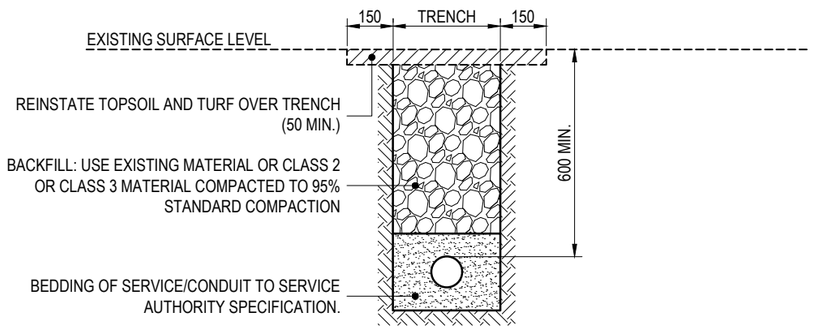
VERGE WITH FULL WIDTH CONSTRUCTED PATH

(LONGITUDINAL TRENCH SHOWN. APPLY SAME REQUIREMENTS FOR TRANSVERSE TRENCHING)



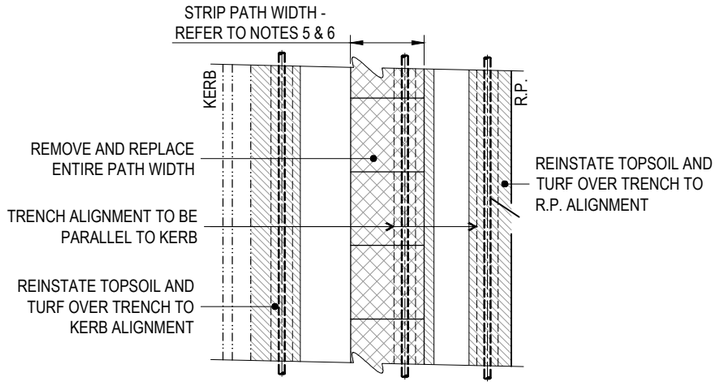
UNSEALED LAND WITH STRIP CONSTRUCTED PATH

(TRANSVERSE TRENCH SHOWN. APPLY SAME REQUIREMENTS FOR LONGITUDINAL TRENCHING)

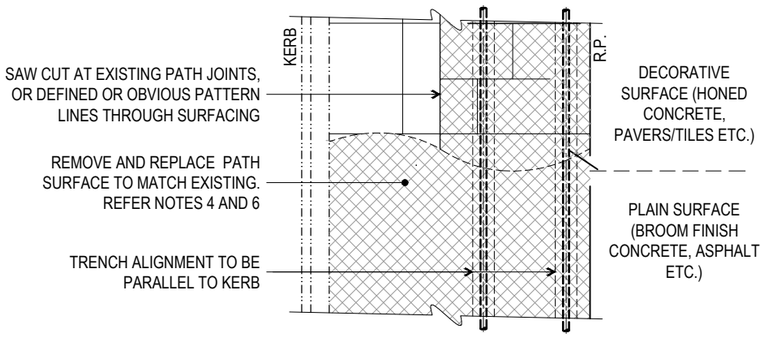


UNSEALED LAND (NO CONSTRUCTED PATH)

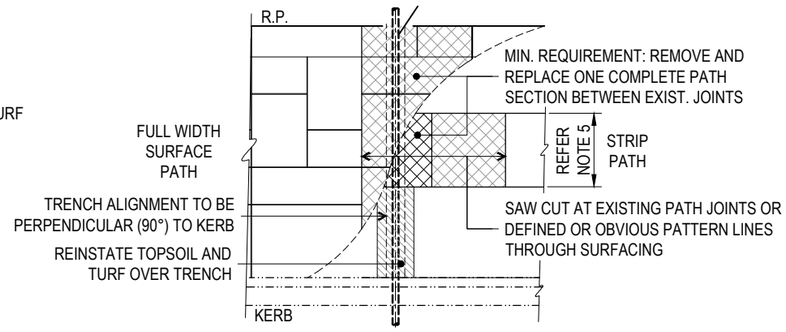
(TRANSVERSE TRENCH SHOWN. APPLY SAME REQUIREMENTS FOR LONGITUDINAL TRENCHING)



TYPICAL PLAN VIEW - LONGITUDINAL TRENCHING THROUGH STRIP PATH AND UNSURFACED AREAS



TYPICAL PLAN VIEW - LONGITUDINAL TRENCH THROUGH FULL WIDTH PATH



TYPICAL PLAN VIEW - TRANSVERSE TRENCH ACROSS VERGE

TABLE 1 - ASPHALT SURFACE

	ASPHALT MIX		ASPHALT THICKNESS	
LOCATION	BCC	DTMR	EACH LAYER	TOTAL
FOOTPATHS	TYPE 1	DG7	15-20mm	MIN. 25mm OR THE ADJACENT ASPHALT THICKNESS, WHICHEVER IS GREATER
BIKEPATHS	TYPE 1 OR TYPE 2	DG7 OR DG10	15-20mm (TYPE 1) 25-40mm (TYPE 2)	MIN. 25mm OR THE ADJACENT ASPHALT THICKNESS, WHICHEVER IS GREATER

NOTES:

1. TRENCHLESS TECHNOLOGY TECHNIQUES ARE THE PREFERRED METHOD FOR ROAD CROSSING SERVICES CONDUITS IN EXISTING VERGES.
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5. WIDTH OF STRIP PATH REINSTATEMENT:
   - IF REINSTATEMENT IS LESS THAN 10m LONG: REINSTATE TO MATCH WIDTH OF EXISTING STRIP PATH (1000 MIN.);
   - IF REINSTATEMENT IS GREATER THAN 10m LONG: REINSTATE 1200 MIN. WIDTH PATH.
6. REFER TO STANDARD DRAWINGS BSD-5201, BSD-5202, BSD-5204 & BSD-5207 FOR CONCRETE FOOTPATH DETAILS, TO BSD-5208 FOR BIKE PATH DETAILS AND BSD-5210 FOR PAVER FOOTPATH DETAILS.
7. STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS:
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   - S205: CENTRES DECORATIVE PATHS;
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9. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

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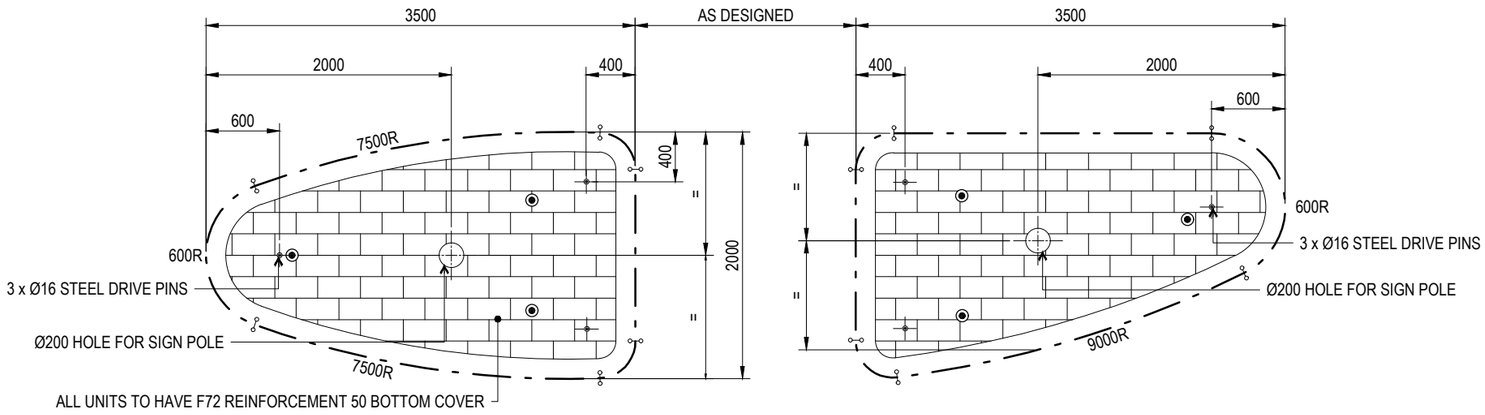
BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

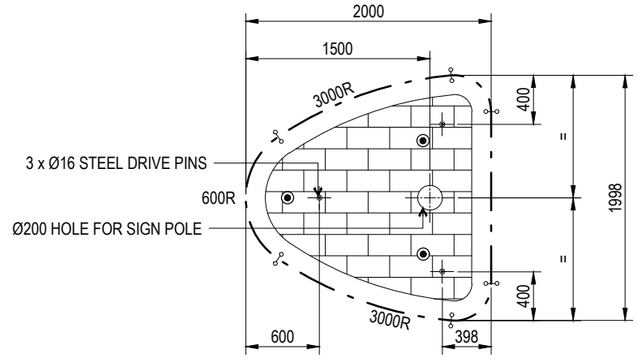
TRENCH RESTORATION VERGES AND PATHS

PUBLISH DATE: SEP 2024
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-2043
ORIGINAL SIZE: A3
REVISION: C

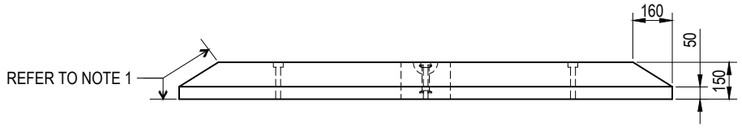


PC-1

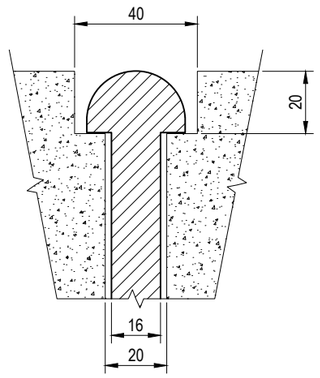
PC-2
(MIRRORED VERSION PC-12)



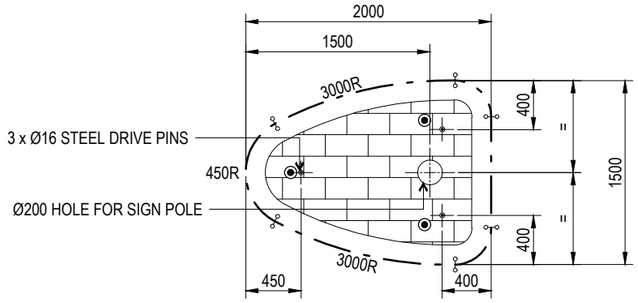
PC-3



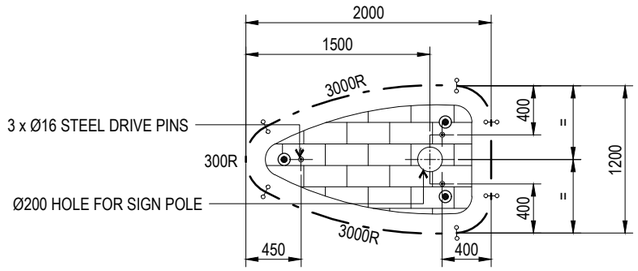
TYPICAL ELEVATION



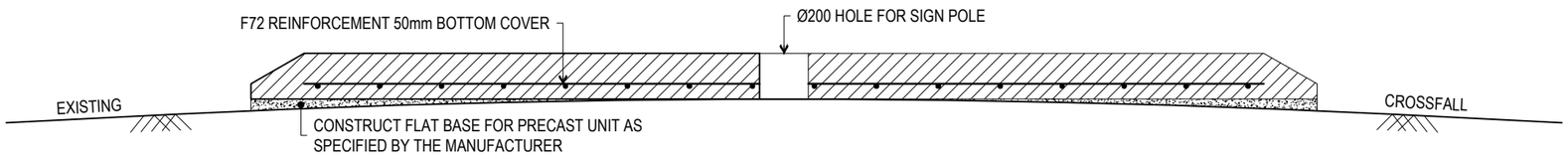
DRIVE PIN DETAIL



PC-4



PC-5



TYPICAL SECTION

NOTES

1. ALL FACES OF KERBS ARE TO BE PAINTED WITH WHITE RETROREFLECTIVE PAINT OR SIMILAR.
2. ISLAND SURFACE SHALL BE STAMPED "BRICK" PATTERN WITH RED COLOUR IN ACCORDANCE WITH B.C.C. SPECIFICATION S155.
3. ALL PRECAST UNITS CONCRETE STRENGTH TO BE 32MPa.
4. ALL DIMENSIONS IN mm AND RADII 300mm UNLESS NOTED OTHERWISE.
5. DRIVE PINS ARE TO BE 16mm DIAMETER MILD STEEL (4.6) 260mm LONG GALVANISED CUPHEAD AND COUNTERSUNK.
6. ◉ DENOTES SWING LIFT ANCHOR POINTS.
7. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

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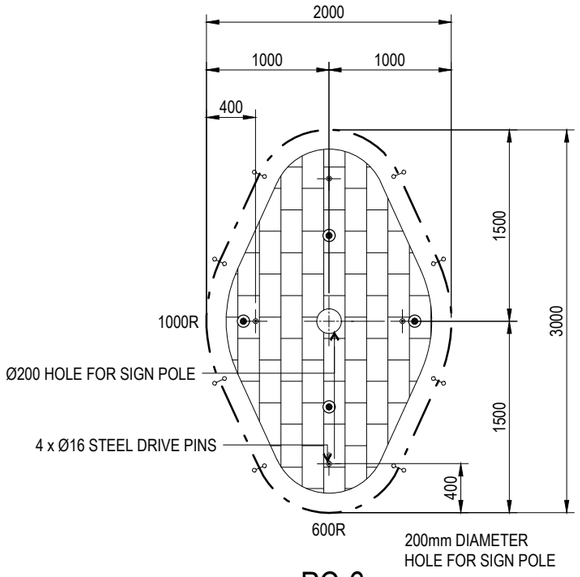
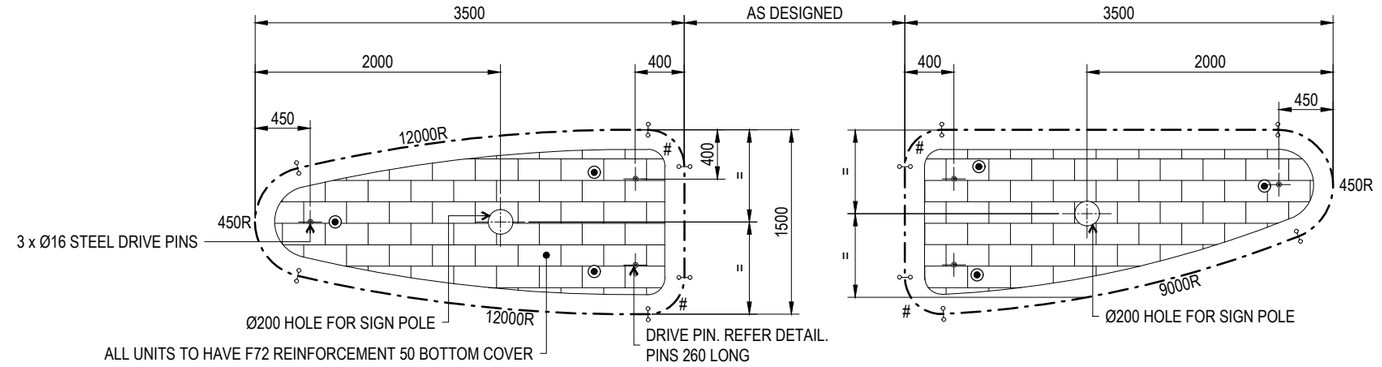
BRISBANE CITY COUNCIL STANDARD DRAWING

PRECAST TRAFFIC ISLAND
CODES AND DETAILS
SHEET 1 OF 2

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-2061
ORIGINAL SIZE	A3
REVISION	C

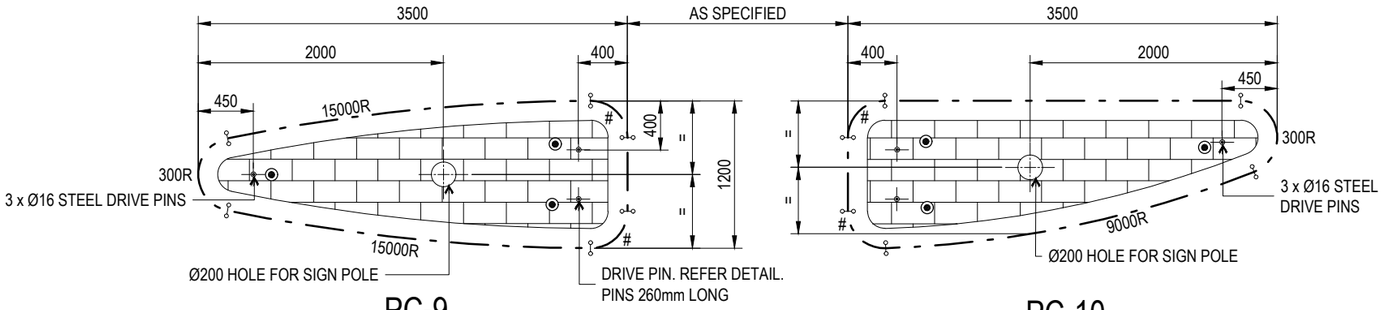


PC-6



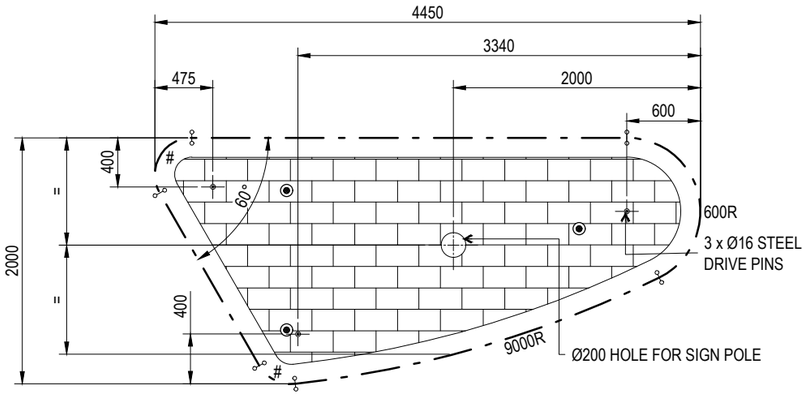
PC-7

PC-8
(MIRRORED VERSION PC-13)

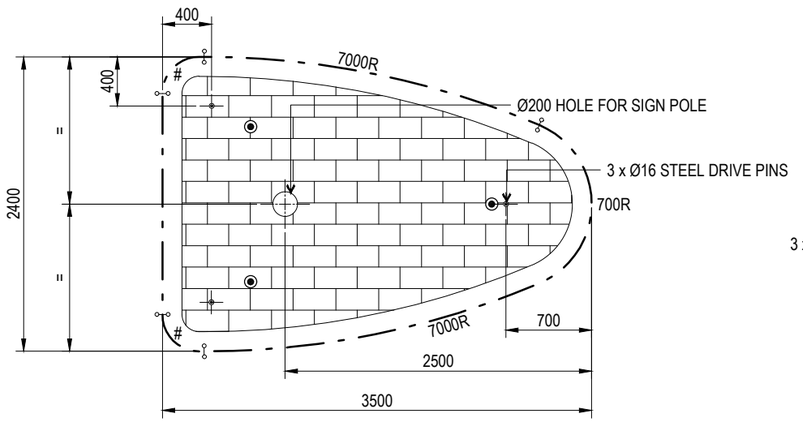


PC-9

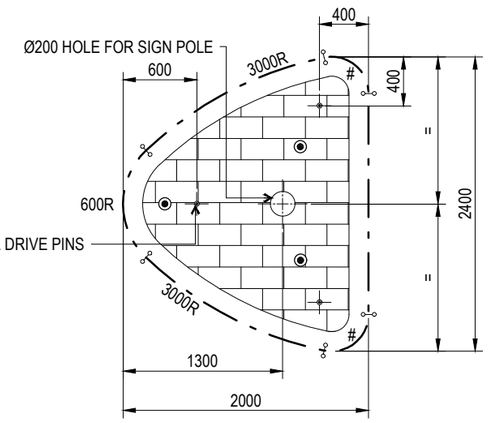
PC-10
(MIRRORED VERSION PC-14)



PC-11
(MIRRORED VERSION PC-15)



PC-16



PC-17

NOTES:

1. ALL FACES OF KERBS ARE TO BE PAINTED WITH WHITE RETROREFLECTIVE PAINT OR SIMILAR.
2. ISLAND SURFACE SHALL BE STAMPED "BRICK" PATTERN WITH RED COLOUR IN ACCORDANCE WITH B.C.C. SPECIFICATION S155.
3. ALL PRECAST UNITS CONCRETE STRENGTH TO BE 32MPa.
4. ALL DIMENSIONS IN MILLIMETRES AND RADII 300mm (#) UNLESS NOTED OTHERWISE.
5. DRIVE PINS ARE TO BE 16mm DIAMETER MILD STEEL (4.6) 260mm LONG GALVANISED CUPHEAD AND COUNTERSUNK.
6. ◉ DENOTES SWING LIFT ANCHOR POINTS.
7. REFER TO BSD-2061 FOR TYPICAL ELEVATION, SECTION AND DRIVE PIN DETAILS.
8. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

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

PRECAST TRAFFIC ISLAND CODES AND DETAILS SHEET 2 OF 2

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-2061
ORIGINAL SIZE	A3
REVISION	C

BSD 3000 Series

Traffic Management

NOTES:

1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154 - TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN BLADE MATERIAL AND RETROREFLECTIVE SHEETING REQUIREMENTS.
3. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

BLACK LEGEND

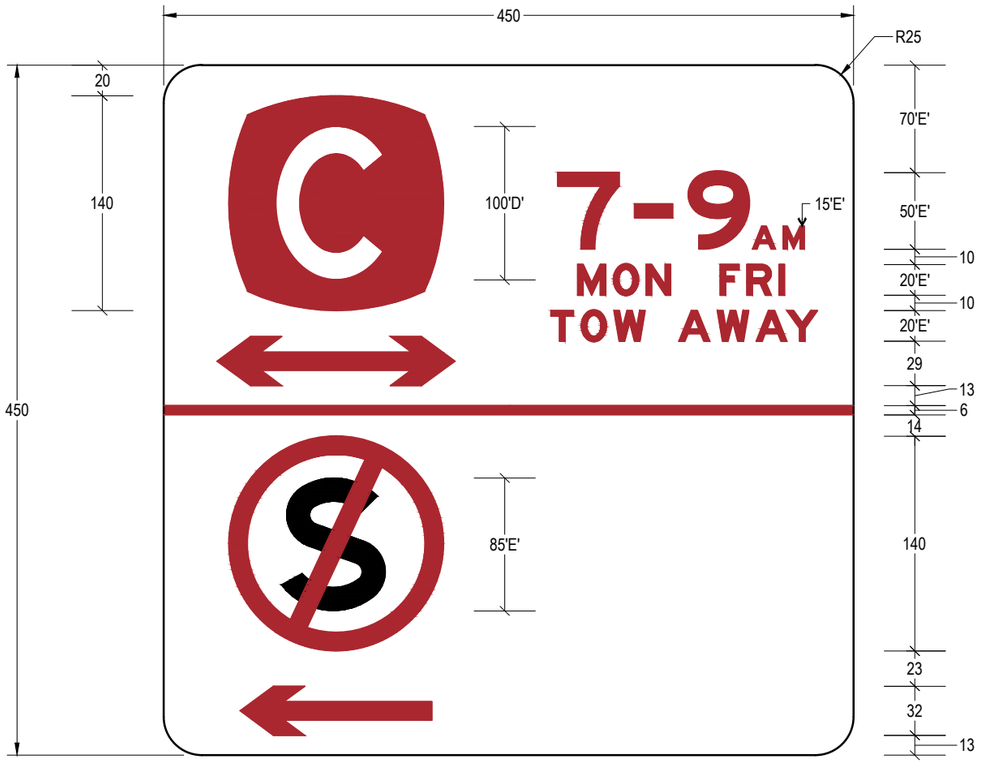
WHITE RETROREFLECTIVE BACKGROUND (REFER NOTE 2)

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).

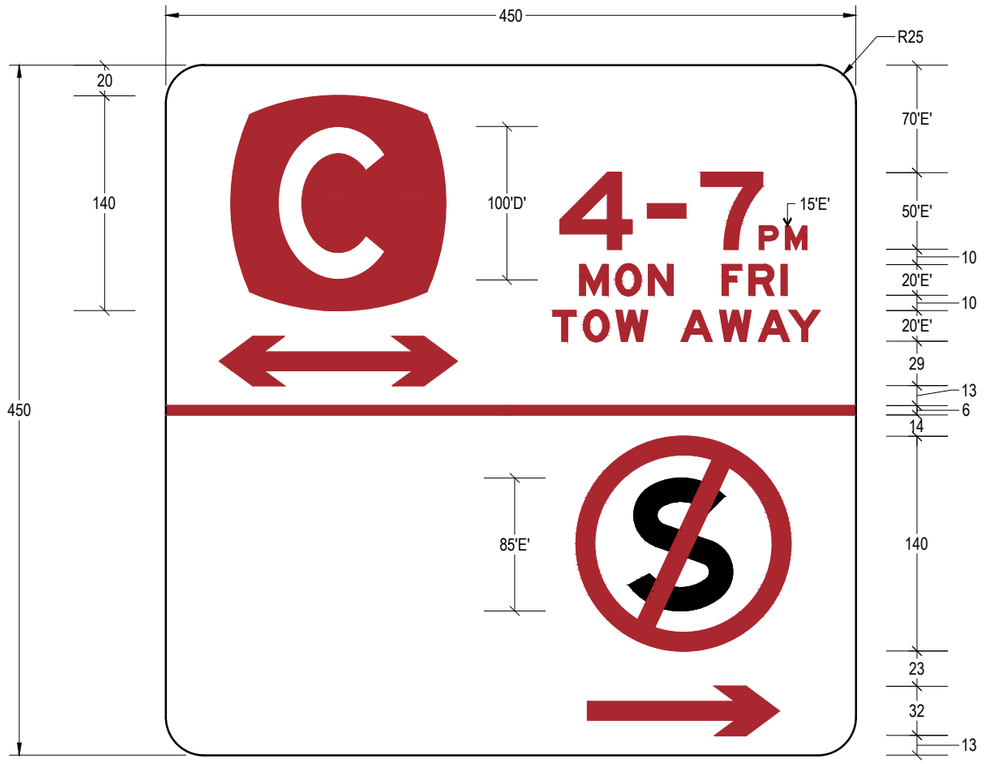
BRISBANE CITY COUNCIL STANDARD DRAWING

BRISBANE CITY COUNCIL
SPECIAL SIGN
CODE 'A'

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3103
ORIGINAL SIZE	A3
REVISION	C



91BtD/1L



91StD/1R

NOTES:

1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154-TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

RED LEGEND AND ARROW ON WHITE BACKGROUND

BLACK

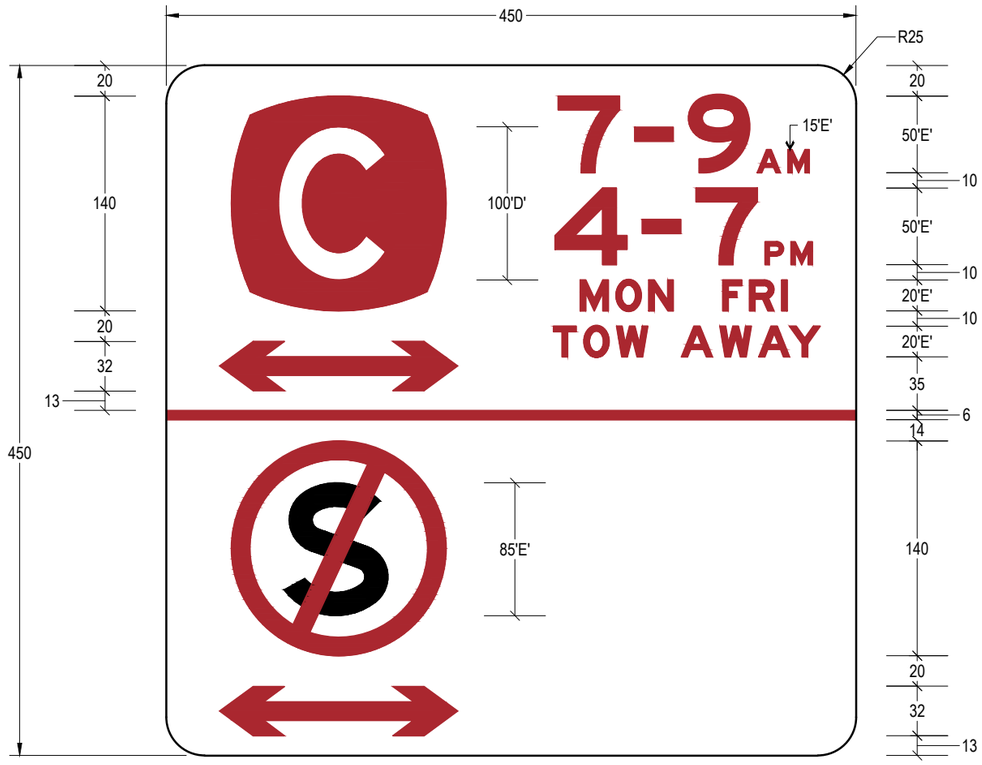
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

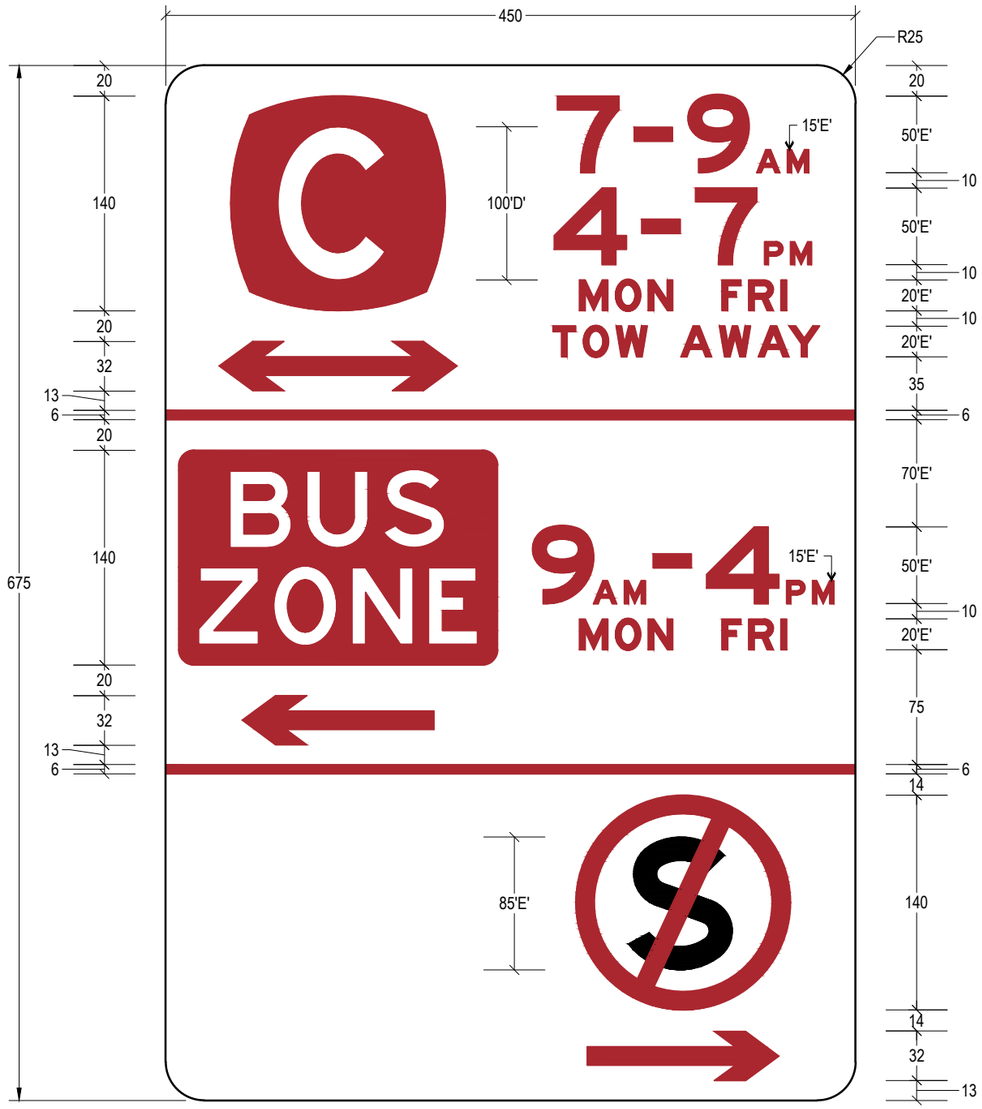
BRISBANE CITY COUNCIL STANDARD DRAWING

PARKING REGULATION SIGNS
SIGN CODES
91BtD/1L & 91StD/1R

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3105
ORIGINAL SIZE	A3
REVISION	D



91Q+D/1D



91Q+tD/20EL/1R

NOTES:

1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154-TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES.
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

RED LEGEND AND ARROW ON WHITE BACKGROUND

BLACK

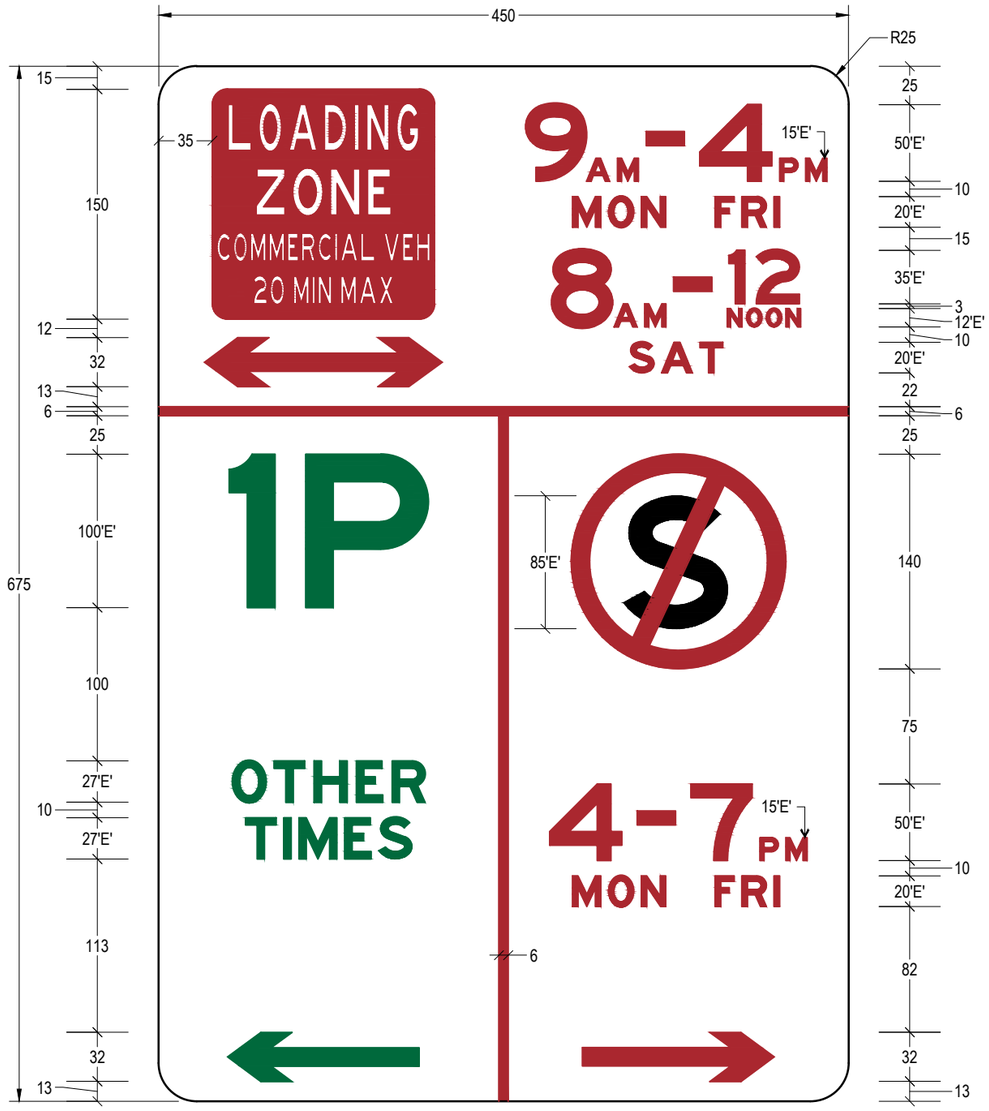
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

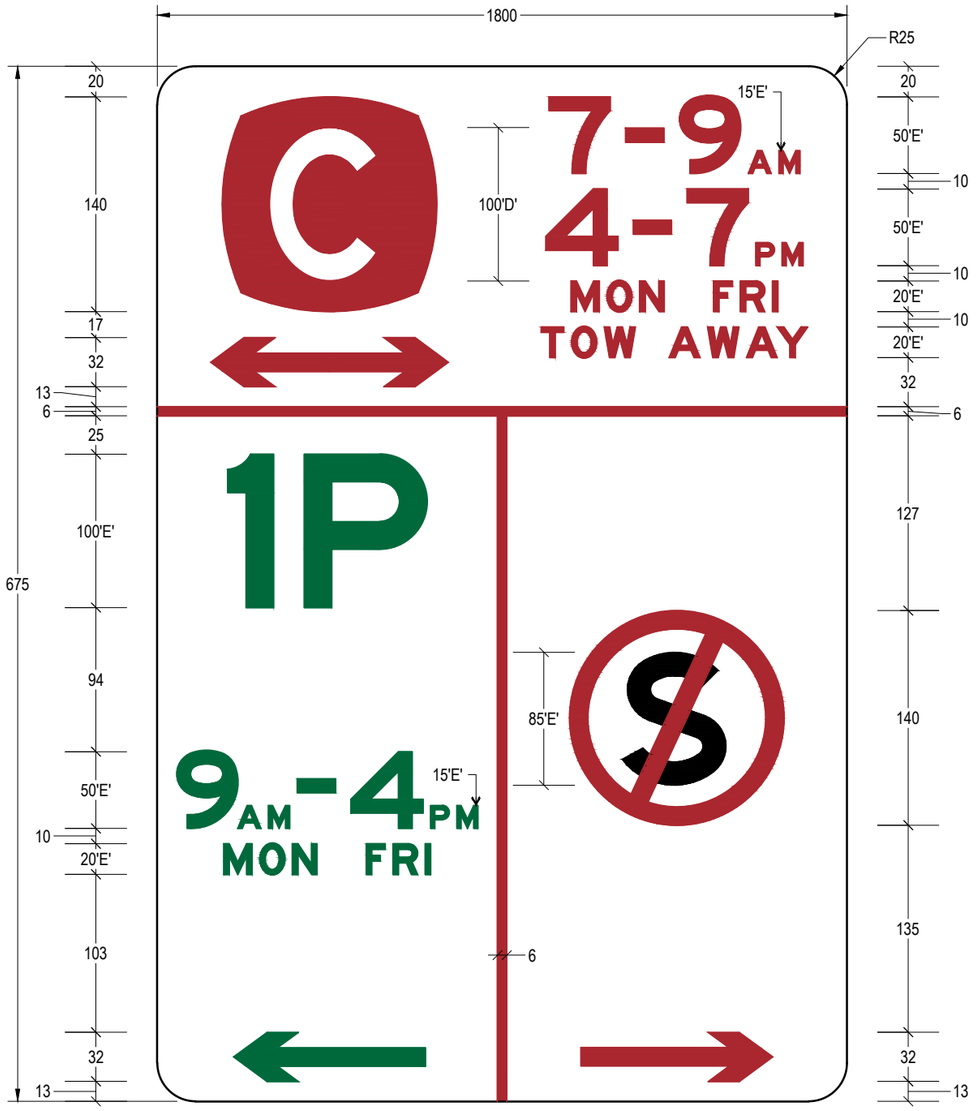
BRISBANE CITY COUNCIL STANDARD DRAWING

PARKING REGULATION SIGNS SIGN CODES 91Q+D/1D & 91Q+tD/20EL/1R

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3106
ORIGINAL SIZE	A3
REVISION	D



41FD/61AL.1SR



91Q+D/61EL.1R

NOTES:

1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154 - TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES.
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

- RED LEGEND AND ARROW ON WHITE BACKGROUND
- BLACK
- GREEN LEGEND AND ARROW ON WHITE BACKGROUND

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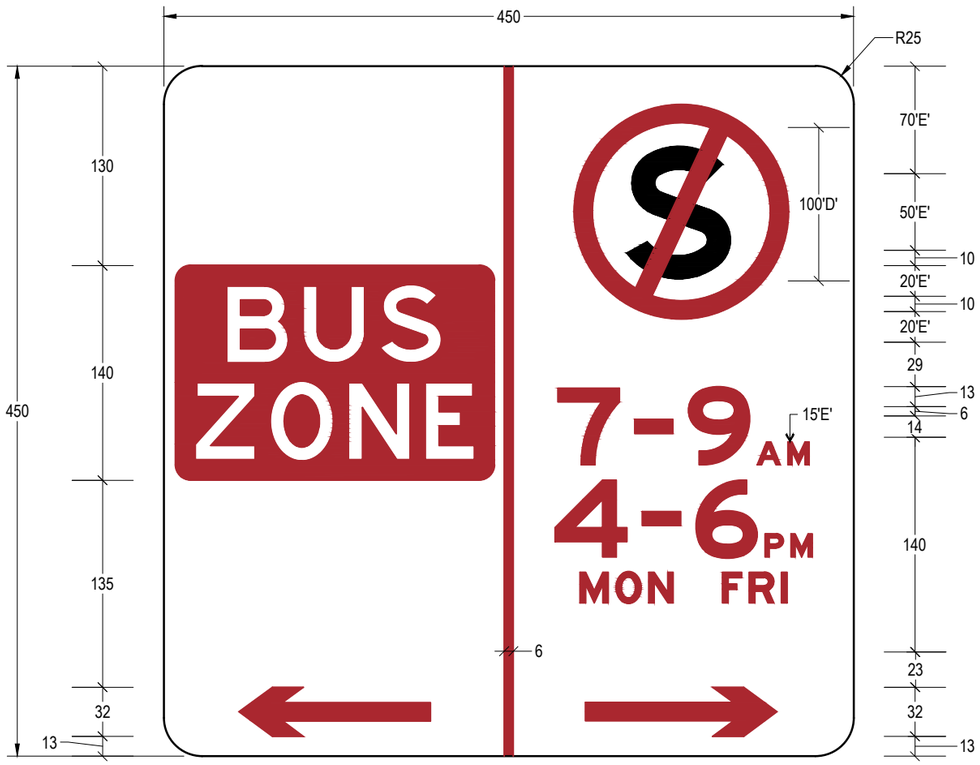
BRISBANE CITY

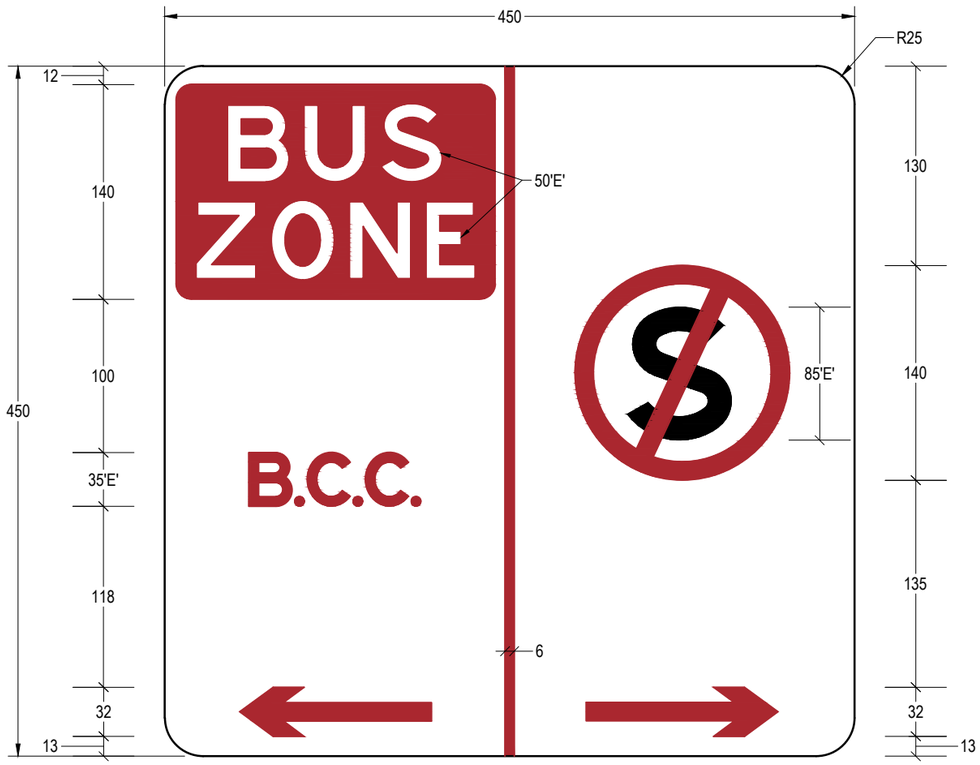
BRISBANE CITY COUNCIL STANDARD DRAWING

PARKING REGULATION SIGNS
SIGN CODES
41FD/61AL.1SR & 91Q+D/61EL.1R

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3107
ORIGINAL SIZE	A3
REVISION	D



20L.1QR



21L.1R

NOTES:

1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154 - TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES.
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

RED LEGEND AND ARROW ON WHITE BACKGROUND

BLACK

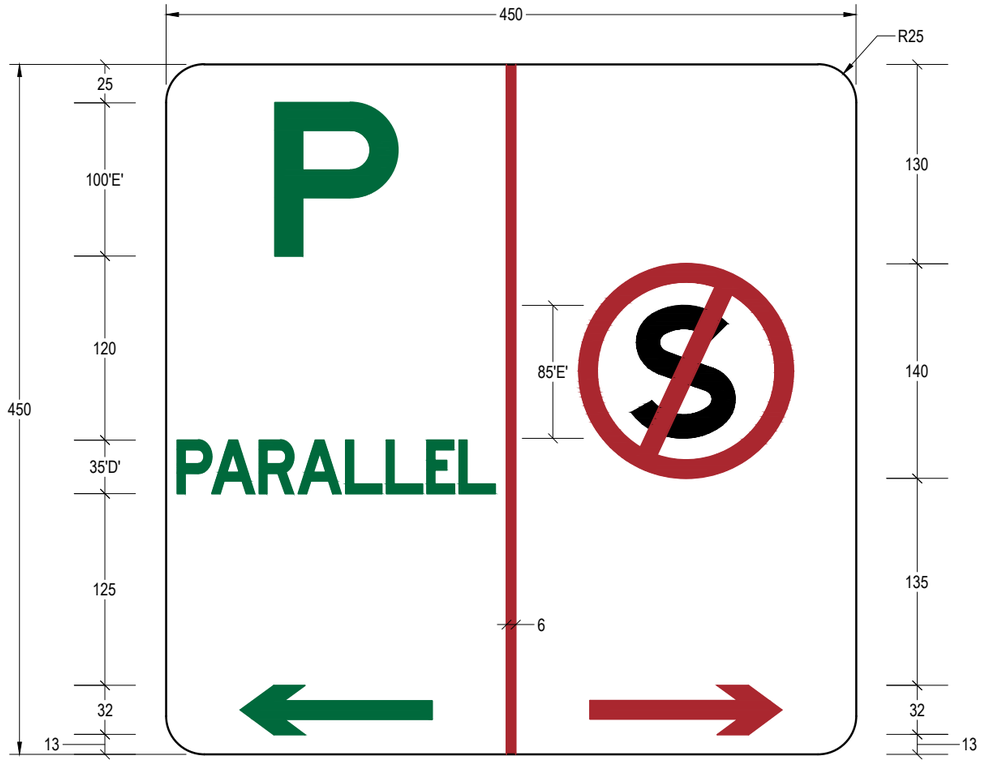
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

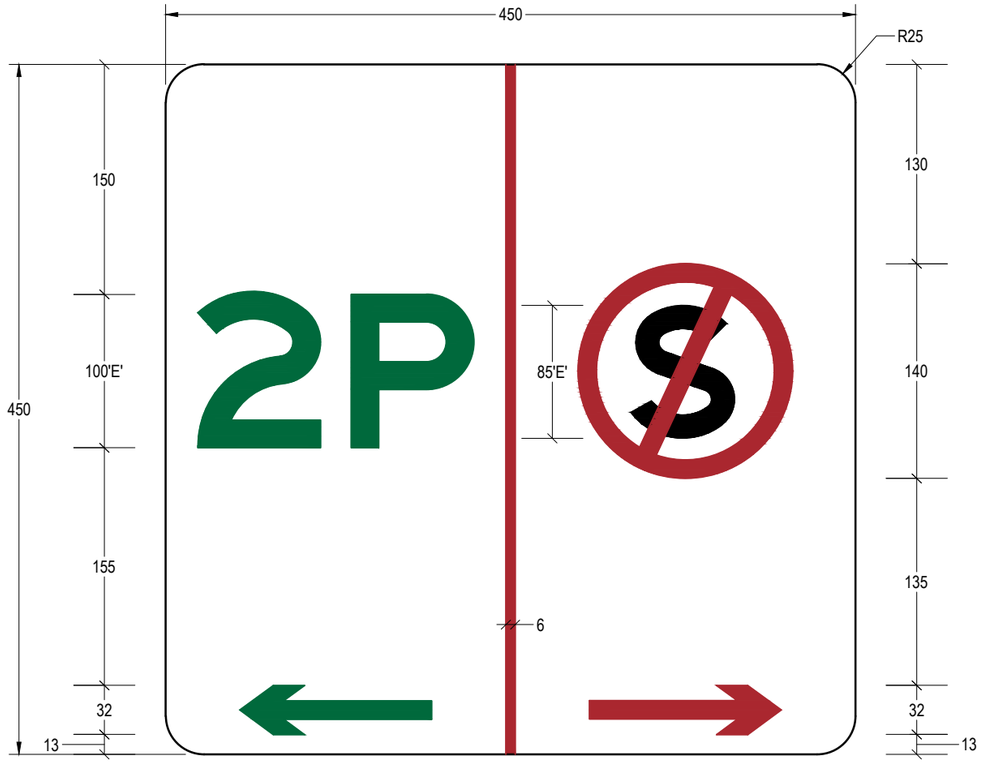
BRISBANE CITY COUNCIL STANDARD DRAWING

PARKING REGULATION SIGNS
SIGN CODES
20L.1QR & 21L.1R

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3108
ORIGINAL SIZE	A3
REVISION	D



6L.1R



62L.1R

NOTES:

1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154 - TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES.
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

- RED LEGEND AND ARROW ON WHITE BACKGROUND
- BLACK
- GREEN LEGEND AND ARROW ON WHITE BACKGROUND

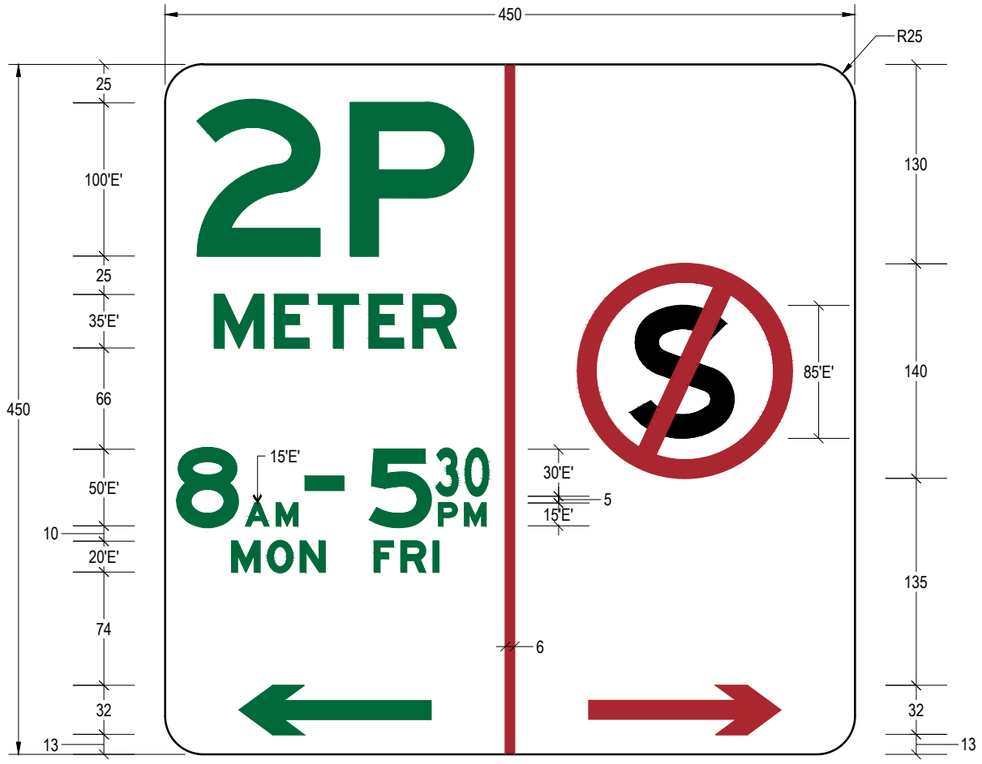
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

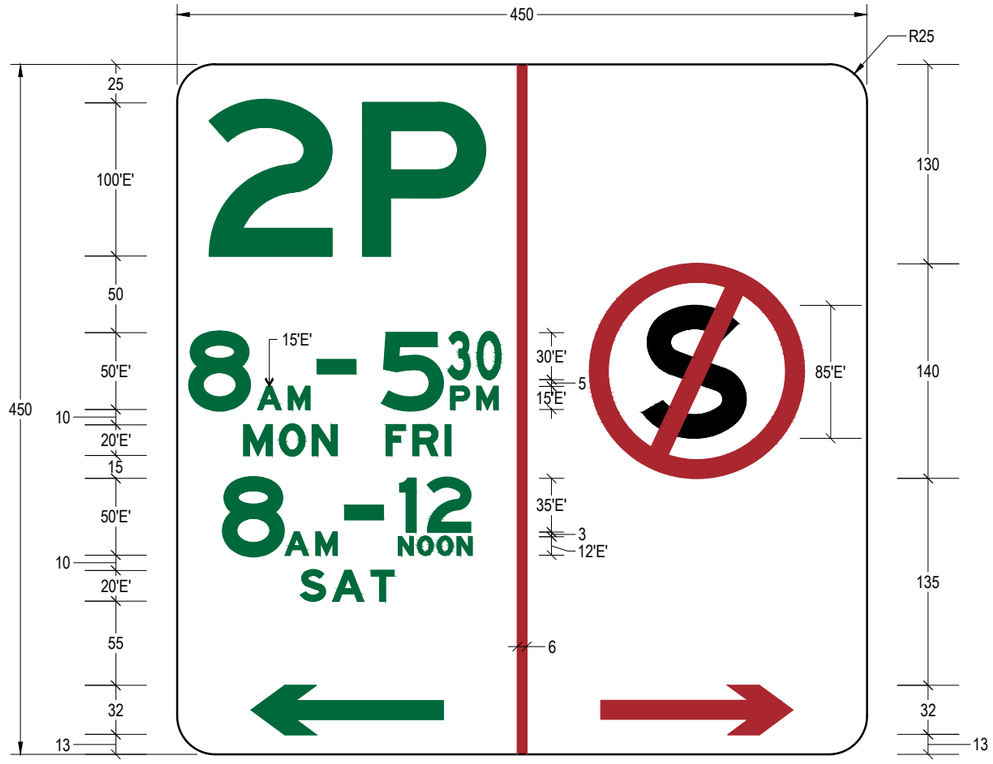
PARKING REGULATION SIGNS SIGN CODES 6L.1R & 62L.1R

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3109
ORIGINAL SIZE	A3
REVISION	D



52EZ1L.1R

Z1 = 8:30AM - 5:30PM MON-FRI



62NL.1R

NOTES:

1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154 - TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES.
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

- RED LEGEND AND ARROW ON WHITE BACKGROUND
- BLACK
- GREEN LEGEND AND ARROW ON WHITE BACKGROUND

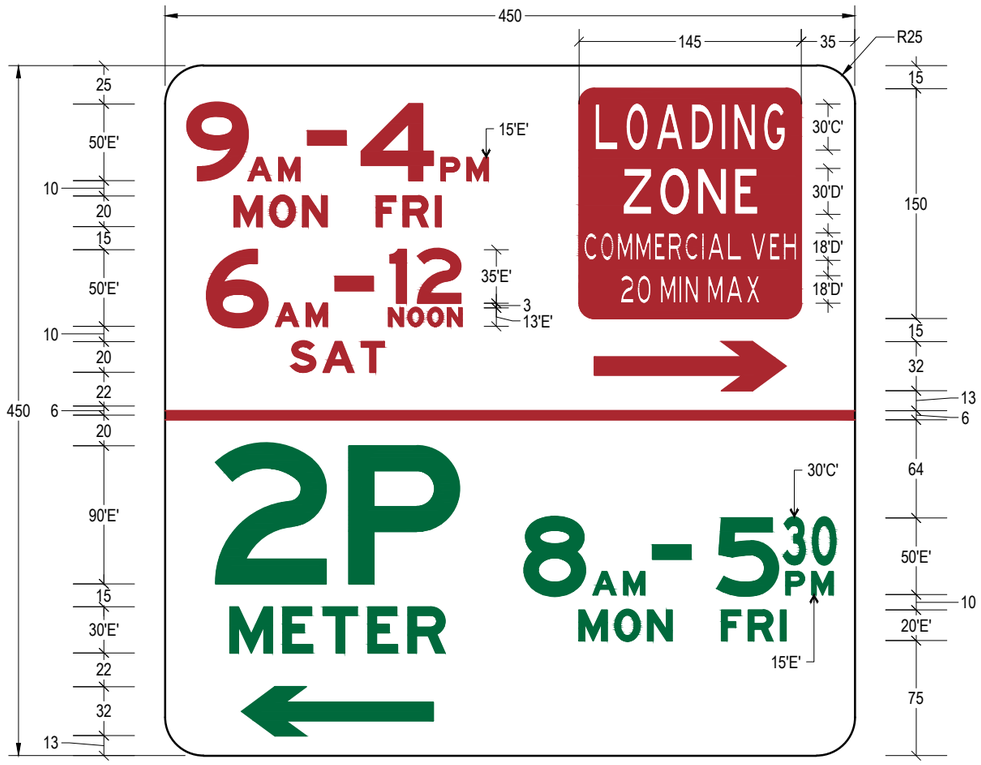
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

PARKING REGULATION SIGNS
SIGN CODES
52EZ1L.1R & 62NL.1R

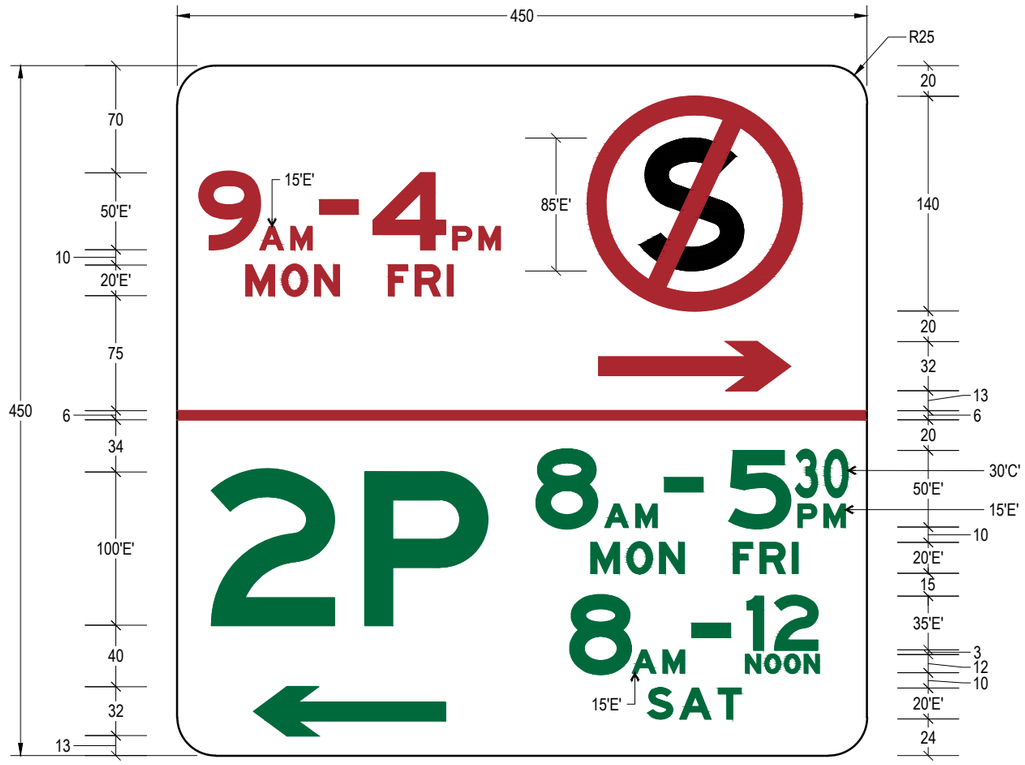
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3110
ORIGINAL SIZE	A3
REVISION	D



41Z1R/52Z2L

Z1 = 9AM-4PM MON-FRI, 6AM-12 NOON SAT

Z2 = 8AM-5:30PM MON-FRI



1ER/62NL

NOTES:

1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154 - TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES.
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

- RED LEGEND AND ARROW ON WHITE BACKGROUND
- BLACK
- GREEN LEGEND AND ARROW ON WHITE BACKGROUND

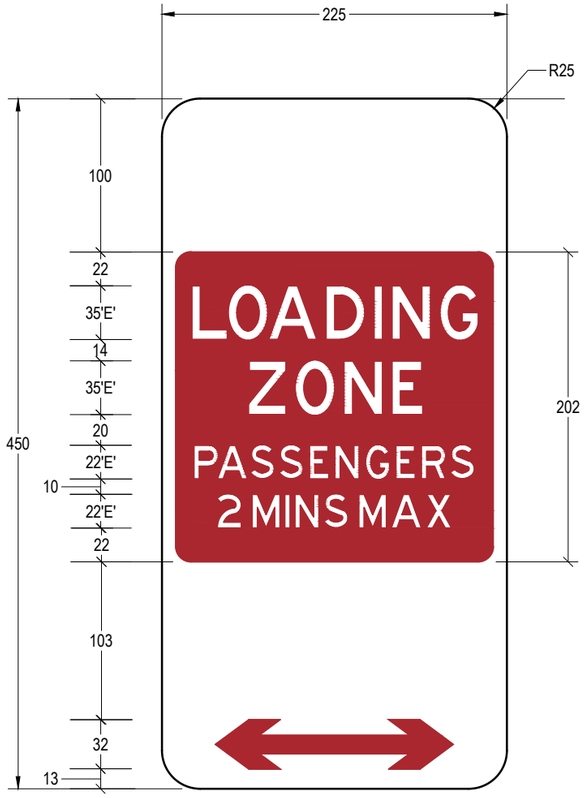
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

PARKING REGULATION SIGNS
SIGN CODES
41Z1R/52Z2L & 1ER/62NL

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3111
ORIGINAL SIZE	A3
REVISION	D



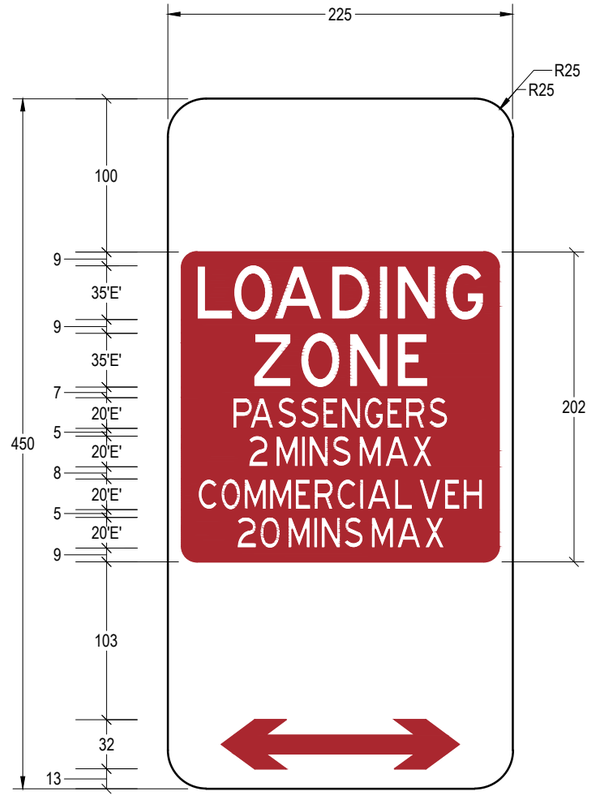
NOTES:

1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154 - TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES.
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

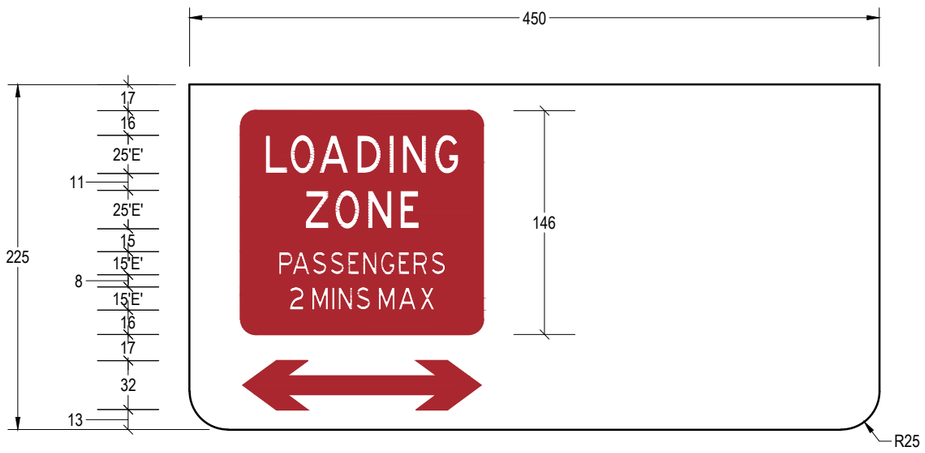
LEGEND:

RED LEGEND AND ARROW ON WHITE BACKGROUND

BLACK

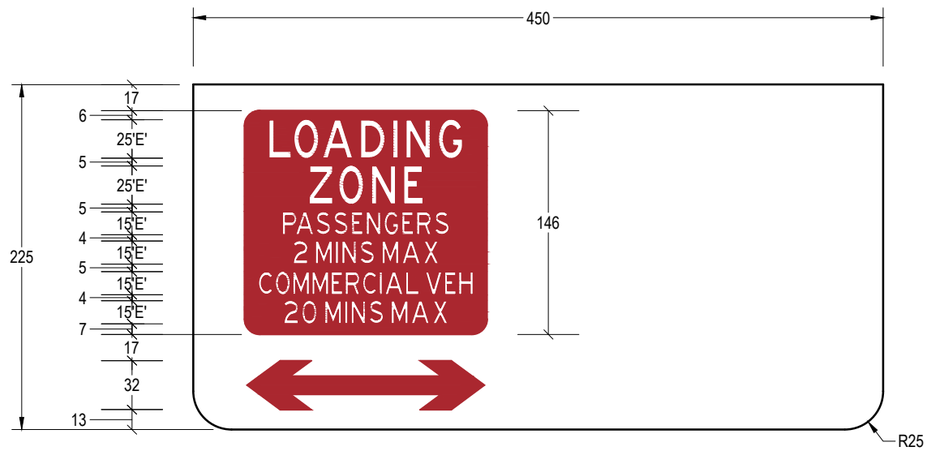


SIGN 43



SIGN 43 BOTTOM PANEL

SIGN 45



SIGN 45 BOTTOM PANEL

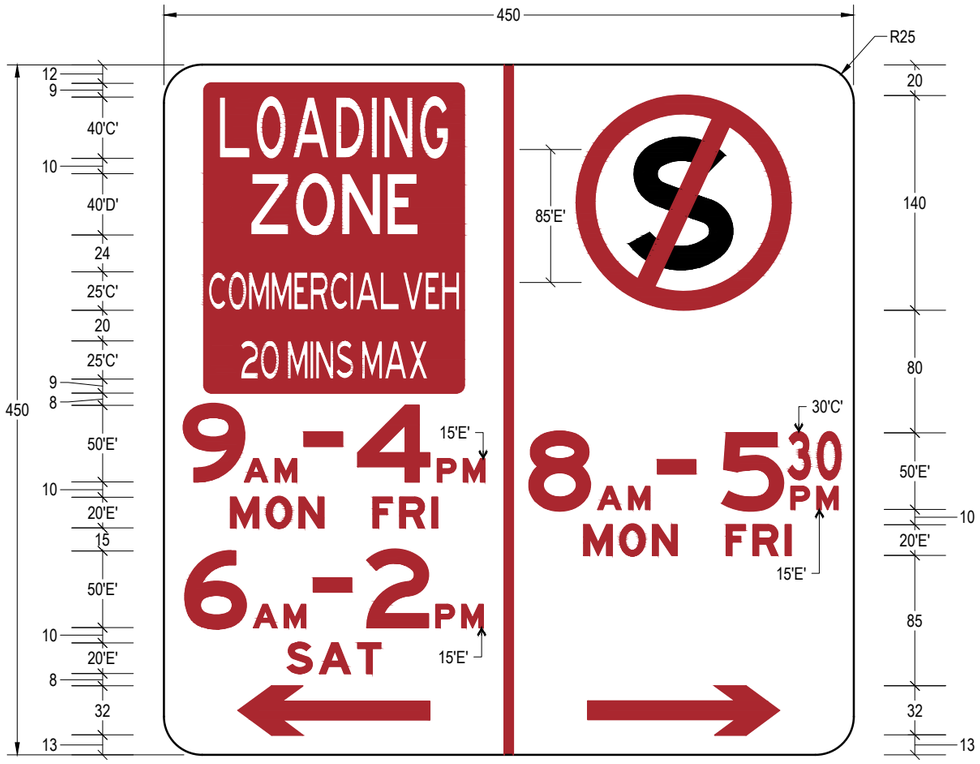
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

PARKING REGULATION SIGNS
SIGN CODES
43 & 45 AND BOTTOM PANELS

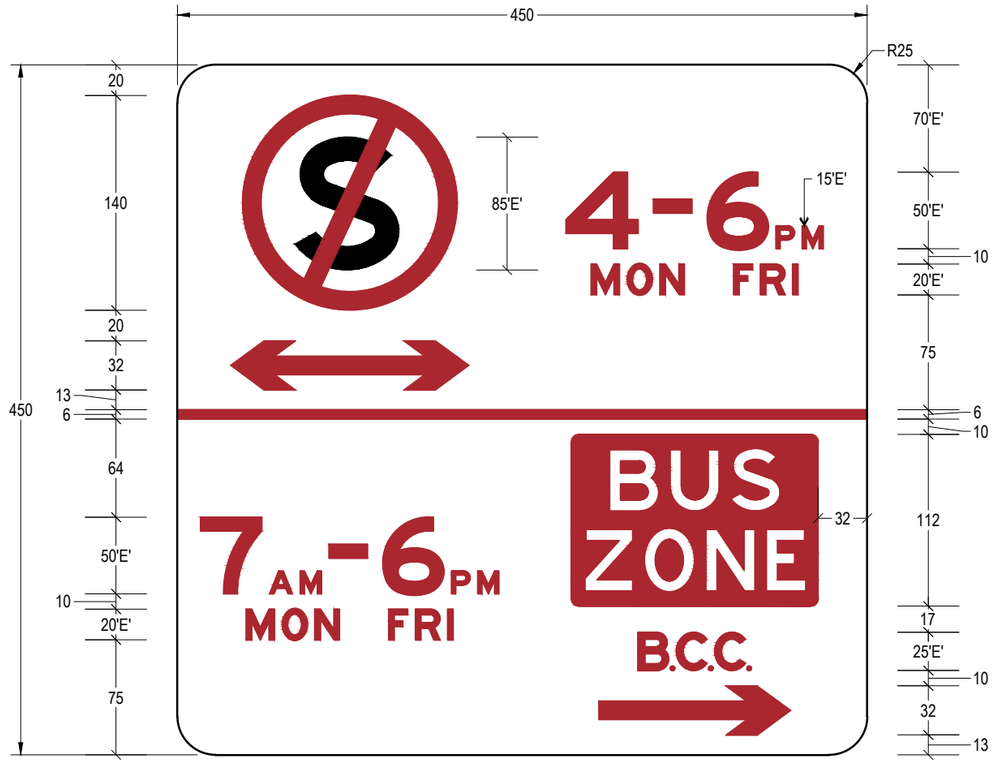
PUBLISH DATE: SEP 2024
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-3112
ORIGINAL SIZE: A3
REVISION: D



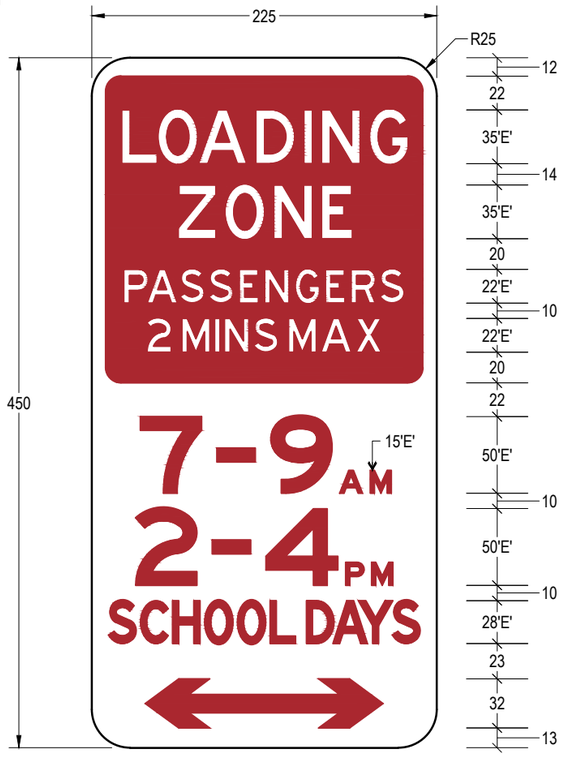
41Z1L.1Z2R

Z1 = 9AM-4PM MON-FRI, 6AM-12 NOON SAT

Z2 = 8AM-5:30PM MON-FRI



1GD/21WR



43DyD

NOTES:

1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154 - TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES.
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

RED LEGEND AND ARROW ON WHITE BACKGROUND

BLACK

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

PARKING REGULATION SIGNS
SIGN CODES
41Z1L.1Z2R, 43DyD & 1GD/21WR

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3113
ORIGINAL SIZE	A3
REVISION	D

ENHANCED COMMERCIAL LOADING ZONE SIGN
SIGN CODE: CLZ

ENHANCED PASSENGER & COMMERCIAL LOADING ZONE SIGN
SIGN CODE: PCLZ

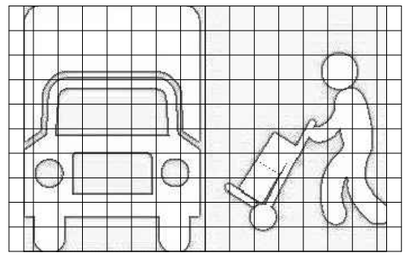
NOTES:

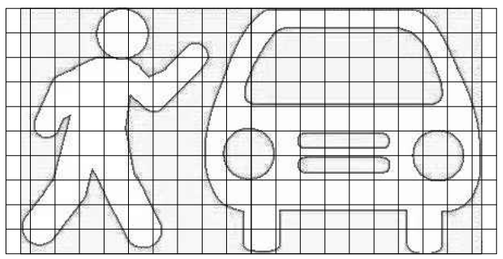
1. ALL SIGN LETTERING TO *AS1744*.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154-TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS ONLY TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND ARE USED TO COMPLIMENT THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

BLUE BACKGROUND - PANTONE 2728 C OR EQUIVALENT

WHITE LETTERING AND SYMBOL





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

ENHANCED LOADING ZONE SIGNS
COMMERCIAL AND PASSENGER &
COMMERCIAL LOADING ZONES - SHEET 1 OF 2

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3114
ORIGINAL SIZE	A3
REVISION	B

ENHANCED PASSENGER LOADING ZONE SIGN
SIGN CODE: PLZ

ENHANCED SCHOOL LOADING ZONE SIGN
SIGN CODE: SLZ

NOTES:

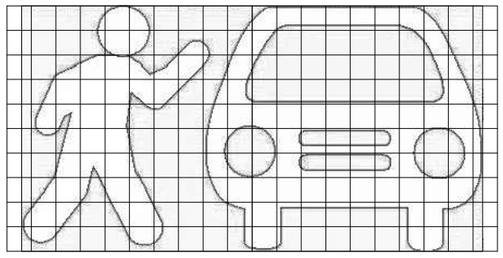
1. ALL SIGN LETTERING TO *AS1744.*
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154-TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS ONLY TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND ARE USED TO COMPLIMENT THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. REFER BSD-3101 FOR BRISBANE CITY COUNCIL KERBSIDE ALLOCATION SIGN CODES
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND:

BLUE BACKGROUND - PANTONE 2728 C OR EQUIVALENT

GREEN BACKGROUND - PANTONE 348 C OR EQUIVALENT

WHITE LETTERING AND SYMBOL

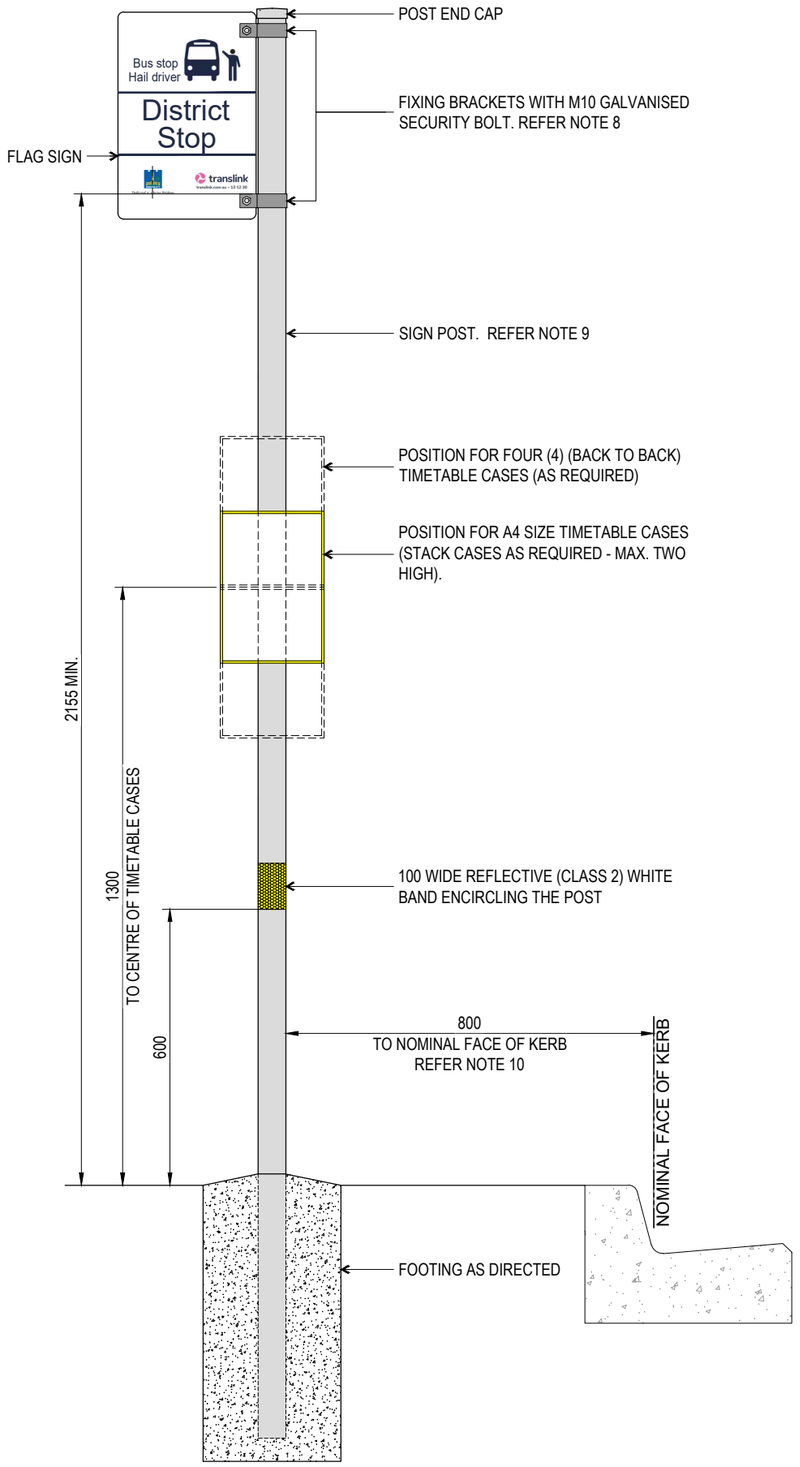


THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

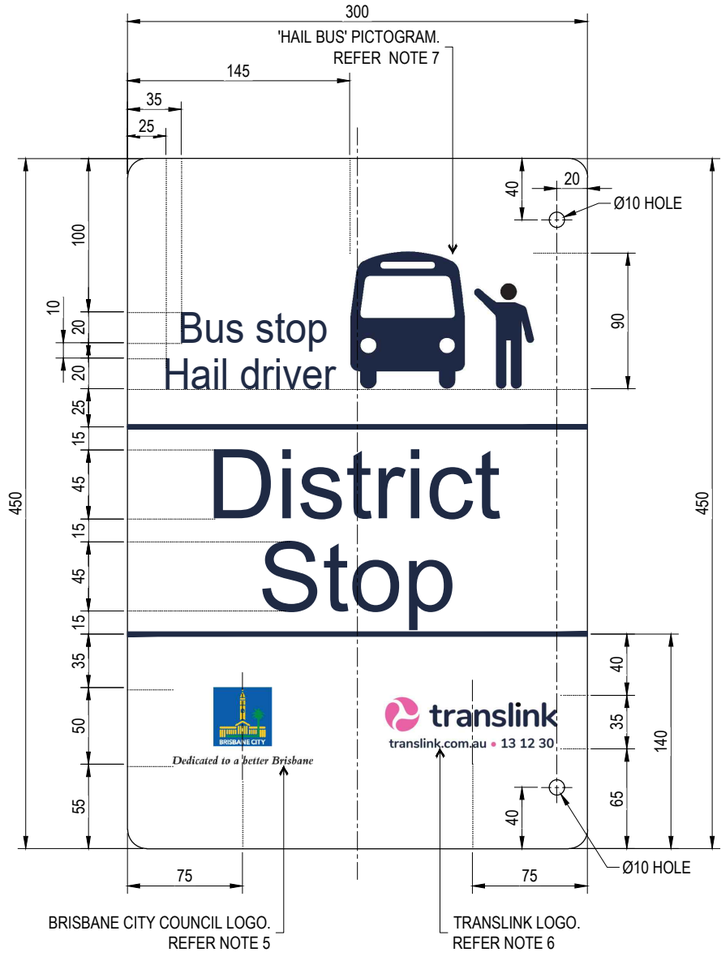
BRISBANE CITY COUNCIL STANDARD DRAWING

ENHANCED LOADING ZONE SIGNS
PASSENGER AND SCHOOL
LOADING ZONES - SHEET 2 OF 2

PUBLISH DATE	
SEP 2024	
SCALE	
NOT TO SCALE	
DRAWING NUMBER	
BSD-3114	
ORIGINAL SIZE	REVISION
A3	B



INSTALLATION DETAILS



SIGN AND GRAPHICS LAYOUT

DISTRICT BUS STOP TEXT

NOTES:

1. SIGN PLATE MATERIAL
   - THE HEAD PLATE TO BE MADE FROM 1.6mm ALUMINIUM.
2. SIGN PLATE FINISHES
   - THE HEAD PLATE TO BE DOUBLE SIDED.
   - ALL BUS STOP SIGNAGE AND GRAPHICS TO BE PRINTED ON CLASS 2 REFLECTIVE MATERIAL WITH UV STABLE (NON-YELLOWING) LONG LIFE ANTI-GRAFFITI CAPABILITIES TO MATCH THE NOMINATED SIGNAGE REFLECTIVE COLORS.
   - ALL GRAPHICS TO BE PRINTED ON REFLECTIVE STOCK (PRE-CUT MATERIAL IS NOT ACCEPTABLE). AN OVER COAT OF ANTI-GRAFFITI (FILM OR FINISH) IS TO BE APPLIED TO SEAL SIGN.
3. THE DISTRICT STOP TEXT MUST BE CENTERED BETWEEN THE LEFT AND RIGHT HAND SIDES OF THE SIGN FACE.
4. GRAPHICS DETAILS - GENERAL TEXT AND LINES

   FONT
   - HELVETICA NEUE 55 ROMAN

   SIZE
   - ALL TEXT: AS SHOWN FOR CAP X HEIGHT
   - 'BUS STOP', 'HAIL DRIVER': 20 HIGH. BLUE TEXT ON WHITE BACKGROUND
   - 'DISTRICT STOP': 45 HIGH. BLUE TEXT ON WHITE BACKGROUND.
5. COLOUR
   - BLUE TEXT AND LINES: TO MATCH PANTONE 533C WHEN PRINTED OVER WHITE CLASS 2 REFLECTIVE SHEETING
   - WHITE BACKGROUND: WHITE CLASS 2 REFLECTIVE
6. GRAPHICS DETAILS - BRISBANE CITY COUNCIL LOGO AND TEXT
   - AS PER 'BRISBANE CITY COUNCIL VISUAL STYLE GUIDE'.
7. GRAPHICS DETAILS - TRANSLINK LOGO AND TEXT
   - INVERSE TRANSLINK LOGO (PINK SYMBOL WITH BLUE TEXT ON WHITE BACKGROUND) AS PER 'SIGNAGE MANUAL – BUS NETWORK INFRASTRUCTURE' (JUNE 2021) (TRANSLINK DIVISION, DEPARTMENT OF TRANSPORT AND MAIN ROADS)
8. GRAPHICS DETAILS - 'HAIL BUS' PICTOGRAM
   - BLUE IMAGE ON WHITE BACKGROUND AS PER 'SIGNAGE MANUAL – BUS NETWORK INFRASTRUCTURE' (JUNE 2021), SECTION 2.4 - GRAPHIC ELEMENTS, PICTOGRAMS AND ARROWS. (TRANSLINK DIVISION, DEPARTMENT OF TRANSPORT AND MAIN ROADS)
9. FLAG SIGN TO BE ATTACHED TO POST WITH 2 x TWO-PIECE ALUMINIUM 30 WIDE SINGLE STREET NAME SIGN FIXING BRACKETS.
10. SIGN POST TO REFERENCE SPECIFICATIONS S154 TRAFFIC SIGNS AND ROADSIDE FURNITURE AND STANDARD DRAWING BSD-7122. POST FABRICATED FROM GALVANISED CHS GRADE C350L0, 60.3 x 2.3 TO AS/NZS1163.
11. FOR POST OFFSET FROM KERB REFER BSD-1013 TO BSD-1016.
12. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

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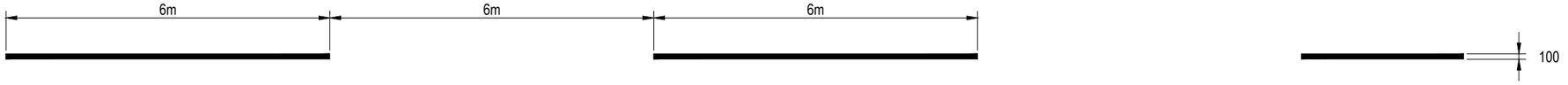
BRISBANE CITY COUNCIL STANDARD DRAWING

BRISBANE CITY COUNCIL BUS STOP DISTRICT STOP FLAG SIGN AND MARKER POLE

PUBLISH DATE	
SEP 2024	
SCALE	
NOT TO SCALE	
DRAWING NUMBER	
BSD-3115	
ORIGINAL SIZE	REVISION
A3	B

SEPARATION LINES

TWO LANE ROAD - BROKEN — SLB



TWO LANE ROAD - UNBROKEN — SLU

MULTILANE ROAD — SLM

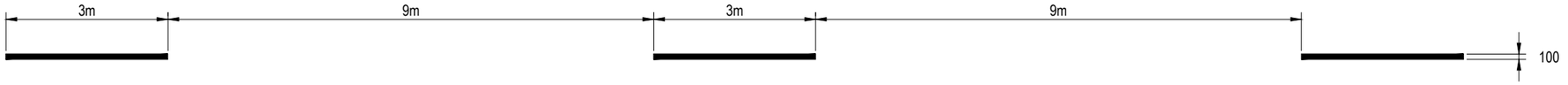
BARRIER LINES

ONE DIRECTION — OBL

BOTH DIRECTIONS — DBL

LANE LINES

BROKEN — LLB



UNBROKEN — LLU

EDGE LINE

LEFT SIDE, RIGHT SIDE AND TRAFFIC ISLAND OUTLINES — EL

CONTINUITY LINE

STANDARD — CL

MODIFIED (NARROW ROADS) — CLM

TURN LINE

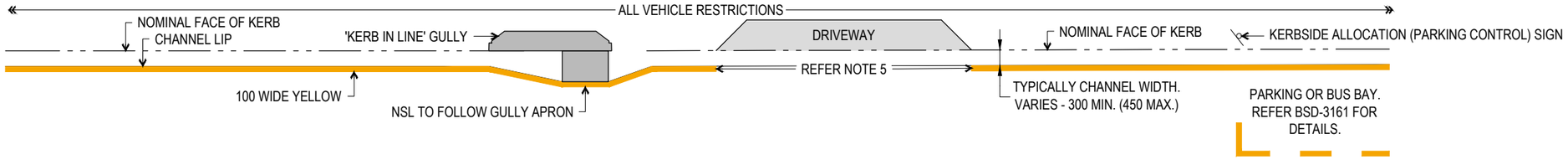
TURN LINE — TL

PAINTED ISLANDS

PAINTED ISLANDS AND MEDIANS (NOT USED FOR ISLAND OUTLINES) — OL

NO STOPPING LINES (NSL)

FULL TIME PARKING RESTRICTIONS — NSL



NOTES:

1. THE RATIO OF LINE SEGMENT TO GAP MAYBE INCREASED IN SOME CIRCUMSTANCES FOR ADDED EMPHASIS IN APPROACH TO TRAFFIC SIGNALS WHERE QUEUED VEHICLES MAY OBSTRUCT SIGHT OF LANE LINES OR GIVE BETTER DELINEATION ON HORIZONTAL CURVES OR CRESTS.
2. IN SPECIAL CIRCUMSTANCES SUCH AS OFF CENTRE OPERATION, THE WIDTH OF UNBROKEN LINES MAY BE INCREASED.
3. MODIFIED CONTINUITY LINE MAY BE USED WHERE THERE IS INSUFFICIENT SPACE FOR A STANDARD CONTINUITY LINE (i.e. LESS THAN 3 SECTION OF LINE).
4. ALL LINES TO BE WHITE UNLESS SHOWN OTHERWISE.
5. NSL MAY BE EXTENDED ACROSS DRIVEWAY IF DIRECTED.
6. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

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BRISBANE CITY

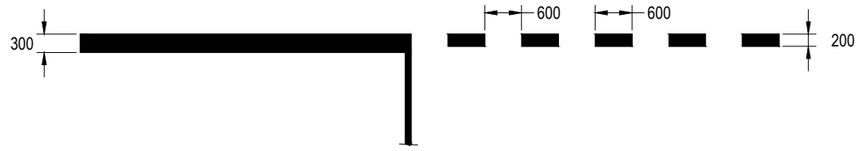
BRISBANE CITY COUNCIL STANDARD DRAWING

PAVEMENT MARKING LONGITUDINAL LINES

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3151
ORIGINAL SIZE	A3
REVISION	E

STOP LINE - GENERAL

SLG



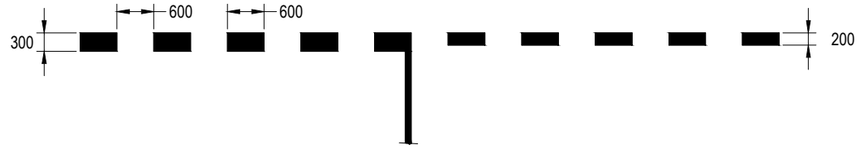
HL HOLDING LINE

STOP LINE - SIGNALS
(REFER NOTE 2)

SLS

GIVE WAY LINE

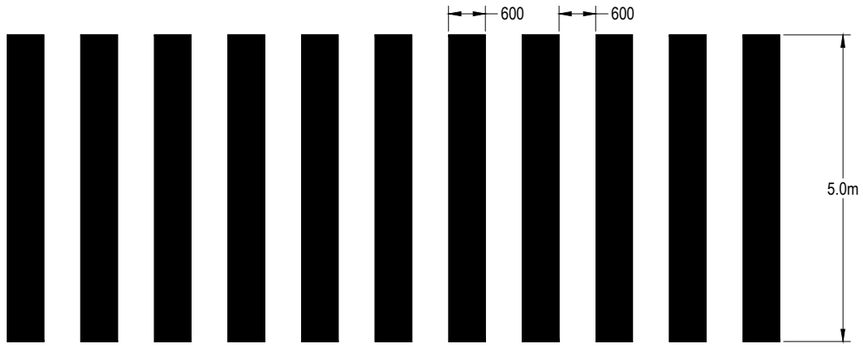
GWL



HL HOLDING LINE

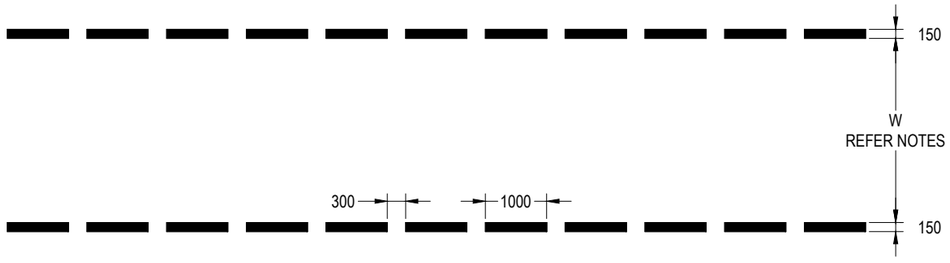
PEDESTRIAN CROSSING (Zebra)

ZC

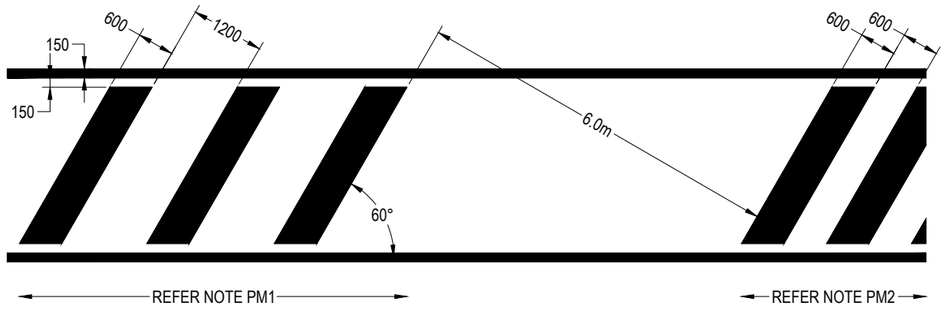


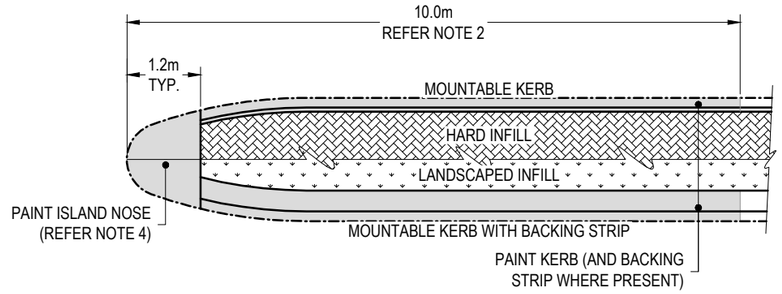
CROSSWALK MARKINGS (Signals)

CWL



EXTENDED PAINTED MEDIAN





PAINTED MEDIAN/TRAFFIC ISLAND KERB
(PAINT TOP AND FACE OF KERB)

NOTES:

1. FOR PARKING BAYS REFER BSD-3161.
2. STOP LINES FOR BICYCLE FACILITIES AT SIGNALS TO BE 300mm (SLG).
3. FOR TRAFFIC SIGNALS ON ROADS WITH A POSTED SPEED LIMIT OF 80km/h OR HIGHER, THE WIDTH OF THE STOP LINES IS TO BE INCREASED TO 600mm.
4. KERB FACES ON ALL LARGE MEDIAN OR TRAFFIC ISLANDS OVER 30m ARE TO BE PAINTED WHITE 10.0m BACK FROM THE NOSE. ON SMALL ISLANDS LESS THAN 30m LONG THE FULL KERB PERIMETER OF THE MEDIAN OR TRAFFIC ISLAND IS TO BE PAINTED WHITE.
5. FOR MEDIANS OR TRAFFIC ISLANDS WITH A SOLID CONCRETE NOSE, PAINT ENTIRE NOSE WHITE (TYPICALLY LANDSCAPE INFILL).
6. FOR OTHER MARKINGS, REFER TO THE MUTCD.
7. FOR PAVEMENT MARKING MATERIAL DETAILS, REFER REFERENCE SPECIFICATION FOR ENGINEERING WORKS S155 ROAD PAVEMENT MARKING.
8. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

CROSSWALK MARKINGS - WIDTHS

APPLICATION	W
MINIMUM	3m
SUBURBAN & CITY	3m
CITY CROSSING	4m
ALL SCHOOL CROSSINGS	4m

PAINTED MEDIAN - SPACING OF BARS

PM1. FIRST 5 BARS USE 1200mm SPACING.
PM2. INTERMEDIATE BARS USE 6000mm SPACING

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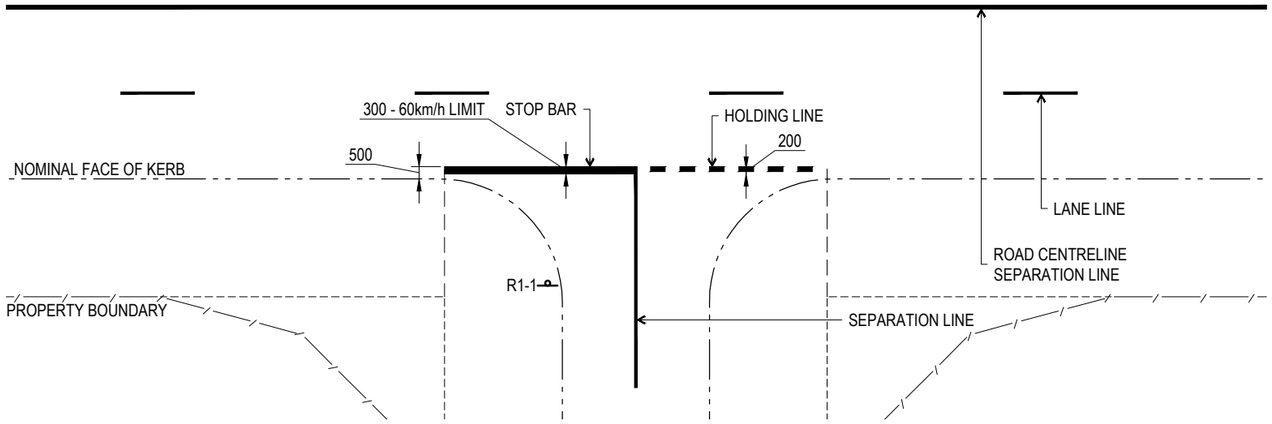
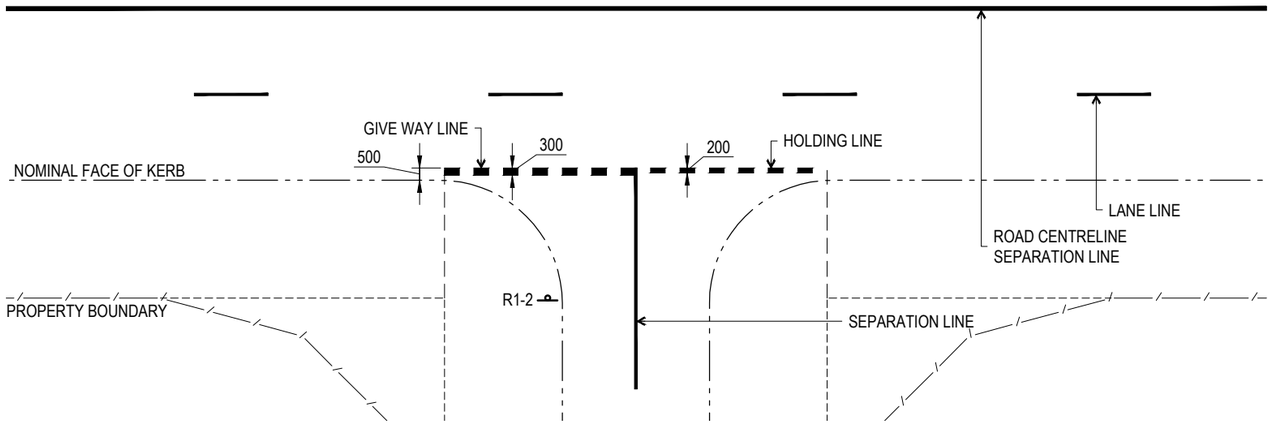
BRISBANE CITY COUNCIL STANDARD DRAWING

PAVEMENT MARKING TRANSVERSE LINES AND MARKINGS

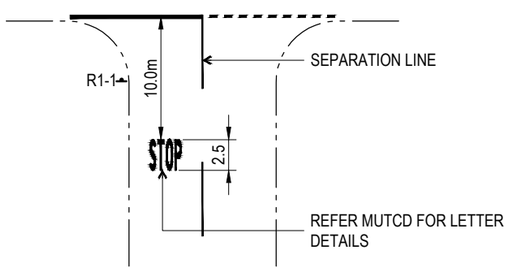
PUBLISH DATE: SEP 2024
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-3152
ORIGINAL SIZE: A3
REVISION: D



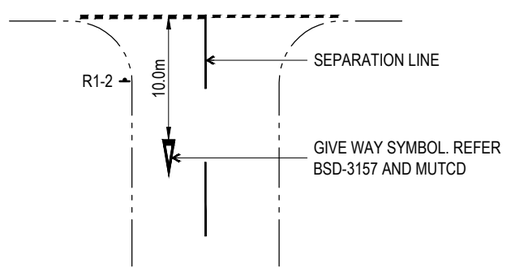
STOP LINE DETAILS
(NON SIGNALISED INTERSECTION)



GIVE WAY LINE DETAILS
(NON SIGNALISED INTERSECTION)



STOP SIGNS

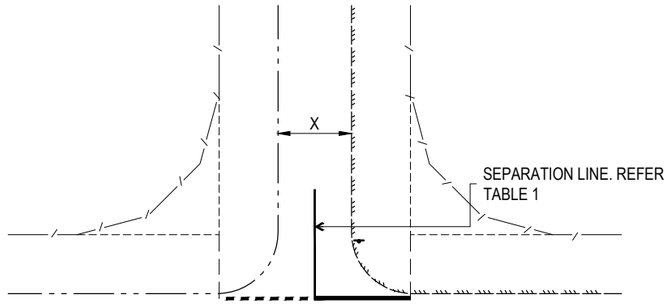


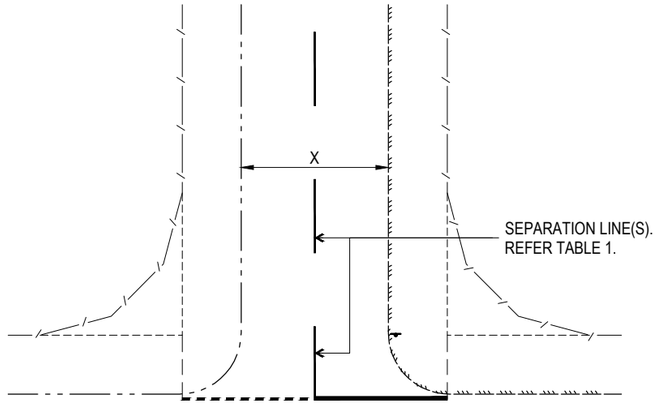
GIVE WAY SIGNS

ADDITIONAL MARKINGS

NOTES:

1. REFER BSD-3151 FOR LONGITUDINAL LINE DETAILS.
2. REFER BSD-3152 FOR TRANSVERSE LINE DETAILS.
3. FOR PAVEMENT MARKING MATERIAL DETAILS, REFER BCC REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155 - ROAD PAVEMENT MARKINGS.
4. PAVEMENT MARKINGS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF *AS1742* AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).





SEPARATION LINE DETAILS

TABLE 1 - SEPARATION LINES

KERB AND CHANNEL	WIDTH (X)	LENGTH OF SEPARATION LINE
YES	≤5.5m	1 x 6m
	>5.5m, <11m	1 x 9m
	⩾ 11m	3 x 6m MIN.
NO	<6m	1 x 6m
	⩾ 6m	3 x 6m MIN.

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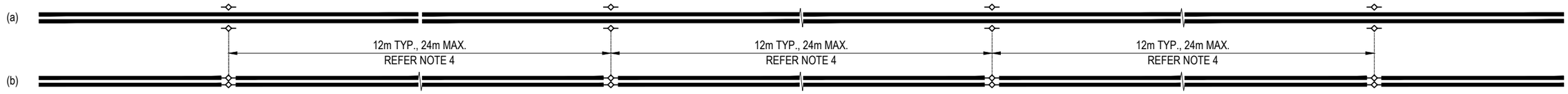
BRISBANE CITY COUNCIL STANDARD DRAWING

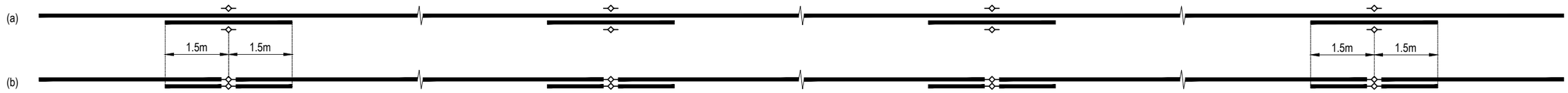
PAVEMENT MARKING TYPICAL MINOR ROAD NON-SIGNALISED INTERSECTION

PUBLISH DATE: SEP 2024
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-3153
ORIGINAL SIZE: A3
REVISION: C

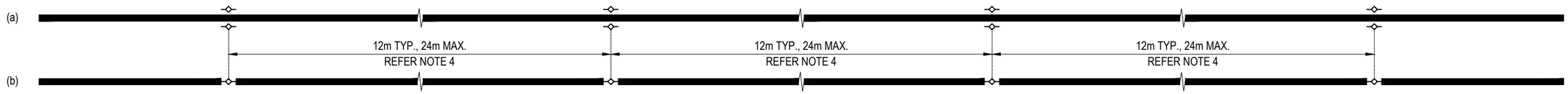
1. BARRIER LINE - BOTH DIRECTIONS



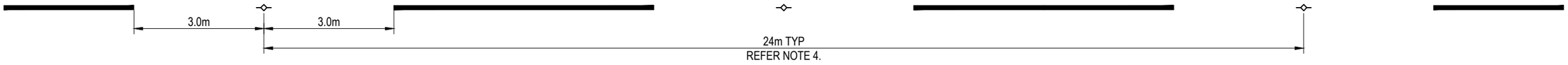
2. BARRIER LINE - ONE DIRECTION



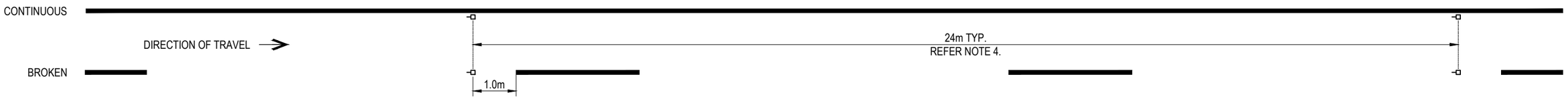
3. UNBROKEN SEPARATION LINE



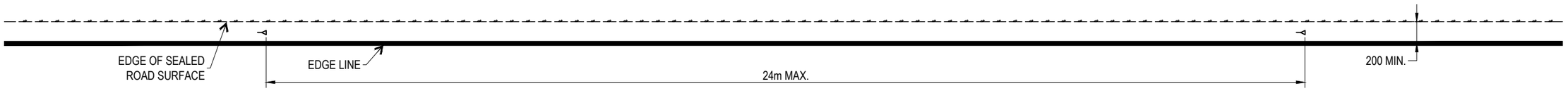
4. BROKEN SEPARATION LINE



5. LANE LINES



6. EDGE LINES



NOTES:

1. REFER BSD-3151 FOR LINE TYPE DIMENSIONS.
2. WHERE ADJACENT LANE IS 3.0m OR MORE, USE RRPM'S AS PER SITUATIONS 1(a), 2(a) AND 3(a).
3. WHERE ADJACENT LANE IS LESS THAN 3.0m RRPM'S ON LINES AS PER SITUATIONS 1(b), 2(b) AND 3(b).
4. DISTANCE BETWEEN MARKERS MAYBE REDUCED TO MIN. 6m FOR SITUATIONS 1, 3 AND 5 AND MIN. 12m (EVERY GAP) FOR SITUATIONS 4 AND 5 ON CURVES AND CRESTS.
5. IN CASE OF A 'TURN LINE', USE NON-REFLECTIVE RAISED MARKERS WHERE SLOT IS LESS THAN 2.7m.
6. FOR AREAS WHERE ROAD HAS NO KERB AND CHANNEL AND HAS SEALED SHOULDERS, PAINT EDGE LINE AND INSTALL RRPM'S AS PER SITUATION 6.
7. RRPM's TO BE PLACED LATERALLY 50mm MAX, 25mm MIN. FROM LINE.
8. RRPM'S TO COMPLY WITH THE REQUIREMENTS OF REFERENCE SPECIFICATION S155 - ROAD PAVEMENT MARKING.
9. PAVEMENT MARKINGS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF AS1742 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
10. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

LEGEND

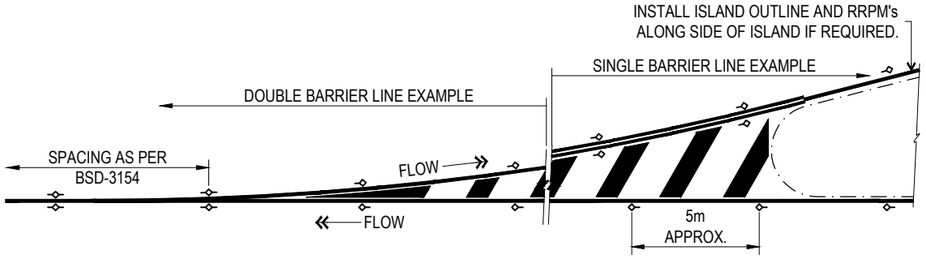
- BI-DIRECTIONAL RAISED RETROREFLECTIVE PAVEMENT MARKER (RRPM) - YELLOW
- UNI-DIRECTIONAL RAISED RETROREFLECTIVE PAVEMENT MARKER (RRPM) - WHITE
- UNI-DIRECTIONAL RAISED RETROREFLECTIVE PAVEMENT MARKER (RRPM) - RED

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).

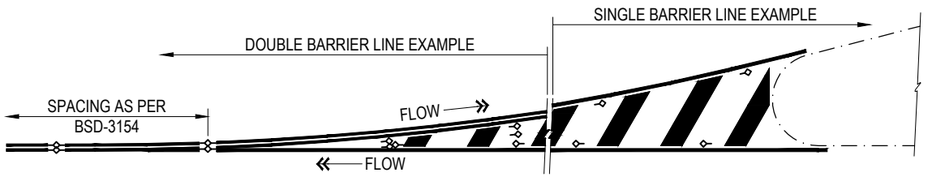
BRISBANE CITY COUNCIL STANDARD DRAWING

RAISED PAVEMENT MARKERS STANDARD INSTALLATION FOR TRAFFIC LANES

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3154
ORIGINAL SIZE	A3
REVISION	C



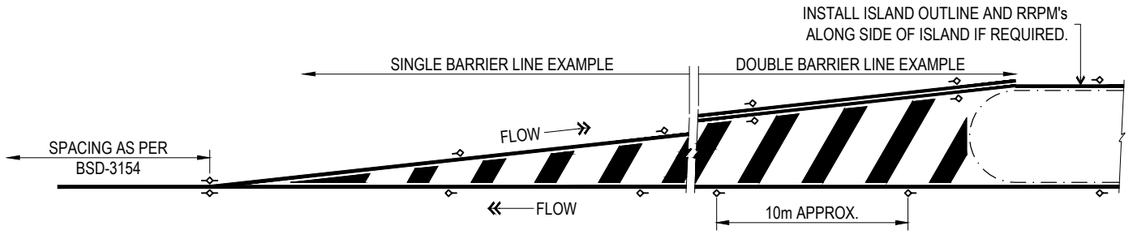
1. WHERE ADJACENT LANES ≥ 3.2m WIDE



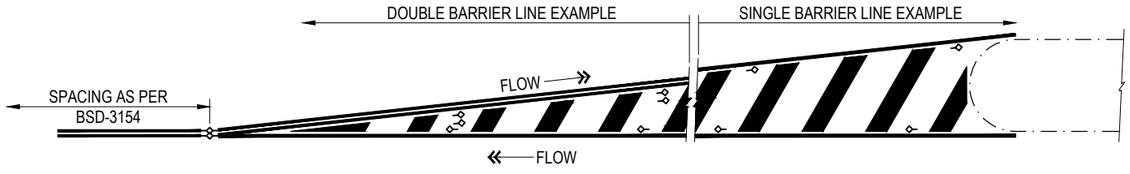
2. WHERE ADJACENT LANES < 3.2m WIDE

OPPOSING TRAFFIC: TAILS LESS THAN 25m

RRPM'S EVERY 2nd GAP
(Approx. 5m)



3. WHERE ADJACENT LANES ≥ 3.2m WIDE



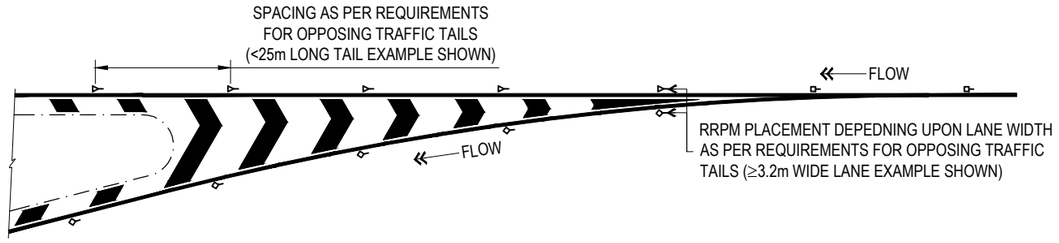
4. WHERE ADJACENT LANES < 3.2m WIDE

OPPOSING TRAFFIC: TAILS GREATER THAN 25m

RRPM'S EVERY 4th GAP
(Approx. 10m)

LEGEND:

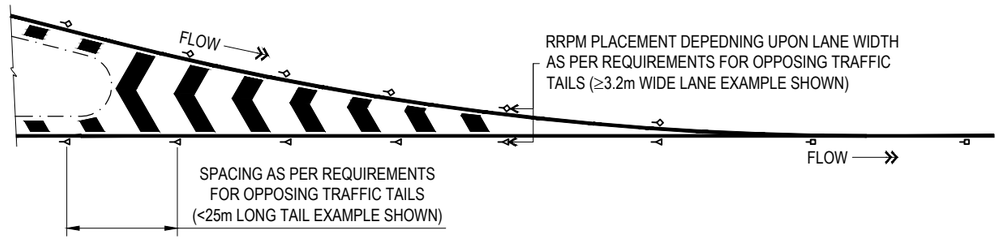
- BI-DIRECTIONAL RAISED RETROREFLECTIVE PAVEMENT MARKER (RRPM) - YELLOW
- UNI-DIRECTIONAL RAISED RETROREFLECTIVE PAVEMENT MARKER (RRPM) - YELLOW
- UNI-DIRECTIONAL RAISED RETROREFLECTIVE PAVEMENT MARKER (RRPM) - WHITE
- UNI-DIRECTIONAL RAISED RETROREFLECTIVE PAVEMENT MARKER (RRPM) - RED



DIVERGING TRAFFIC TAILS

RRPM SPACING AND PLACING ARE OPPOSING TRAFFIC REQUIREMENTS

(TAIL <25m, LANE WIDTH ≥3.2m EXAMPLE SHOWN)



CONVERGING TRAFFIC TAILS

RRPM SPACING AND PLACING ARE OPPOSING TRAFFIC REQUIREMENTS

(TAIL <25m, LANE WIDTH 3.2m EXAMPLE SHOWN)

NOTES:

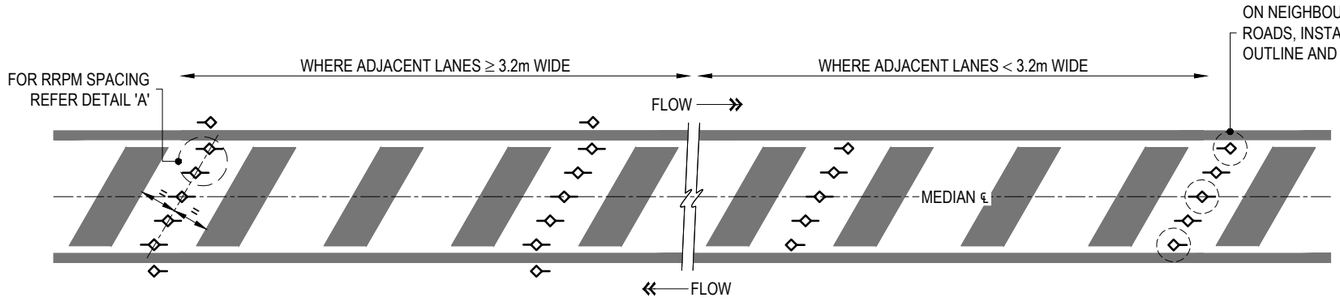
1. WHERE RADIUS <30m, PLACE RRPM'S EVERY GAP.
2. WHERE ISLAND TAILS AND ASSOCIATED RRPM'S ARE ADJACENT TO BICYCLE LANES OR FACILITIES, PLACE THE RRPM'S ON THE INSIDE OF THE TAIL PAVEMENT MARKING (AS PER <3.2m REQUIREMENTS).
3. RRPM'S TO COMPLY WITH THE REQUIREMENTS OF REFERENCE SPECIFICATION S155 - ROAD PAVEMENT MARKING.
4. PAVEMENT MARKINGS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF AS1742 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

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).

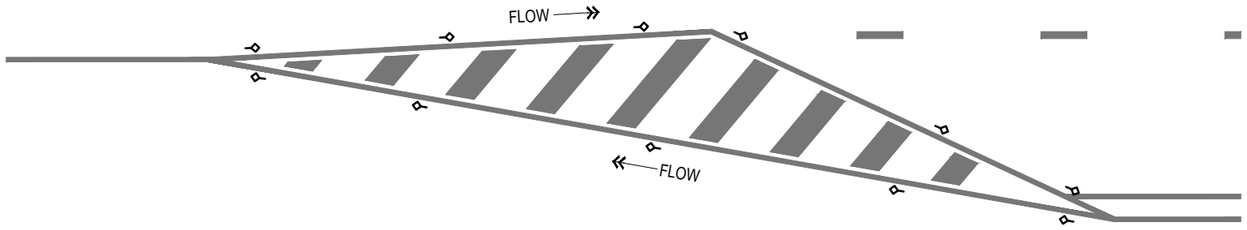
BRISBANE CITY COUNCIL STANDARD DRAWING

RAISED PAVEMENT MARKERS STANDARD INSTALLATION FOR PAINTED TAILS

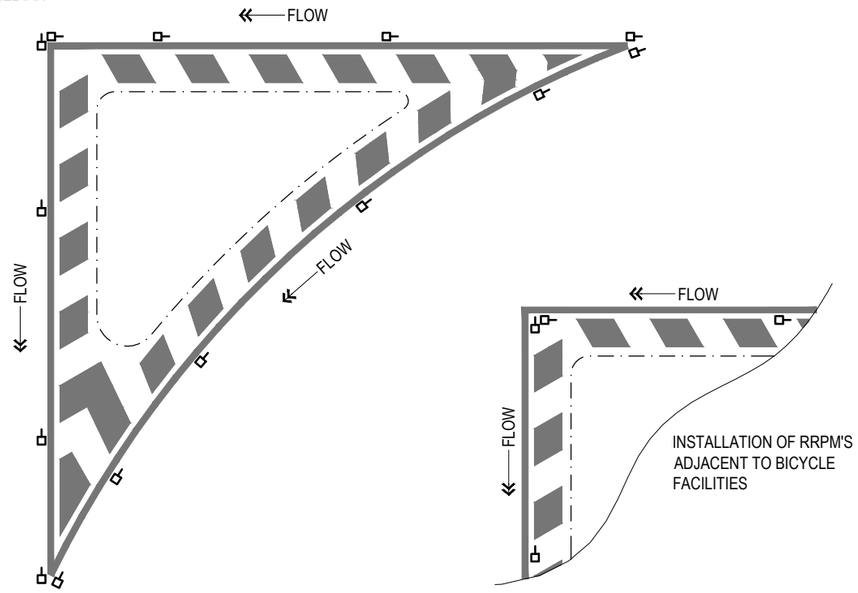
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3155
ORIGINAL SIZE	A3
REVISION	C



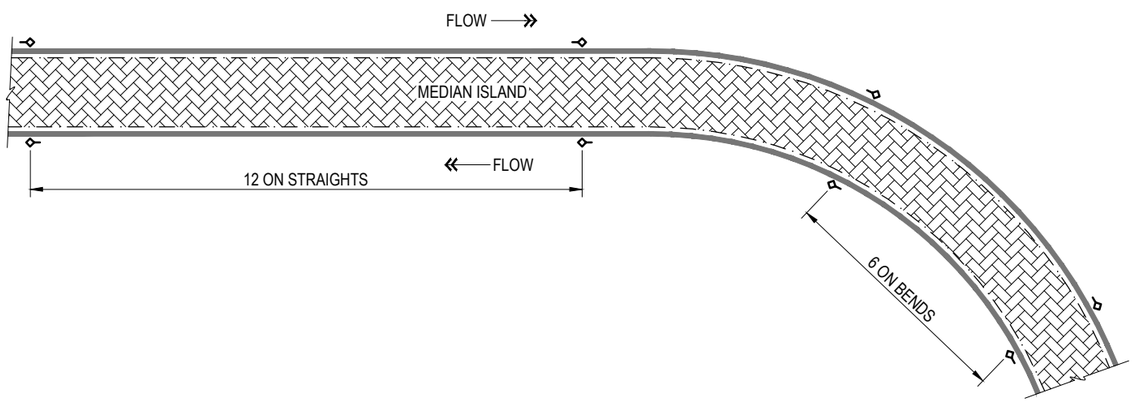
PAINTED MEDIAN STRIP - RRPM'S EVERY THIRD GAP
(APPROX. 8m)



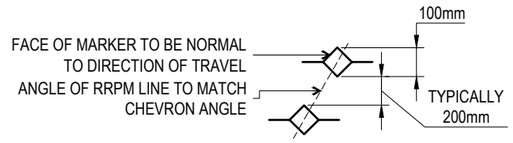
PAINTED MEDIAN ISLANDS - RRPM'S EVERY THIRD GAP
(APPROX. 8m)



SMALL CHANNELISATION ISLANDS
- RRPM'S EVERY THIRD GAP



PAINTED ISLAND OUTLINES - RRPM'S AS SHOWN
(EVERY 3-6m)



DETAIL 'A'

LEGEND:

- BI-DIRECTIONAL RAISED RETROREFLECTIVE PAVEMENT MARKER (RRPM) - YELLOW
- UNI-DIRECTIONAL RAISED RETROREFLECTIVE PAVEMENT MARKER (RRPM) - YELLOW
- UNI-DIRECTIONAL RAISED RETROREFLECTIVE PAVEMENT MARKER (RRPM) - WHITE

NOTES:

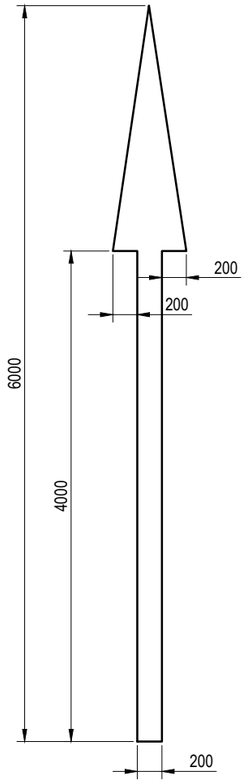
1. FOR SMALL ISLANDS, A MINIMUM OF TWO RRPM'S SHOULD BE VISIBLE ON ANY ONE EDGE.
2. THE SPACING MAYBE ADJUSTED TO ALLOW EVEN SPACING BETWEEN RRPM'S.
3. FOR PAINTED MEDIAN STRIPS, INTERNAL RRPM'S ARE INTENDED TO BE ADDITIONAL TO RRPM'S ON OUTLINE.
4. WHERE ISLAND AND MEDIANS WITH ASSOCIATED RRPM'S ARE ADJACENT TO BICYCLE LANES OR FACILITIES, PLACE THE RRPM'S ON THE INSIDE OF THE OUTLINE PAVEMENT MARKING.
5. FULL ROW OF RRPM'S TO BE APPLIED TO CENTRE OF MEDIANS ON DISTRICT ROADS AND ABOVE.
6. RRPM'S TO COMPLY WITH THE REQUIREMENTS OF REFERENCE SPECIFICATION S155 - ROAD PAVEMENT MARKING.
7. PAVEMENT MARKINGS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER THE REQUIREMENTS OF AS1742 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
8. ALL DIMENTIONS IN METRES (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).

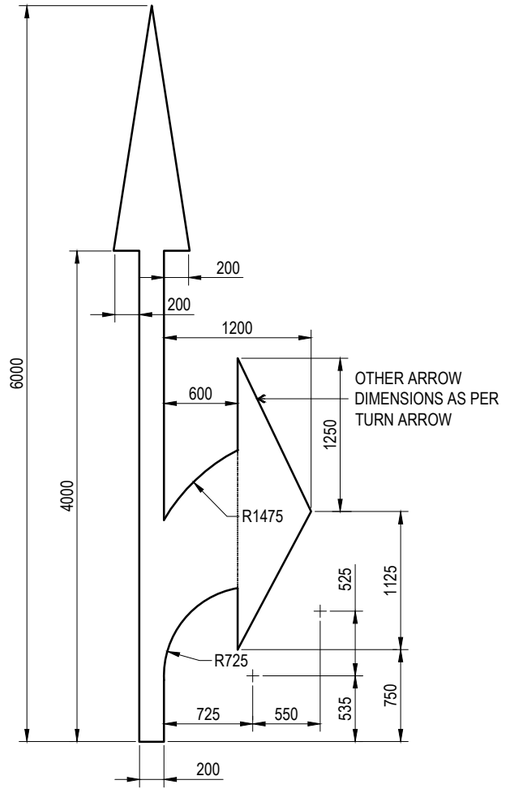
BRISBANE CITY COUNCIL STANDARD DRAWING

RAISED PAVEMENT MARKERS STANDARD INSTALLATION FOR PAINTED ISLANDS AND MEDIANS

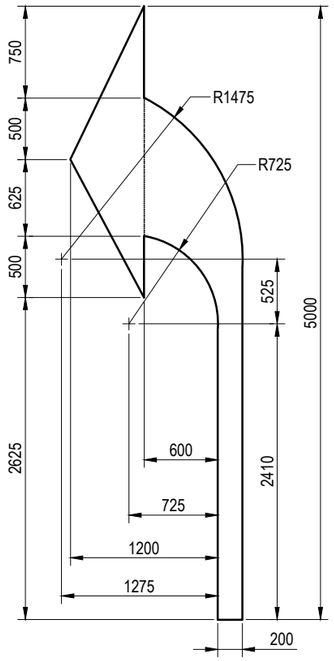
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3156
ORIGINAL SIZE	A3
REVISION	D



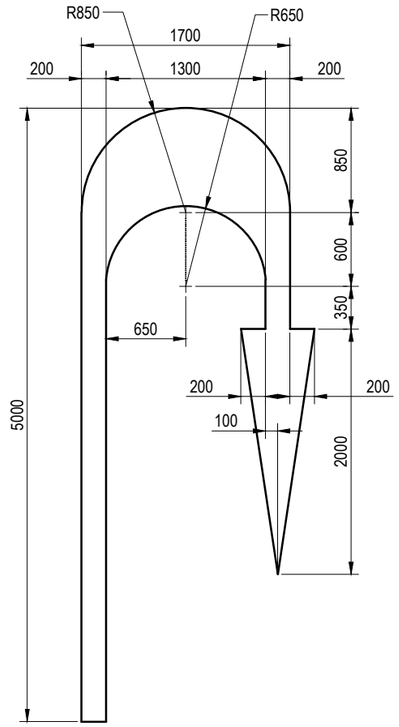
STRAIGHT ARROW



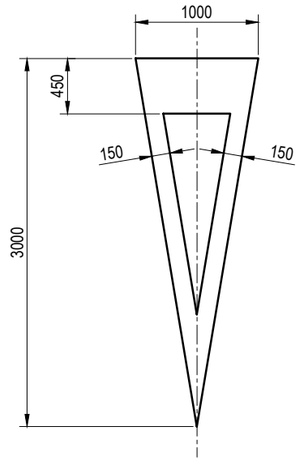
COMBINATION ARROW



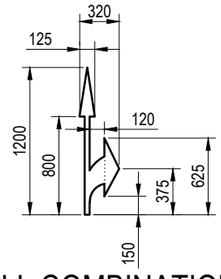
TURN ARROW



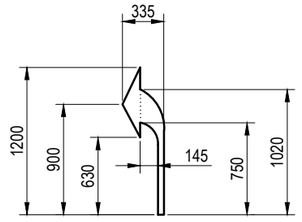
U-TURN ARROW



GIVE WAY SYMBOL



SMALL COMBINATION ARROW FOR BICYCLE LANES ONLY



SMALL TURN ARROW FOR BICYCLE LANES ONLY

NOTES:

1. WHEN INSTALLING ARROWS, IT IS RECOMMENDED THAT THE HEAD BE LAID FIRST.
2. SPACING AND PLACEMENT OF SIGNS DESCRIBED AND ANY OTHER SIGNS OR DEVICES SHALL BE IN ACCORDANCE WITH THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
3. MINIMUM LENGTH OF STRAIGHT ARROW AND COMBINATION ARROW IS 6m (FOR NORMAL TRAFFIC APPLICATIONS), MINIMUM LENGTH OF TURN ARROW IS 4m, MINIMUM LENGTH OF U-TURN ARROW IS 5m.
4. FOR ARROWS GREATER THAN THESE MINIMUM LENGTHS, SCALE APPROPRIATELY (REFER MUTCD).
5. INSTALL GIVE WAY SYMBOL 10m FROM HOLDING LINE OR WHERE DIRECTED.
6. REFER AS1742 AND/OR QUEENSLAND MUTCD FOR OTHER ARROW TYPE DETAILS.
7. SMALL TURN AND SMALL COMBINATION ARROWS FOR USE ON BICYCLE LANES ONLY.
8. MATERIALS AND INSTALLATION FOR MARKINGS AS PER THE REQUIREMENTS OF REFERENCE SPECIFICATIONS S155 - ROAD PAVEMENT MARKINGS.
9. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

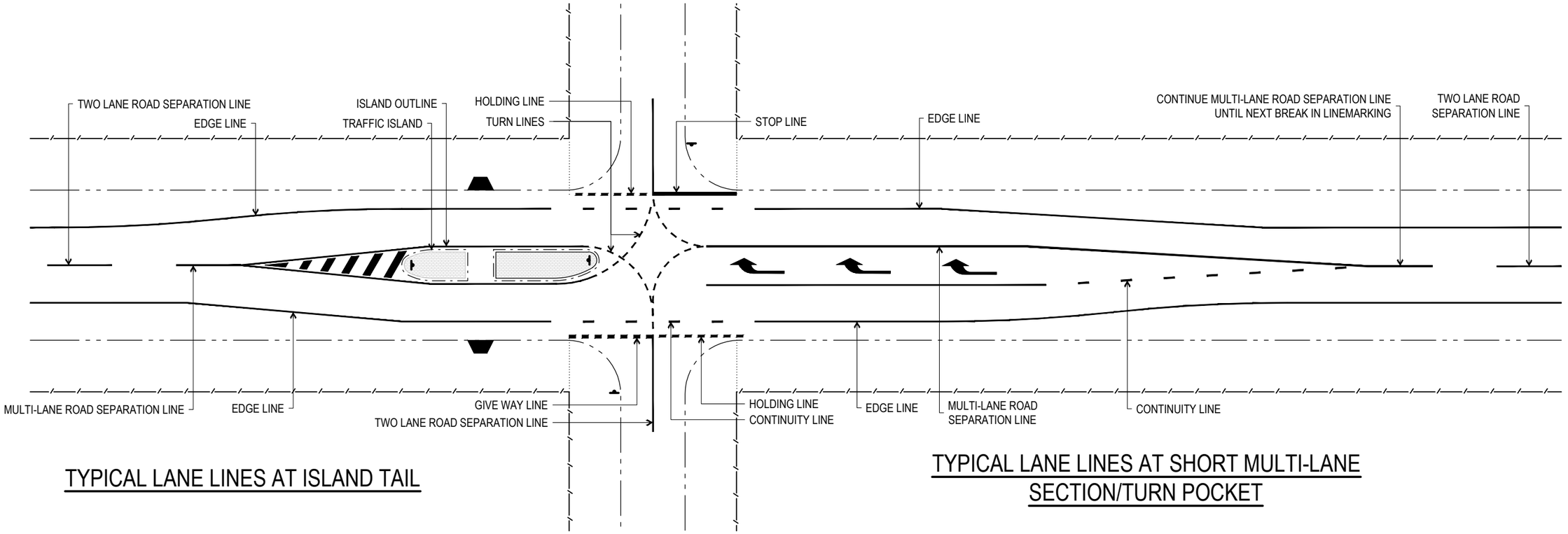
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

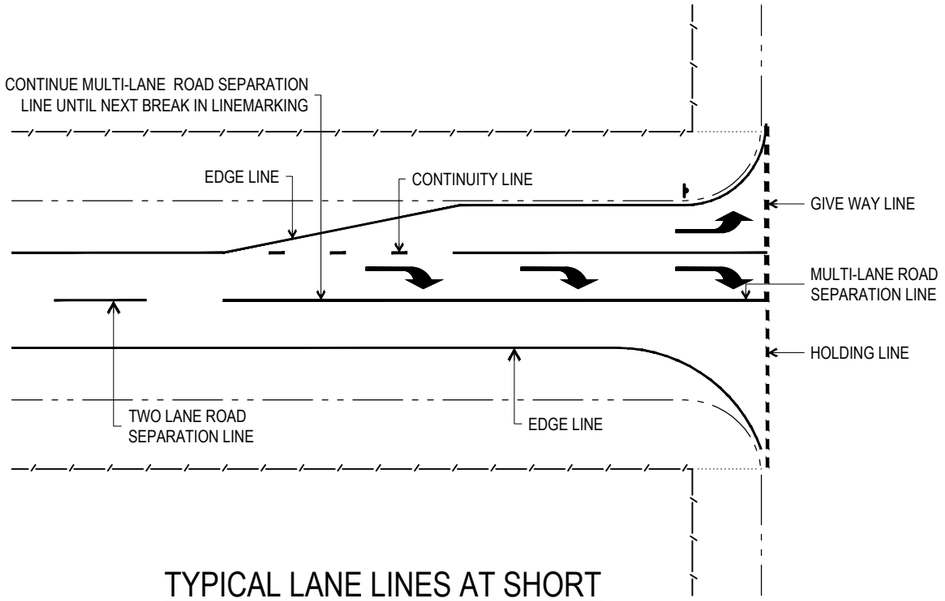
PAVEMENT MARKINGS PAVEMENT ARROWS AND GIVE WAY SYMBOL

PUBLISH DATE: SEP 2024
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-3157
ORIGINAL SIZE: A3
REVISION: D



TYPICAL LANE LINES AT ISLAND TAIL

TYPICAL LANE LINES AT SHORT MULTI-LANE SECTION/TURN POCKET



TYPICAL LANE LINES AT SHORT MULTI-LANE SECTION

NOTES:

1. TYPICAL SITUATION ONLY SHOWN - REFER TO PROJECT DRAWINGS FOR LANE WIDTHS, TAPER LENGTHS ETC.
2. REFER BSD-3151 FOR LONGITUDINAL LINE TYPE DETAILS
3. REFER BSD-3152 FOR TRANSVERSE LINE TYPE DETAILS.
4. REFER BSD-3157 FOR PAVEMENT MARKING SYMBOL DETAILS.
5. ALL DIMENSIONS IN METRES (U.N.O.).

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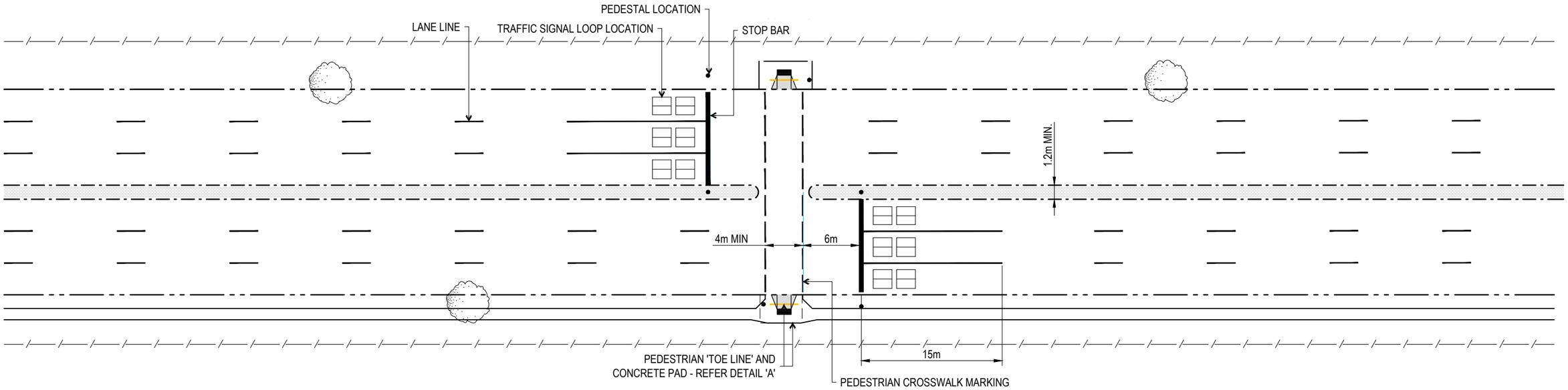
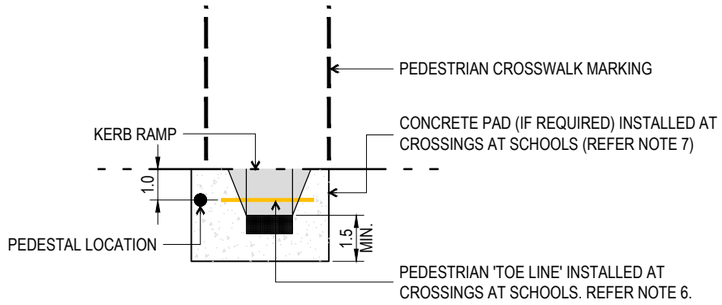
BRISBANE CITY COUNCIL STANDARD DRAWING

PAVEMENT MARKING CENTRELINES ON DUAL TO SINGLE CARRIAGEWAYS

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3163
ORIGINAL SIZE	A3
REVISION	B



TYPICAL DESIGN LAYOUTS FOR PEDESTRIAN CROSSINGS



DETAIL 'A'

NOTES:

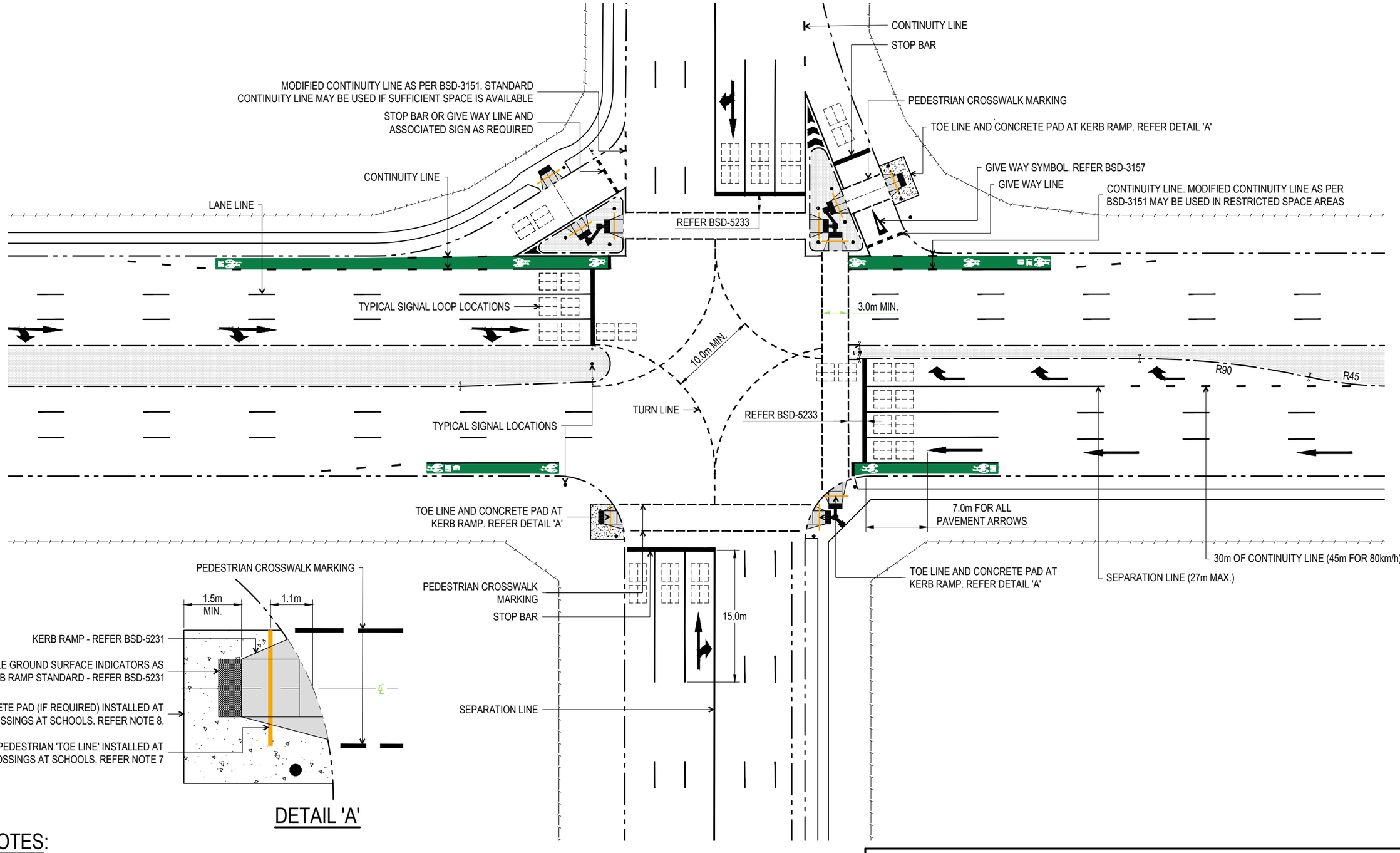
1. POSTS ARE TO BE POSITIONED AS SHOWN UNLESS OTHERWISE INDICATED ON DESIGN PLAN. (NOT LESS THAN 0.8m FROM FACE OF BARRIER KERB).
2. DIMENSIONS SHOWN ARE NOMINAL ONLY.
3. FOR APPLICATION AND INSTALLATION DETAILS OF AUDIO-TACTILE PUSH BUTTONS, REFER AS 2353.
4. REFER TO BCC STANDARD DRAWINGS BSD-3151 TO BSD-3163, AS1742 AND/OR QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR LINEMARKING DETAILS.
5. LINEMARKING TO COMPLY WITH BCC REFERENCE SPECIFICATION S155 - ROAD PAVEMENT MARKINGS.
6. TOES LINES ARE TO BE 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 KERB OR A DISTANCE OF 3-6m I.E. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
7. KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMP IF NO CONCRETE FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP.
8. ALL DIMENSIONS IN METRES (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

TYPICAL PAVEMENT MARKINGS
SIGNALISED PEDESTRIAN
CROSSING

PUBLISH DATE	Mmm 'YY
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3164
ORIGINAL SIZE	A3
REVISION	C



NOTES:

1. POSTS ARE TO BE AS SHOWN ON DESIGN PLAN (NOT LESS THAN 0.8m FROM NOMINAL FACE OF KERB).
2. DIMENSIONS SHOWN ARE NOMINAL ONLY.
3. KERB RAMPS TO BE BUILT IN ACCORDANCE WITH BCC STANDARD DRAWING BSD-5231.
4. REFER TO BCC STANDARD DRAWINGS BSD-3151 TO BSD-3163, *AS1742* AND/OR THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR LINEMARKING DETAILS.
5. REFER TO BCC ST5ANDARD DRAWINGS BSD-5102 TO BSD-5105 BICYCLE LANES MARKING DETAILS.
6. PAVEMENT MARKING TO COMPLY WITH BCC REFERENCE SPECIFICATION S155 - ROAD PAVEMENT MARKINGS.
7. TOE LINES ARE TO BE 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 KERB OR A DISTANCE OF 3-6m i.e. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
8. KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMP IF NO CONCRETE FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP.

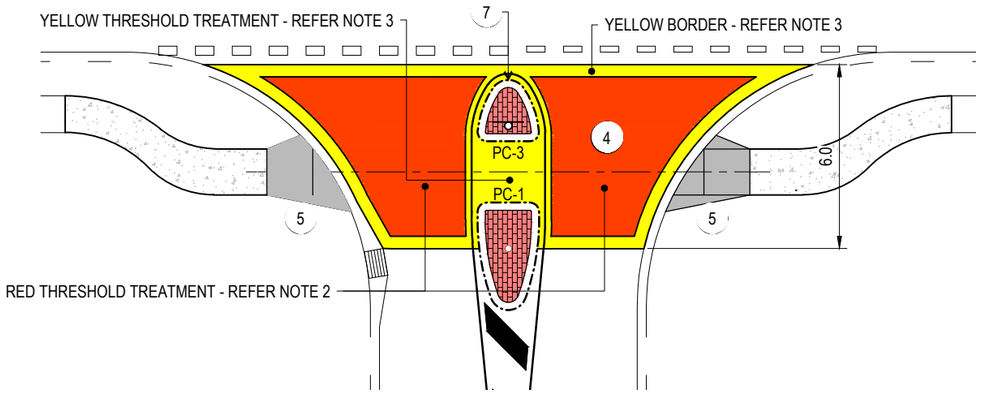
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

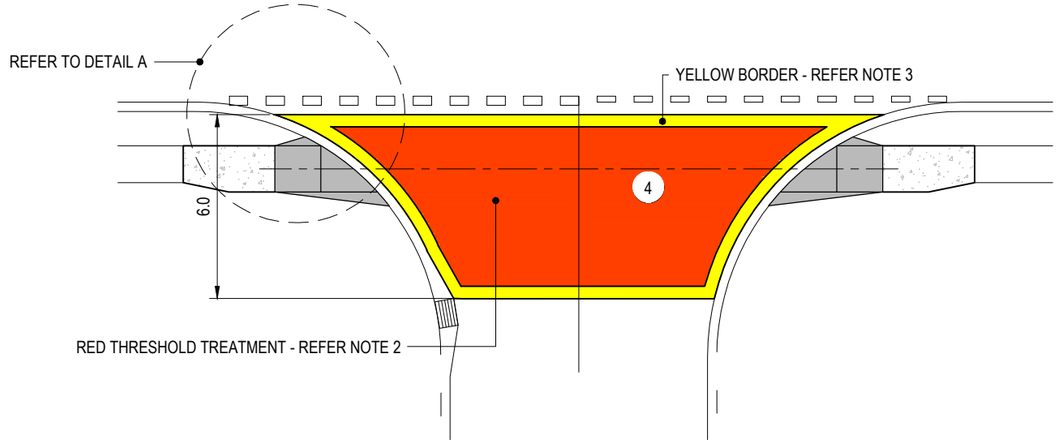
TYPICAL PAVEMENT MARKINGS - SIGNALISED INTERSECTION CROSSING

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3165
ORIGINAL SIZE	A3
REVISION	D



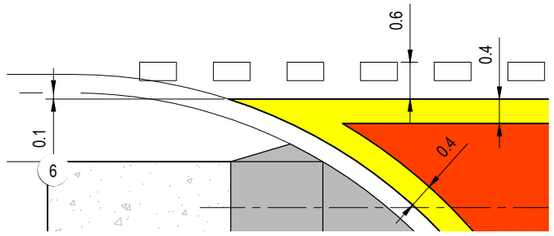
THRESHOLD WITH PEDESTRIAN REFUGE

(APPLICATION - PREFERRED USE)

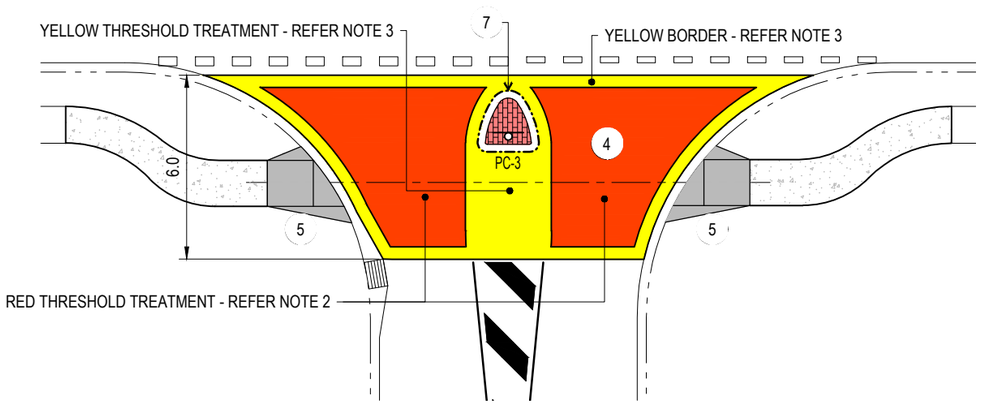


THRESHOLD ONLY

(APPLICATION - INSUFFICIENT ROAD WIDTHS FOR TRAFFIC ISLANDS)



DETAIL A



THRESHOLD WITH SINGLE ISLAND

(APPLICATION - TURNING PATH FOR LARGE SERVICE VEHICLE)

NOTES:

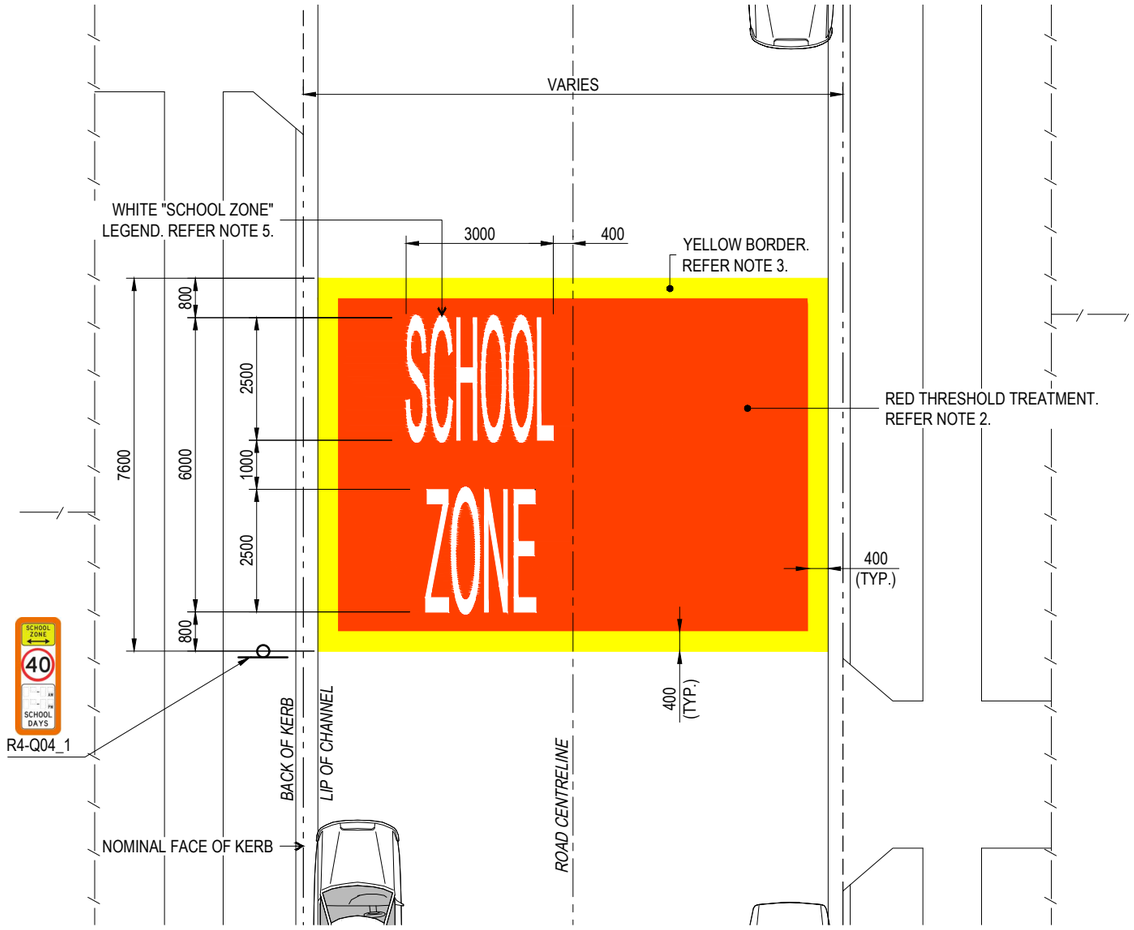
1. UNDERLYING SURFACE TO BE IN GOOD CONDITION, FREE FROM CRACKING OF DEFECTS AND CLEANED THOROUGHLY PRIOR TO APPLICATION OF COLOURED PAVEMENT TREATMENT. SUB-STANDARD SURFACES ARE TO BE RESURFACED WITH 25mm TYPE 2 (MG) ASPHALT AT THE REQUEST OF THE SUPERINTENDENT.
2. PERMITTED COLOURS FOR INFILL OF THRESHOLD TREATMENTS ON PAVEMENT TO BE RED OF AN APPROXIMATE MATCH TO ANY OF THE *AS2700* COLOURS:
   - R13 SIGNAL RED,
   - R14 WARATAH,
   - R15 CRIMSON.
3. PERMITTED COLOURS FOR EDGE STRIPS OF THRESHOLD TREATMENTS ON PAVEMENT TO BE YELLOW OF AN APPROXIMATE MATCH TO ANY OF THE *AS2700* COLOURS:
   - Y11 CANARY,
   - Y12 WATTLE,
   - Y13 VIVID YELLOW,
   - Y15 SUNFLOWER,
   - Y22 CUSTARD,
   - Y23 BUTTERCUP.
4. COLOURED THRESHOLD TREATMENT AND BORDER TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
5. DIRECTIONAL KERB RAMPS AS PER BSD-5213 TO BE CONSTRUCTED TO ALIGN WITH THE PEDESTRIAN SLOT, WITH CONCRETE FOOTPATH CONNECTION TO EXISTING FOOTPATH.
6. EDGE OF THRESHOLD TO BE 100mm BEHIND THE FACE KERB OR AS SPECIFIED.
7. ISLAND NOSE SET BACK FROM FACE OF KERB 600mm OR AS REQUIRED FOR VEHICLE TURNING PATHS.
8. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

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).

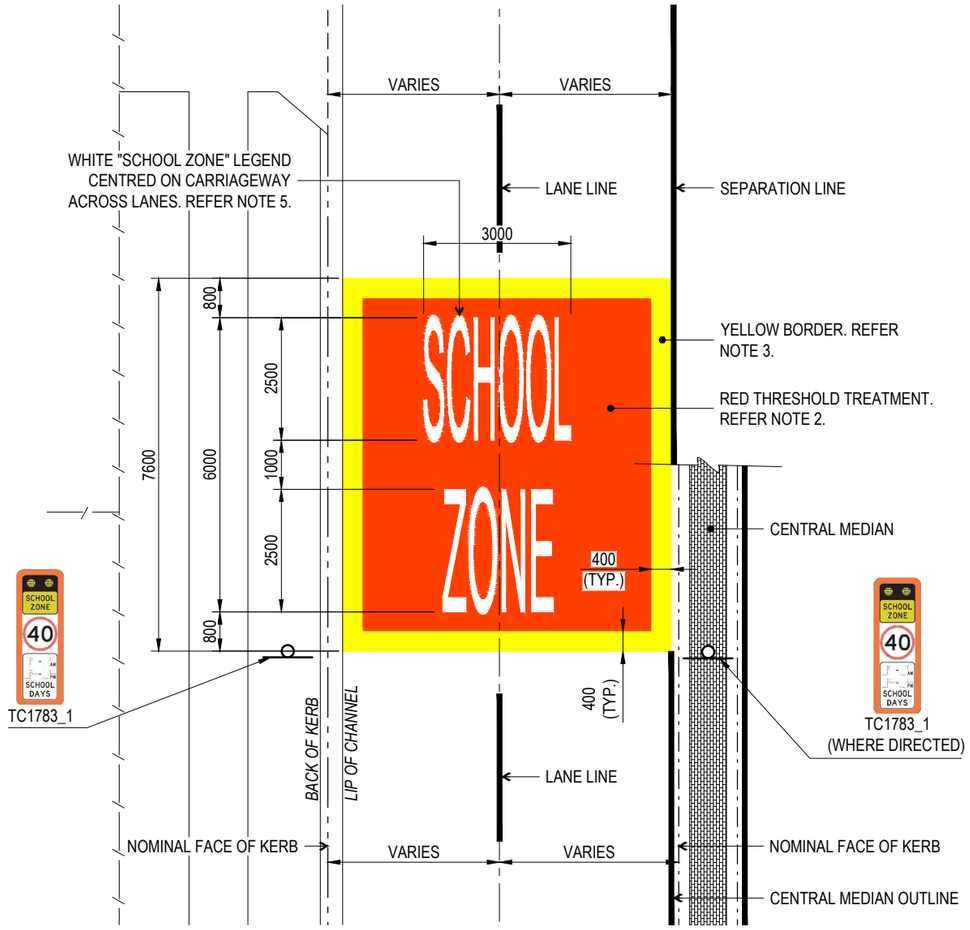
BRISBANE CITY COUNCIL STANDARD DRAWING

COLOURED PAVEMENT THRESHOLD TREATMENT GENERAL DESIGN AND SPECIFICATIONS

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3166
ORIGINAL SIZE	A3
REVISION	D



PLAN
SINGLE CARRIAGEWAY



PLAN
DIVIDED CARRIAGEWAY/MULTI-LANE ROAD

NOTES:

1. UNDERLYING SURFACE TO BE IN GOOD CONDITION, FREE FROM CRACKING OF DEFECTS AND CLEANED THOROUGHLY PRIOR TO APPLICATION OF COLOURED PAVEMENT TREATMENT. SUB-STANDARD SURFACES ARE TO BE RESURFACED WITH 25mm TYPE 2 (MG) ASPHALT AT THE REQUEST OF THE SUPERINTENDENT.
2. PERMITTED COLOURS FOR INFILL OF THRESHOLD TREATMENTS ON PAVEMENT TO BE RED OF AN APPROXIMATE MATCH TO ANY OF THE *AS2700* COLOURS:
   - R13 SIGNAL RED,
   - R14 WARATAH,
   - R15 CRIMSON.
3. PERMITTED COLOURS FOR EDGE STRIPS OF THRESHOLD TREATMENTS ON PAVEMENT TO BE YELLOW OF AN APPROXIMATE MATCH TO ANY OF THE *AS2700* COLOURS:
   - Y11 CANARY,
   - Y12 WATTLE,
   - Y13 VIVID YELLOW,
   - Y15 SUNFLOWER,
   - Y22 CUSTARD,
   - Y23 BUTTERCUP.
4. COLOURED THRESHOLD TREATMENT AND BORDER TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
5. "SCHOOL ZONE" LEGEND TO BE COMPLETED IN WHITE LONGLIFE MATERIAL AS PER BCC PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
6. SCHOOL ZONES INSTALLED IN ACCORDANCE WITH THE QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS '*SCHOOL ZONES GUIDELINES*'.
7. DIRECTIONAL KERB RAMPS AS PER BSD-5213 TO BE CONSTRUCTED TO ALIGN WITH THE PEDESTRIAN SLOT, WITH CONCRETE FOOTPATH CONNECTION TO EXISTING FOOTPATH.
8. EDGE OF THRESHOLD TO BE 100mm BEHIND THE FACE KERB OR AS SPECIFIED.
9. ISLAND NOSE SET BACK FROM FACE OF KERB 600mm OR AS REQUIRED FOR VEHICLE TURNING PATHS.
10. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

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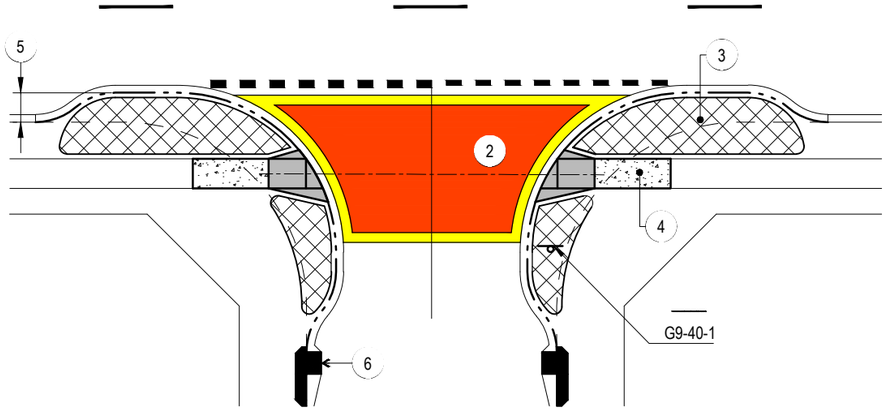
BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

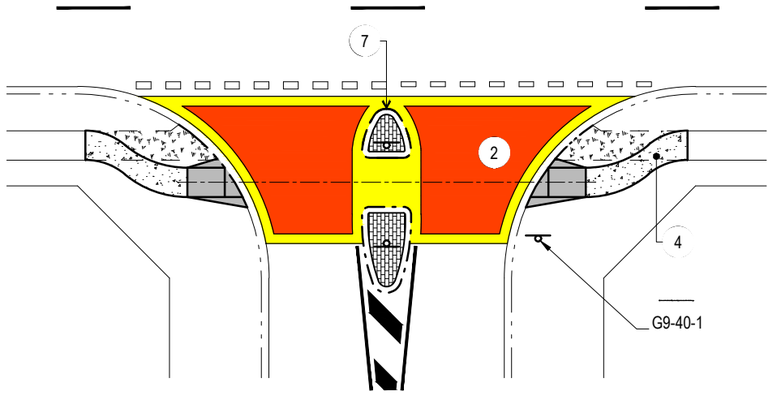
SCHOOL ZONE ENHANCEMENT TREATMENT PAVEMENT MARKING

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3167
ORIGINAL SIZE	A3
REVISION	D



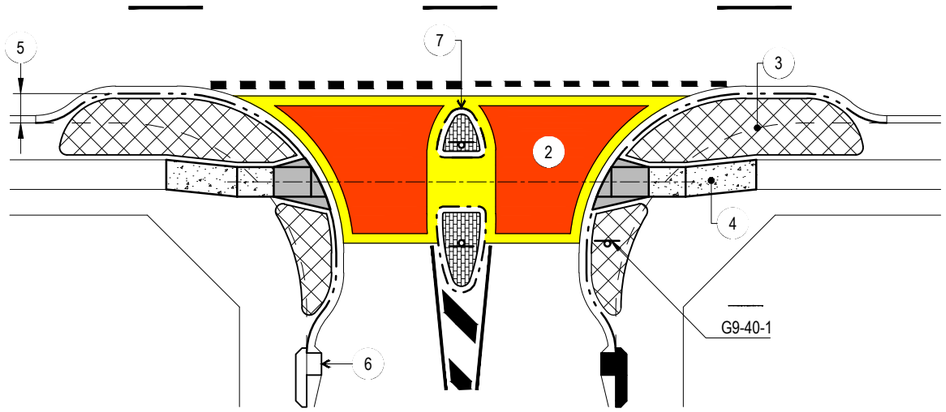
KERB BUILDOUTS ONLY

N.T.S



ISLANDS ONLY

N.T.S



KERB BUILDOUTS AND ISLANDS

N.T.S

NOTES:

1. EXTENT OF KERB BUILDOUTS AND LOCATION OF ISLANDS SHALL BE DETERMINED BY TURNING REQUIREMENTS OF LARGEST DESIGN VEHICLE.
2. COLOURED PAVEMENT TREATMENT AS PER BSD-3166.
3. LANDSCAPING TO BUILDOUTS AS SPECIFIED. LANDSCAPING TO BE IN ACCORDANCE WITH THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), FIGURE 2.2 - '*SIGHT DISTANCE GUIDELINES FOR USE OF STOP SIGNS*', AND SHALL NOT UNREASONABLY OBSTRUCT VISIBILITY FOR MOTORISTS, CYCLISTS OR PEDESTRIANS. STREET TREES OPTIONAL.
4. DIRECTIONAL KERB RAMPS AS PER BSD-5231, WITH CONCRETE FOOTPATH AS PER BSD-5201 TO JOIN EXISTING. KERB RAMPS TO ALIGN WITH ISLAND PEDESTRIAN SLOT.
5. BUILDOUTS TO MAJOR ROAD DEPENDENT ON AVAILBLE WIDTH TO LANE LINE OR BICYCLE LANE.
6. STORMWATER DRAINAGE REQUIRED TO NEW LOW POINTS AT BUILDOUTS.
7. ISLAND NOSE SET BACK FROM FACE OF KERB 600mm OR AS REQUIRED FOR VEHICLE TURNING PATHS.
8. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

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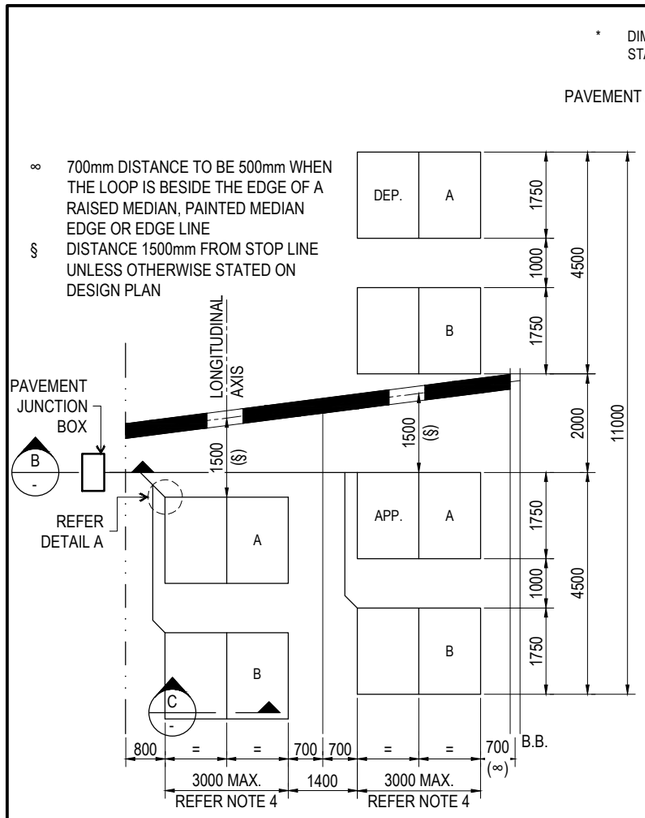
BRISBANE CITY COUNCIL STANDARD DRAWING

LOCAL TRAFFIC AREA PERIMETER GATEWAY GENERAL DESIGN CRITERIA

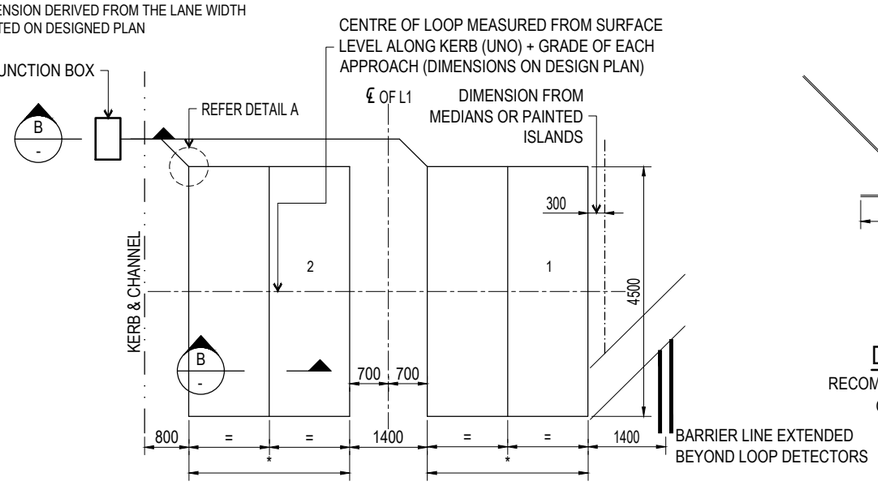
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3221
ORIGINAL SIZE	A3
REVISION	D

BSD 4000 Series

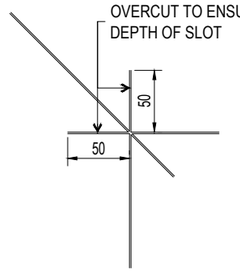
Traffic Signals and ITS



TYPICAL INSTALLATION OF SYMMETRIPOLE STOP LINE DETECTORS

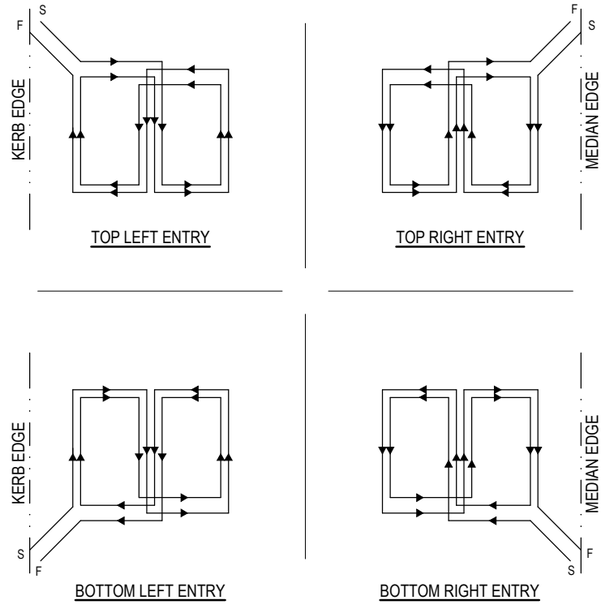


TYPICAL INSTALLATION OF QUADRUPOLE BUS PRIORITY & ADVANCE LOOP DETECTORS



DETAIL 'A'

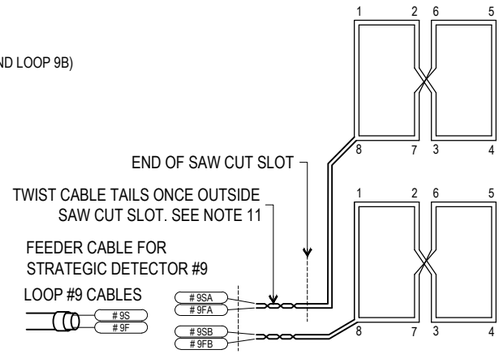
RECOMMENDED BLUNTING OF CORNERS



GUIDE FOR 4 POSSIBLE ENTRY POSITIONS

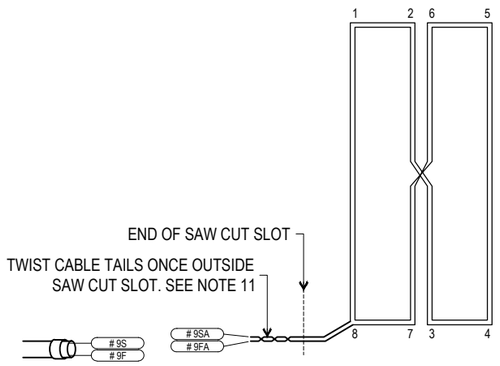
LOOP FUNCTION

1. STRATEGIC LOOP (USING LOOP 9A AND LOOP 9B)
   - #9S TO #9SA
   - #9FA TO #9FB
   - #9SB TO #9F



TYPICAL WINDING & TERMINAL DESIGNATION OF SYMMETRIPOLE LOOPS

(STOP BAR)

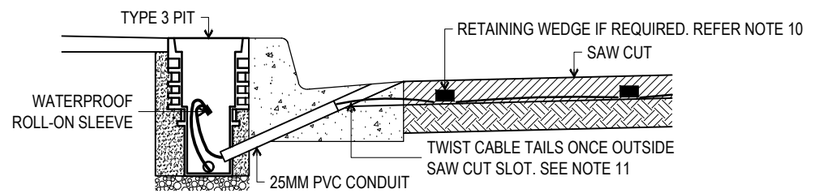


TYPICAL CONNECTION & WIRING OF QUADRUPOLE LOOPS

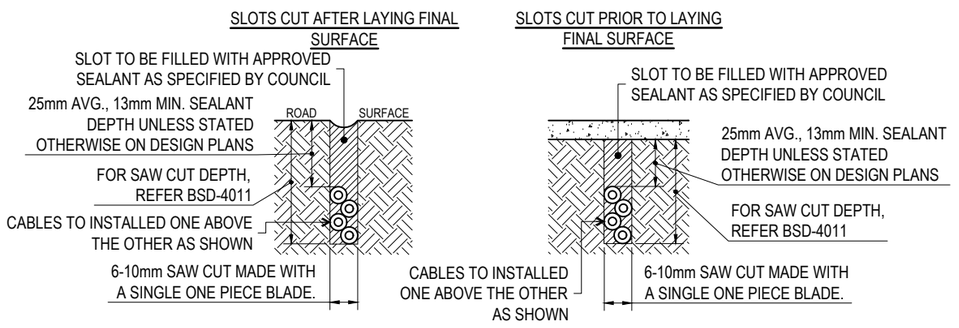
(ADVANCED/VID)

WIRING RULES:

1. MARK START AT END OF CABLE;
2. ALWAYS START OFF IN CLOCKWISE DIRECTION ON ENTRY FROM KERB OR MEDIAN.
3. ALWAYS CHANGE DIRECTION AT THE CENTRE (LONGITUDINAL) CUT TO MAKE A 'FIGURE 8' PATTERN.
4. ALWAYS FORM TWO 'FIGURE 8' PATTERNS FOR EACH LOOP SECTION.



SECTION B-B



SECTION C-C

NOTES:

1. LOOP DETECTOR CABLE & FEEDER TO BE JOINTED USING A WATERPROOF BUTT END CONNECTOR IN ASSIGNED PITS. EACH JOINT MUST BE SEPARATELY INSULATED. ALL JOINTS TO BE SEALED USING A WATERPROOF INSULATING SPLICE COVER (TYCO RVC-1V-[B5] OR APPROVED EQUIVALENT) TO PREVENT THE INGRESS OF MOISTURE.
2. LOOP CABLE SHALL COMPLY WITH AS2276 PART 3.
3. LOOP FEEDER CABLE SHALL COMPLY WITH AS2276 PART 2.
4. WIDTH OF LOOP NOT TO EXCEED 3000mm. DIMENSION DERIVED FROM THE LANE WIDTH STATED ON DESIGNED PLAN.
5. ALL LOOPS MAY BE INSTALLED UP TO 5m FROM THE STOPLINE IF ROAD PAVEMENT IS UNSATISFACTORY (EXCEPT FOR NON-LOCK AND PRESENCE TIMED DETECTORS).
6. ALL LOOP CABLE ENDS TO BE LABELLED WITH HELAGRIP MARKERS (HG2-5) OR EQUIVALENT, START (S), FINISH (F) AND NUMBERED AS PER THE TYPICAL INSTALLATION ie. FROM FRONT TO REAR, LEFT TO RIGHT IN NUMERICAL ORDER REGARDLESS THE PHASE OR P.J. BOX POSITION.
7. ALL FEEDERS CABLES TO BE CONTINUOUS AND LABELLED (HELAGRIP HG4-9 OR EQUIVALENT) AT EACH END TO SHOW THE DETECTOR NUMBER AS PER DESIGN PLAN (eg. 1, etc)
8. THE LOOP CABLE SHALL BE CONTINUOUS (i.e. NO JOINTS PERMITTED) BETWEEN S AND F.
9. ALL LOOP CABLE LEADS SHALL RETURN TO A P.J.BOX IN THE FOOTPATH (OR MEDIAN IF A MIN 2.0m WIDE) EXCEPT THAT SEPARATION SHALL BE USED FOR ALL 11.0m LONG RIGHT TURN LOOPS OR THE 4.5m LONG LOOPS IN THE 2 LANES CLOSEST TO THE MEDIAN IN A FOUR (OR MORE) LANE APPROACH BY RETURNING TO A P.J. BOX IN THE MEDIAN (IF A MEDIAN POST IS REQUIRED).
10. IF REQUIRED, FIT RETAINING WEDGES AT 300-400mm SPACING TO ENSURE LOOP CABLE DOES NOT MOVE WHILE SEALANT IS APPLIED. THE WEDGE MATERIAL TO BE RESILIENT AND IMPERVIOUS TO WATER AT THE INSTALLATION TECHNICIANS DISCRETION.
11. LOOP TAILS (S AND F) TO EACH LOOP TO BE TWISTED TOGETHER (1 TURN PER 100mm) ONCE CABLE LEAVE SAW CUT SLOT.
12. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

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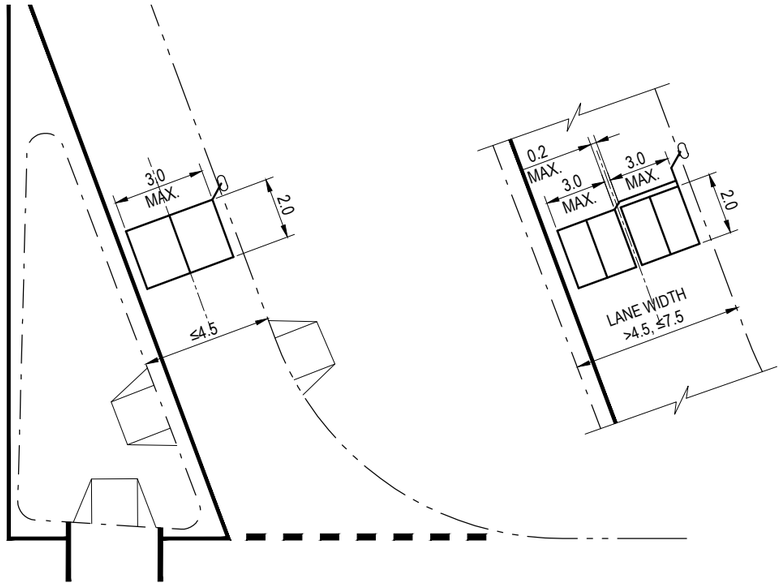
BRISBANE CITY

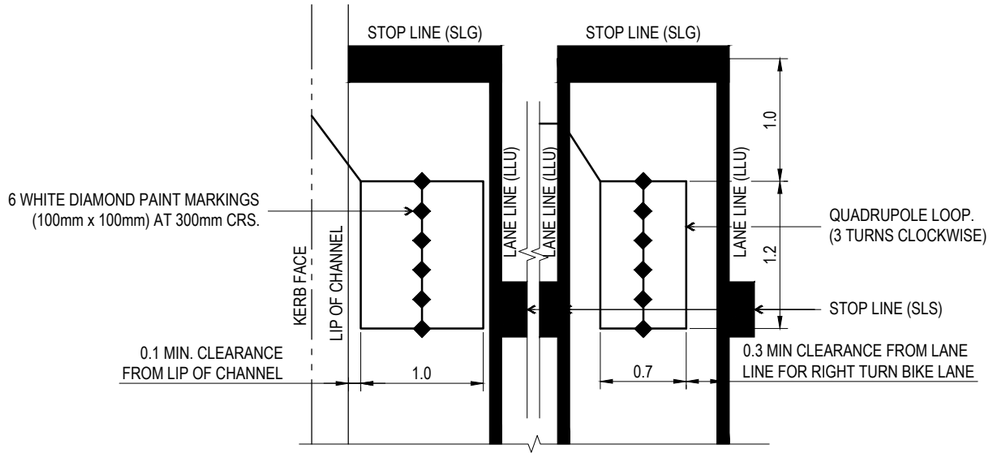
BRISBANE CITY COUNCIL STANDARD DRAWING

VEHICLE DETECTOR LOOP INSTALLATION DETAILS

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-4012
ORIGINAL SIZE	A3
REVISION	C



TYPICAL PLACEMENT OF COUNTING LOOPS



BICYCLE LOOP DETAIL

NOTES:

1. COUNTING LOOPS IN SLIP LANES SHOULD BE LOCATED AWAY FROM PEDESTRIAN CROSSING.
2. BIKE LANE LOOP WIDTH TO REMAIN CONSTANT FOR WIDER LANES.
3. REFER BSD-3151 FOR LONGITUDINAL LINE AND BSD-3152 FOR TRANSVERSE LINE DIMENSIONS.
4. DIMENSIONS IN METRES (U.N.O.).

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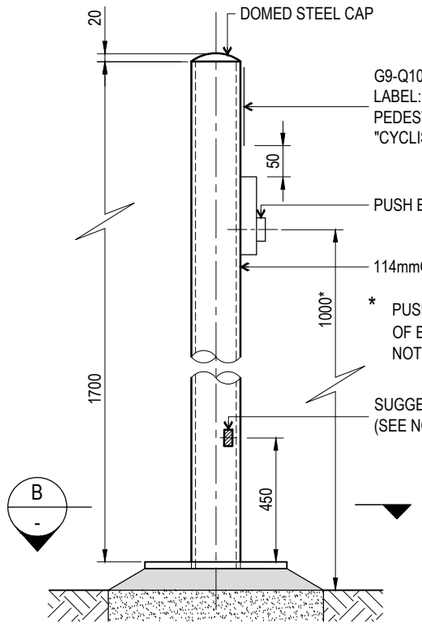
BRISBANE CITY

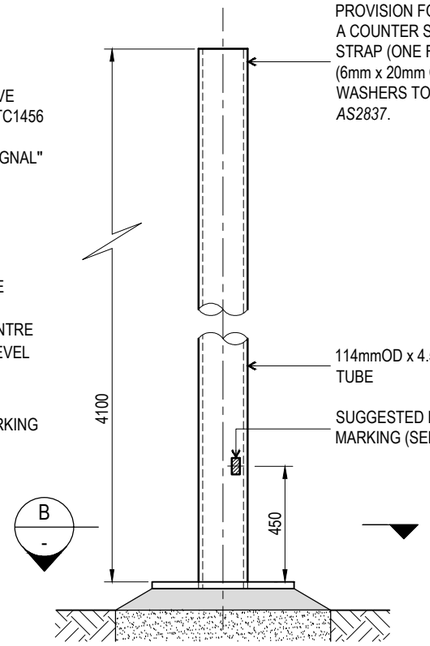
BRISBANE CITY COUNCIL STANDARD DRAWING

VEHICLE DETECTOR LOOPS
INSTALLATION DETAILS
COUNTING AND BICYCLE LOOPS

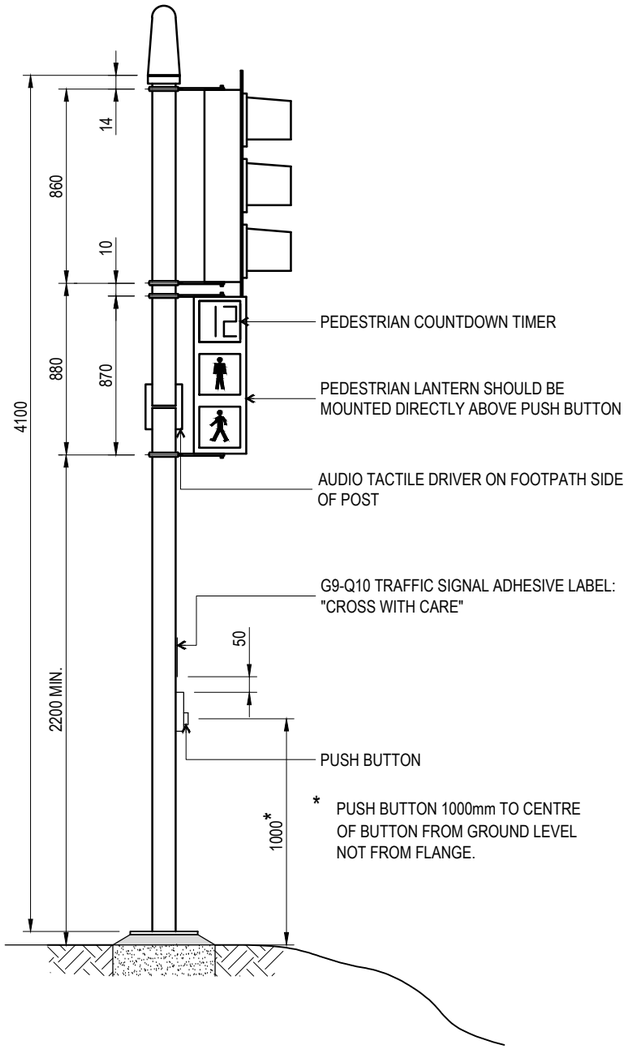
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-4014
ORIGINAL SIZE	A3
REVISION	C

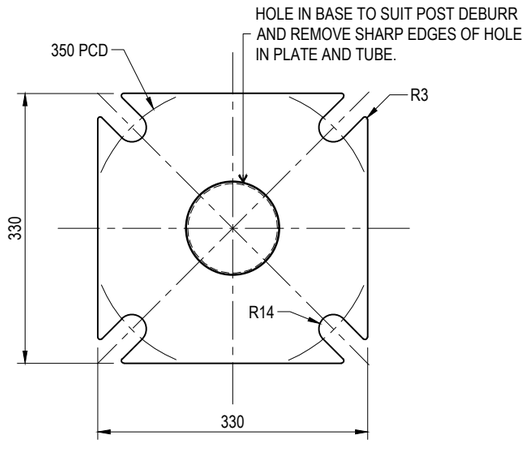


PUSH BUTTON PEDESTRIAN/CYCLIST POST



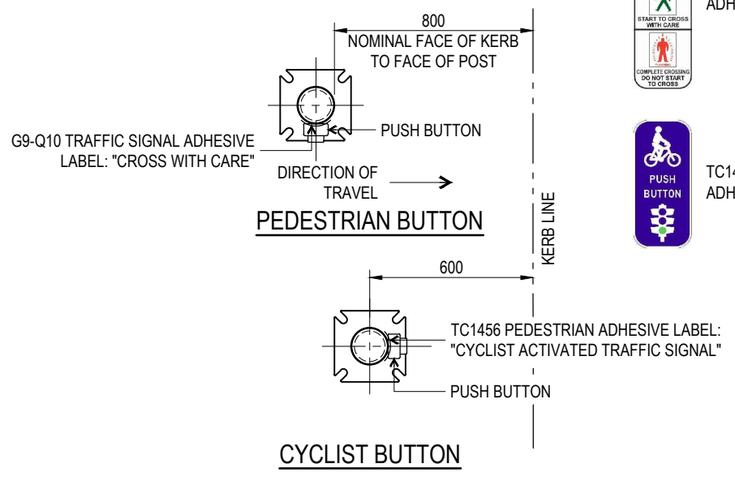
TRAFFIC SIGNAL POST (4.1m)





BASE PLATE DETAIL SECTION B-B

4 OF 28mm WIDE SLOTS ON 350mm PITCH CIRCLE DIAMETER
16mm THICK MILD STEEL.



PUSH BUTTON ORIENTATION

SIGNS

G9-Q10 TRAFFIC SIGNAL ADHESIVE LABEL

TC1456 PEDESTRIAN ADHESIVE LABEL

NOTES:

1. REMOVE ALL BURRS AND SHARP EDGES FROM HOLES THE SURFACE OF THE TUBULAR SECTION SHALL BE SMOOTH AND FREE FROM DAGS OR SHARP PROJECTIONS.
2. POST TO BE MANUFACTURED IN ACCORDANCE WITH *AS2339* AND HOT DIPPED GALVANISED ITO *AS/NZS4680*.
3. PUSH BUTTON ASSEMBLIES TO *AS2353*.
4. MANUFACTURERS IDENTIFICATION AND DATE OF MANUFACTURE SHALL BE LEGIBLY AND DURABLY MARKED.
5. REFER TO BSD-4121 AND BSD-4151 FOR FOOTING DETAILS.
6. REFER TO QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS DRAWING TC1456 FOR LABEL DETAILS.
7. DIMENSIONS IN MILLIMETRES (U.N.O.).

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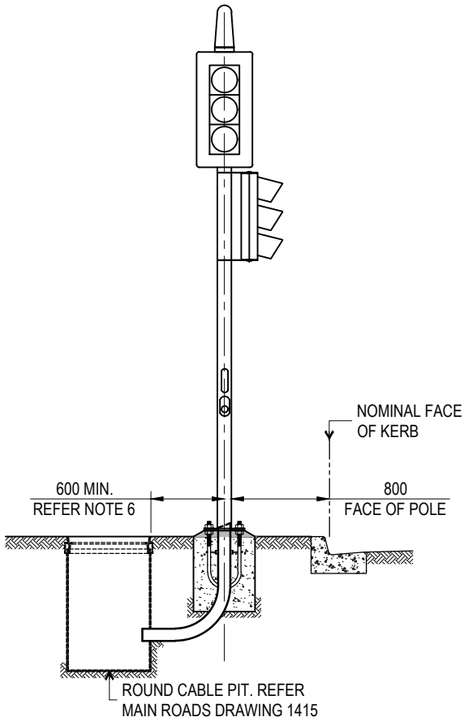
BRISBANE CITY

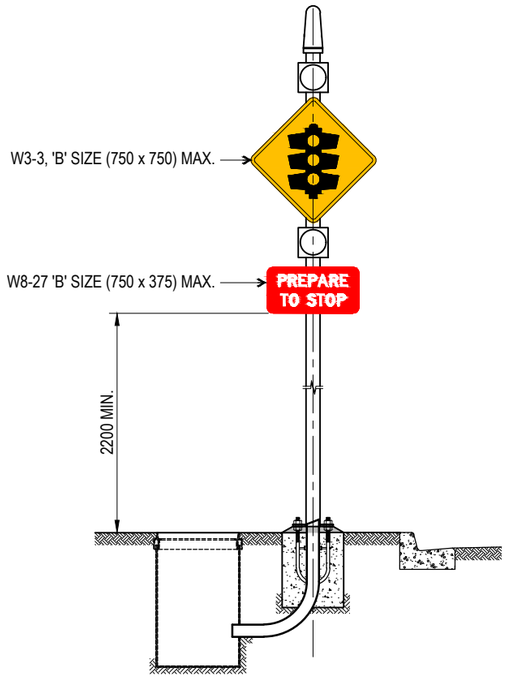
BRISBANE CITY COUNCIL STANDARD DRAWING

POST DETAILS

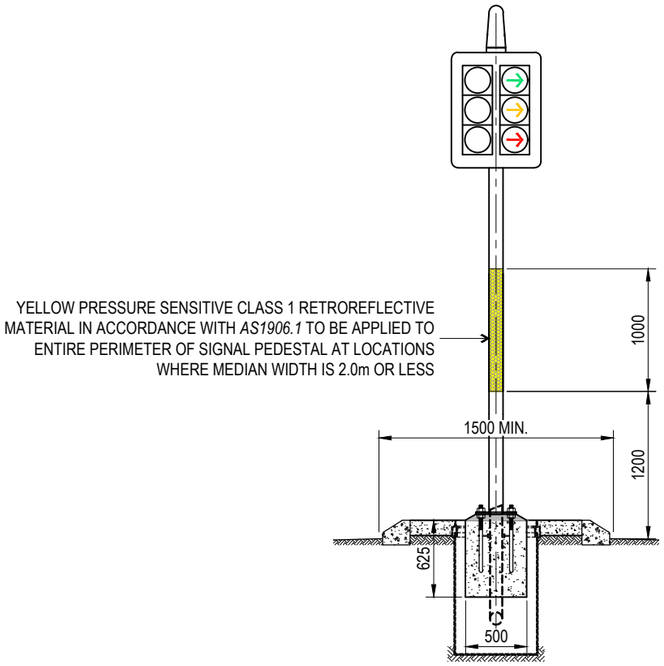
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-4122
ORIGINAL SIZE	A3
REVISION	D



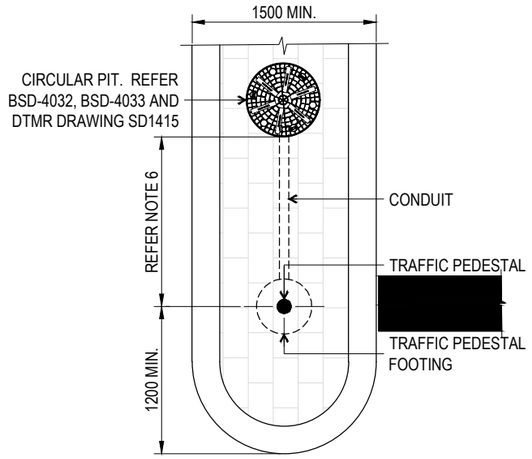
MINIMUM SET BACK DISTANCE FROM KERB



ADVANCED WARNING PEDESTAL ARRANGEMENT

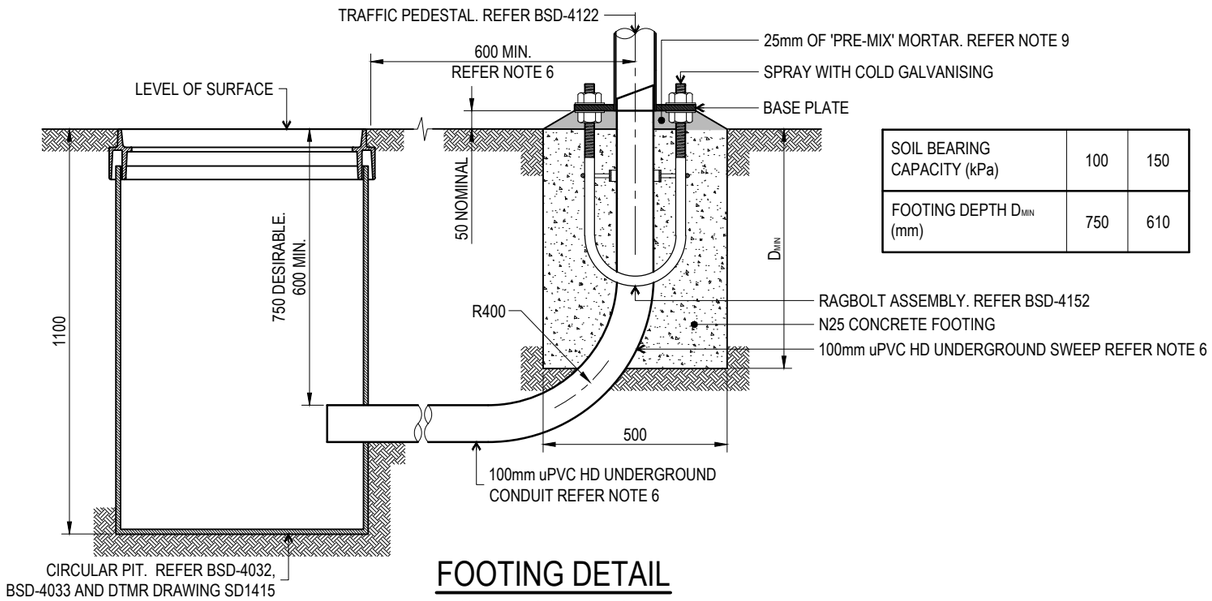


MINIMUM MEDIAN WIDTH



MEDIAN SET OUT DETAILS

PLAN VIEW



SOIL BEARING CAPACITY (kPa)	100	150
FOOTING DEPTH D_{MIN} (mm)	750	610

FOOTING DETAIL

(SEALED SURFACE)

NOT TO SCALE

NOTES:

1. DESIGN STANDARDS:
   - *AS4676-2000*, *AS1170.2-2002* AND *AS2144-2002*;
   - TERRAIN CATEGORY 2.5;
   - IMPORTANCE FACTOR 2.
2. FOR 1.7m POST AND 4.1m PEDESTAL - FOR DETAILS REFER BSD-4122.
3. FOR RAG BOLT DETAILS REFER BSD-4152.
4. A LICENSED ELECTRICAL WORKER SHALL SUPERVISE THE INSTALLATION OF CONDUIT AND SWEEPS.
5. CONCRETE SHALL BE N25.
6. PITS TO BE MINIMUM OF 600 TO A MAXIMUM OF 6000 FROM ASSOCIATED POST.
7. HIGH STRENGTH, NON-SHRINK GROUT (MIN. 32MPa) TO BE USED. PACK THE MIX BENEATH THE BASE PLATE AND CHAMFER SIDES OF PACKED GROUT TO GROUND AT 45°.
8. SPREAD FOOTING MAY BE USED WHERE REQUIRED REFER BSD-4153.
9. 25mm MAX. HEIGHT OF THREAD TO BE LEFT PROTRUDING ABOVE BASE PLATE LOCK DOWN NUT.
10. DIMENSIONS IN MILLIMETRES (U.N.O.).

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BRISBANE CITY COUNCIL STANDARD DRAWING

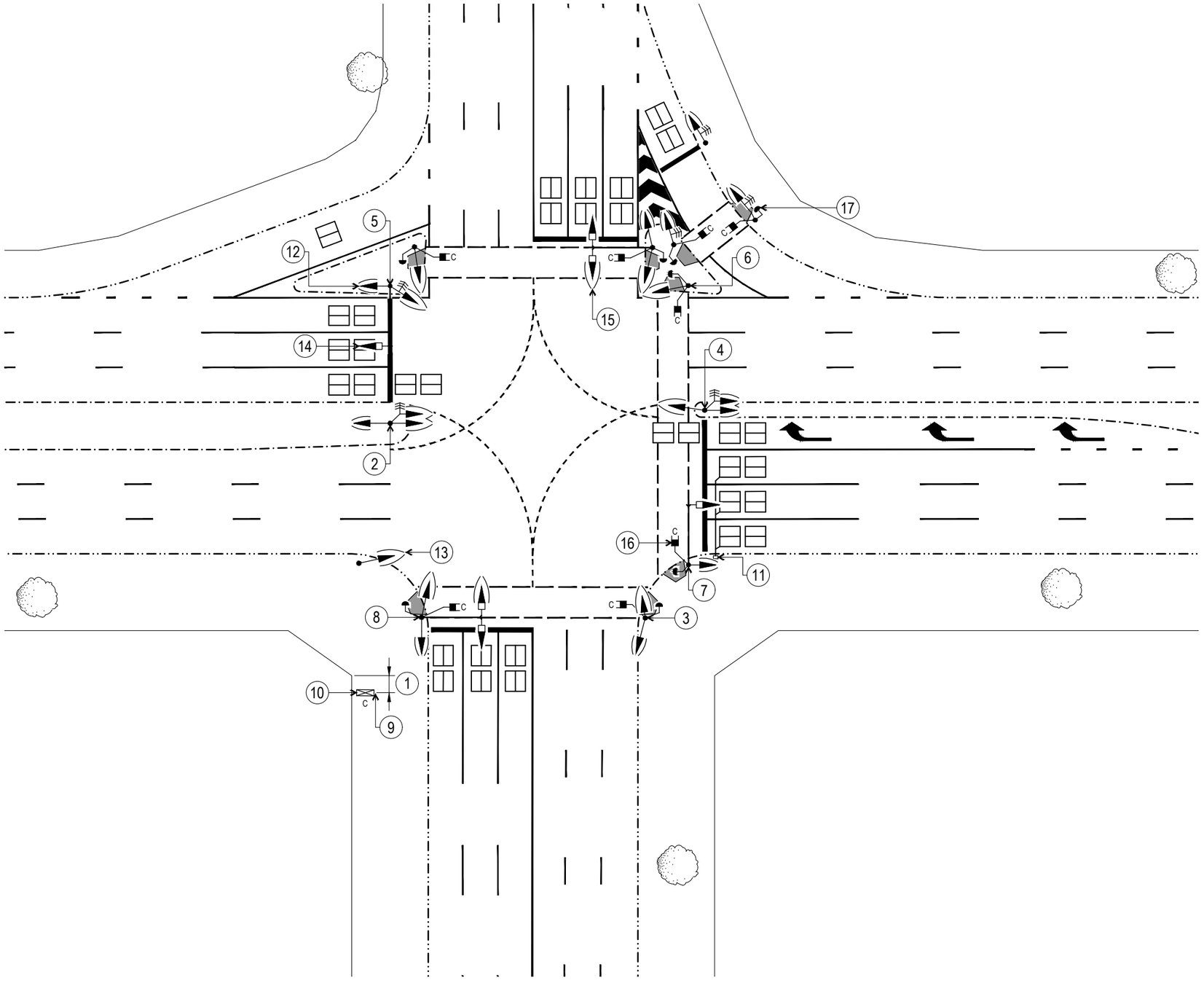
STANDARD 4.1m SIGNAL PEDESTAL FOOTING DETAILS

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-4151
ORIGINAL SIZE	A3
REVISION	F

NOTES:

1. LONG CLOSED VISORS TO BE 300mm IN LENGTH UNLESS SPECIFIED OTHERWISE.
2. ALL PEDESTRIAN PUSH BUTTONS TO BE AUDIO TACTILE TYPE UNLESS SPECIFIED OTHERWISE.
3. IF INSTALLED AT A SCRAMBLE CROSSING, PEDESTRIAN COUNTDOWN LANTERN TO HAVE A SHORT VISOR.

ITEM	DETAIL
1	DIMENSION TO CENTRE OF CONTROLLER
2	POST ON CENTRE LINE PROJECTION OF STOP BAR CENTRE LINE.
3	POST 0.8m FROM FACE OF KERB TO FACE OF POLE, 1.0m FROM KERB RAMP WING. REFER BSD-5233
4	POST 1.2m (MIN) FROM ROUNDED TIP
5	POST ON ISLAND 0.8m (NORMAL) FROM FACE OF KERB TO FACE OF POST, ON STOP LINE PROJECTION
6	POST ON ISLAND 0.8m (NORMAL) FROM FACE OF KERB TO FACE OF POST, 1.0M FROM KERB RAMP WING. REFER BSD-5233
7	MAST ARM 0.8m FROM FACE OF KERB TO FACE OF POLE, 1.0m FROM KERB RAMP WING. REFER BSD-5233
8	PEDESTRIAN PUSH BUTTON LABEL
9	CONTROLLER HOUSING LABELS
10	FOOTING FOR CONTROLLER HOUSING
11	TYPE 3 LOOP PIT TOUCHING BACK OF KERB.
12	GROUND PRIMARY LANTERN 200mm SHORT CLOSED VISOR.
13	GROUND SECONDARY LANTERN 200mm LONG CLOSED VISOR.
14	OVERHEAD PRIMARY LANTERN 300mm OPEN VISOR.
15	OVERHEAD SECONDARY LANTERN 300mm LONG CLOSED VISOR.
16	PEDESTRIAN LANTERN WITH COUNTDOWN TIMER. REFER NOTE 3.
17	PEDESTRIAN PUSH BUTTON (AUDIO TACTILE TYPE).



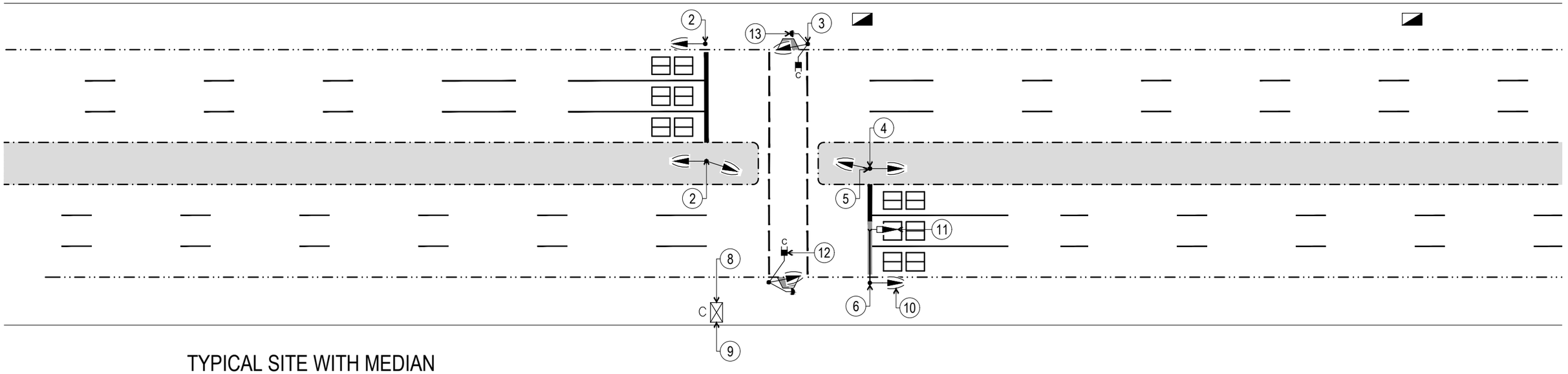
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

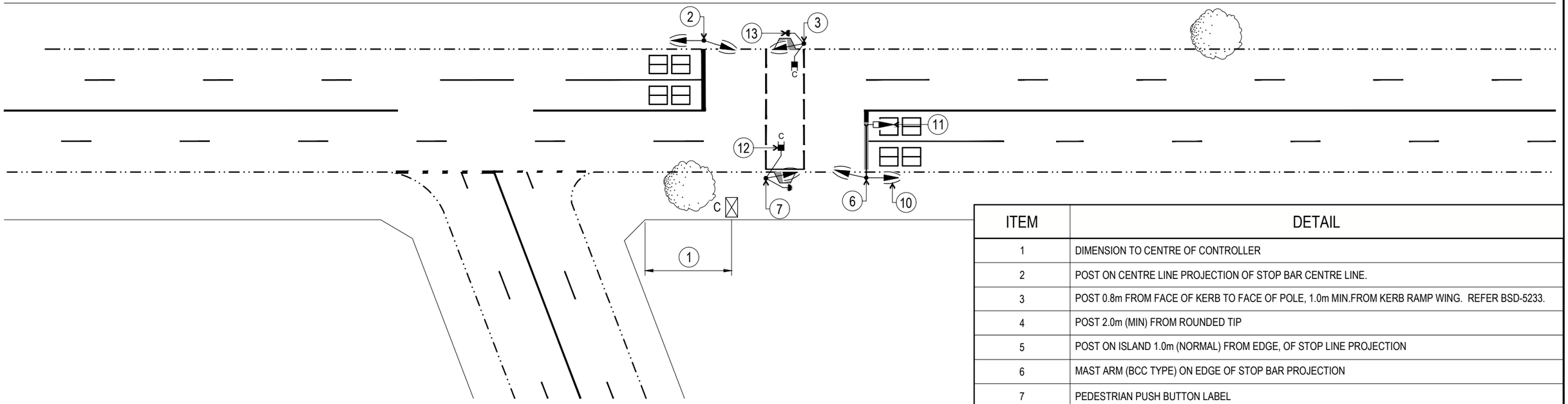
BRISBANE CITY COUNCIL STANDARD DRAWING

TYPICAL POSITIONING OF TRAFFIC SIGNAL COMPONENTS AT INTERSECTIONS

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-4201
ORIGINAL SIZE	A3
REVISION	D



TYPICAL SITE WITH MEDIAN



TYPICAL SITE WITHOUT MEDIAN

ITEM	DETAIL
1	DIMENSION TO CENTRE OF CONTROLLER
2	POST ON CENTRE LINE PROJECTION OF STOP BAR CENTRE LINE.
3	POST 0.8m FROM FACE OF KERB TO FACE OF POLE, 1.0m MIN.FROM KERB RAMP WING. REFER BSD-5233.
4	POST 2.0m (MIN) FROM ROUNDED TIP
5	POST ON ISLAND 1.0m (NORMAL) FROM EDGE, OF STOP LINE PROJECTION
6	MAST ARM (BCC TYPE) ON EDGE OF STOP BAR PROJECTION
7	PEDESTRIAN PUSH BUTTON LABEL
8	CONTROLLER HOUSING LABELS
9	FOOTING FOR CONTROLLER HOUSING
10	ALL GROUND MOUNTED LANTERNS 200mm SHORT CLOSED VISORS.
11	ALL OVERHEAD MOUNTED LANTERNS 300mm OPEN VISORS.
12	PEDESTRIAN LANTERN WITH COUNTDOWN TIMER.
13	PEDESTRIAN PUSH BUTTON (AUDIO TACTILE TYPE UNLESS SPECIFIED OTHERWISE)

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

TYPICAL POSITIONING OF TRAFFIC SIGNAL COMPONENTS AT MID-BLOCK LOCATIONS

PUBLISH DATE: SEP 2024

SCALE: NOT TO SCALE

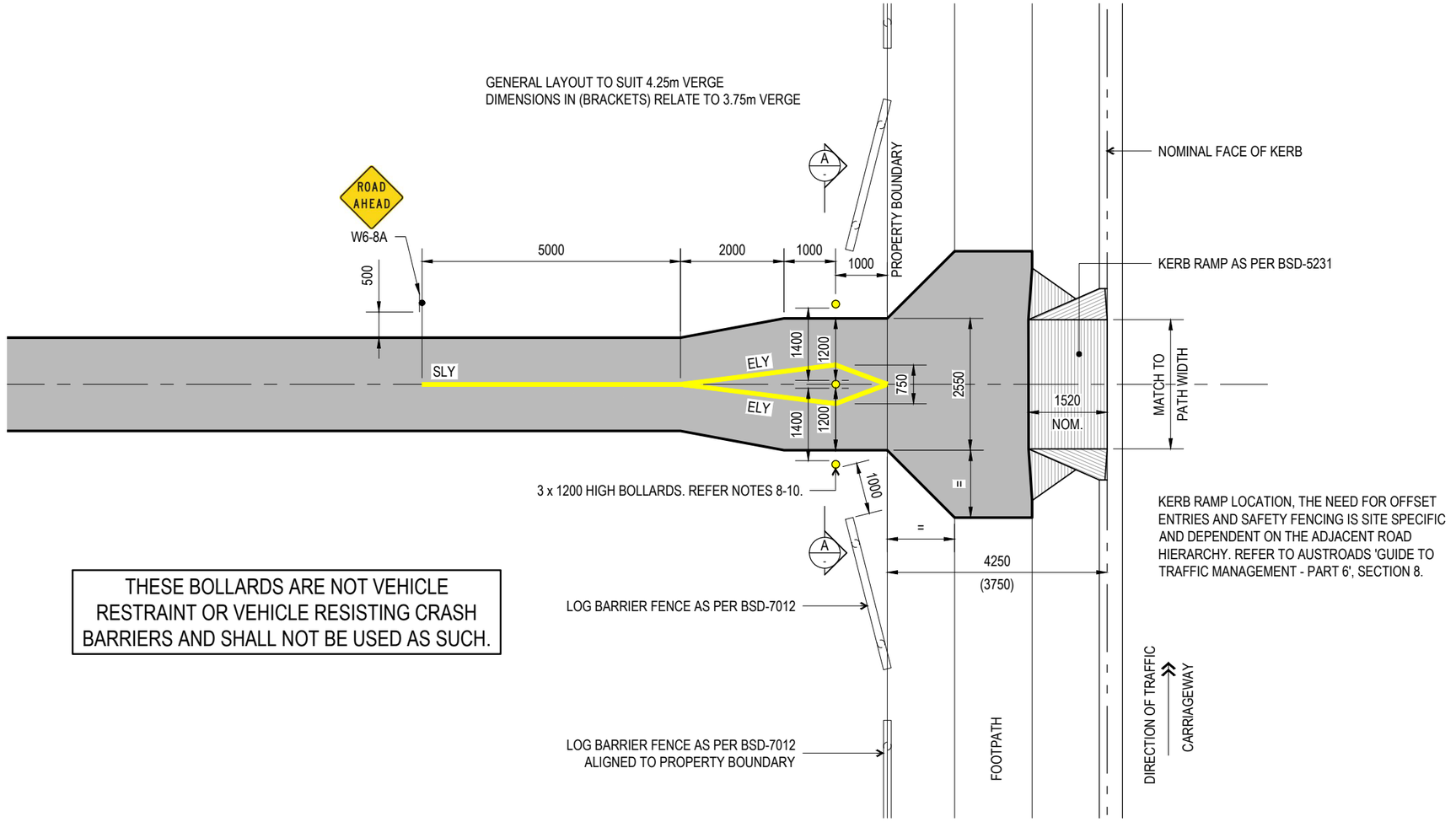
DRAWING NUMBER: BSD-4202

ORIGINAL SIZE: A3

REVISION: D

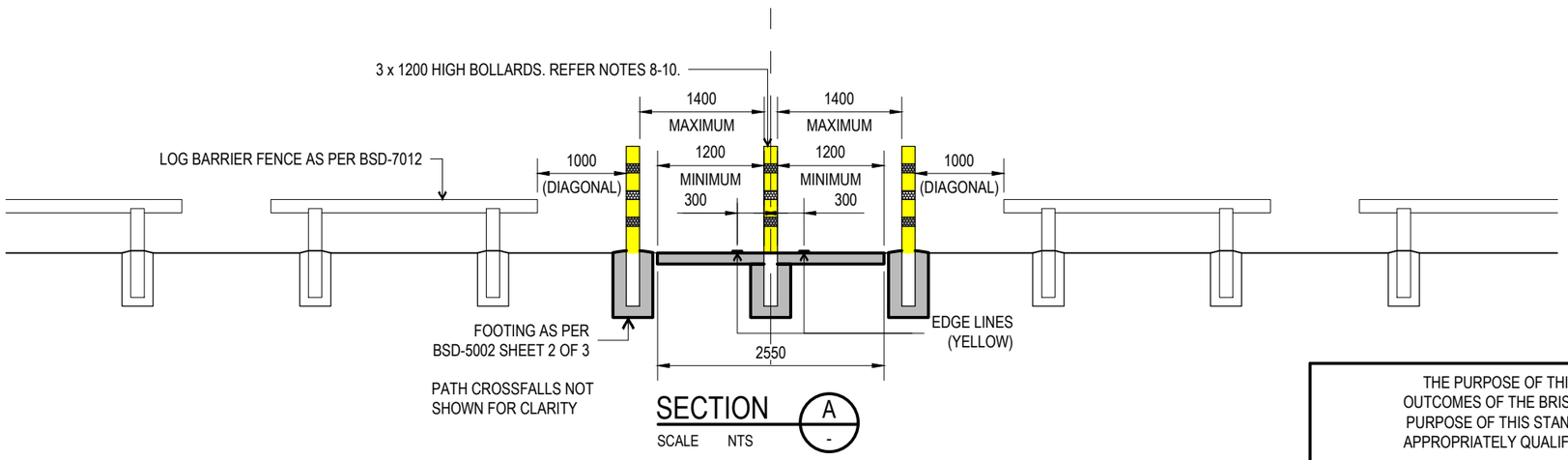
BSD 5000 Series

Pedestrian and Cyclist Facilities



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.

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 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.

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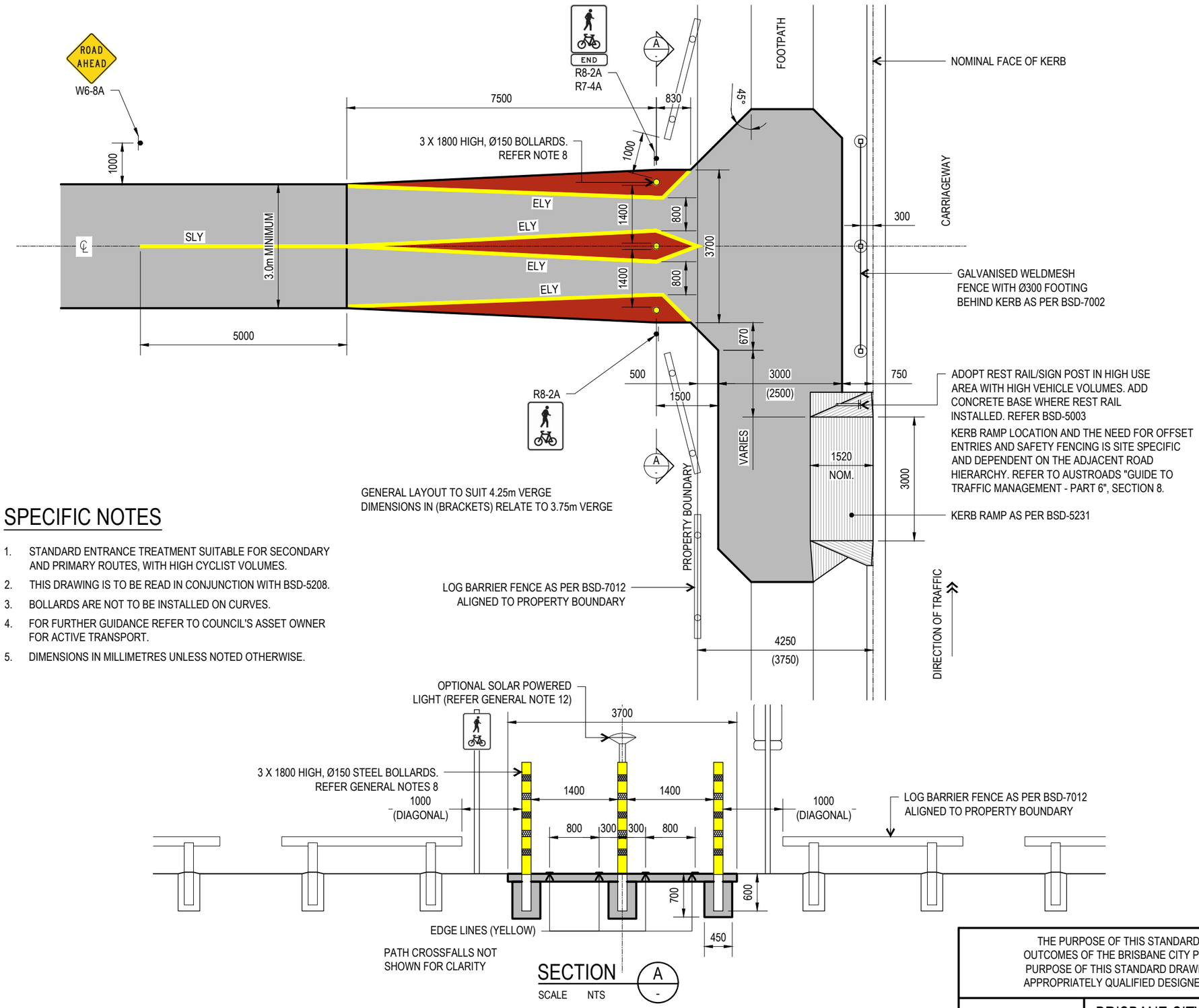
BRISBANE CITY COUNCIL STANDARD DRAWING

SHARED PATH
BASIC ENTRANCE
SHEET 1 OF 3

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5002
ORIGINAL SIZE	A3
REVISION	E



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.

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.

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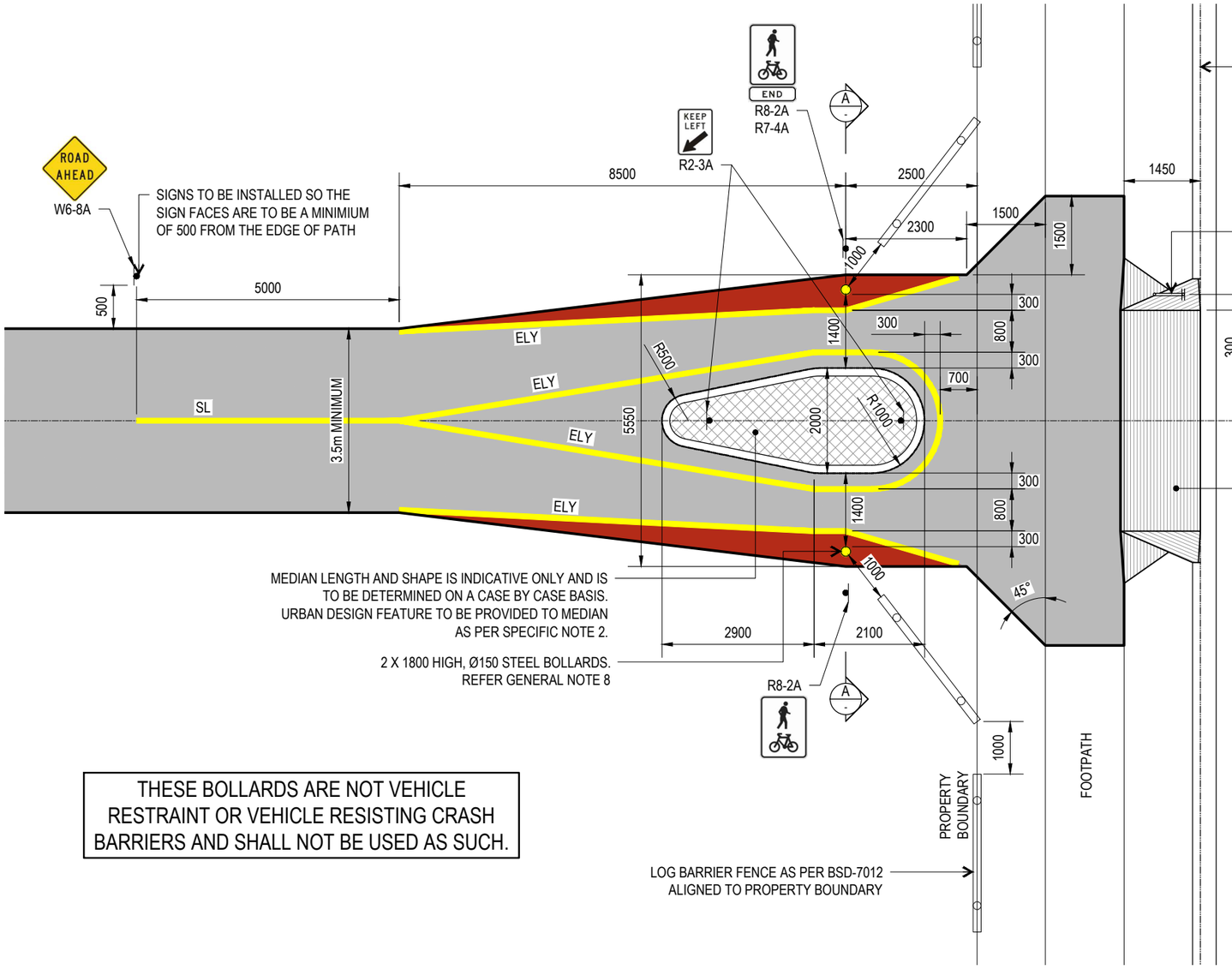
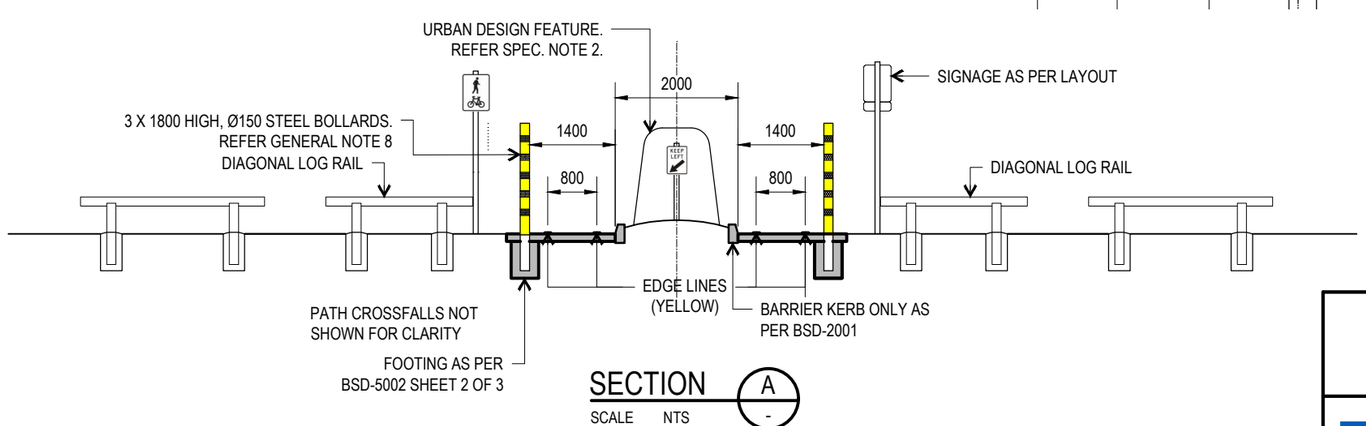
BRISBANE CITY COUNCIL STANDARD DRAWING

SHARED PATH
STANDARD ENTRANCE
SHEET 2 OF 3

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5002
ORIGINAL SIZE	A3
REVISION	E



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



SECTION 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.

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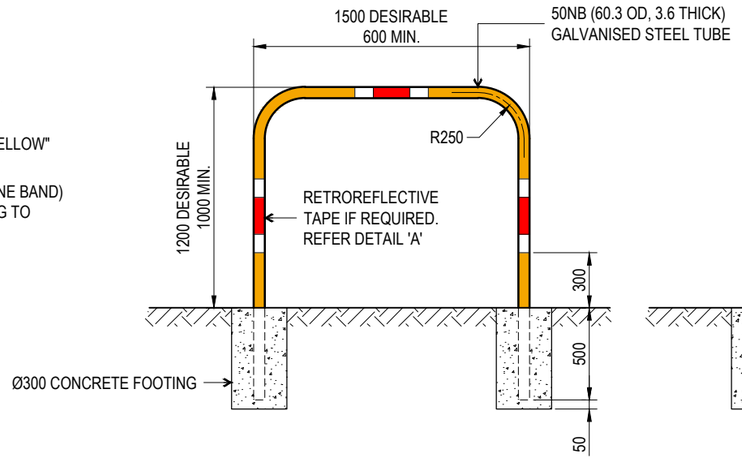
BRISBANE CITY COUNCIL STANDARD DRAWING

SHARED PATH
FEATURED ENTRANCE
SHEET 3 OF 3

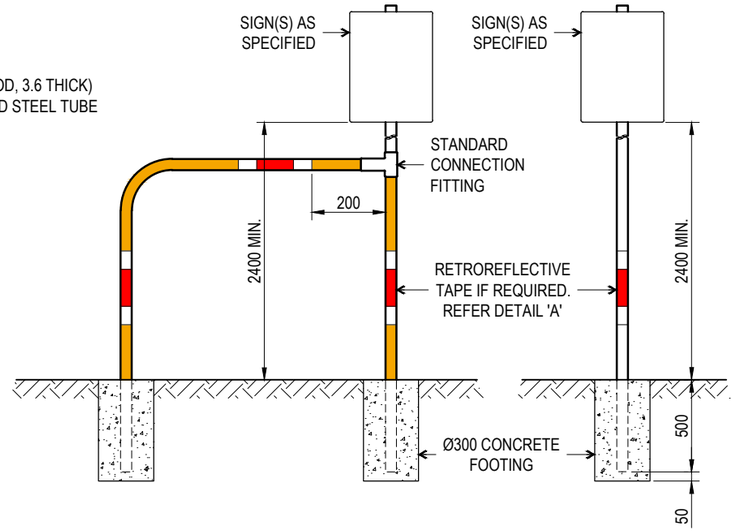
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5002
ORIGINAL SIZE	A3
REVISION	E

NOTES:

1. CONCRETE FOOTING TO BE GRADE N25 TO *AS3600*.
2. GALVANISED STEEL TUBE TO BE IN ACCORDANCE WITH *AS/NZS1163*.
3. GALVANISED STEEL ON REST RAILS TO BE POWDERCOATED IN BCC CORPORATE COLOUR PALETTE "YELLOW 5" (*AS2700* "Y11 CANARY YELLOW" EQUIVALENT). PREHEAT TUBE BEFORE COATING.
4. 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'.
5. DIMENSIONS IN MILLIMETRES (U.N.O.).

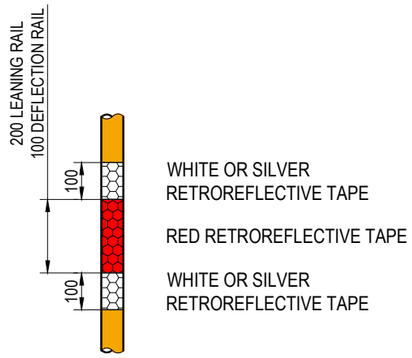


REST RAIL DETAIL



REST RAIL/SIGN POST DETAIL

SIGN POST DETAIL



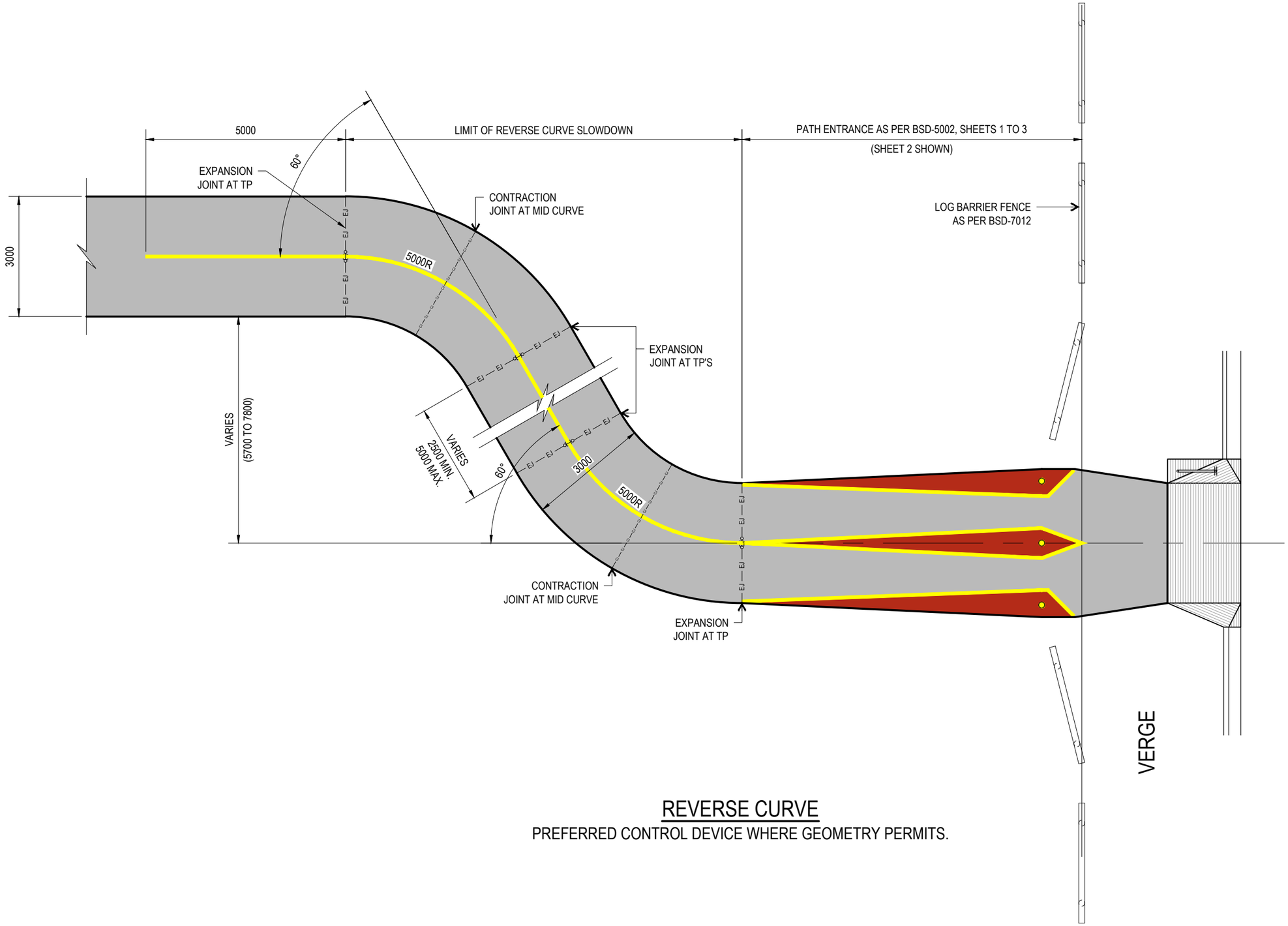
DETAIL 'A'
RETROREFELECTIVE TAPE
REQUIREMENTS

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

BIKEPATH
FURNITURE DETAILS

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5003
ORIGINAL SIZE	A3
REVISION	D



REVERSE CURVE

PREFERRED CONTROL DEVICE WHERE GEOMETRY PERMITS.

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.).

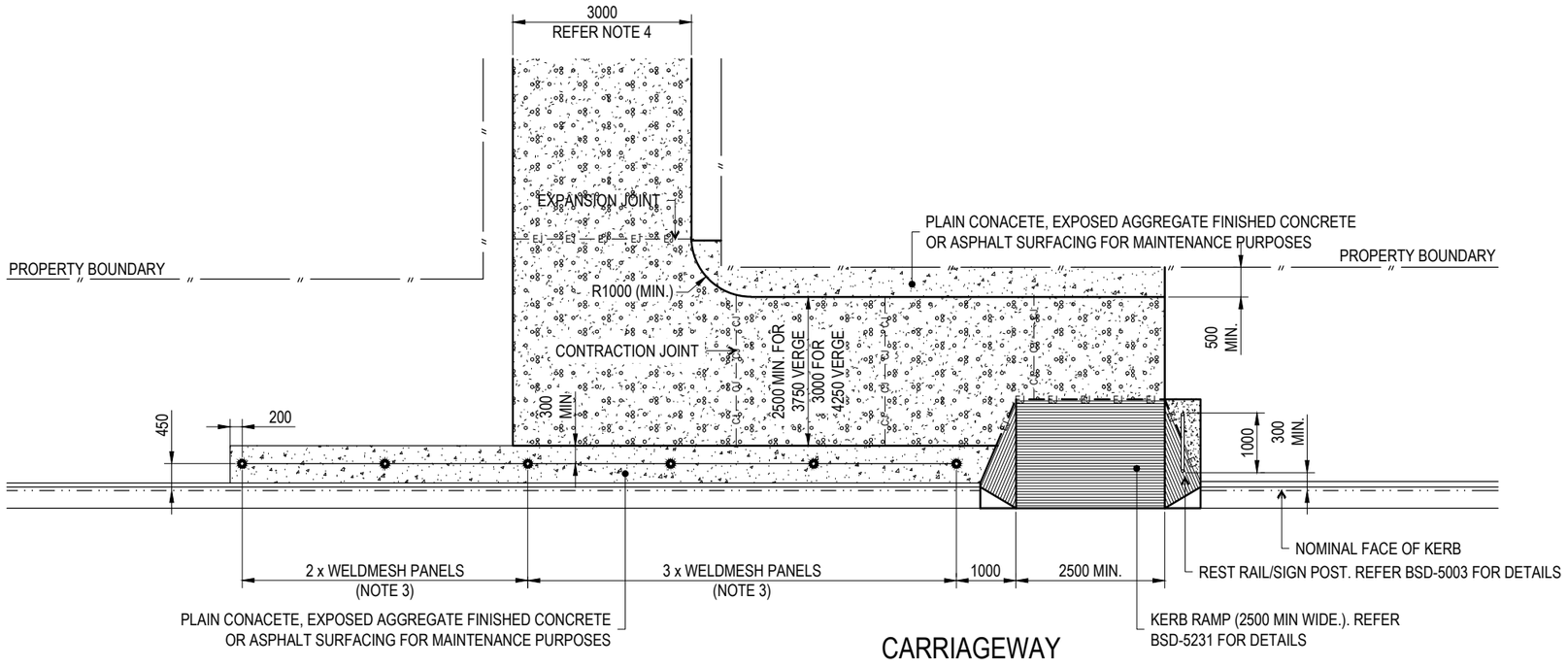
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BIKEPATH SLOWDOWN CONTROL (REVERSE CURVE)

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5004
ORIGINAL SIZE	A3
REVISION	D



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 (U.N.O.).

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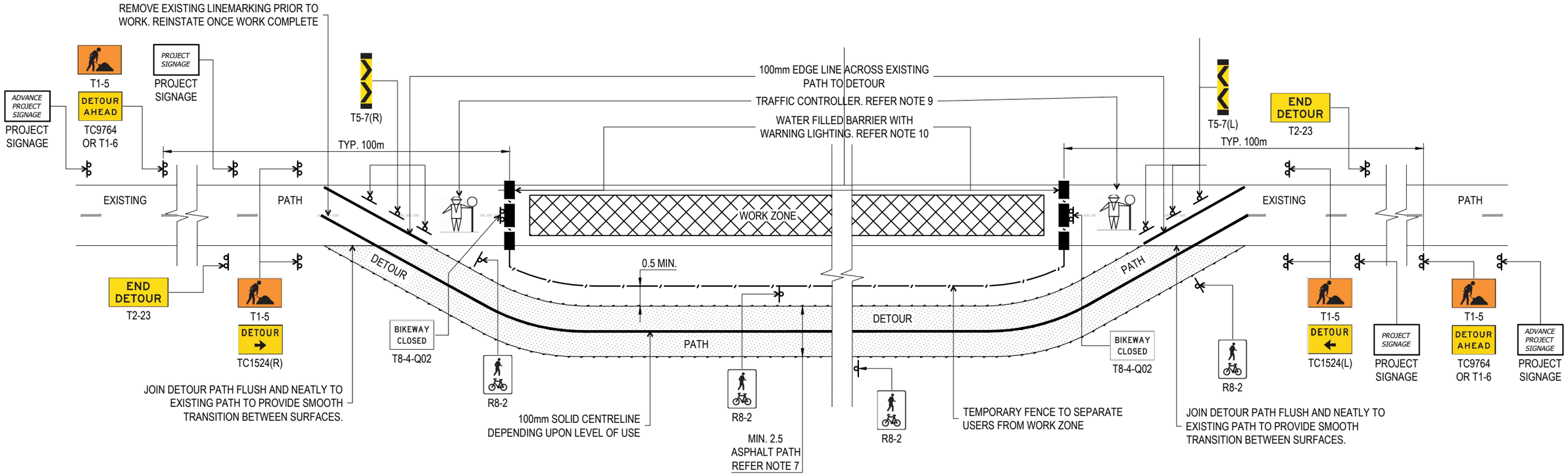
BRISBANE CITY COUNCIL STANDARD DRAWING

BIKEPATH SLOWDOWN CONTROL (OFFSET CHICANE)

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5005
ORIGINAL SIZE	A3
REVISION	B



1. STANDARD IS INTENDED AS A GUIDE ONLY. EXACT REQUIREMENTS TO BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (QUEENSLAND), PART 3: WORKS ON ROADS, THE QUEENSLAND GUIDE TO TEMPORARY TRAFFIC MANAGEMENT (QGTTM) AND THE GUIDELINE - TRAFFIC MANAGEMENT AT WORKS . TRAFFIC CONTROL SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE APPROVED TRAFFIC MANAGEMENT PLANS AND PERMITS.
2. ON-SITE TAKING INTO ACCOUNT INDIVIDUAL SITE REQUIREMENTS AND CONSTRAINTS. FINAL DETAILS TO BE DETERMINED IN CONSULTATION WITH COUNCIL REPRESENTATIVES.
3. 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.
4. CLEAR SIGHT LINE TO MAINTAINED THROUGH AND ALONG DETOUR PATH AT ALL TIMES.
5. 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.
6. 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.
7. 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.
8. 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.
9. DETOUR PATH TO BE REMOVED ONCE WORK COMPLETED AND SITE RETURNED TO ORIGINAL CONDITION.
10. TRAFFIC CONTROLLER TO BE USED DURING PRIMARY USE TIME (e.g. PEAK HOURS) AND DAYLIGHT HOURS FOR HIGH USE/VOLUME PATHS.
11. 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.
12. TEMPORARY, SECURE BARRIER FENCE TO BE INSTALLED BETWEEN DETOUR PATH AND WORK ZONE TO PROVIDE SAFETY SEPARATION FOR PATH USERS.
13. 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.
14. 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.
15. ALL DIMENSIONS IN METRES (U.N.O.).

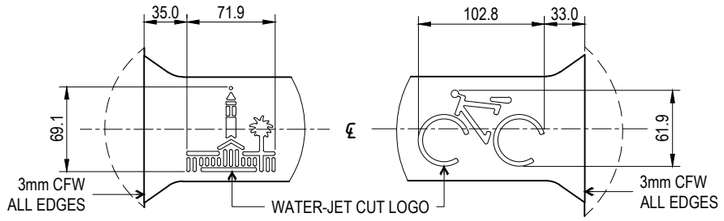
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

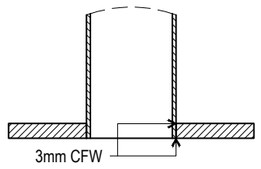
SHARED PATH - CONSTRUCTION AND MAINTENANCE SITE MANAGEMENT

PUBLISH DATE: SEP 2024
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-5006
ORIGINAL SIZE: A3
REVISION: B

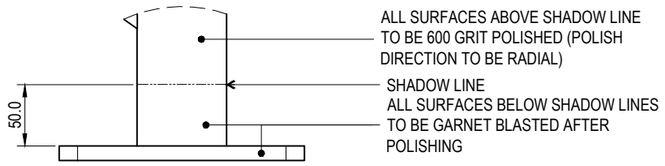


DETAIL A
BCC LOGO DETAIL
SCALE 1:5

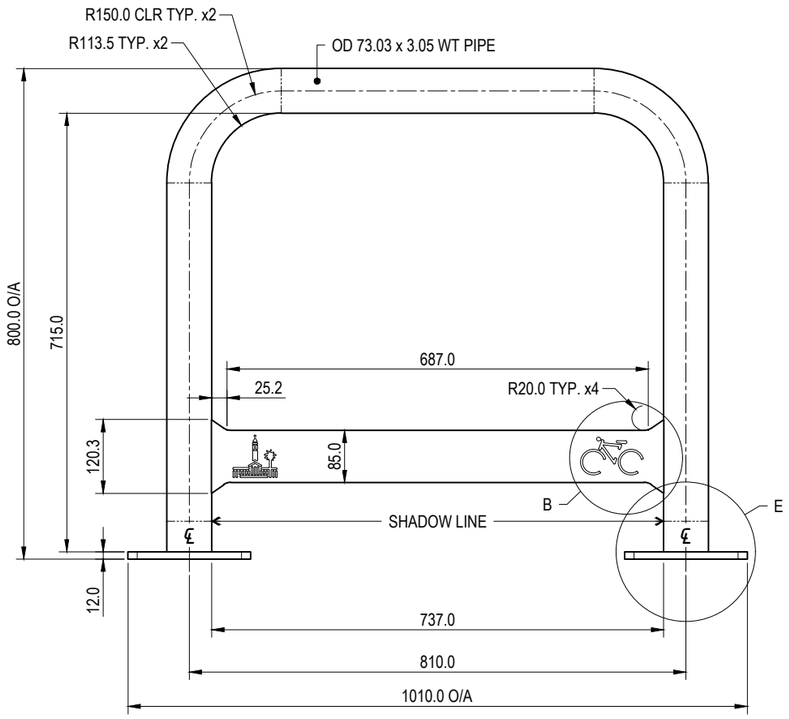
DETAIL B
BIKE LOGO DETAIL
SCALE 1:5



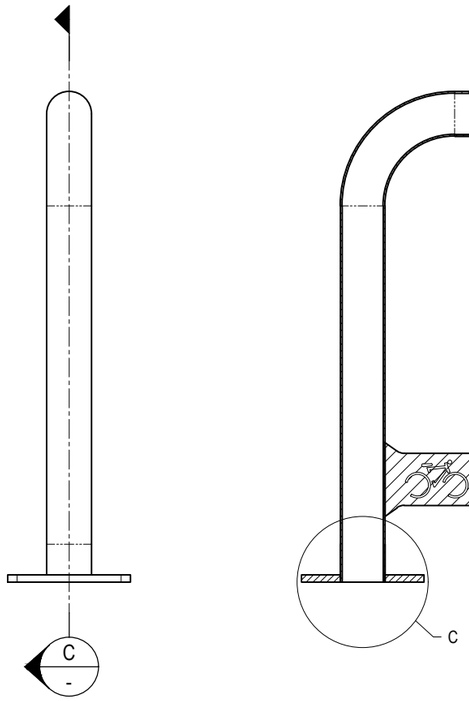
DETAIL C
FOOT PLATE DETAIL
SCALE 1:5



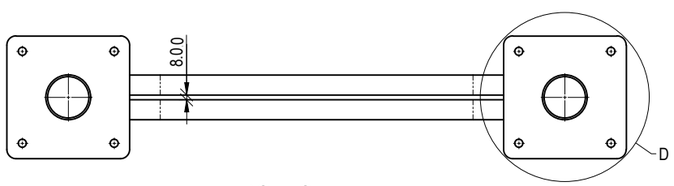
DETAIL E
SURFACE FINISH DETAIL
SCALE 1:5



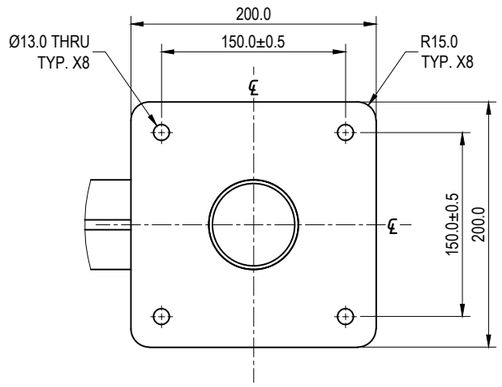
FRONT VIEW



SIDE VIEW

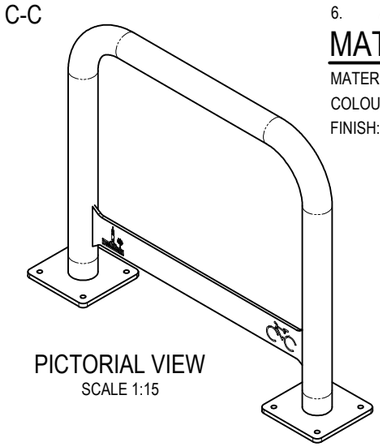


BOTTOM VIEW



DETAIL D FOOT PLATE
UNDERSIDE DETAIL
SCALE 1:5

SECTION C-C



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

MATERIAL: 316 STAINLESS STEEL
COLOUR: NATURAL
FINISH: 600 GRIT POLISHED/GARNET BLASTED

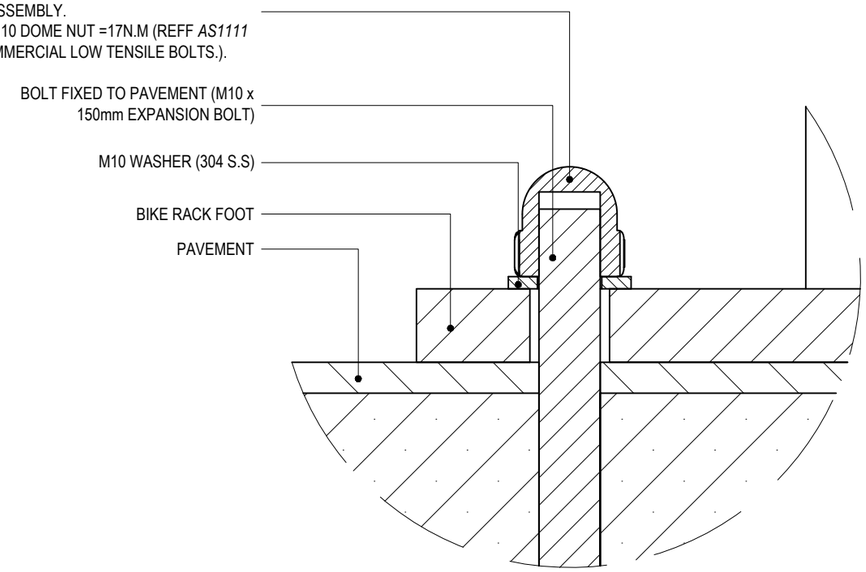
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY COUNCIL STANDARD DRAWING

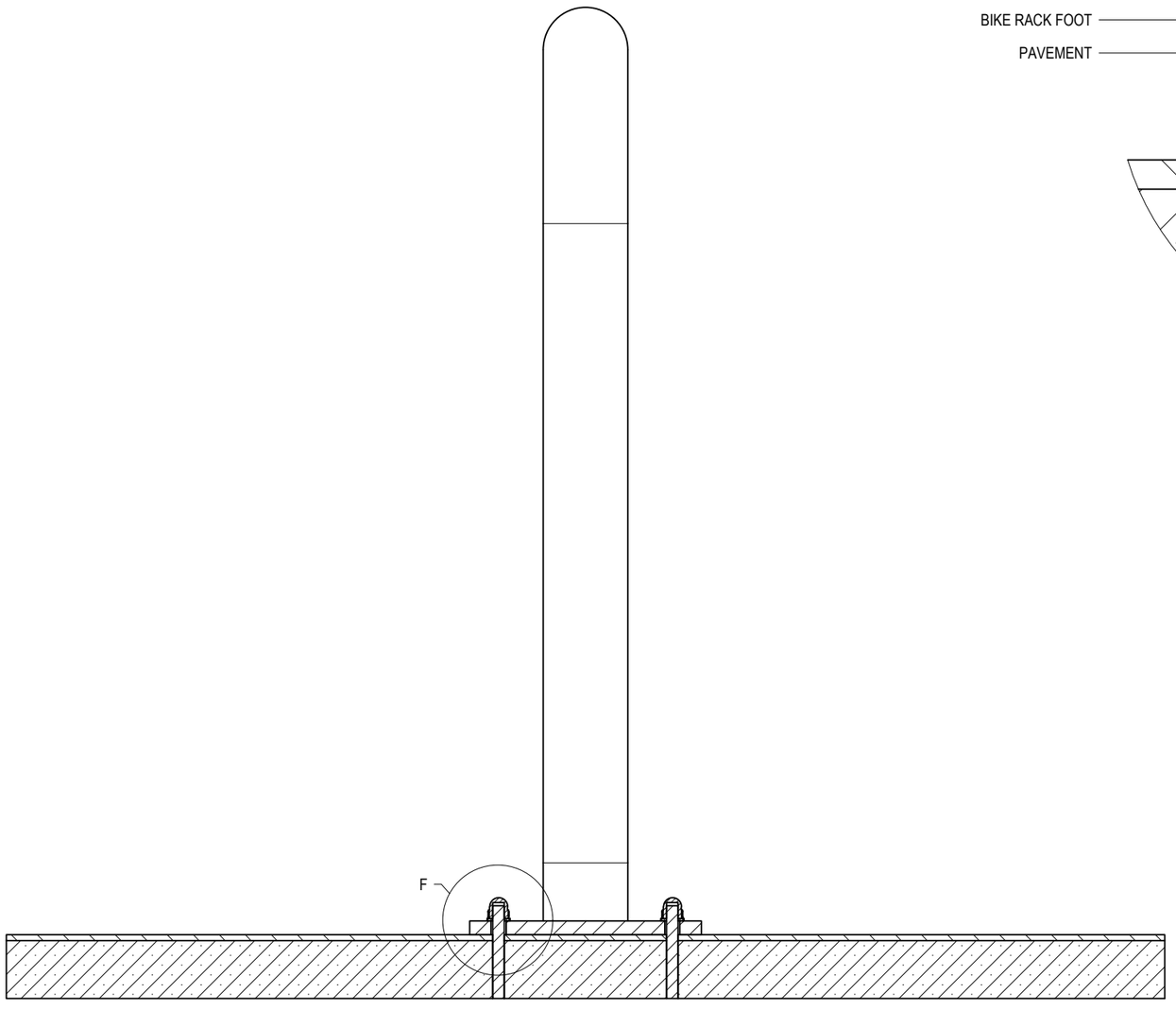
SINGLE BIKE RACK
SHEET 1 OF 2

PUBLISH DATE	SEP 2024
SCALE	1:10/AS SHOWN
DRAWING NUMBER	BSD-5051
ORIGINAL SIZE	A3
REVISION	B

M10 DOME NUT (304 S.S)
- ENSURE SUFFICIENT CLEARANCE BETWEEN END OF EXPANSION BOLT THREAD AND INSIDE OF DOME NUT CAP PRIOR TO ASSEMBLY.
- RECOMMENDED ASSEMBLY TORQUE FOR M10 DOME NUT =17N.M (REFF *AS1111* PROPERTY CLASS 4.6 OR EQUIVALENT, COMMERCIAL LOW TENSILE BOLTS.).



DETAIL F
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.
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11. AS2890.3-1993 PARKING FACILITIES PART 3
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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

MATERIAL: SEE COMPONENT DRAWING
COLOUR: SEE COMPONENT DRAWING
FINISH: SEE COMPONENT DRAWING

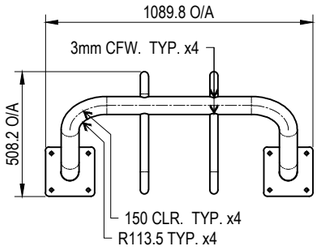
ITEM NO.	DESCRIPTION	QTY.
1	SINGLE BIKE RACK	1
2	M10 304 STAINLESS STEEL WASHER	8
3	M10 304 STAINLESS STEEL DOME NUT	6

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).

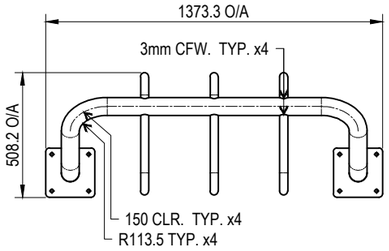
BRISBANE CITY COUNCIL STANDARD DRAWING

SINGLE BIKE RACK
INSTALLATION
SHEET 2 OF 2

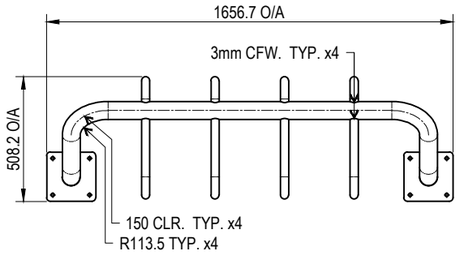
PUBLISH DATE: SEP 2024
SCALE: AS SHOWN
DRAWING NUMBER: BSD-5051
ORIGINAL SIZE: A3
REVISION: B



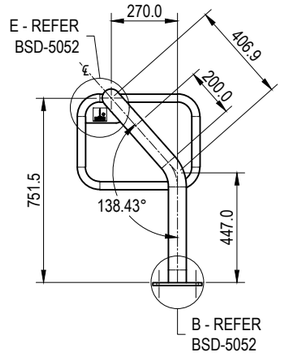
3 BAY BIKE RACK
TOP VIEW



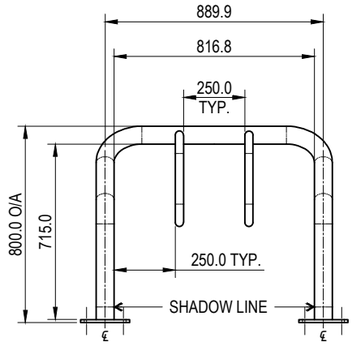
4 BAY BIKE RACK
TOP VIEW



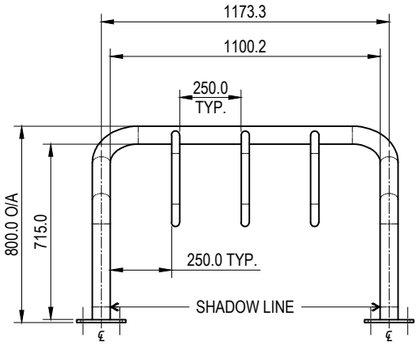
5 BAY BIKE RACK
TOP VIEW



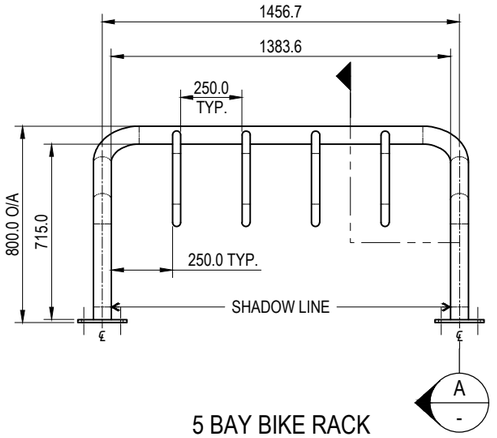
SIDE VIEW



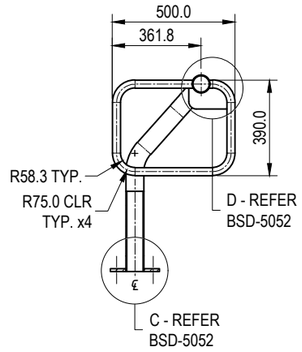
3 BAY BIKE RACK
FRONT VIEW



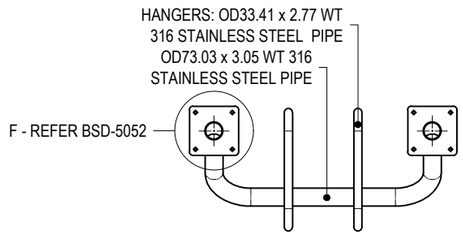
4 BAY BIKE RACK
FRONT VIEW



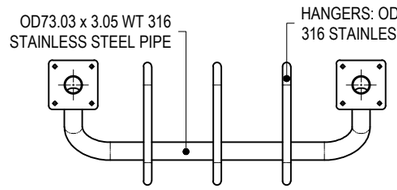
5 BAY BIKE RACK
FRONT VIEW



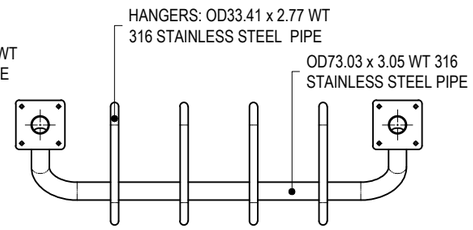
SECTION A-A



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

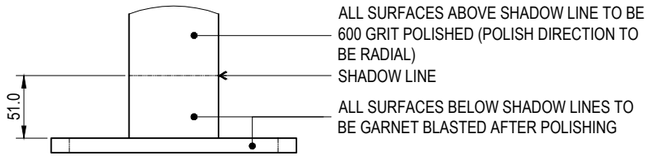
ITEM NO.	DESCRIPTION	QTY.
1	5 BAY BIKE RACK	1
2	M10 304 STAINLESS STEEL WASHER	8
3	M10 304 STAINLESS STEEL DOME NUT	8

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).

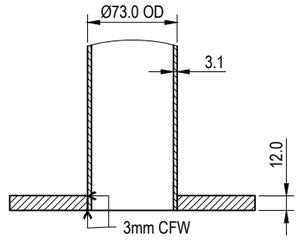
BRISBANE CITY COUNCIL STANDARD DRAWING

MULTI BIKE RACK
SHEET 1 OF 3

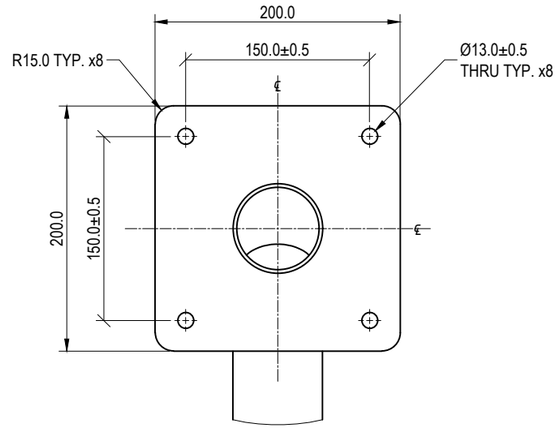
PUBLISH DATE: SEP 2024
SCALE: AS SHOWN
DRAWING NUMBER: BSD-5052
ORIGINAL SIZE: A3
REVISION: C



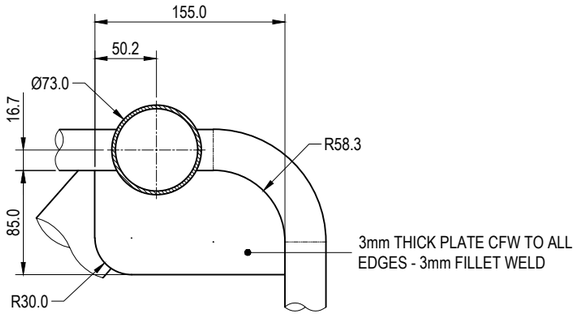
DETAIL B
SURFACE FINISH DETAIL
SCALE 1:5



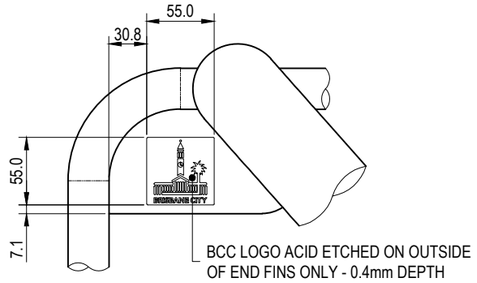
DETAIL C
FOOT PLATE DETAIL
SCALE 1:5



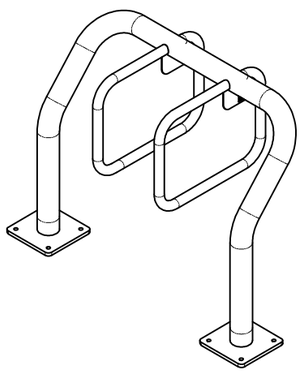
DETAIL F
FOOT PLATE UNDERSIDE DETAIL
SCALE 1:5



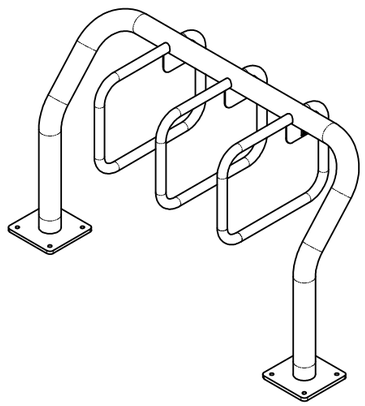
DETAIL D
FIN PLATE DETAIL
SCALE 1:5



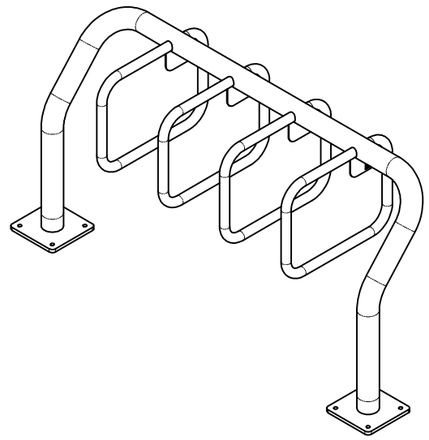
DETAIL E
END FIN LOGO DETAIL
SCALE 1:5



3 BAY BIKE RACK
PICTORIAL VIEW



4 BAY BIKE RACK
PICTORIAL VIEW



5 BAY BIKE RACK
PICTORIAL 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.
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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.

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).

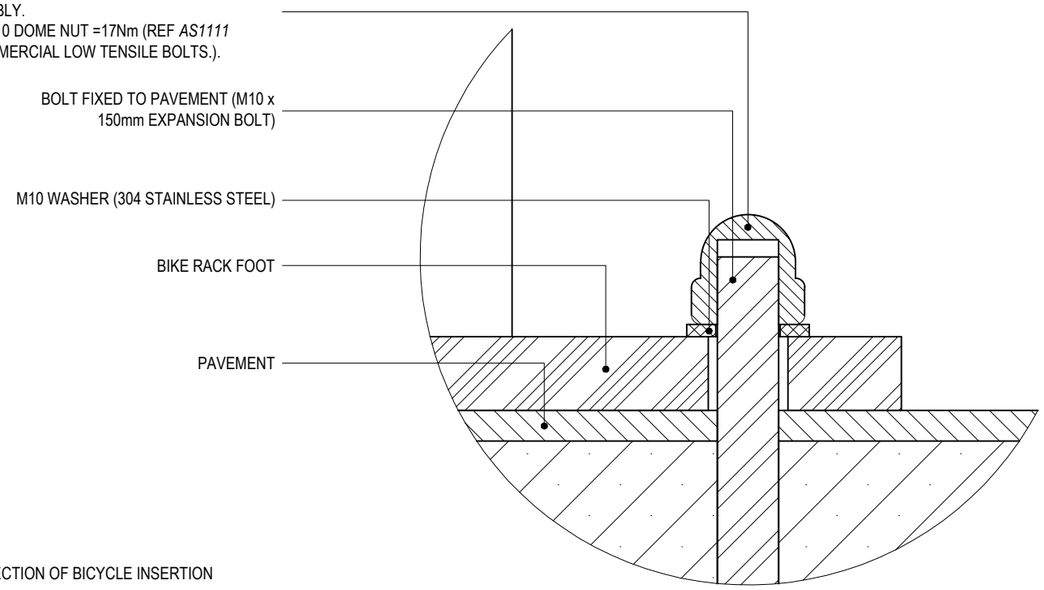
BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

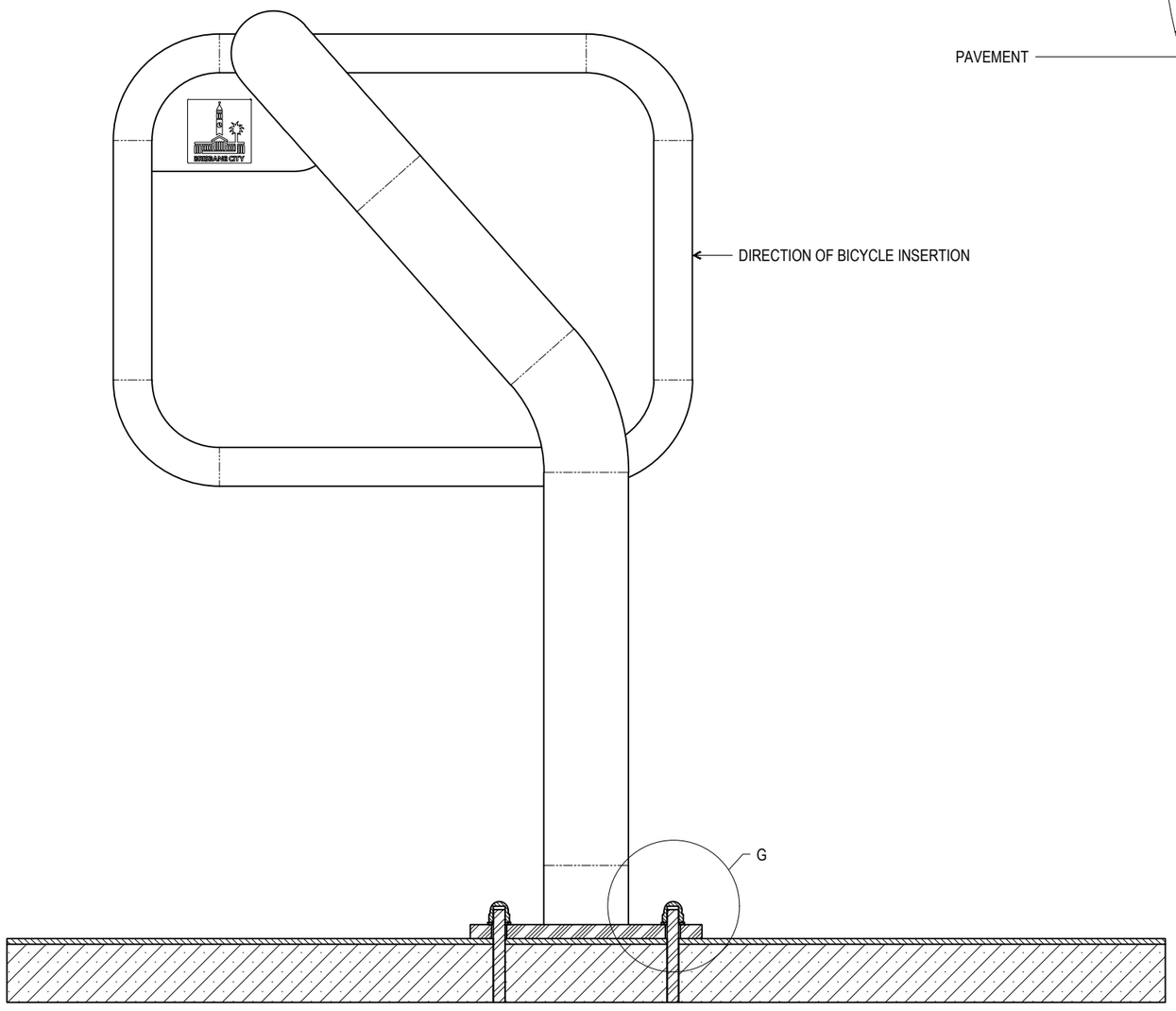
MULTI BIKE RACK
DETAILS
SHEET 2 OF 3

PUBLISH DATE	SEP 2024
SCALE	AS SHOWN
DRAWING NUMBER	BSD-5052
ORIGINAL SIZE	A3
REVISION	C

M10 DOME NUT (304 STAINLESS STEEL)
- ENSURE SUFFICIENT CLEARANCE BETWEEN END OF EXPANSION BOLT THREAD AND INSIDE OF DOME NUT CAP PRIOR TO ASSEMBLY.
- RECOMMENDED ASSEMBLY TORQUE FOR M10 DOME NUT =17Nm (REF *AS1111* PROPERTY CLASS 4.6 OR EQUIVALENT, COMMERCIAL LOW TENSILE BOLTS.).



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.

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).

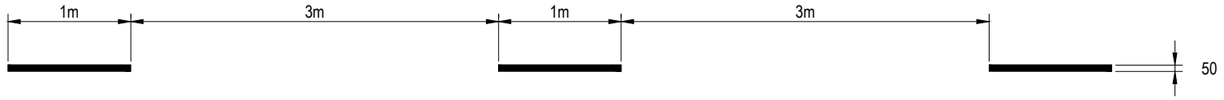
BRISBANE CITY COUNCIL STANDARD DRAWING

MULTI BIKE RACK
INSTALLATION
SHEET 3 OF 3

PUBLISH DATE	SEP 2024
SCALE	AS SHOWN
DRAWING NUMBER	BSD-5052
ORIGINAL SIZE	A3
REVISION	C

CENTRE (SEPARATION) LINES
(WHITE)

BROKEN BSLB



UNBROKEN BSLB

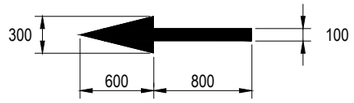
STOP LINES
(WHITE)

BSL

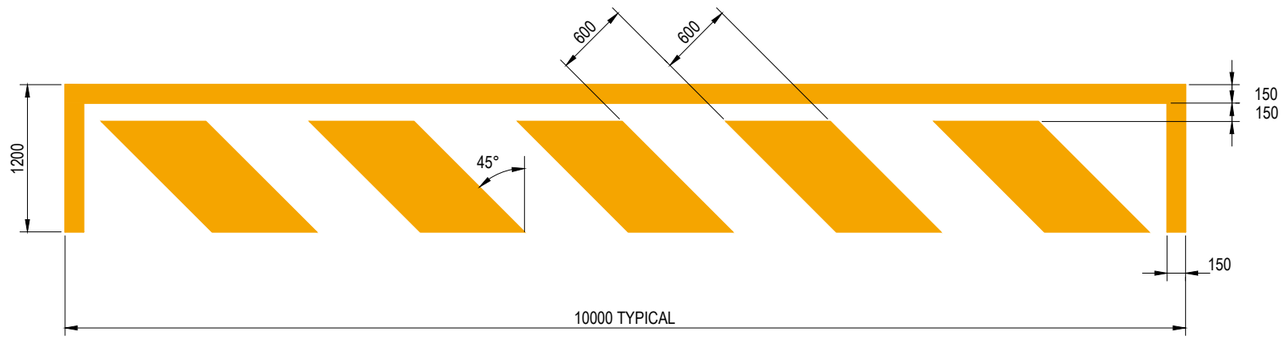
GIVE WAY LINES
(WHITE)

BGWL

PAVEMENT ARROW
(WHITE)



CROSSING DIAGONALS
(YELLOW)



NOTES:

1. BICYCLE LANE MARKINGS AND SYMBOLS TO BE COLOUR AS SHOWN.
2. ALL MARKINGS AND SYMBOLS IN LONGLIFE PAVEMENT MARKING MATERIAL - REFER REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155 ROAD PAVEMENT MARKING FOR PAVEMENT MARKING MATERIALS DETAILS. THERMOPLASTIC MATERIALS ARE GENERALLY NOT PREFERRED.
3. ALL 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

BIKE LANE PAVEMENT MARKINGS (ON ROAD BIKE LANES)

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5101
ORIGINAL SIZE	A3
REVISION	C

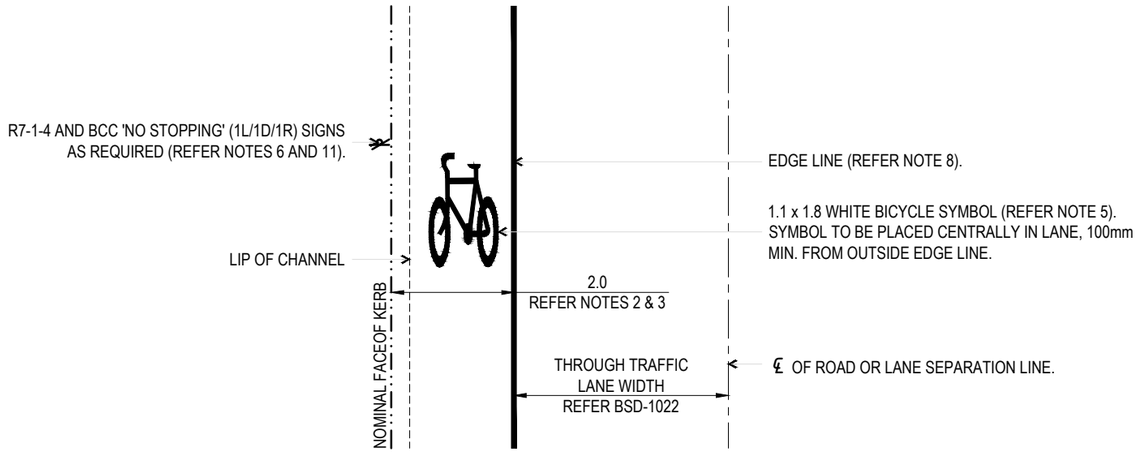


FIGURE 1

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 **NEGOTIABLE** 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 *AS1742.9*, 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.).

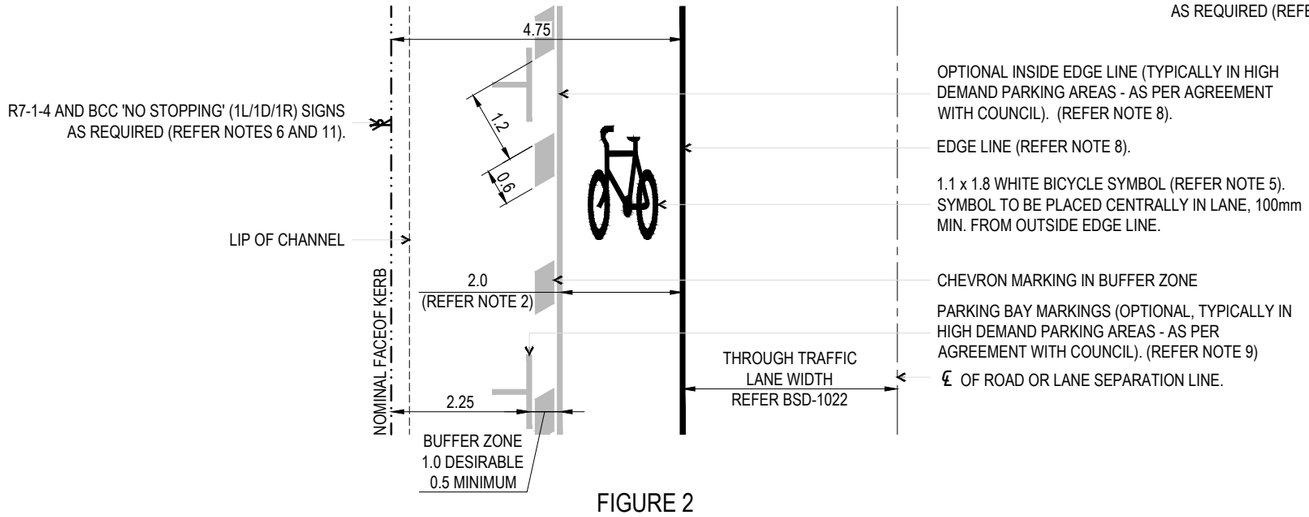


FIGURE 2

REGULATORY BICYCLE LANES WITH KERBSIDE PARKING PERMITTED

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

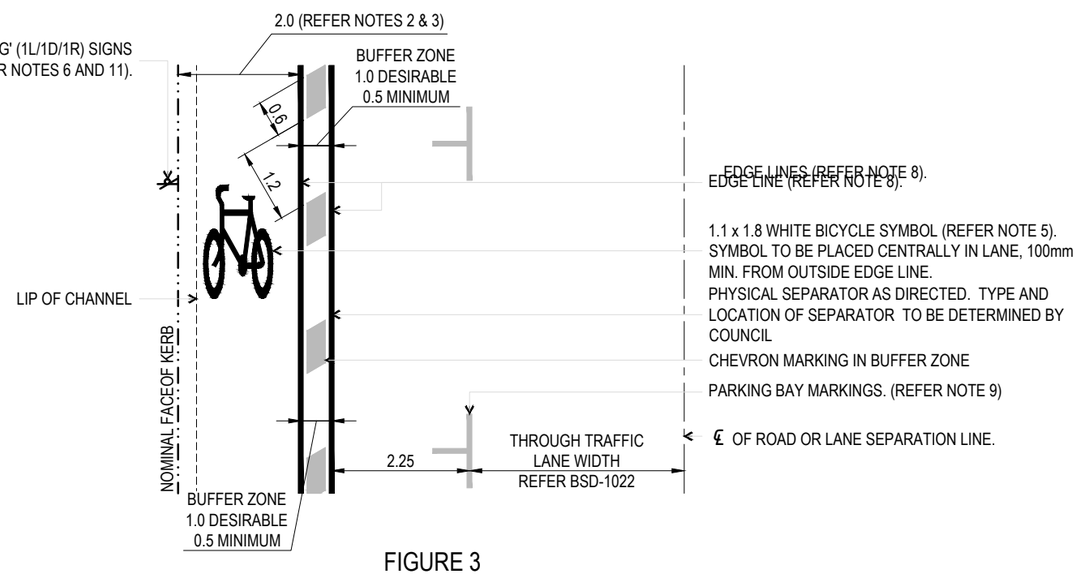


FIGURE 3

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)

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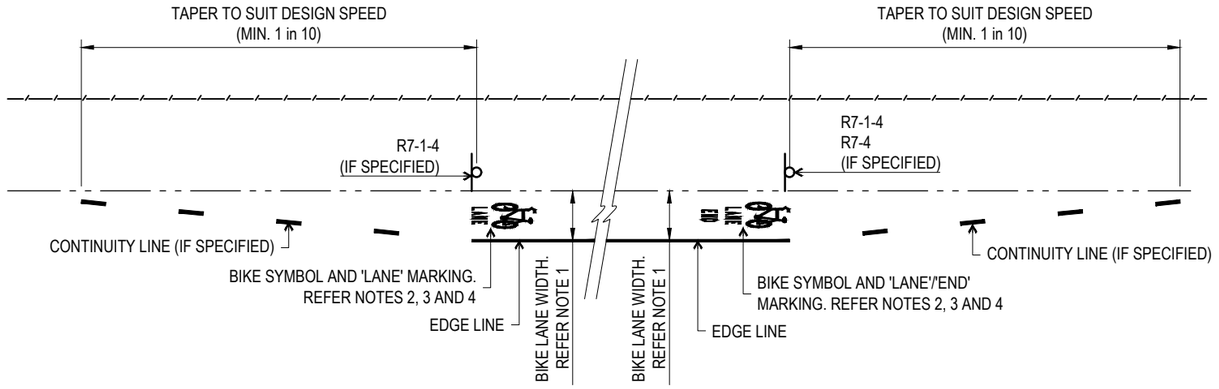
BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BIKE LANE WIDTHS
ON-CARRIAGEWAY
(RETROFIT)

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5102
ORIGINAL SIZE	A3
REVISION	E



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 *AS1742.9*, FIGURES 2.2(1).
3. 'LANE' AND 'END' MARKINGS AS PER *AS1742.9*, 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 REFERENCE SPECIFICATION FOR 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:

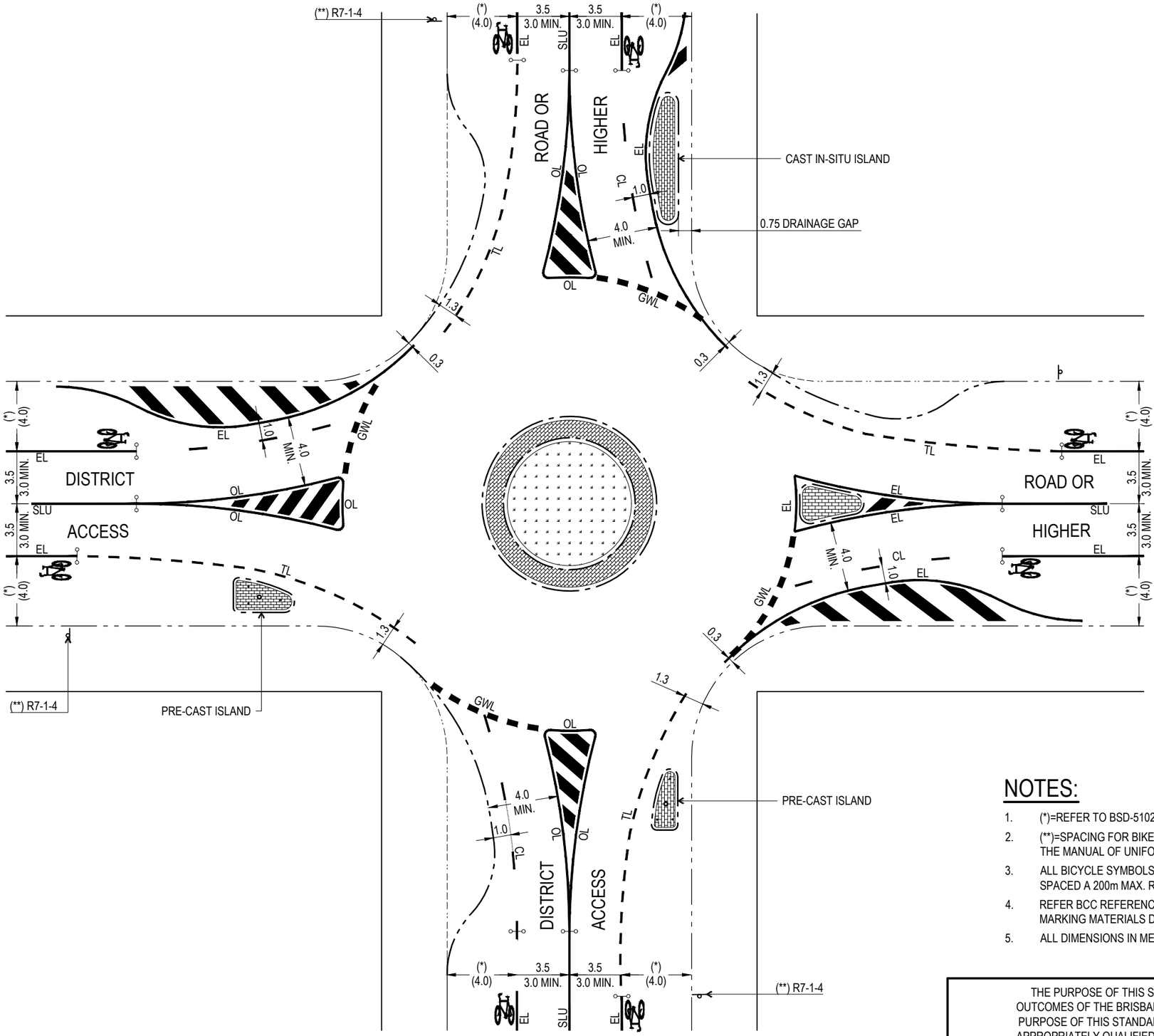
BICYCLE SYMBOL

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

BIKE LANES
COMMENCEMENT AND
TERMINATION DETAILS

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5105
ORIGINAL SIZE	A3
REVISION	D



ROUNDABOUT

LEGEND:

WHITE BICYCLE SYMBOL.
REFER NOTE 3

LINE TYPES

L1.	REFER BSD-3151 FOR LONGITUDINAL LINE DETAILS.
L2.	REFER BSD-3152 FOR TRANSVERSE LINE DETAILS.
SLU	SEPARATION LINE UNBROKEN.
EL	EDGE LINE.
CL	CONTINUITY LINE.
GWL	GIVE WAY LINE.
TL	TURN LINE.
OL	ISLAND OUTLINE.

NOTES:

1. (*)=REFER TO BSD-5102 (FIGURES 1&2) 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. ALL BICYCLE SYMBOLS ON ROADWAY TO BE WHITE, 1.1x1.8 AS PER MUTCD PART 9, FIG 2.2. SYMBOLS TO BE SPACED A 200m MAX. REFER TO BSD-5102 (FIGURES 1&2) FOR DETAILS.
4. REFER BCC REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S150-ROADWORKS FOR PAVEMENT MARKING MATERIALS DETAILS.
5. ALL DIMENSIONS IN METRES (U.N.O.).

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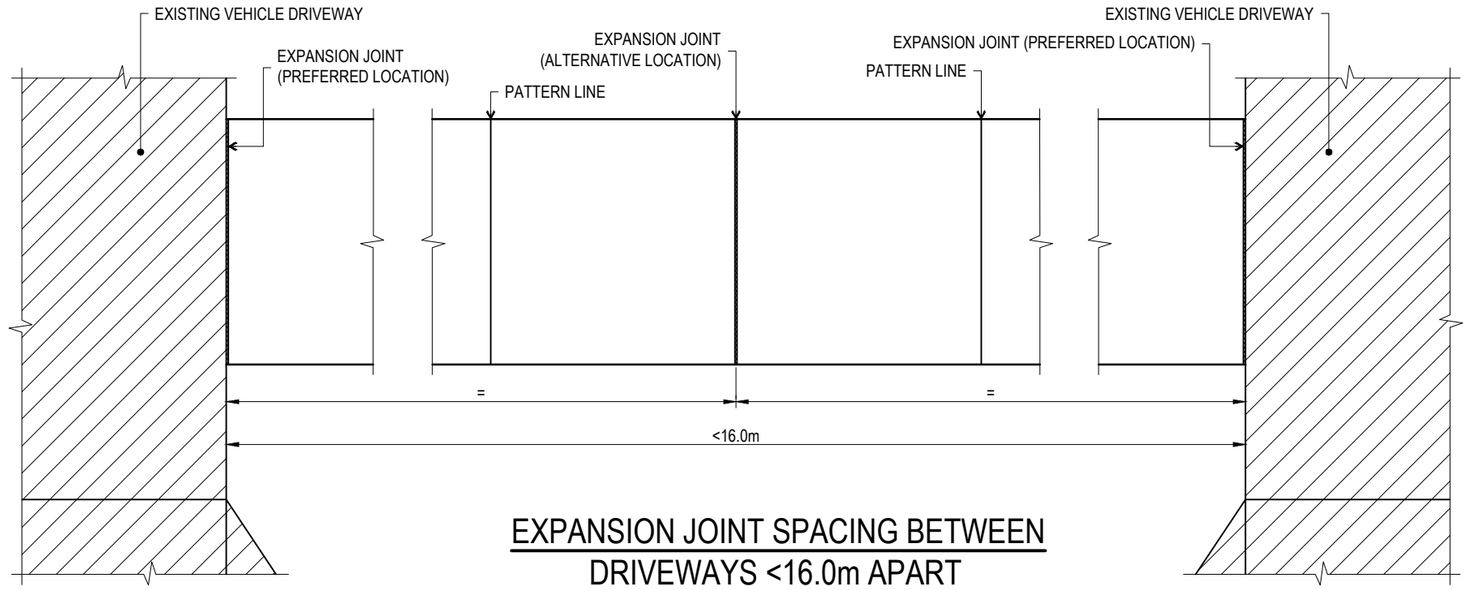
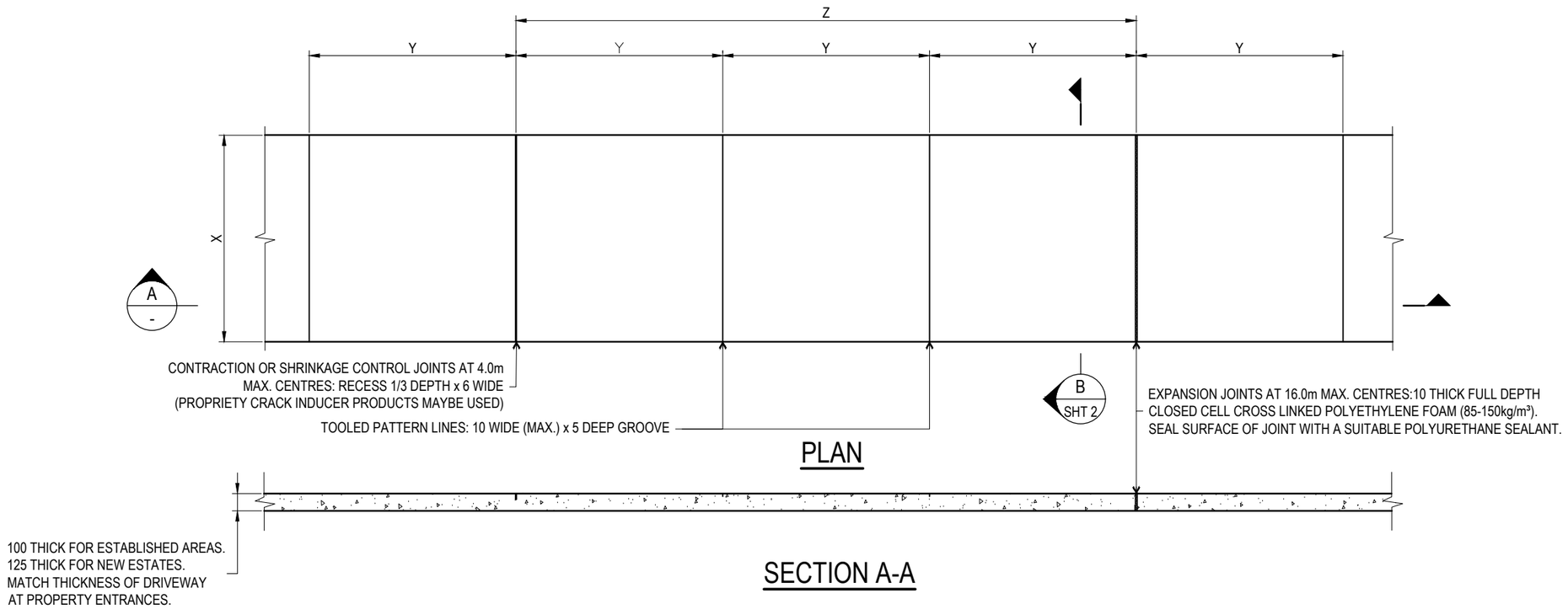
BRISBANE CITY COUNCIL STANDARD DRAWING

BIKE LANES ROUNDABOUTS, BIKE LANES ON ALL APPROACHES

PUBLISH DATE	SEP 2024
SCALE	1:10/AS SHOWN
DRAWING NUMBER	BSD-5106
ORIGINAL SIZE	A3
REVISION	B



EXPANSION JOINT SPACING BETWEEN DRIVEWAYS <16.0m APART



PLAN

SECTION A-A

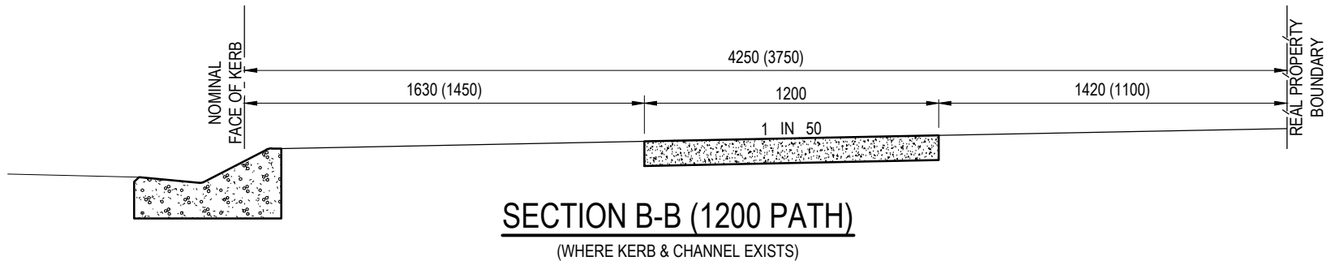
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

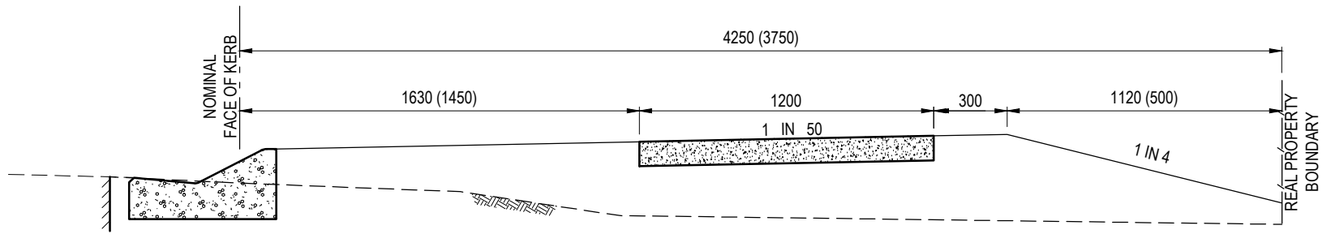
CONCRETE FOOTPATH DETAILS SHEET 1 OF 2

PUBLISH DATE	SEP 2024
SCALE	1:10/AS SHOWN
DRAWING NUMBER	BSD-5201
ORIGINAL SIZE	A3
REVISION	C



SECTION B-B (1200 PATH)

(WHERE KERB & CHANNEL EXISTS)



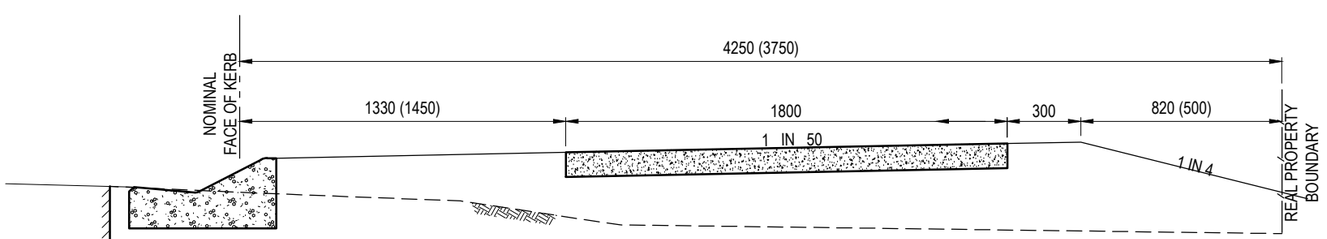
SECTION B-B (1200 PATH)

(WHERE NO KERB & CHANNEL EXISTS)

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

SECTION B-B (1800 PATH)

(WHERE KERB & CHANNEL EXISTS)



SECTION B-B (PATH)

(WHERE NO KERB & CHANNEL EXISTS)

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

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 ADVERSE CROSSFALL SITUATIONS 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.).

TABLE 1

CONCRETE FOOTPATH JOINTING REQUIREMENTS

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		

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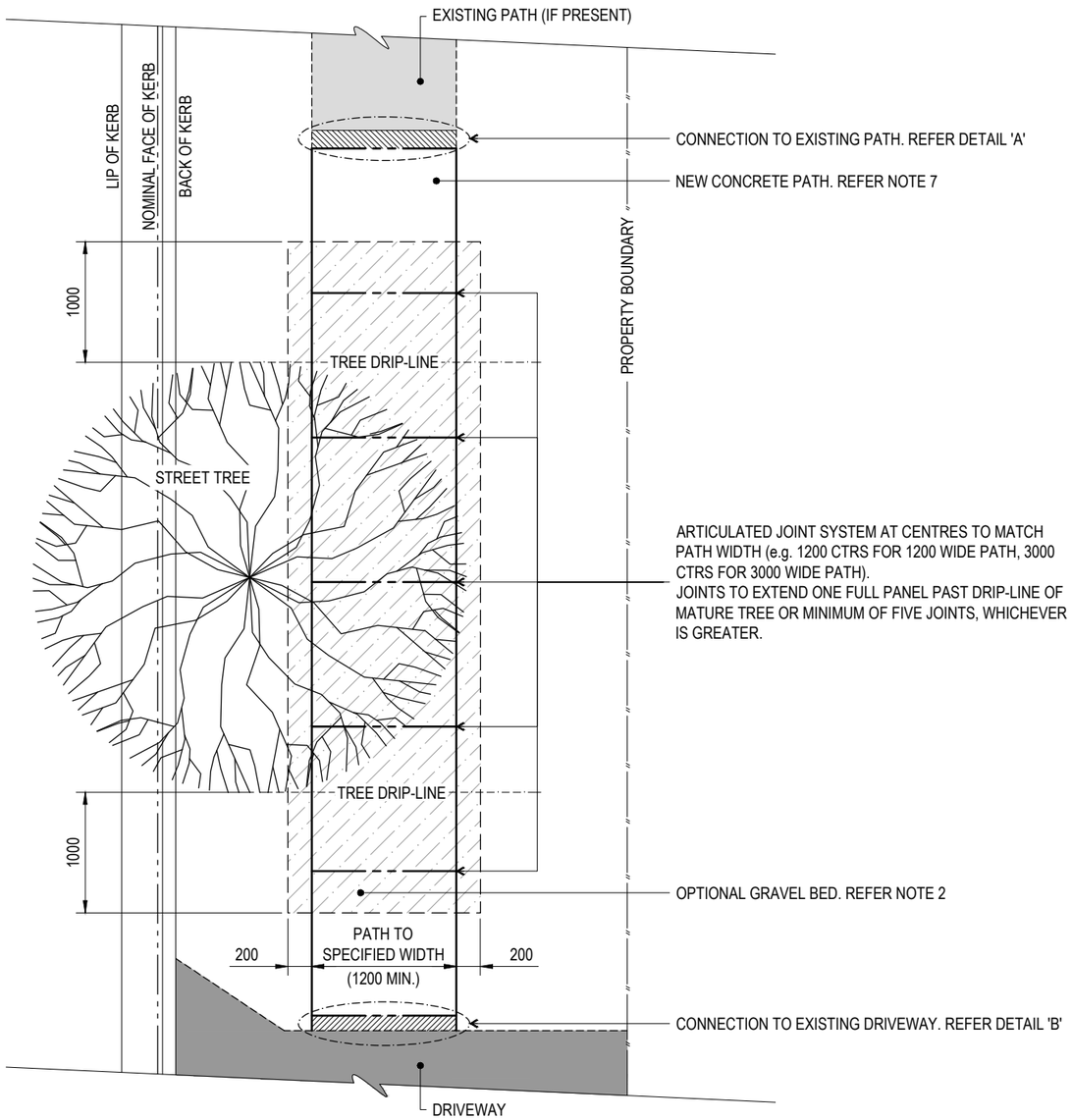
BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

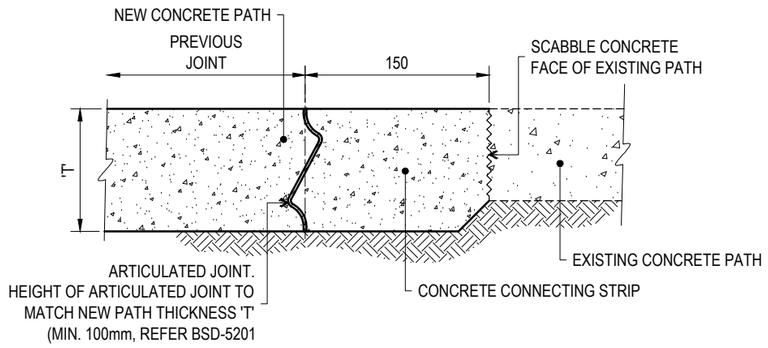
CONCRETE FOOTPATH NOTES AND CROSS SECTIONS SHEET 2 OF 2

PUBLISH DATE	MMM YYYY
SCALE	1:10/AS SHOWN
DRAWING NUMBER	BSD-5201
ORIGINAL SIZE	A3
REVISION	C



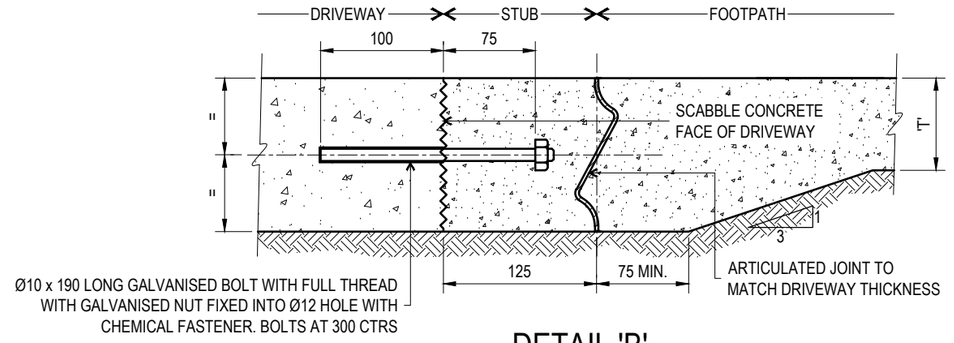
PLAN

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.
6. REFER TO REFERENCE SPECIFICATION S200 CONCRETE WORK FOR JOINT MATERIAL REQUIREMENTS AND PERFORMANCE PARAMETERS.
7. STANDARD DOES NOT APPLY TO HIGHLY SIGNIFICANT TREES. CONTACT COUNCIL ON 3403 8888 FOR SPECIAL REQUIREMENTS AT THESE LOCATIONS.
8. REFER BSD-5201 FOR STANDARD FOOTPATH DETAILS AND BSD-5208 FOR EXPANSION JOINT REQUIREMENTS.
9. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

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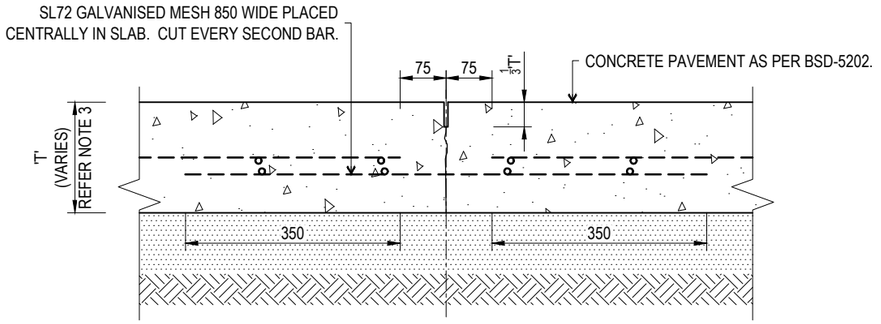
BRISBANE CITY

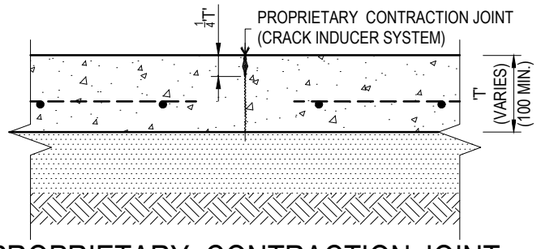
BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE PATHS ARTICULATED CONCRETE JOINT DETAIL

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5204
ORIGINAL SIZE	A3
REVISION	F

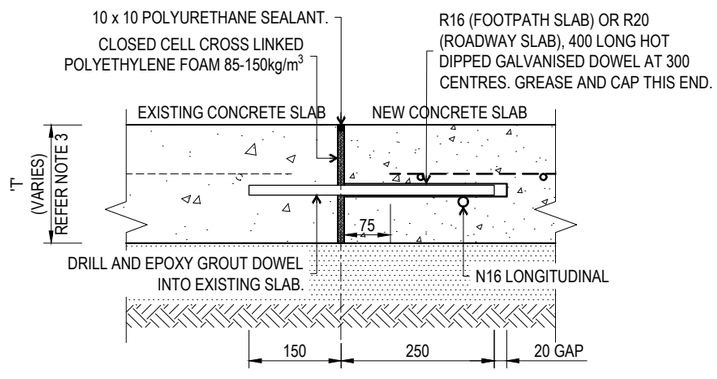


CONTRACTION JOINT
SAWN JOINT (SJ)

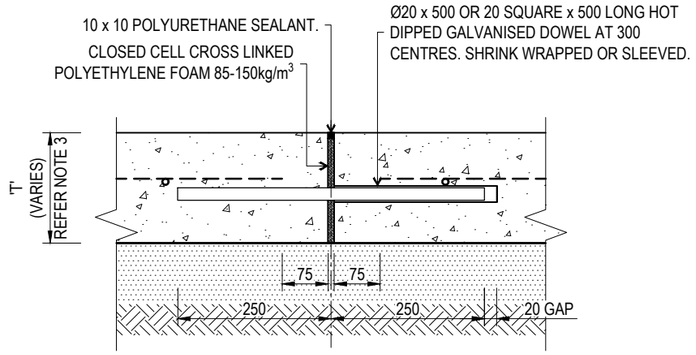


PROPRIETARY CONTRACTION JOINT
(CRACK INDUCER SYSTEM)

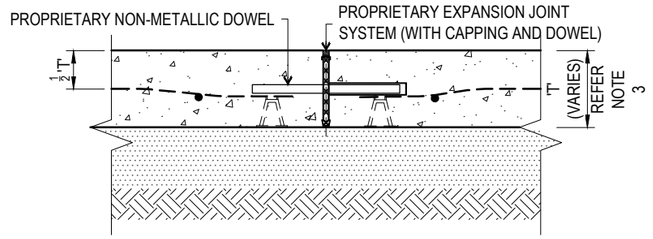
CONSTRUCTION JOINT
(CJ)



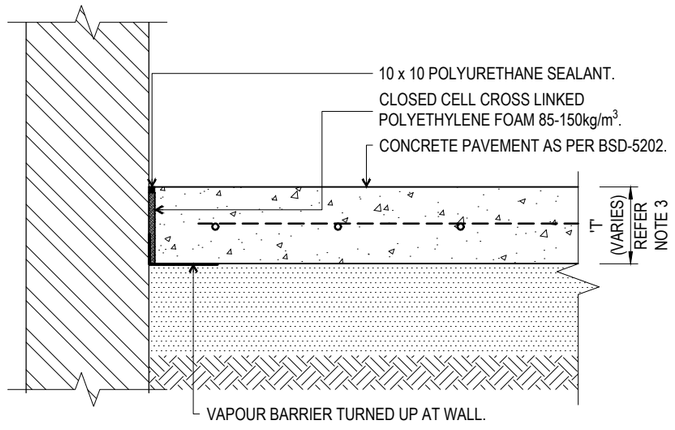
DOWEL JOINT TO EXISTING SLAB



EXPANSION JOINT
(EJ)

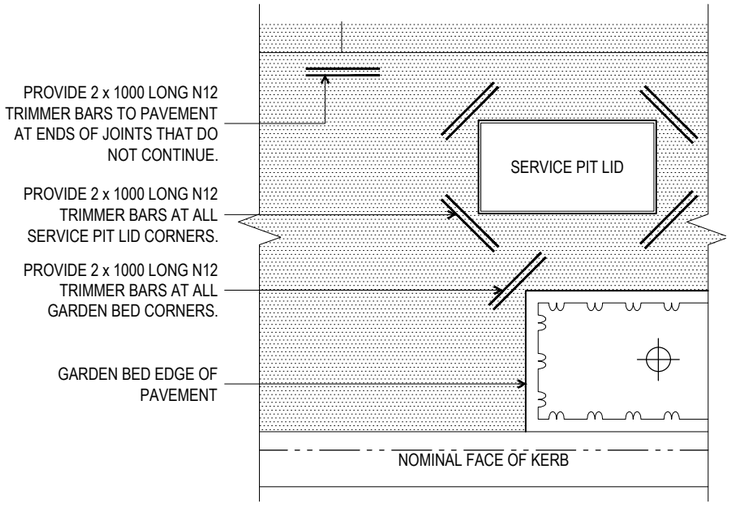


PROPRIETARY EXPANSION JOINT SYSTEM
(WITH DOWEL) (EJ2)



ISLOLATION JOINT (IJ)

NOTE: THERE IS NO NEED TO PROVIDE EXPANSION OR CONTRACTION JOINTS TO PIT LIDS OR CORNERS OF GARDEN BEDS UNLESS SHOWN ON SURFACE TREATMENT PLANS. PROVIDE TRIMMER BARS OPPOSITE ALL ENDS OF JOINTS THAT DO NOT CONTINUE ACROSS ADJOINING PAVEMENT.



SERVICE PIT LIDS TRIMMER BAR LOCATIONS

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. 'T' VARIES DEPENDING ON PROPOSED USE OF FOOTPATH. 180 THICK AT DRIVEWAYS AND 125 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.
5. GALVANISED MESH IS TO BE USED ON ALL CONTRACTION JOINTS.
6. PROPRIETY CRACK INDUCER PRODUCTS MAY BE USED IN PLACE OF SAW-CUTTING ON CONTRACTION JOINTS.
7. PROPRIETARY EXPANSION JOINT SYSTEM MAY BE USED IN PLACE OF STANDARD EXPANSION JOINT(S).
8. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

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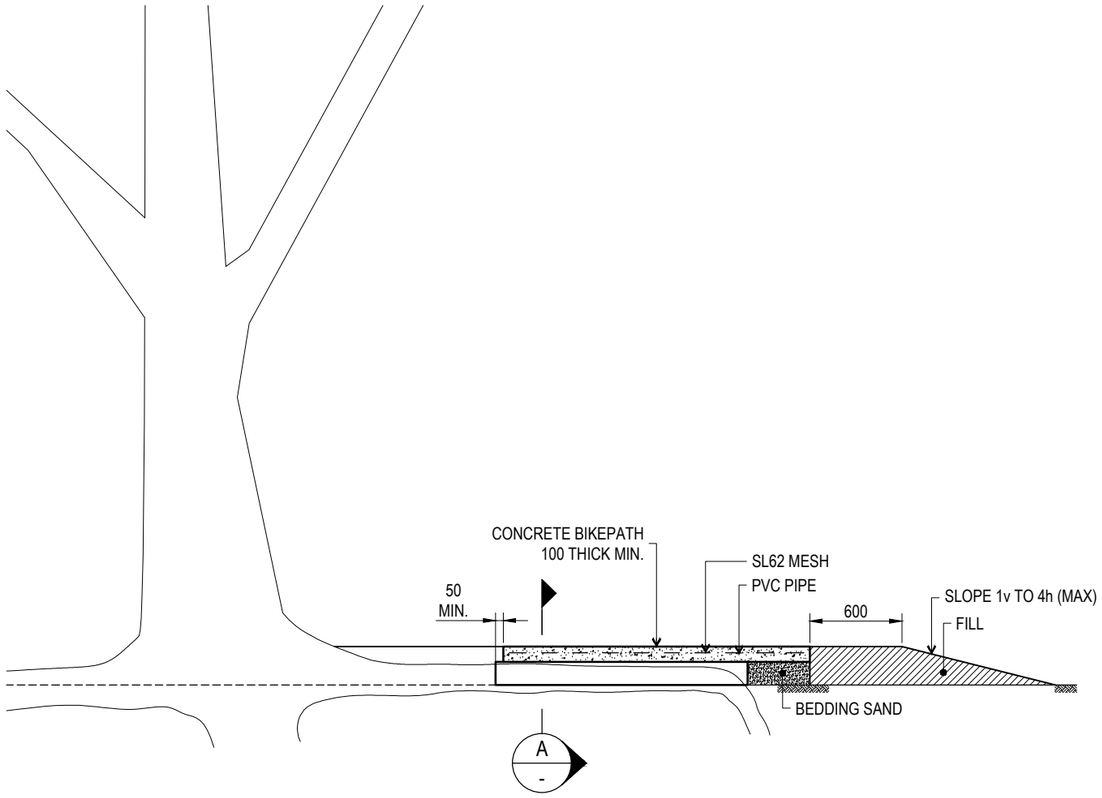
BRISBANE CITY

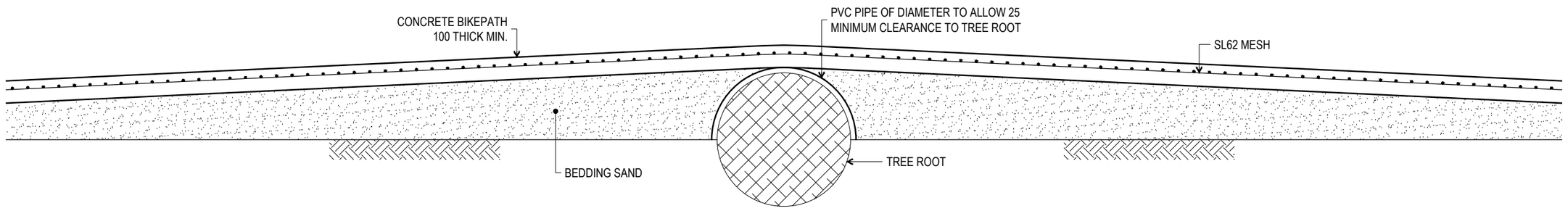
BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE PAVEMENT JOINT DETAILS AND SERVICE PIT LIDS

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5206
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.).

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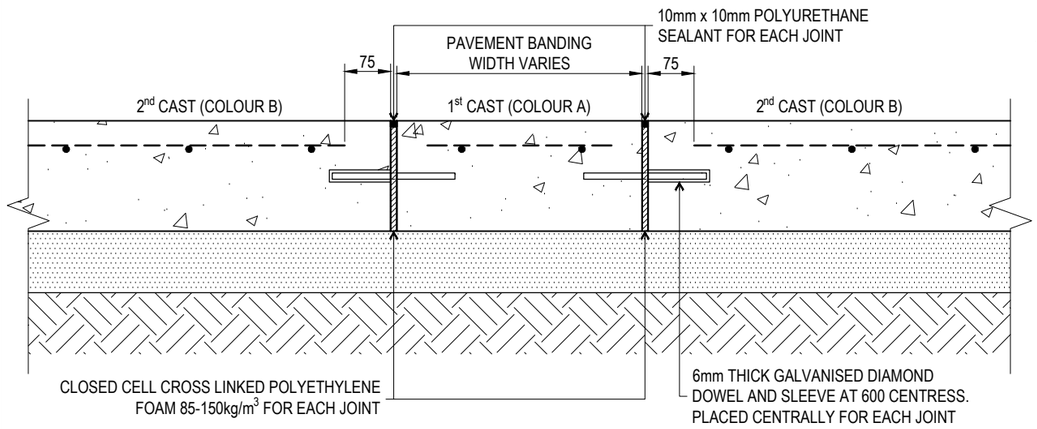
BRISBANE CITY

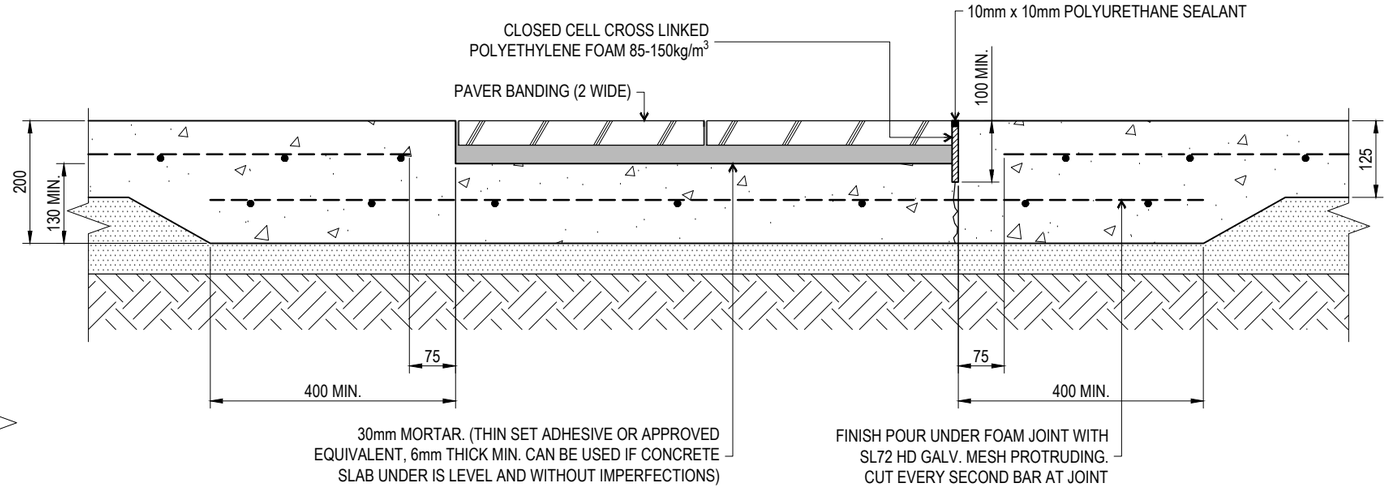
BRISBANE CITY COUNCIL STANDARD DRAWING

ROOT PROTECTION ADJACENT TO CONCRETE BIKE PATHS

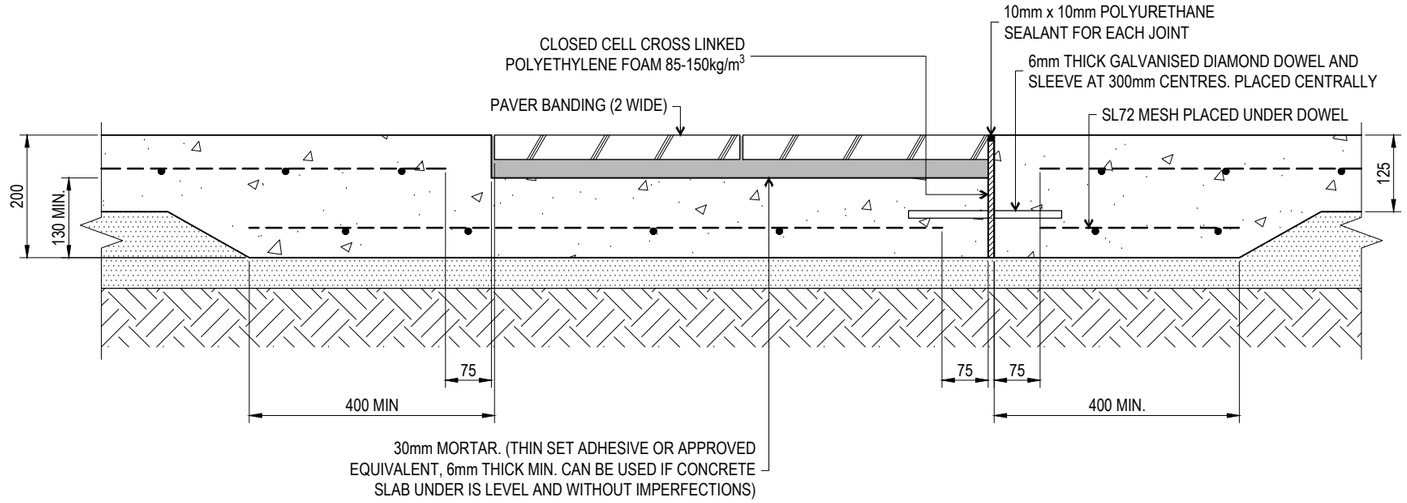
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5209
ORIGINAL SIZE	A3
REVISION	B

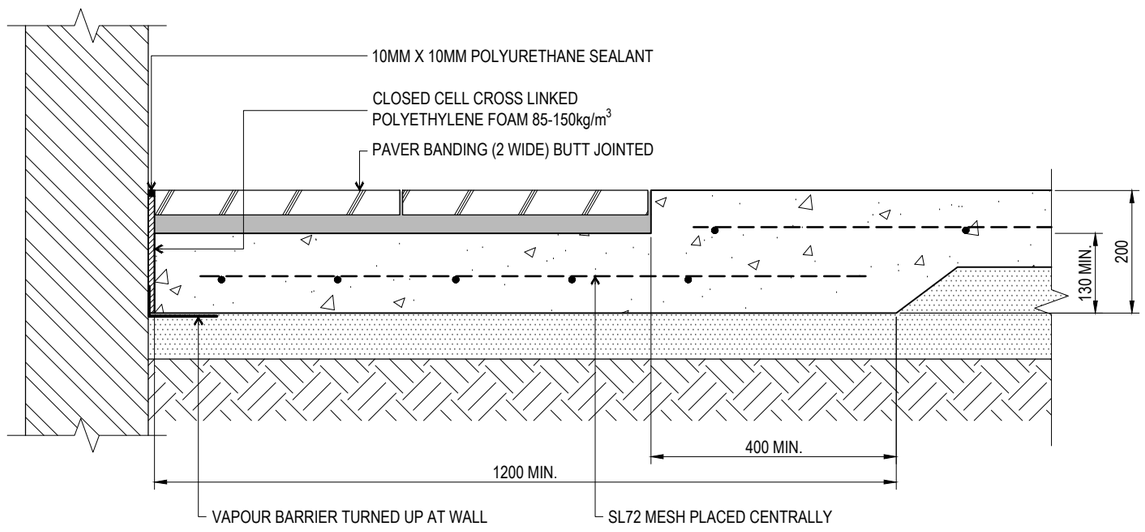


CONCRETE BANDING



PAVER BANDING - CONTRACTION JOINT (CJ)





PAVER BANDING - ISOLATION JOINT (IJ)

PAVER BANDING - EXPANSION JOINT (EJ)

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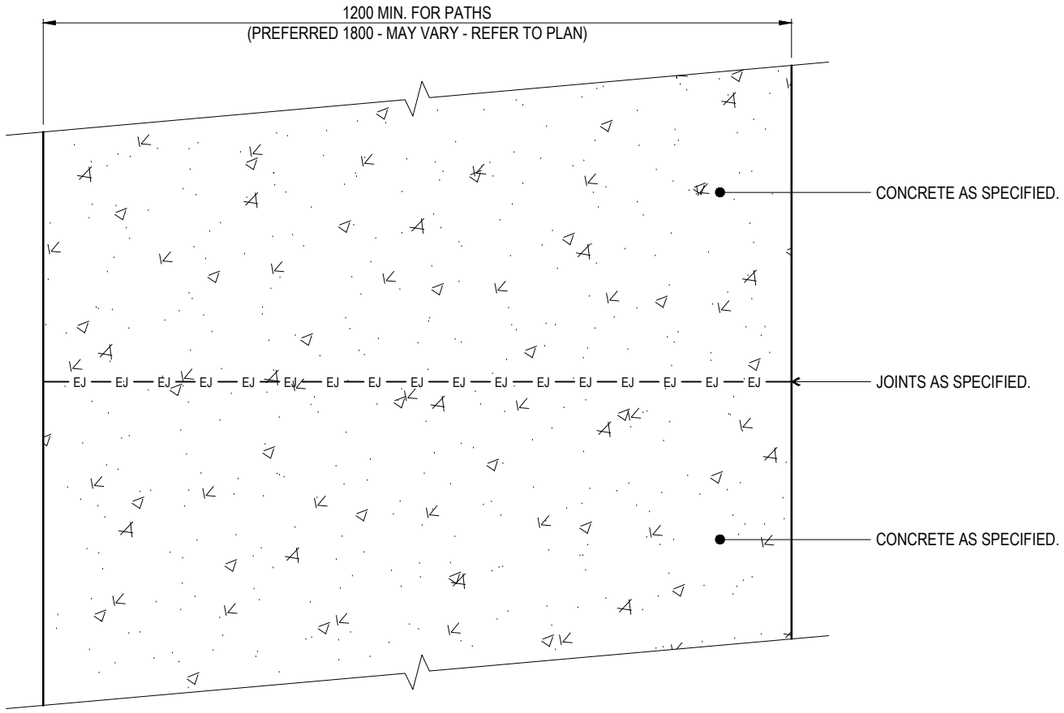
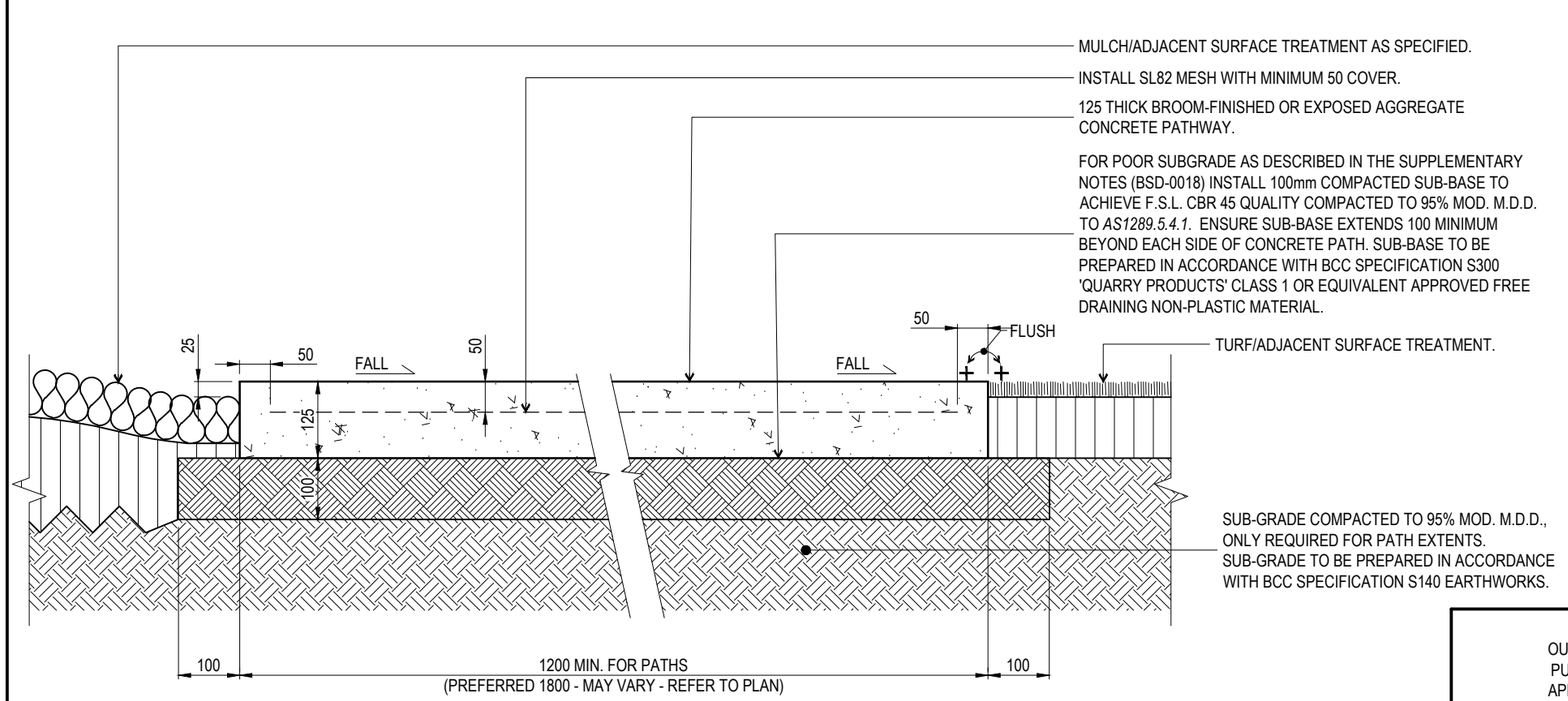
BRISBANE CITY COUNCIL STANDARD DRAWING

PAVER BANDING AND
CONCRETE BANDING

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5211
ORIGINAL SIZE	A3
REVISION	B



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 *AS3600* 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 *AS1304*.

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 *AS3972* UNLESS SPECIFIED OTHERWISE.

C14. CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON PATH SURFACE TO *AS/NZS4586* 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.

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 *AS3610*.

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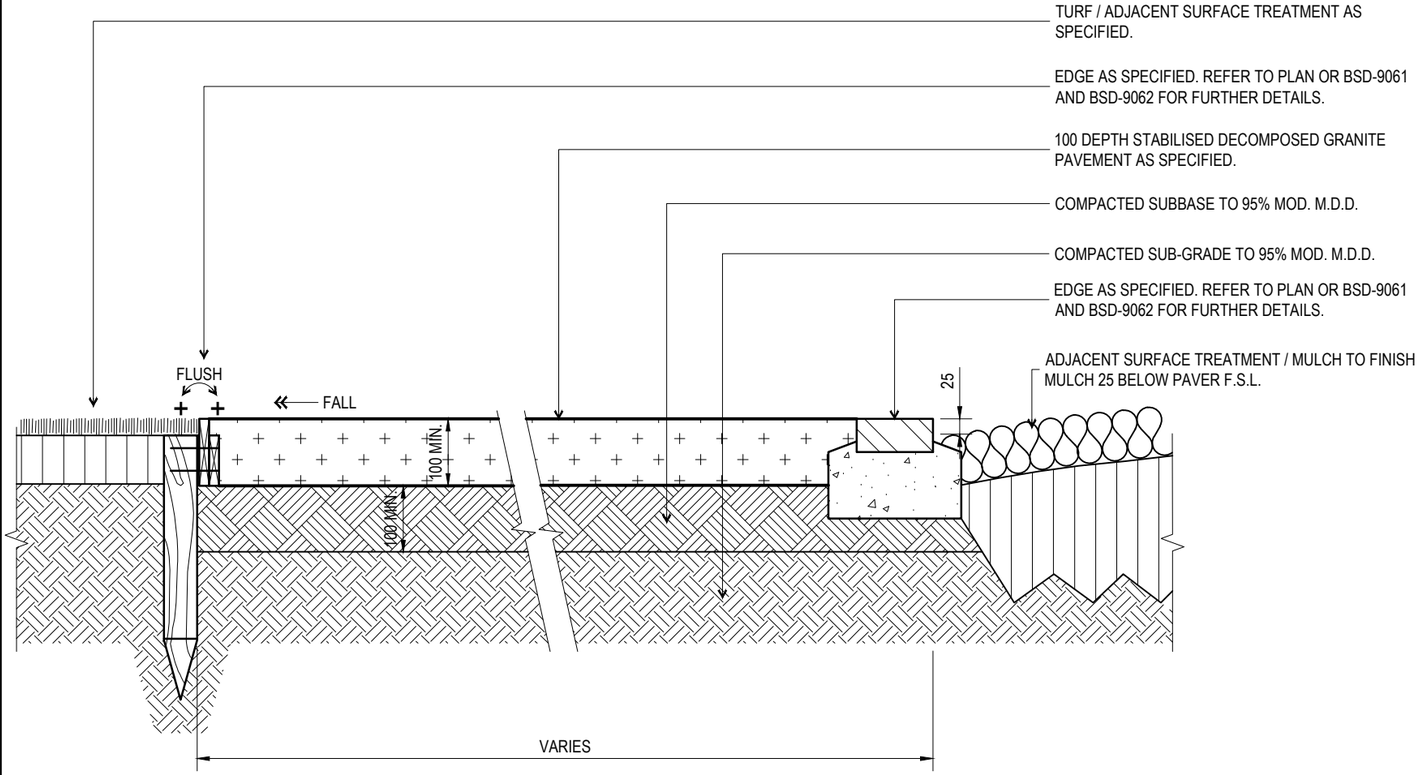
BRISBANE CITY COUNCIL STANDARD DRAWING

PATH -
CONCRETE AND
EXPOSED AGGREGATE

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5212
ORIGINAL SIZE	A3
REVISION	E

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



DECO PATH - SECTION

GENERAL NOTES & SPECIFICATION

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 DECO 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. FOR SLIP RESISTANCE REQUIREMENTS, REFER "REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORK" - S150 ROADWORKS.
G8. 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.
G9. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

COMPACTION

C1. 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

SB1. ENSURE SUBBASE PROFILE FORMS THE REQUIRED DRAINAGE FALLS WHEN THE SURFACE IS LAID.

SURFACE CONSTRUCTION

SC1. 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.

SC2. THE FINISHED SURFACE SHALL BE FREE FROM STONES EXCEEDING 20mm IN DIAMETER AND SHALL REMAIN FREE OF RUTS, SUBSIDENCE AND LACK OF COHESION.
SC3. 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.

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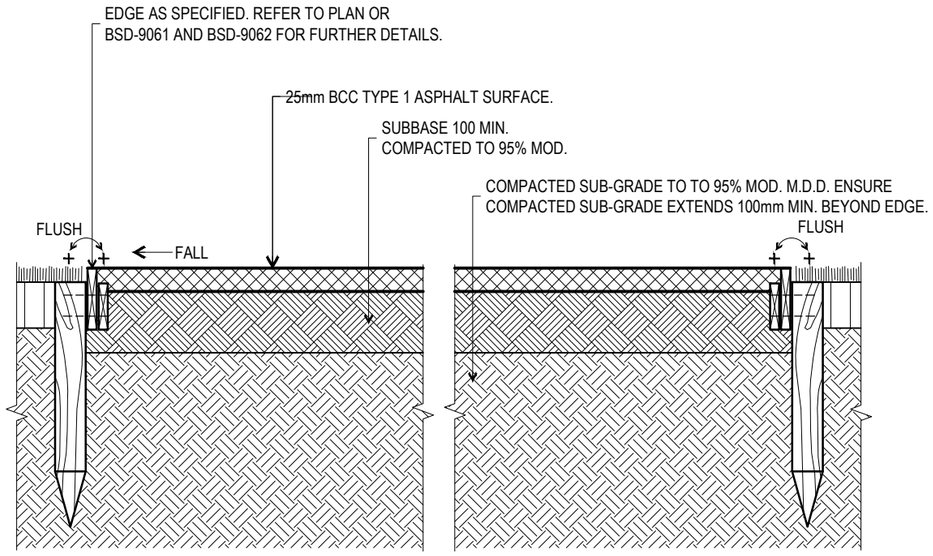
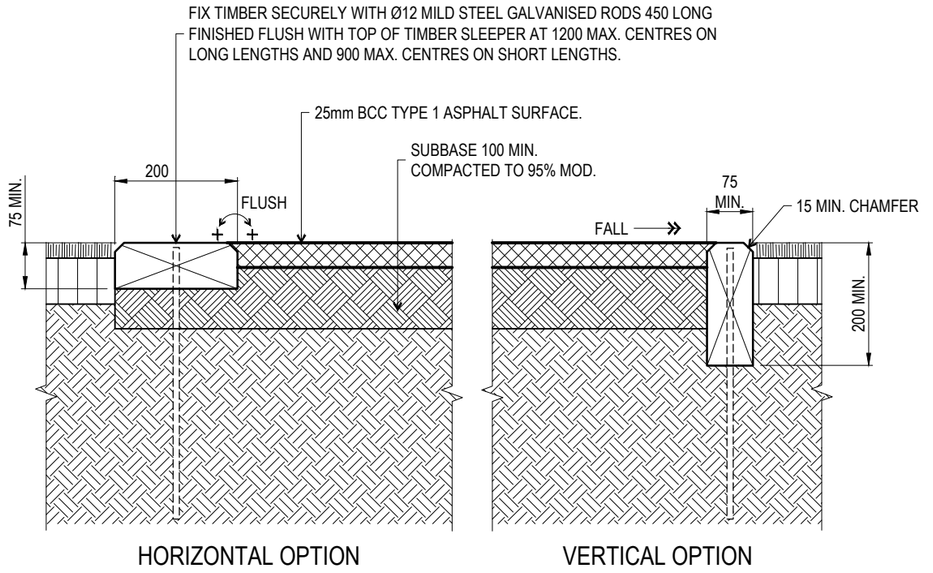
BRISBANE CITY COUNCIL STANDARD DRAWING

PATH - DECO

PUBLISH DATE: SEP 2024
SCALE: NOT TO SCALE
DRAWING NUMBER: BSD-5213
ORIGINAL SIZE: A3
REVISION: B



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/NZS4586* 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.

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 *AS1608* 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 *AS1604* AND HAVE A DURABILITY CLASS 1 OR 2 TO *AS5604*.

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.

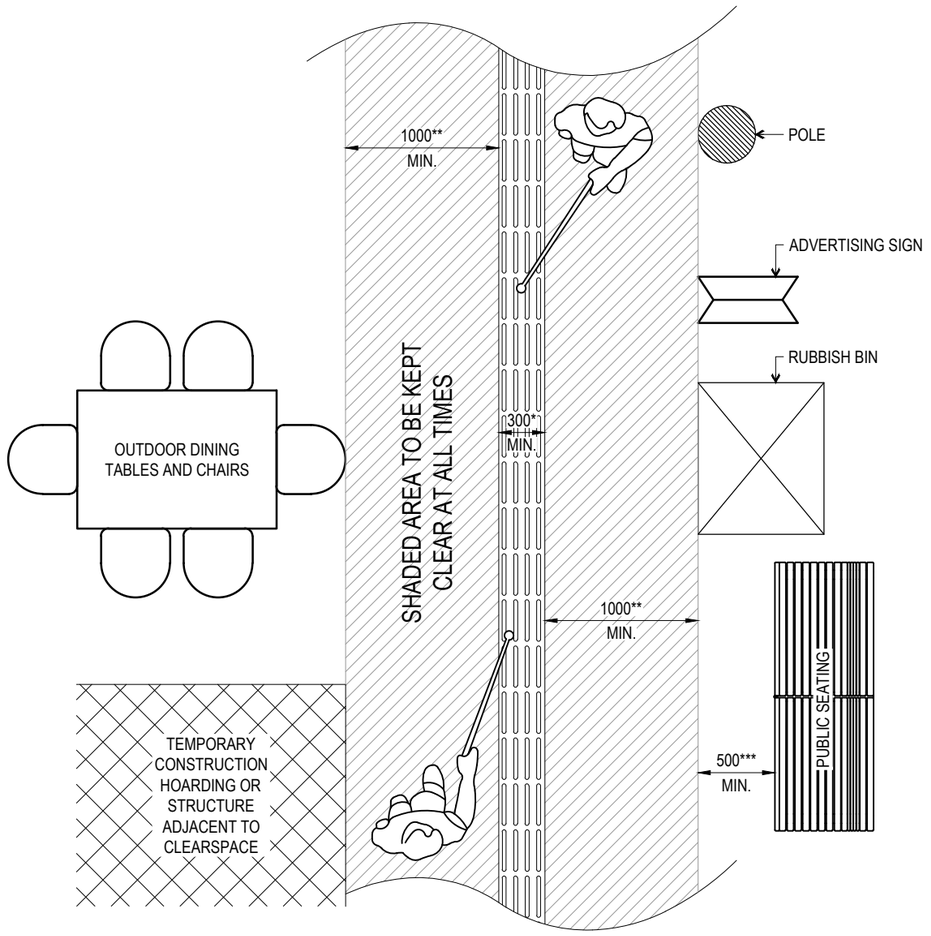
REFER TO BSD-9061 AND BSD-9062 FOR ADDITIONAL SPECIFICATION NOTES & DETAILS

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

PATH - ASPHALT

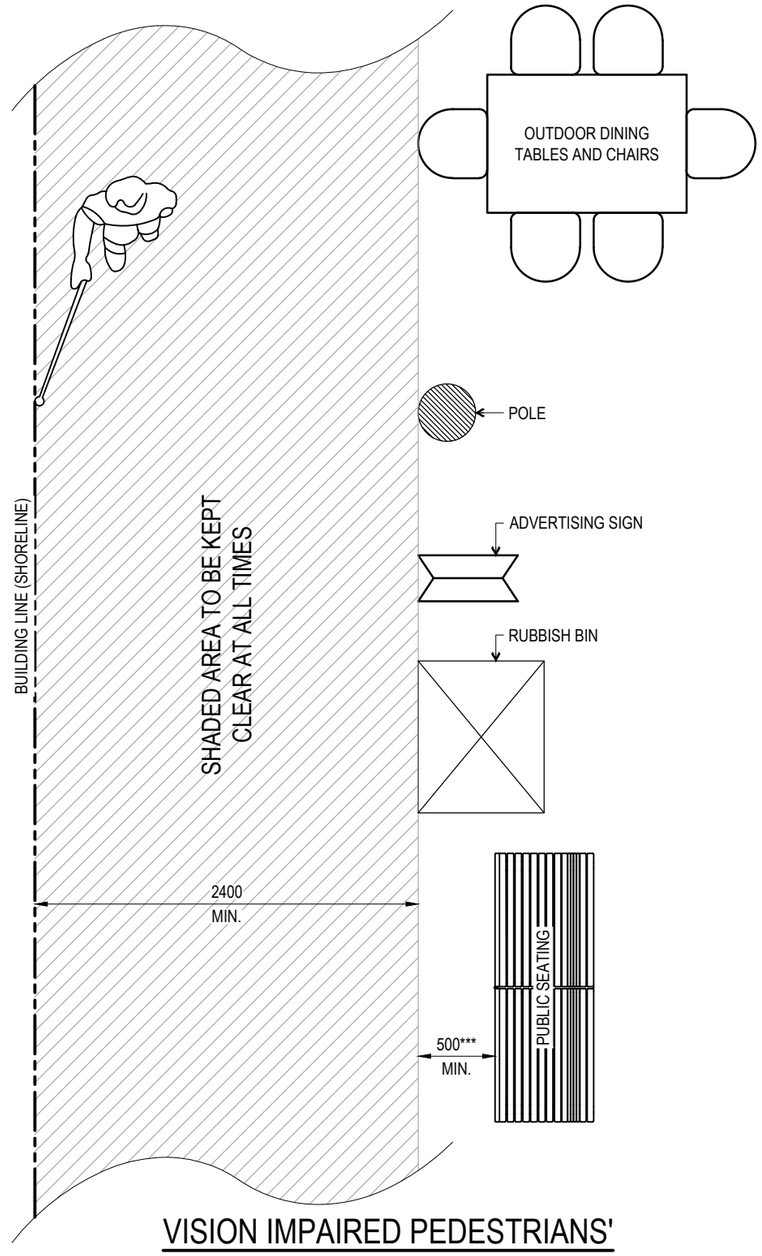
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5214
ORIGINAL SIZE	A3
REVISION	C



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.).

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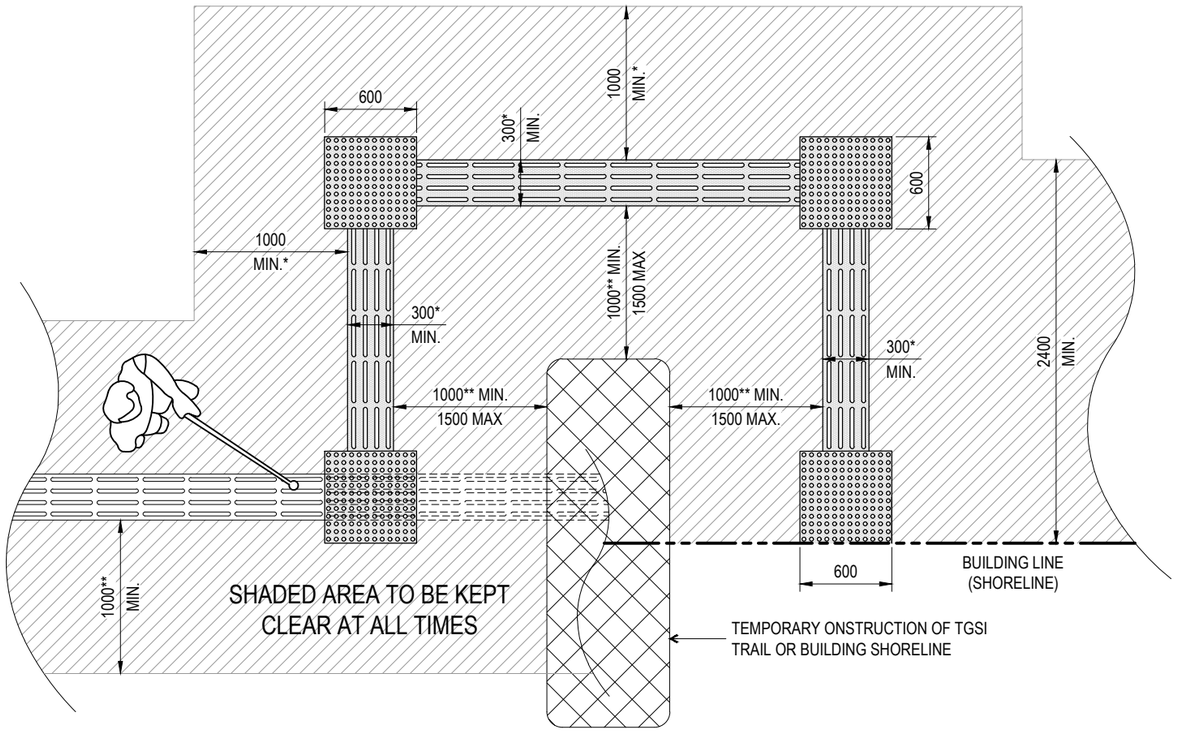
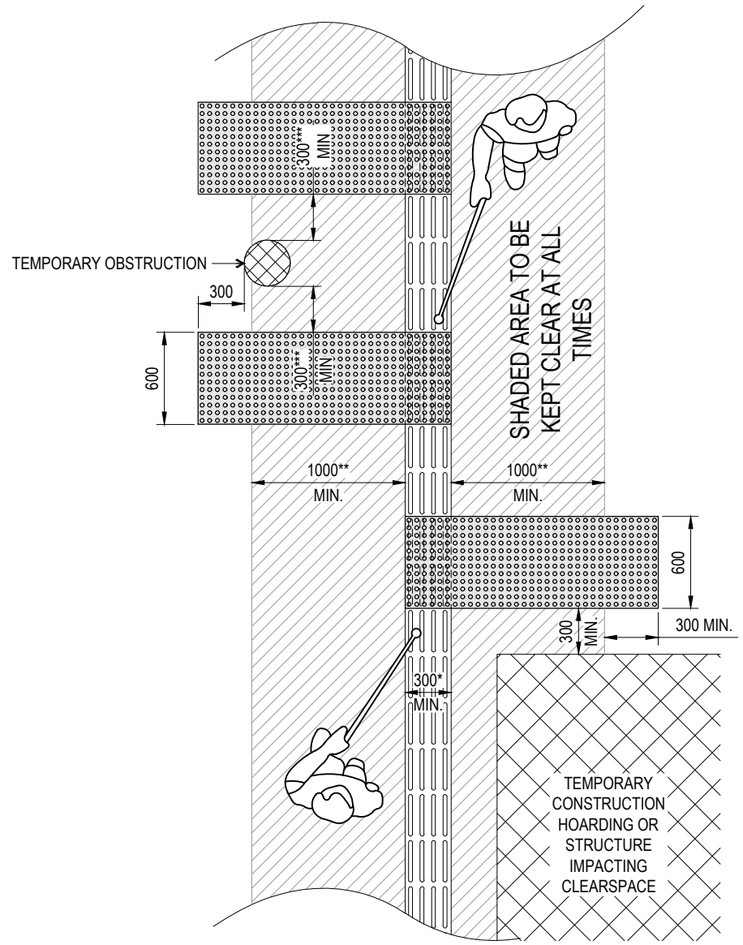
BRISBANE CITY COUNCIL STANDARD DRAWING

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

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5217
ORIGINAL SIZE	A3
REVISION	C



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:

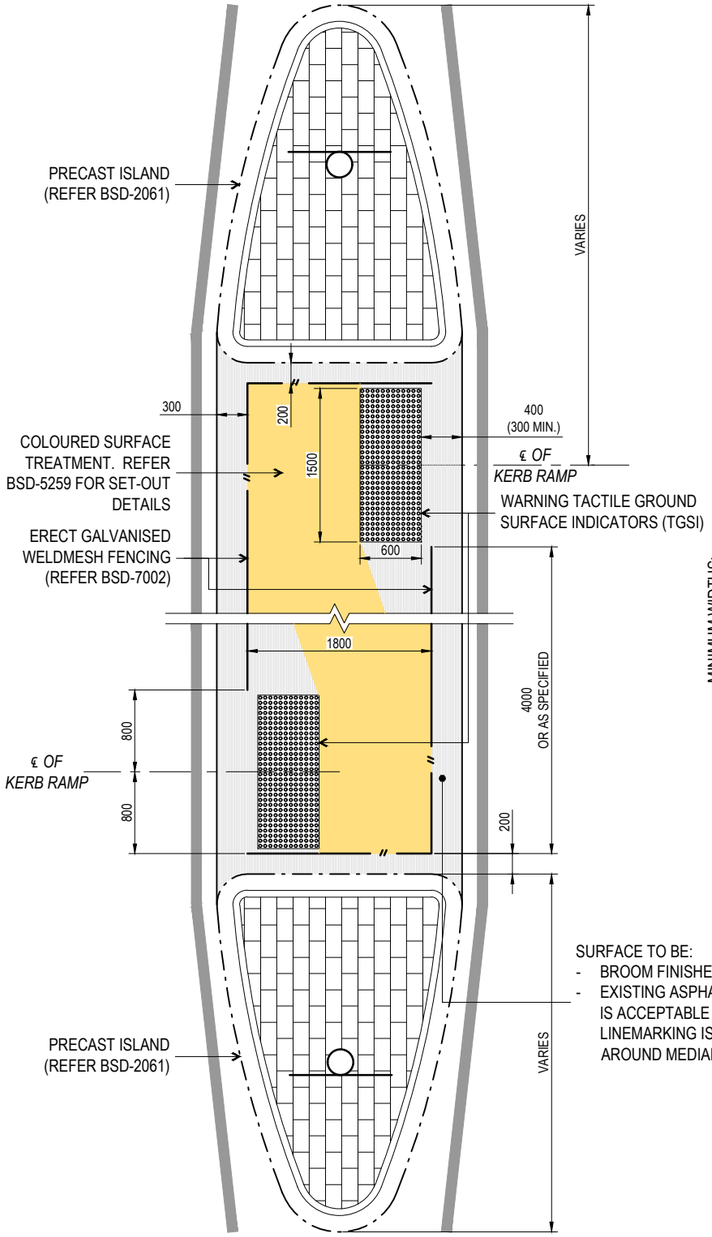
1. REFER TO AS1428.4.1 FOR GENERAL DETAIL REGARDING THE SELECTION AND PLACEMENT OF TGSI.
2. WIDTH OF DIRECTIONAL TGSI TO BE 300 MINIMUM, 600 MAXIMUM AS PER AS1428.4.1.
3. WIDTH OF WARNING TGSI TO BE 600 AS PER AS1428.4.1.
4. 1000 MINIMUM CLEARANCE BETWEEN ANY OBSTRUCTION AND DIRECTIONAL TGSI AS PER CLAUSE 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.).

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

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

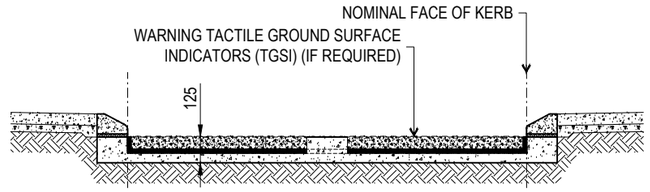
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5217
ORIGINAL SIZE	A3
REVISION	C



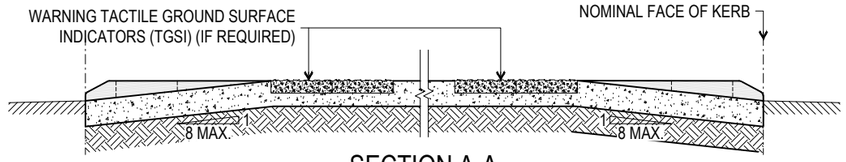
PLAN

TYPICAL PEDESTRIAN ISLAND WITH SAFETY FENCING

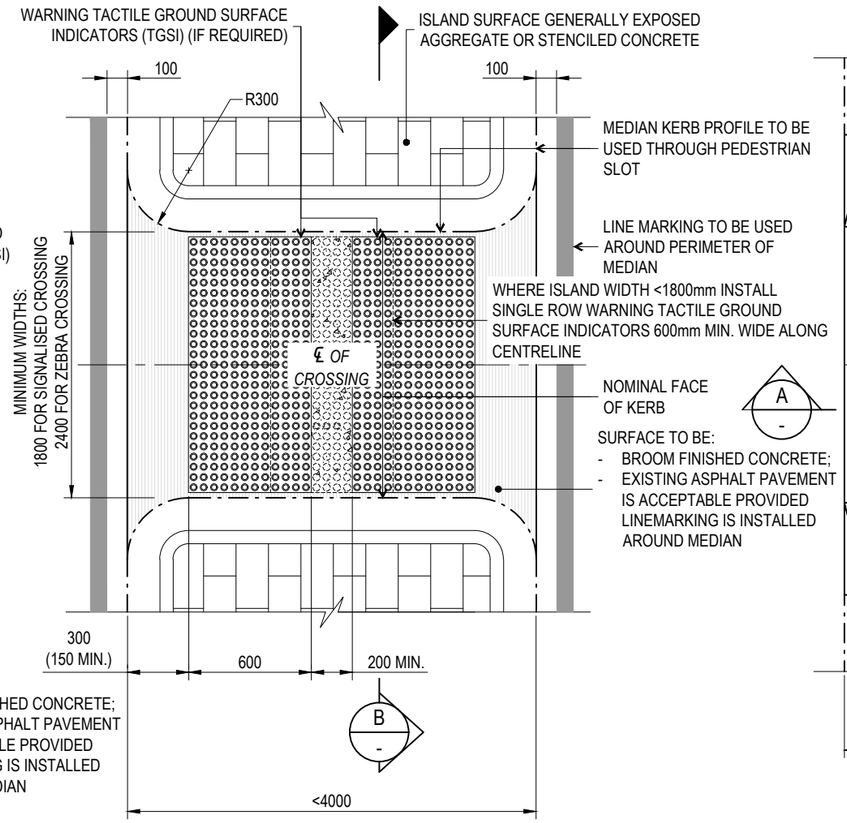
REFER BSD-5258 FOR ADDITIONAL DETAIL



SECTION B-B



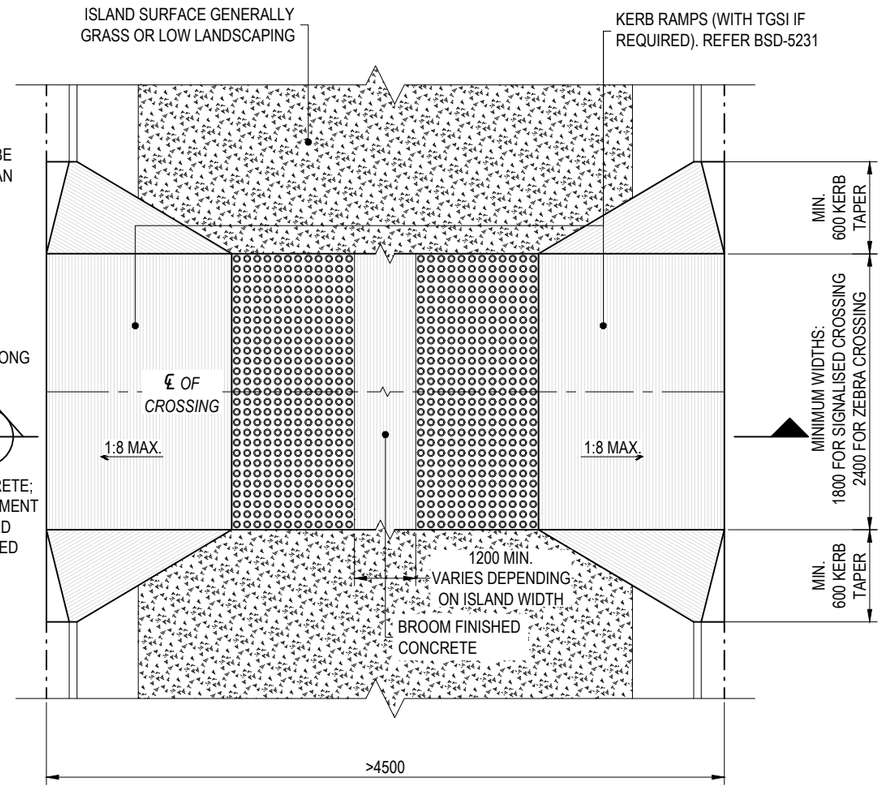
SECTION A-A



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:

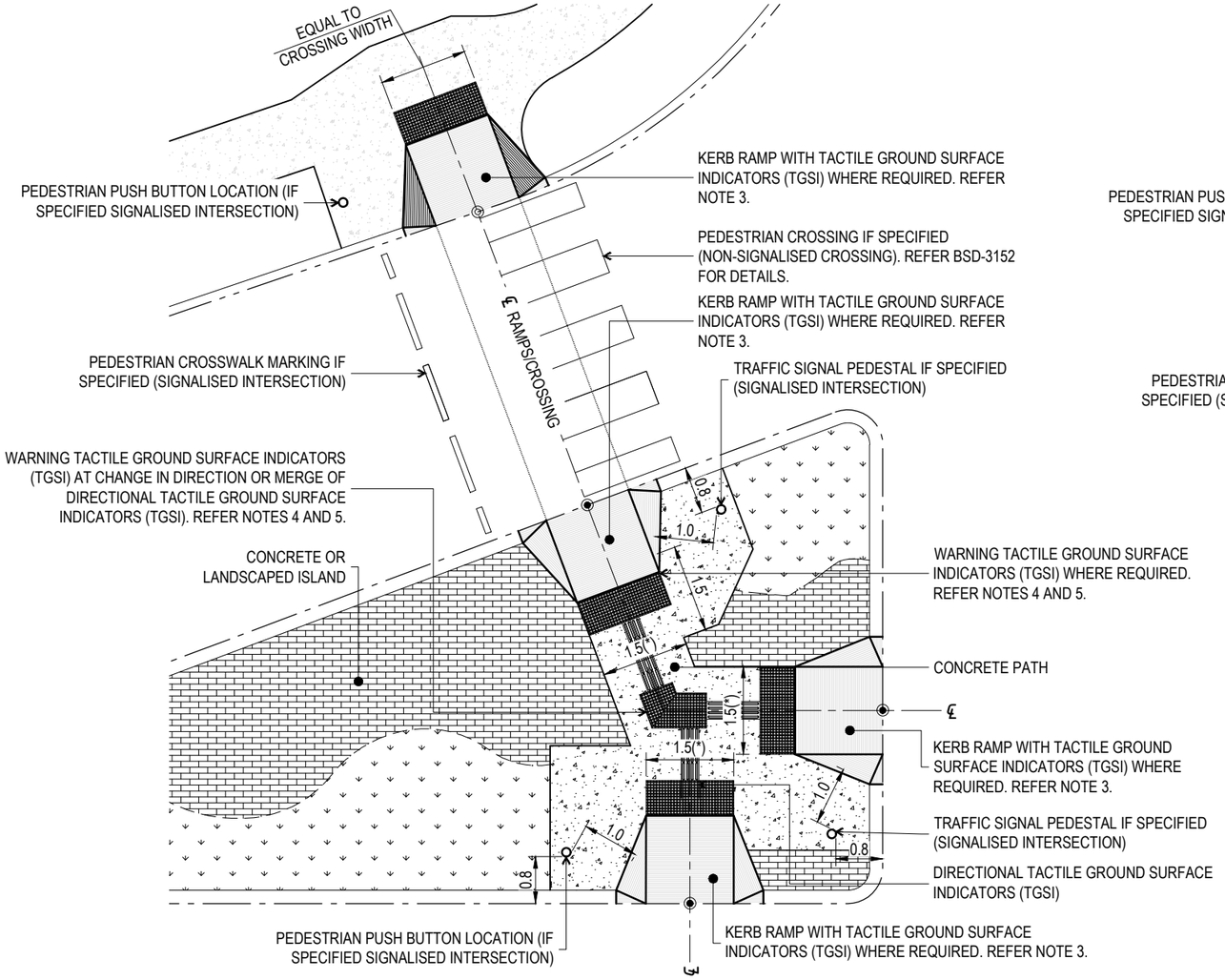
1. ALL CONCRETE TO BE GRADE N25.
2. PEDESTRIAN RAMP TO BE BROOM FINISHED CONCRETE. FOR SLIP RESISTANCE REQUIREMENTS, REFER TO REFERENCE SPECIFICATION FOR ENGINEERING WORKS S155 ROAD PAVEMENT MARKINGS.
3. EXISTING CONCRETE AND ASPHALT ABUTTING PROPOSED ISLAND RAMP TO BE SAW CUT.
4. MAXIMUM SLOPE OF 1 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.).

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).

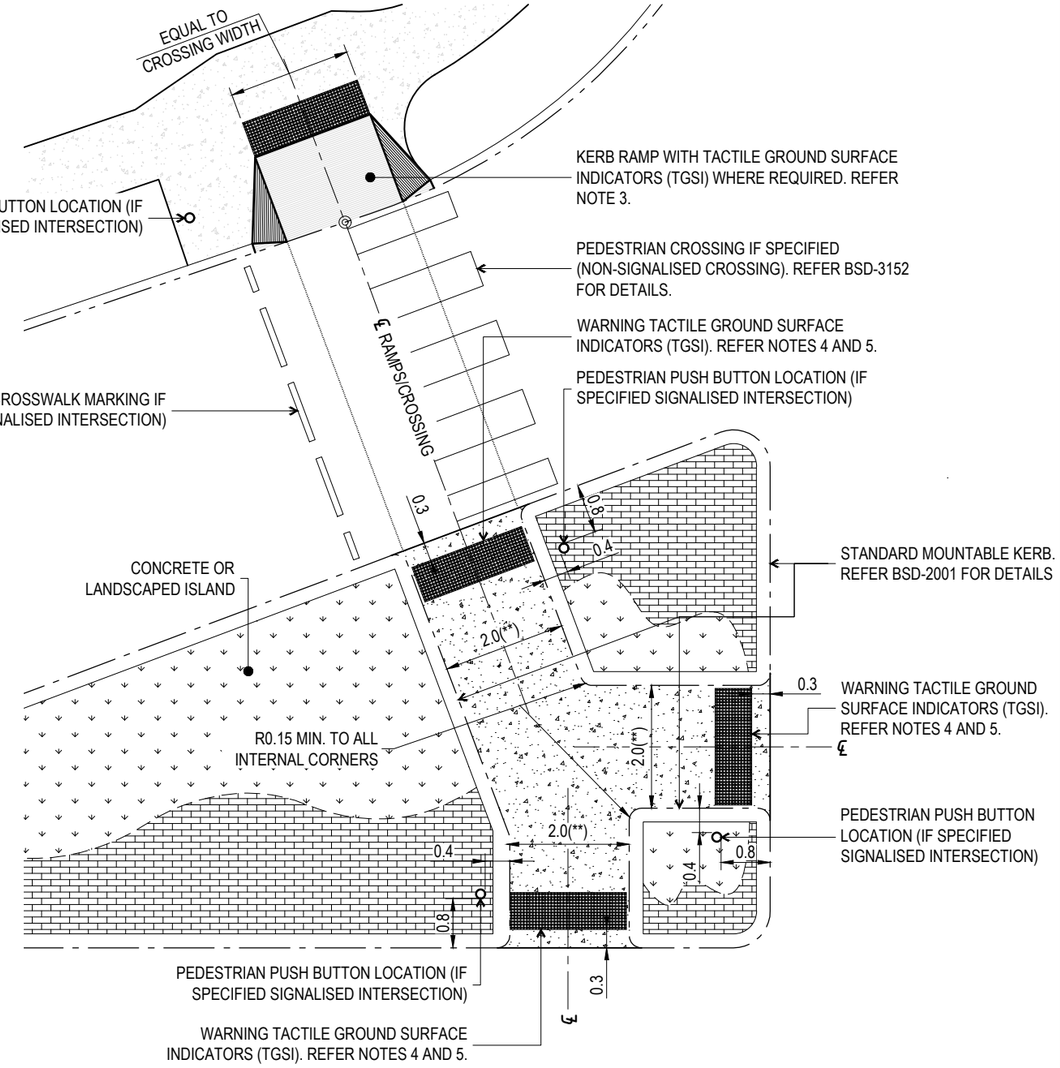
BRISBANE CITY COUNCIL STANDARD DRAWING

ISLAND PEDESTRIAN ACCESS

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



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.).

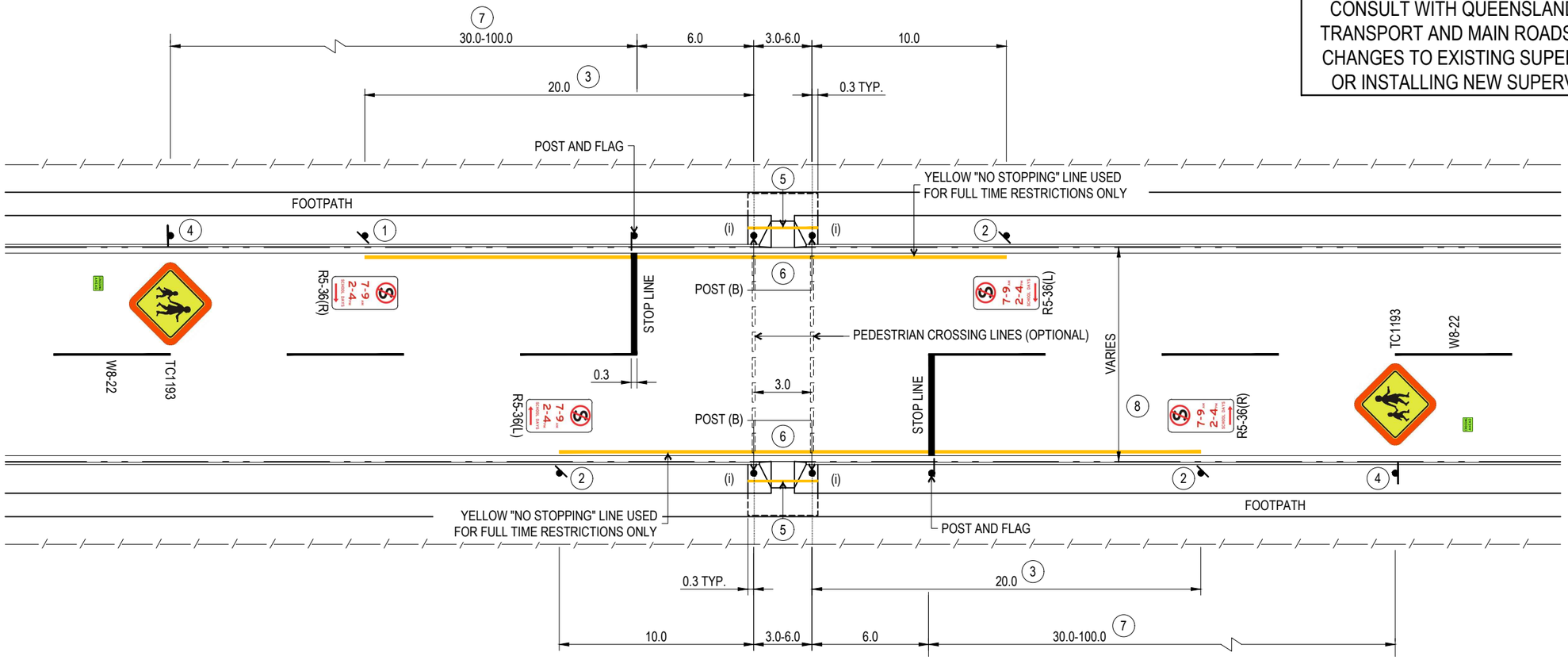
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

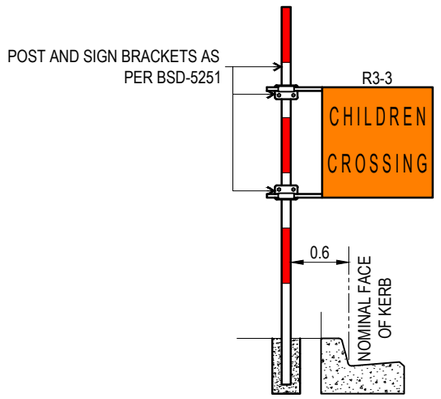
BRISBANE CITY COUNCIL STANDARD DRAWING

PEDESTRIAN FACILITIES AT TRAFFIC ISLANDS RAMPS AND SLOTS

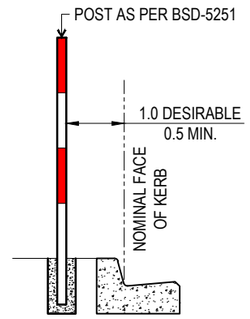
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5234
ORIGINAL SIZE	A3
REVISION	C

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



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. 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.).

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BRISBANE CITY

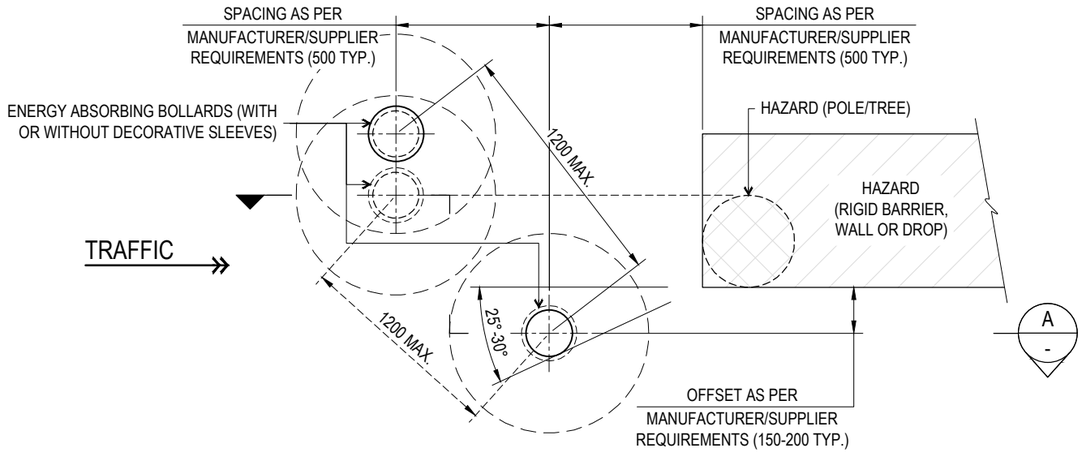
BRISBANE CITY COUNCIL STANDARD DRAWING

SCHOOL CROSSING
SUPERVISED

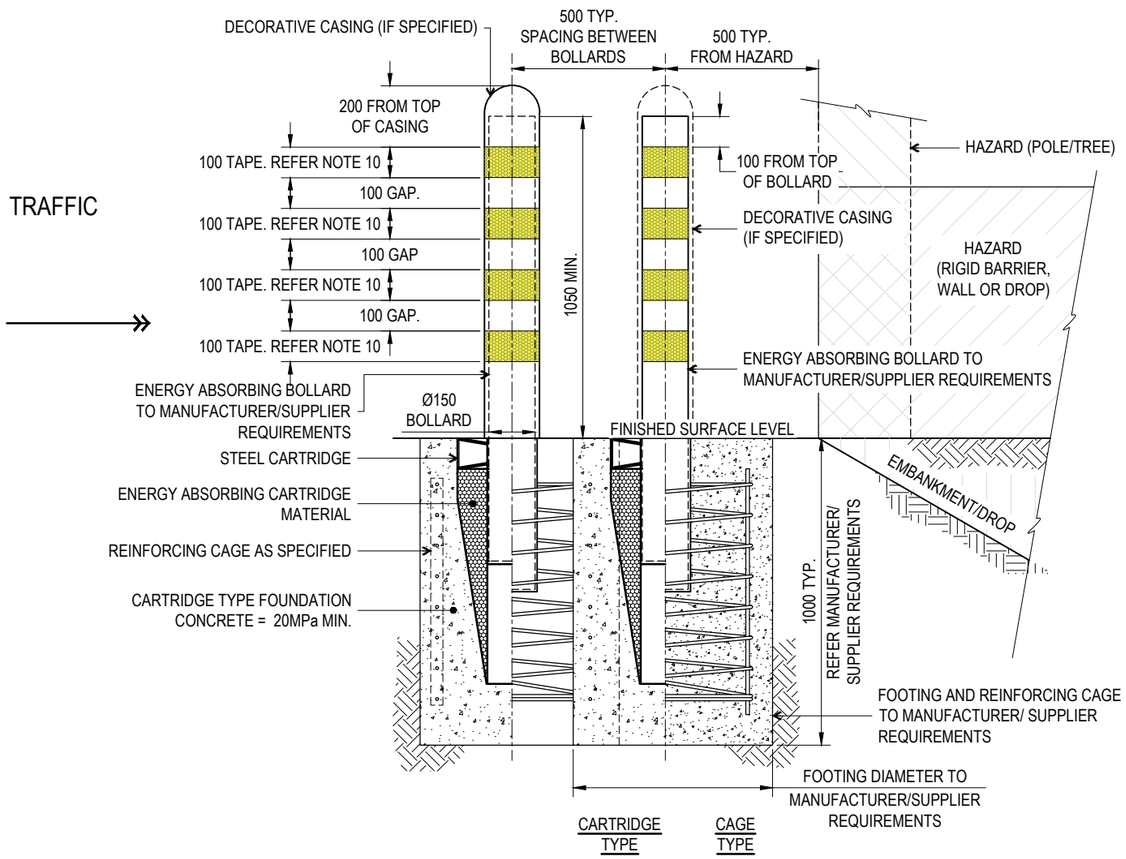
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-5252
ORIGINAL SIZE	A3
REVISION	C

BSD 7000 Series

Fences, Barriers and Public Furniture



PLAN VIEW - STAGGERED SETOUT



SECTION ELEVATION A-A

ENERGY ABSORBING BOLLARD HAZARD PROTECTION TREATMENT

NOTES:

1. HAZARD PROTECTION ENERGY ABSORBING BOLLARD SHALL BE (OR APPROVED EQUIVALENT):
   - ENERGY ABSORBING BOLLARD, DISTRIBUTED BY ROADSIDE SERVICES & SOLUTIONS ((03) 9722 9075, ops@roadsideservices.net.au, http://www.roadsideservices.net.au)
   - OMNI STOP™ SUPER DUTY SECURITY BOLLARD, DISTRIBUTED BY SAFEROADS AUSTRALIA (1800 060 672, https://www.saferoads.com.au/)
2. DESIGN TO BE IN ACCORDANCE WITH DESIGN MANUALS AS PROVIDED BY MANUFACTURER/DISTRIBUTOR.
3. FOR URBAN SITUATIONS, BOLLARDS TO BE RATED TO 50km/h. APPROPRIATE DOCUMENTATION SHOWING LEVEL OF TESTING TO BE PROVIDED BEFORE BOLLARD/SYSTEM INSTALLATION.
4. SYSTEM TO BE INSTALLED PARALLEL TO TRAVEL WAY.
5. ENERGY ABSORBING BOLLARD FOR HAZARD PROTECTION EITHER TO BE LEFT PLAIN (GALVANISED FINISHED), PAINTED OR POWDERCOATED, OR INSTALLED WITH SECURED DECORATIVE COVER AS SUPPLIED BY MANUFACTURER.
6. WHERE BOLLARD INSTALLED WITH PAINTED OR POWDERCOATED FINISH OR WITH DECORATIVE COVER, COLOUR IS TO COMPLEMENT SURROUNDING STREETSCAPE. COLOUR SELECTION IN ACCORDANCE WITH STANDARD BRISBANE CITY COUNCIL CORPORATE COLOUR PALETTE - REFER BSD-1003 FOR DETAILS.
7. ENERGY ABSORBING BOLLARDS FOR HAZARD PROTECTION TO HAVE FOUR (4) 100mm WIDE BANDS OF CLASS 1 YELLOW RETROREFLECTIVE TAPE AT 100mm SPACING.
8. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

ONLY FOR USE ON ROADS WITH A POSTED SPEED LIMIT OF 50km/h OR LOWER

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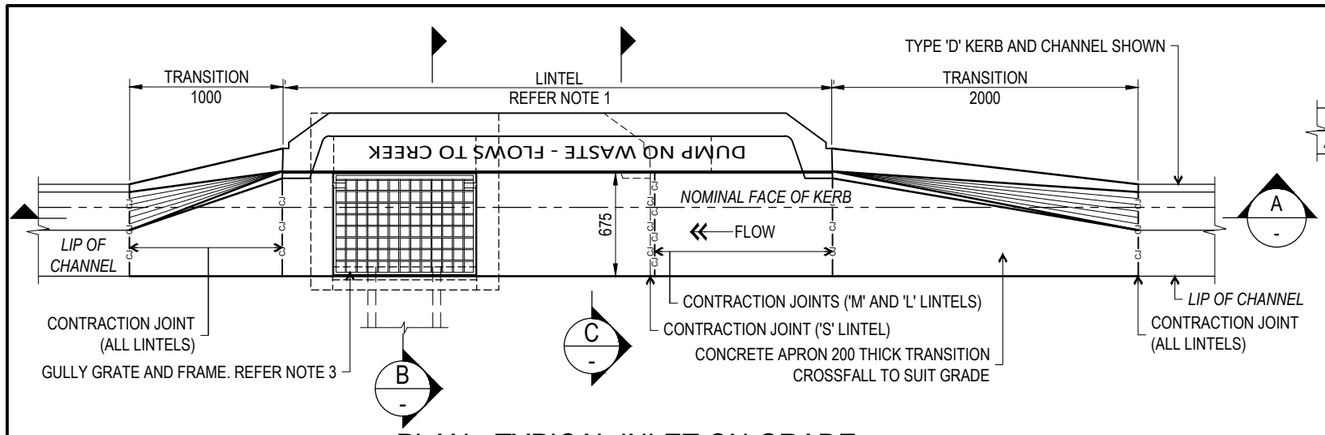
BRISBANE CITY COUNCIL STANDARD DRAWING

ENERGY ABSORBING BOLLARD
HAZARD PROTECTION
LOW SPEED ROADS

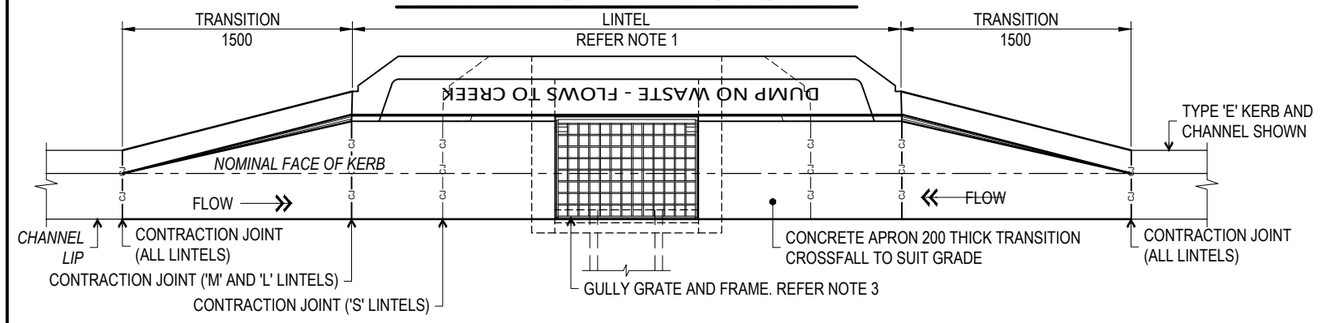
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-7091
ORIGINAL SIZE	A3
REVISION	E

BSD 8000 Series

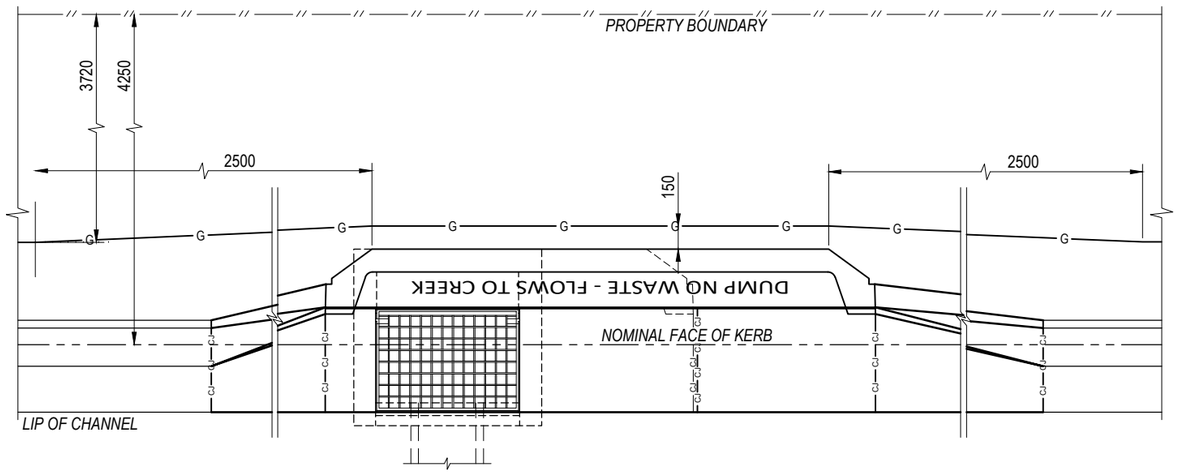
Stormwater Drainage and Water Quality



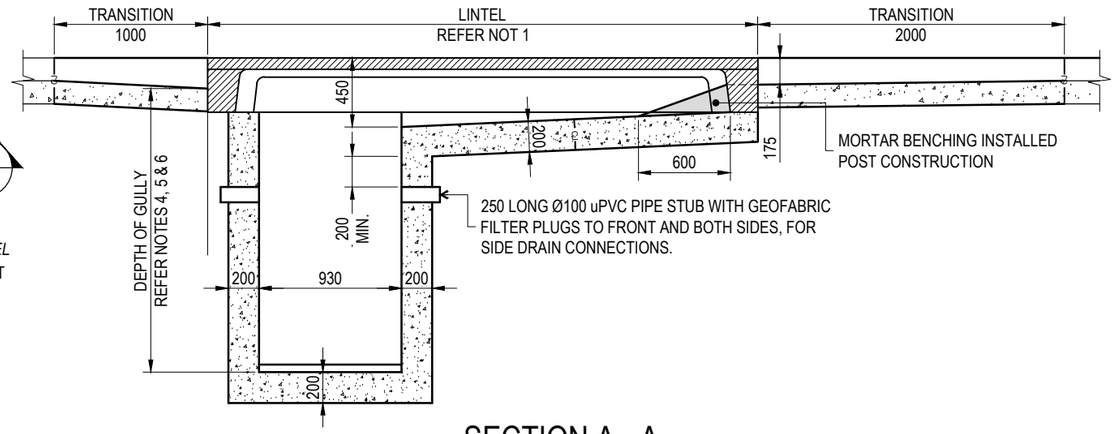
PLAN - TYPICAL INLET ON GRADE



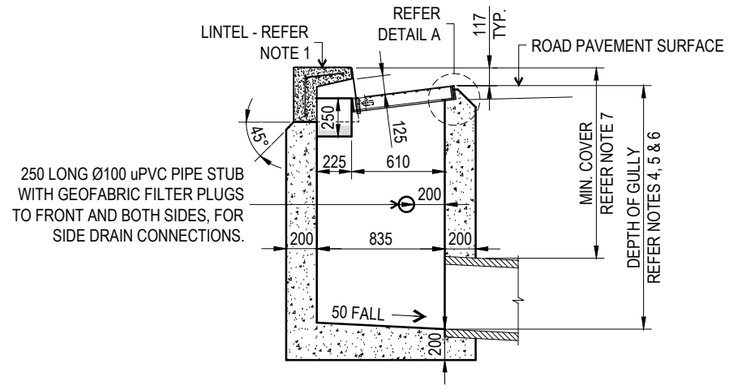
PLAN - TYPICAL INLET IN SAG



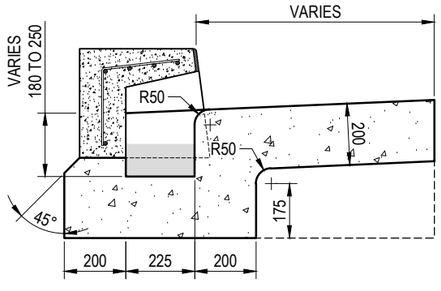
GAS RE-ALIGNMENT DETAILS



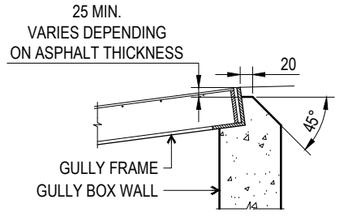
SECTION A - A



SECTION B-B



SECTION C-C



DETAIL A

NOTES:

1. REFER BSD-8055 FOR LINTEL DETAILS.
2. CAST INSITU CONCRETE N32 TO *AS1379* AND *AS3600*.
3. REFER BSD-8053 & BSD-8054 FOR GULLY GRATE AND FRAME DETAILS.
4. LIMIT DEPTH OF STANDARD GULLY TO 1.80m.
5. STANDARD GULLIES BETWEEN 1.8 AND 3.0m ARE PERMITTED ONLY WITH THE PRIOR APPROVAL OF COUNCIL,
6. GULLIES DEEPER THAN 3.0m TO BE INDIVIDUALLY DESIGNED UNDER THE DIRECTION OF A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).
7. INSTALL STEP IRONS TO GULLIES GREATER THAN 1.20m DEEP IN ACCORDANCE WITH *AS1657*.
8. REFER TO BSD-2042 (ROADWAYS) AND BSD-2043 (PATHS AND VERGES) FOR MINIMUM COVER REQUIREMENTS. MIN. 450mm IN OTHER AREAS.
9. DIMENSIONS IN MILLIMETRES (U.N.O.).

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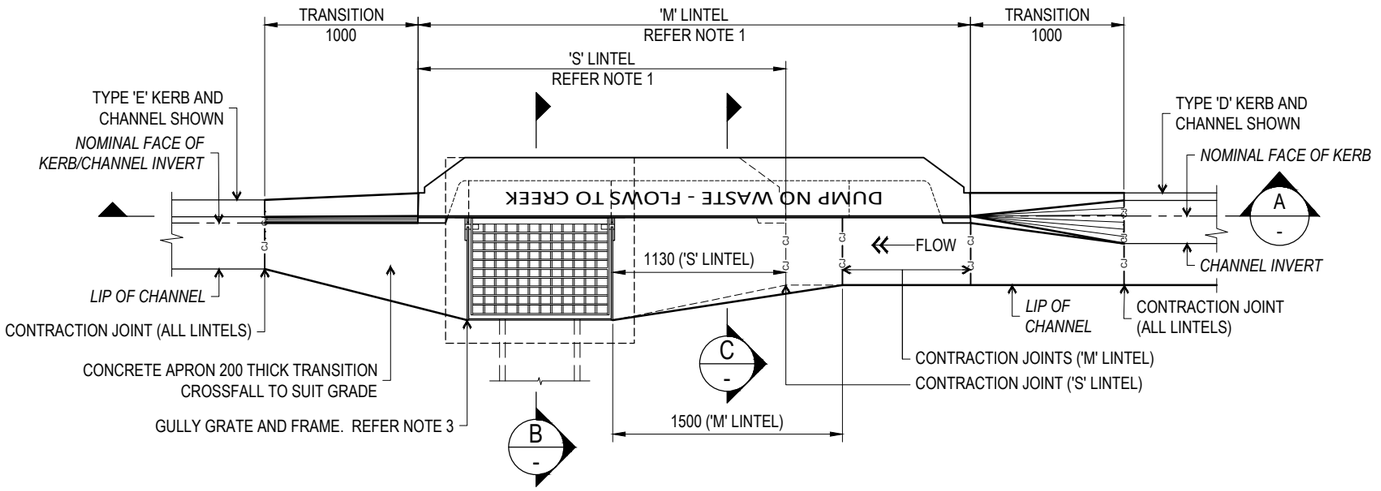
BRISBANE CITY COUNCIL STANDARD DRAWING

TYPE 'A'
GULLY
LIP IN LINE

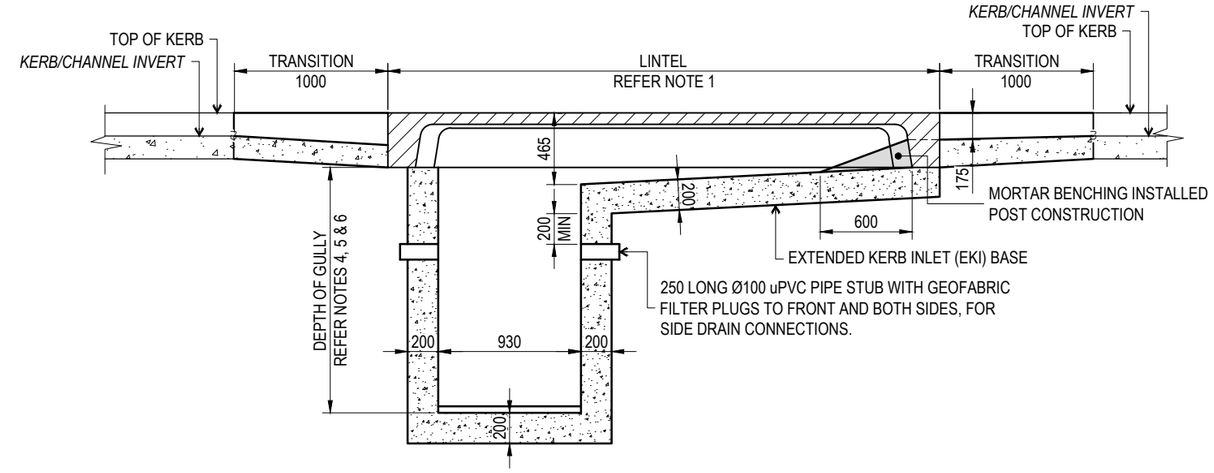
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8051
ORIGINAL SIZE	A3
REVISION	E



TYPICAL INLET ON GRADE - PLAN

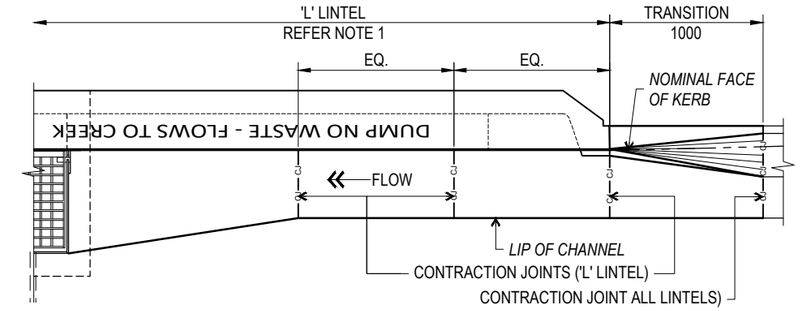
'S' AND 'M' LINTELS

NOTE: FOR SAG GULLY, APRON TO EXTEND TO END OF LINTEL AND GULLY TO BE LOCATED IN CENTRE OF LINTEL.



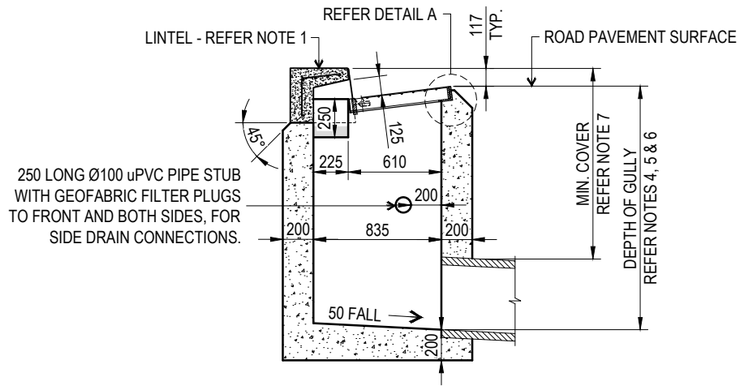
TYPICAL INLET ON GRADE

SECTION A-A

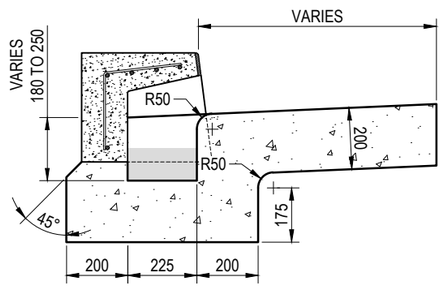


TYPICAL INLET ON GRADE - PLAN

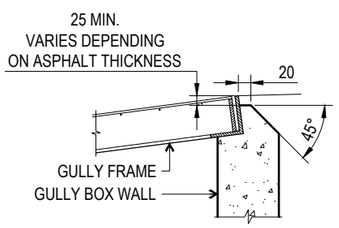
'L' LINTEL



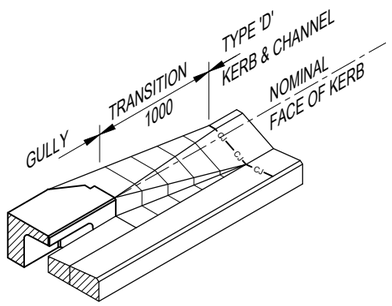
SECTION B-B



SECTION C-C



DETAIL A



TRANSITION TO KERB & CHANNEL

(TYPE 'D' KERB & CHANNEL SHOWN)

NOTES:

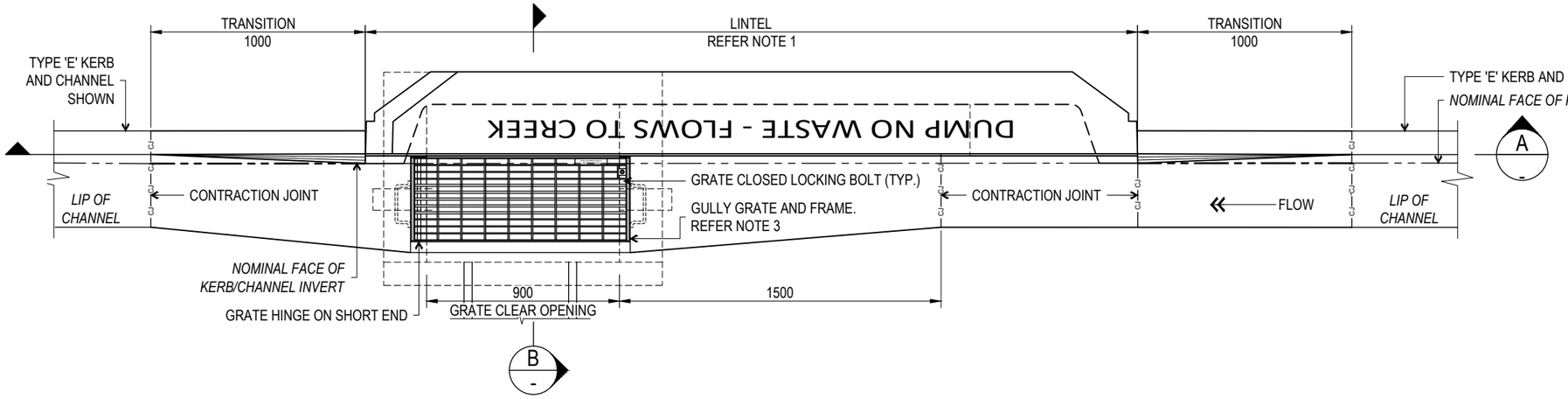
1. REFER BSD-8055 FOR LINTEL DETAILS.
2. CAST INSITU CONCRETE N32 TO *AS1379* AND *AS3600*.
3. REFER BSD-8053 & BSD-8054 FOR GULLY GRATE AND FRAME DETAILS.
4. LIMIT DEPTH OF STANDARD GULLY TO 1.80m.
5. STANDARD GULLIES BETWEEN 1.8 AND 3.0m ARE PERMITTED ONLY WITH THE PRIOR APPROVAL OF COUNCIL,
6. GULLIES DEEPER THAN 3.0m TO BE INDIVIDUALLY DESIGNED UNDER THE DIRECTION OF A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).
7. INSTALL STEP IRONS TO GULLIES GREATER THAN 1.20m DEEP IN ACCORDANCE WITH *AS1657*.
8. REFER TO BSD-2042 (ROADWAYS) AND BSD-2043 (PATHS AND VERGES) FOR MINIMUM COVER REQUIREMENTS. MIN. 450mm IN OTHER AREAS.
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 COUNCIL STANDARD DRAWING

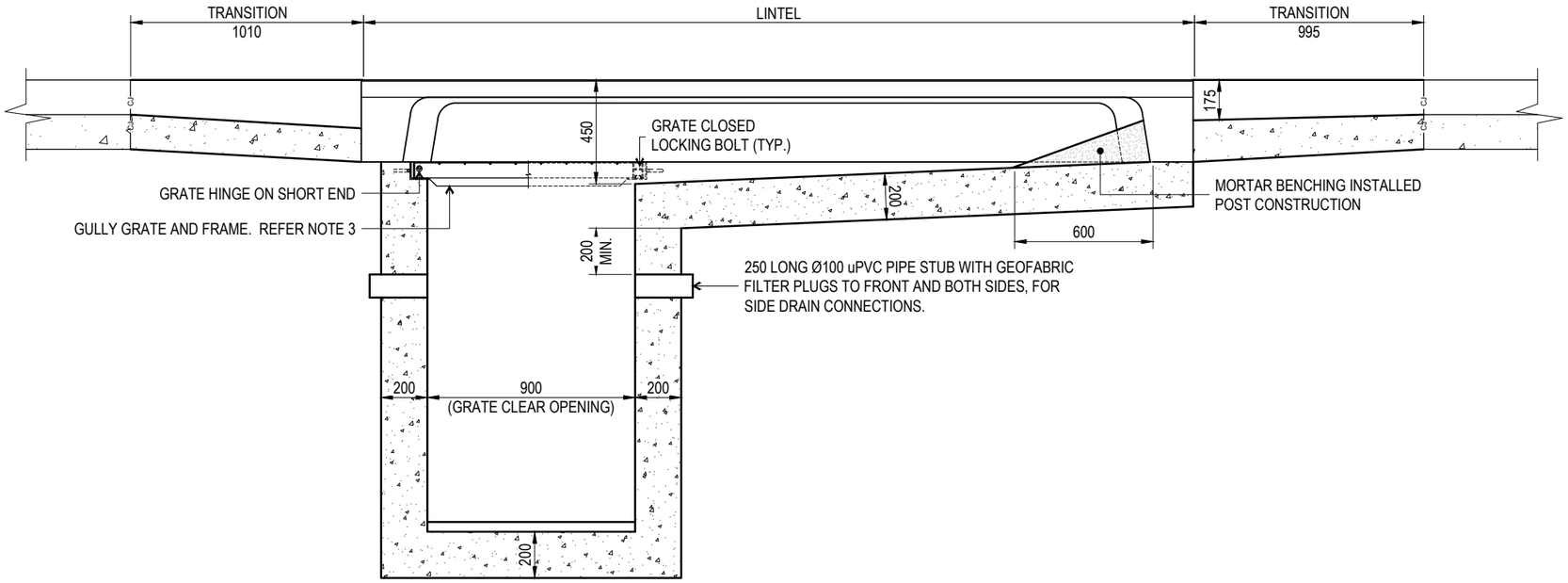
TYPE 'A'
GULLY
KERB IN LINE

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8052
ORIGINAL SIZE	A3
REVISION	E



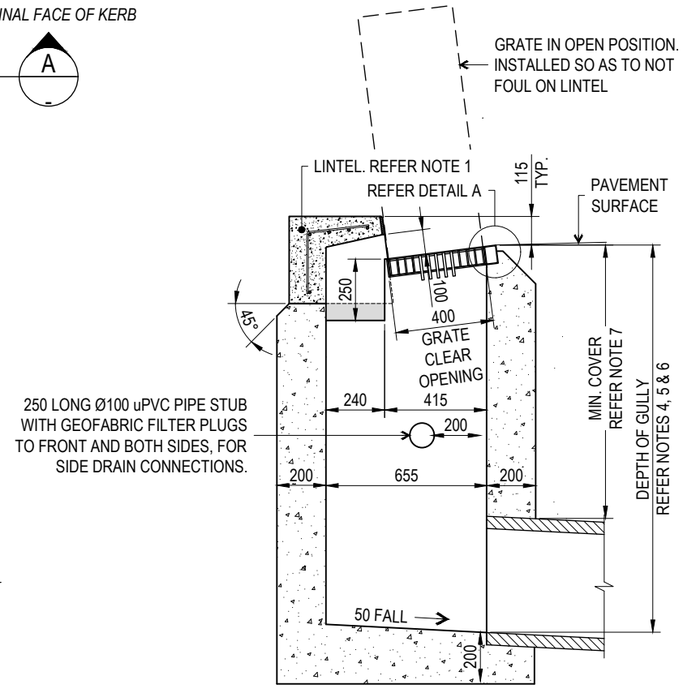
TYPICAL INLET ON GRADE - PLAN

NOTE: FOR SAG GULLY, APRON TO EXTEND TO END OF LINTEL AND GULLY TO BE LOCATED IN CENTRE OF LINTEL.

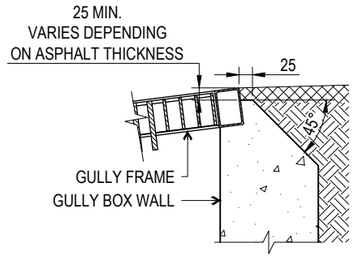


SECTION A-A

NOTE: FOR SAG GULLY, APRON TO EXTEND TO END OF LINTEL AND GULLY TO BE LOCATED IN CENTRE OF LINTEL.



SECTION B-B



DETAIL A

NOTES:

1. REFER BSD-8055 FOR LINTEL DETAILS.
2. CAST INSITU CONCRETE N32 TO *AS1379* AND *AS3600*.
3. GRATE AND FRAME:
   - PROPRIETARY 900 x 400 CLEAR OPENING SLIMLINE GULLY GRATE AND FRAME TO BE USED.
   - GRATE TO HINGE ON SHORT EDGE WITH BOLT TO SECURE IN CLOSED POSITION AT OPPOSITE END.
   - GRATE TO SELF-SUPPORT/LOCK IN OPEN POSITION - POSITIVE MECHANISM REQUIRED.
4. LIMIT DEPTH OF STANDARD GULLY TO 1.8m.
5. STANDARD GULLIES BETWEEN 1.8 AND 3.0m ARE PERMITTED ONLY WITH THE PRIOR APPROVAL OF COUNCIL,
6. GULLIES DEEPER THAN 3.0m TO BE INDIVIDUALLY DESIGNED UNDER THE DIRECTION OF A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).
7. INSTALL STEP IRONS TO GULLIES GREATER THAN 1.2m DEEP IN ACCORDANCE WITH *AS1657*.
8. REFER TO BSD-2042 (ROADWAYS) AND BSD-2043 (PATHS AND VERGES) FOR MINIMUM COVER REQUIREMENTS. MIN. 450mm IN OTHER AREAS.
9. DIMENSIONS IN MILLIMETRES (U.N.O.).

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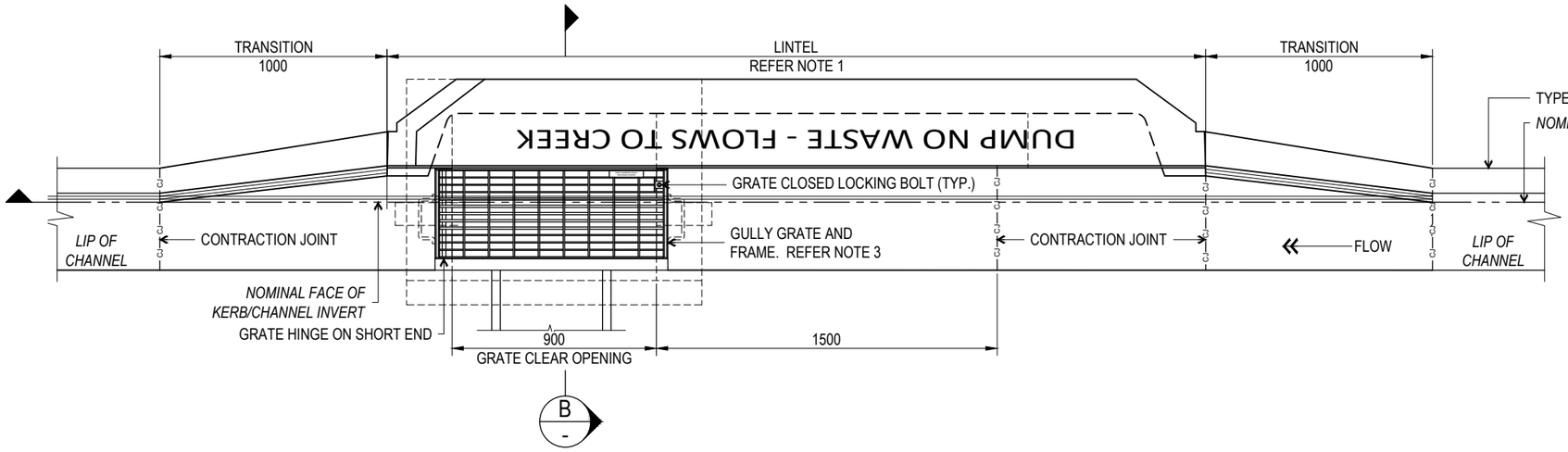
BRISBANE CITY COUNCIL STANDARD DRAWING

TYPE 'C' (SLIMLINE TYPE) GULLY KERB-IN-LINE GULLY

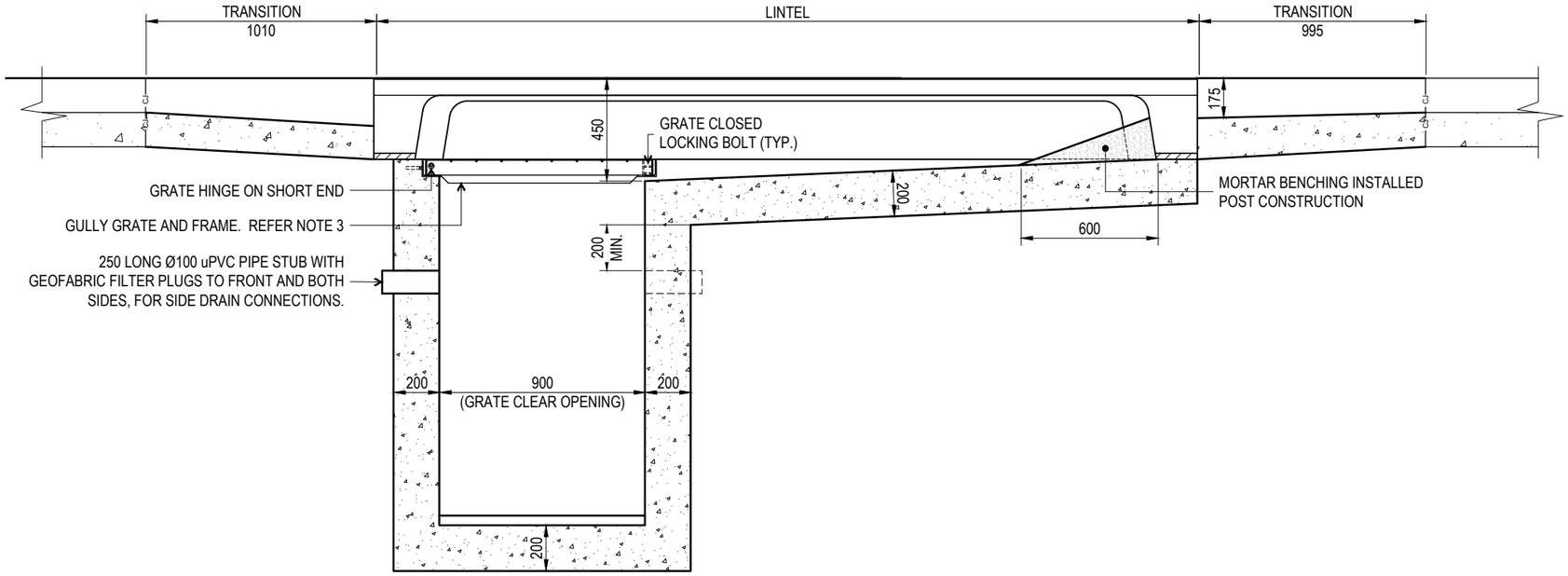
SHEET 1 OF 2

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8057
ORIGINAL SIZE	A3
REVISION	C



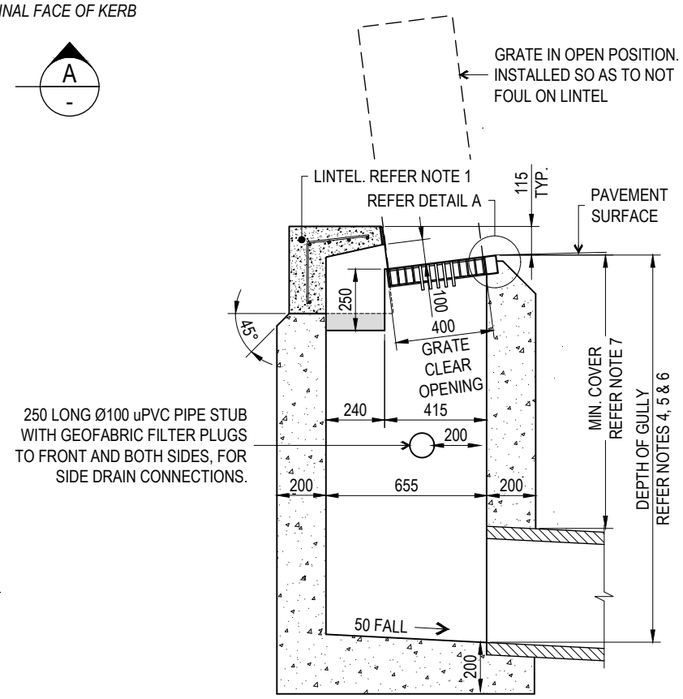
TYPICAL INLET ON GRADE - PLAN

NOTE: FOR SAG GULLY, APRON TO EXTEND TO END OF LINTEL AND GULLY TO BE LOCATED IN CENTRE OF LINTEL.

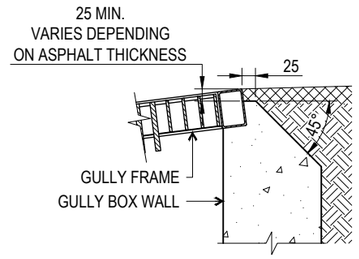


SECTION A-A

NOTE: FOR SAG GULLY, APRON TO EXTEND TO END OF LINTEL AND GULLY TO BE LOCATED IN CENTRE OF LINTEL.



SECTION B-B



DETAIL A

NOTES:

1. REFER BSD-8055 FOR LINTEL DETAILS.
2. CAST INSITU CONCRETE N32 TO *AS1379* AND *AS3600*.
3. GRATE AND FRAME:
   - PROPRIETARY 900 x 400 CLEAR OPENING SLIMLINE GULLY GRATE AND FRAME TO BE USED.
   - GRATE TO HINGE ON SHORT EDGE WITH BOLT TO SECURE IN CLOSED POSITION AT OPPOSITE END.
   - GRATE TO SELF-SUPPORT/LOCK IN OPEN POSITION - POSITIVE MECHANISM REQUIRED.
4. LIMIT DEPTH OF STANDARD GULLY TO 1.8m.
5. STANDARD GULLIES BETWEEN 1.8 AND 3.0m ARE PERMITTED ONLY WITH THE PRIOR APPROVAL OF COUNCIL,
6. GULLIES DEEPER THAN 3.0m TO BE INDIVIDUALLY DESIGNED UNDER THE DIRECTION OF A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).
7. INSTALL STEP IRONS TO GULLIES GREATER THAN 1.2m DEEP IN ACCORDANCE WITH *AS1657*.
8. REFER TO BSD-2042 (ROADWAYS) AND BSD-2043 (PATHS AND VERGES) FOR MINIMUM COVER REQUIREMENTS. MIN. 450mm IN OTHER AREAS.
9. DIMENSIONS IN MILLIMETRES (U.N.O.).
10.

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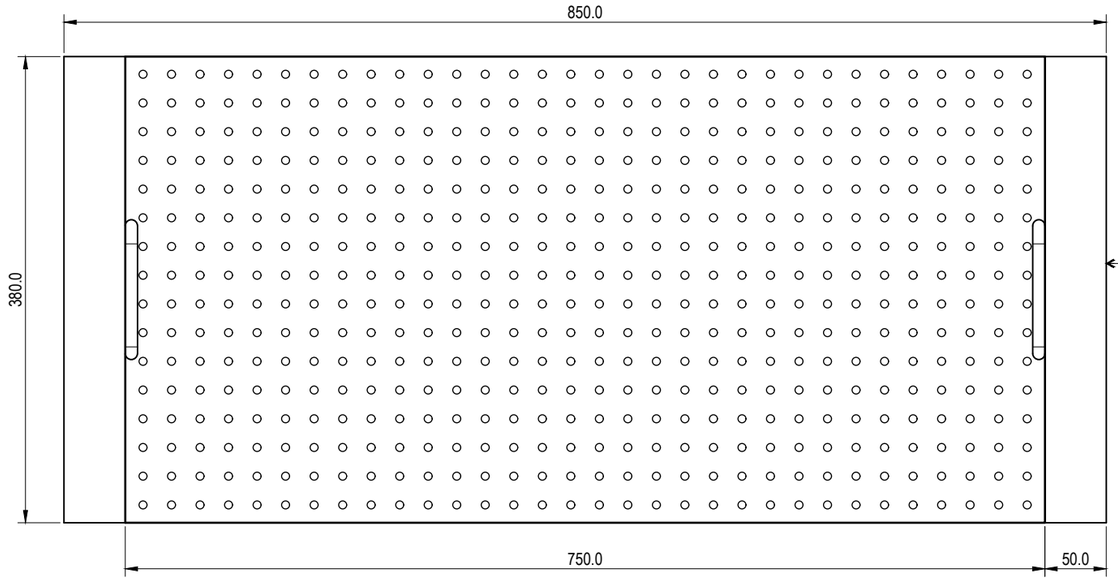
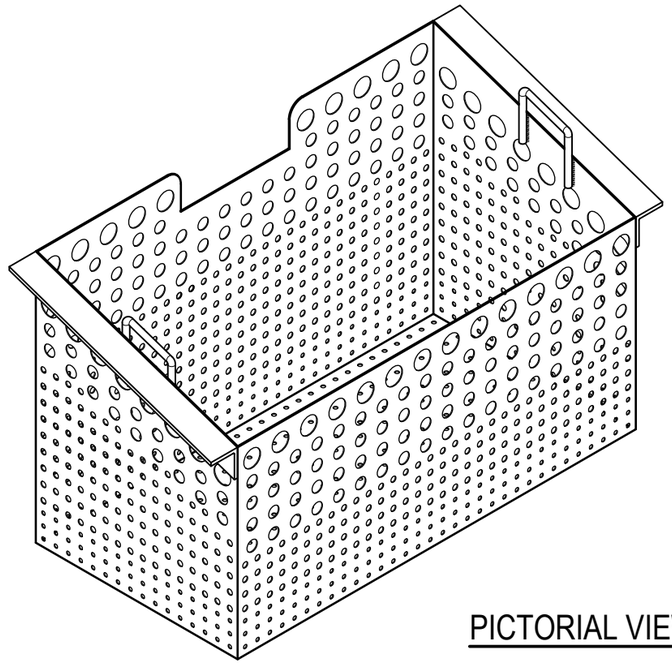
BRISBANE CITY COUNCIL STANDARD DRAWING

TYPE 'C' (SLIMLINE TYPE) GULLY
LIP-IN-LINE GULLY
SHEET 2 OF 2

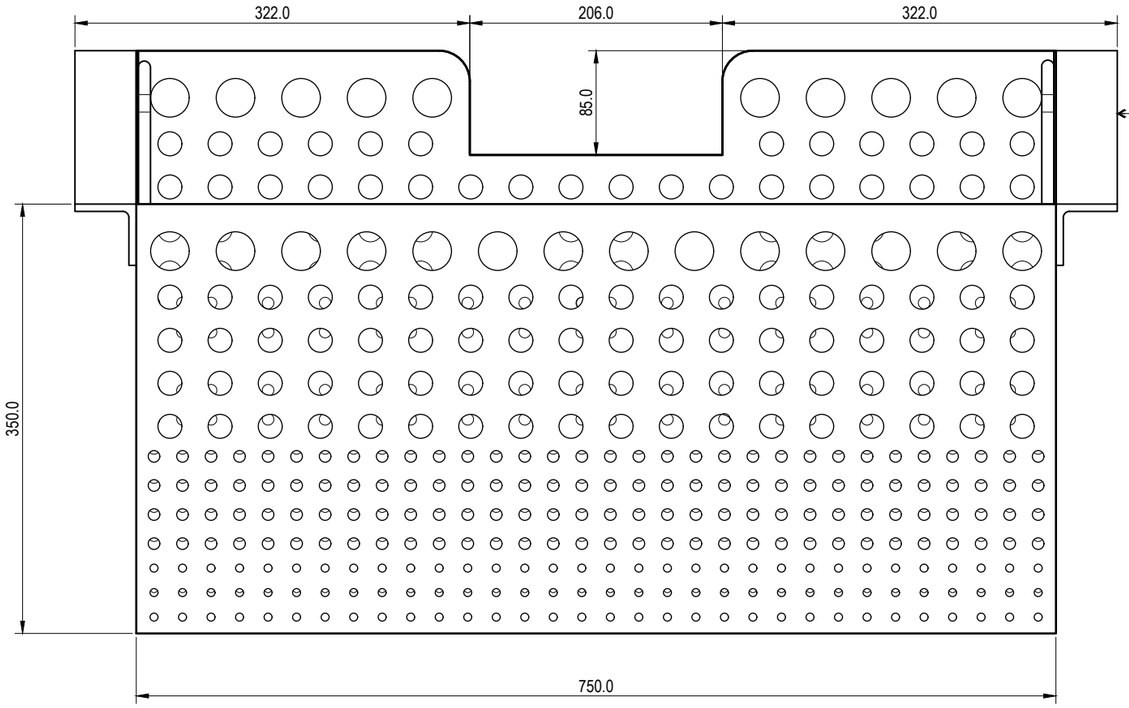
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8057
ORIGINAL SIZE	A3
REVISION	C



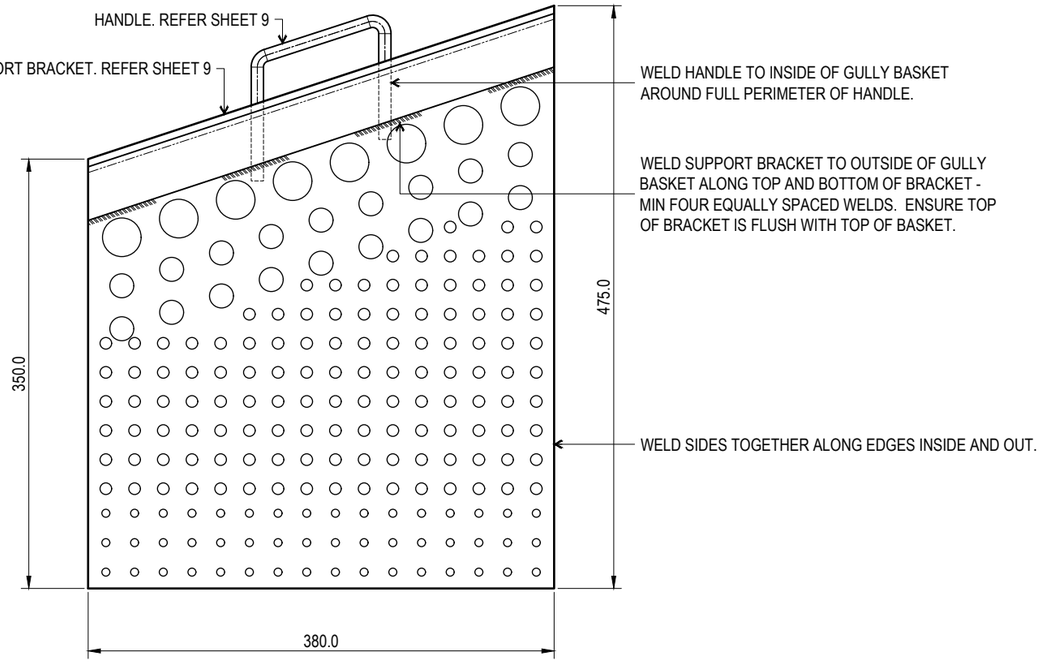
TOP ELEVATION



PICTORIAL VIEW



FRONT ELEVATION



SIDE ELEVATION

NOTES:

1. MATERIAL:
   - BASKET BODY: 1.6mm PERFORATED STEEL. REFER SHEET 2.
   - BASKET SUPPORT BRACKETS: 50x6mm ANGLE. REFER SHEET 5.
   - HANDLES: Ø10 STEEL BAR BENT TO SHAPE. REFER SHEET 5.
2. HOT DIP GALVANISE MILD STEEL COMPONENTS (WHERE USED) TO *AS/NZS4680* AFTER FABRICATION.
3. ALL WELDS TO BE 4mm CFW UNLESS NOTED OTHERWISE.
4. REFER SHEET 2 FOR HOLES SIZES AND SETOUT.
5. ALL 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

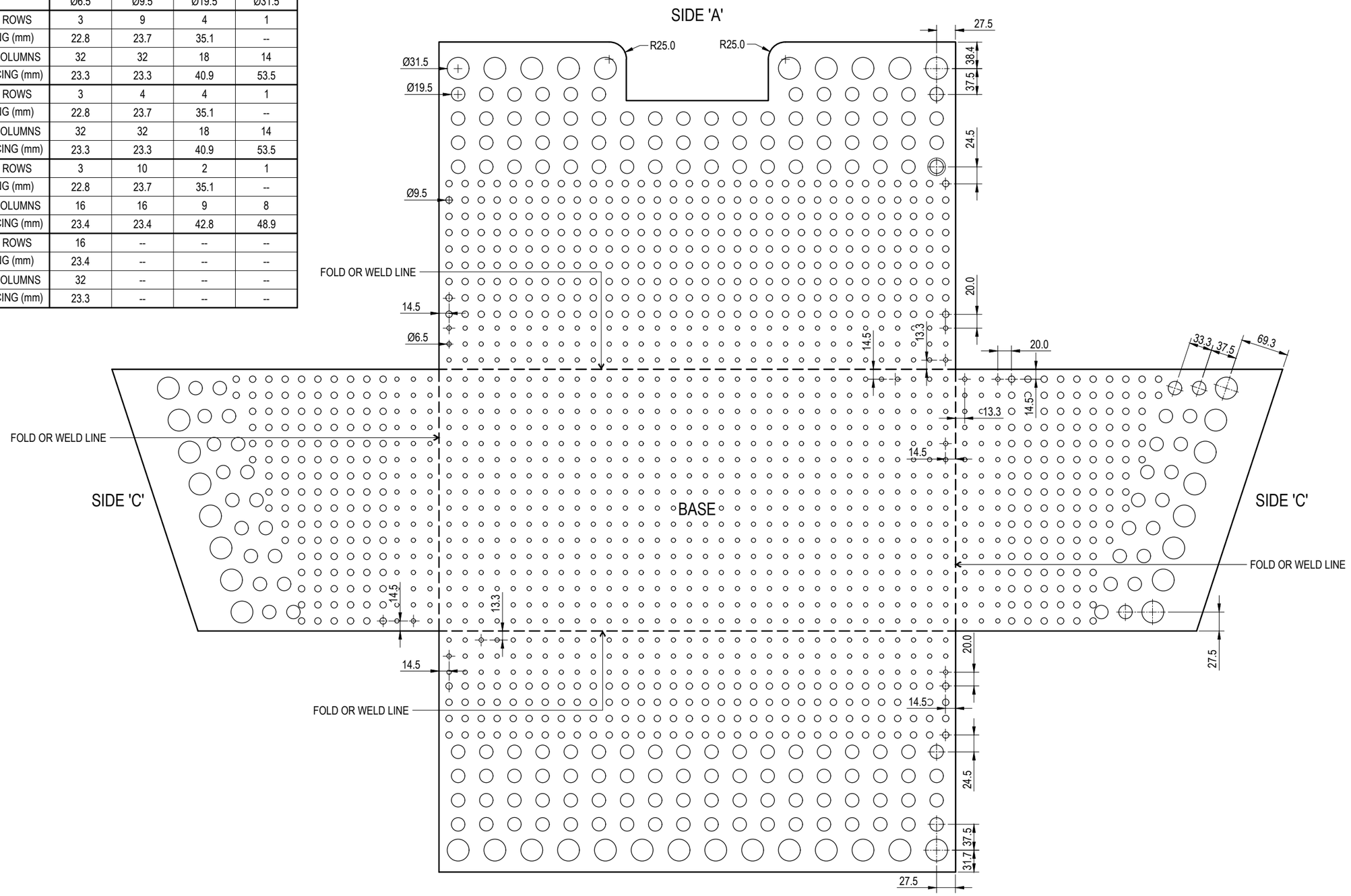
BRISBANE CITY COUNCIL STANDARD DRAWING

STEEL GULLY BASKET
SIZE 1 (LARGE) BASKET ASSEMBLY
SHEET 1 OF 10

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8060
ORIGINAL SIZE	A3
REVISION	C

DRAINAGE HOLE SETOUT

		HOLE SIZE (Ømm)			
		Ø6.5	Ø9.5	Ø19.5	Ø31.5
SIDE 'A'	NUMBER OF ROWS	3	9	4	1
	ROW SPACING (mm)	22.8	23.7	35.1	--
	NUMBER OF COLUMNS	32	32	18	14
	COLUMN SPACING (mm)	23.3	23.3	40.9	53.5
SIDE 'B'	NUMBER OF ROWS	3	4	4	1
	ROW SPACING (mm)	22.8	23.7	35.1	--
	NUMBER OF COLUMNS	32	32	18	14
	COLUMN SPACING (mm)	23.3	23.3	40.9	53.5
SIDE 'C' x 2	NUMBER OF ROWS	3	10	2	1
	ROW SPACING (mm)	22.8	23.7	35.1	--
	NUMBER OF COLUMNS	16	16	9	8
	COLUMN SPACING (mm)	23.4	23.4	42.8	48.9
BASE	NUMBER OF ROWS	16	--	--	--
	ROW SPACING (mm)	23.4	--	--	--
	NUMBER OF COLUMNS	32	--	--	--
	COLUMN SPACING (mm)	23.3	--	--	--



NOTES:

1. MATERIAL:
   - 1.6mm THICK 316 MARINE GRADE STAINLESS STEEL (PREFERRED); OR
   - 1.6mm THICK MILD STEEL (GALVANISED AFTER FABRICATION - REFER SHEET 1).
2. HOLES TO BE CLEANLY DRILLED, PUNCHED OR LASER CUT FROM STEEL SHEETING.
3. ALL SHARP EDGES ARE TO BE REMOVED. THIS IS TO OCCUR PRIOR TO GALVANISING FOR BASKETS FABRICATED FROM MILD STEEL.
4. HOLE DIAMETER TO BE MAINTAINED DURING AND AFTER GALVANISING IN BASKETS FABRICATED FROM MILD STEEL
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

FABRICATION PATTERN

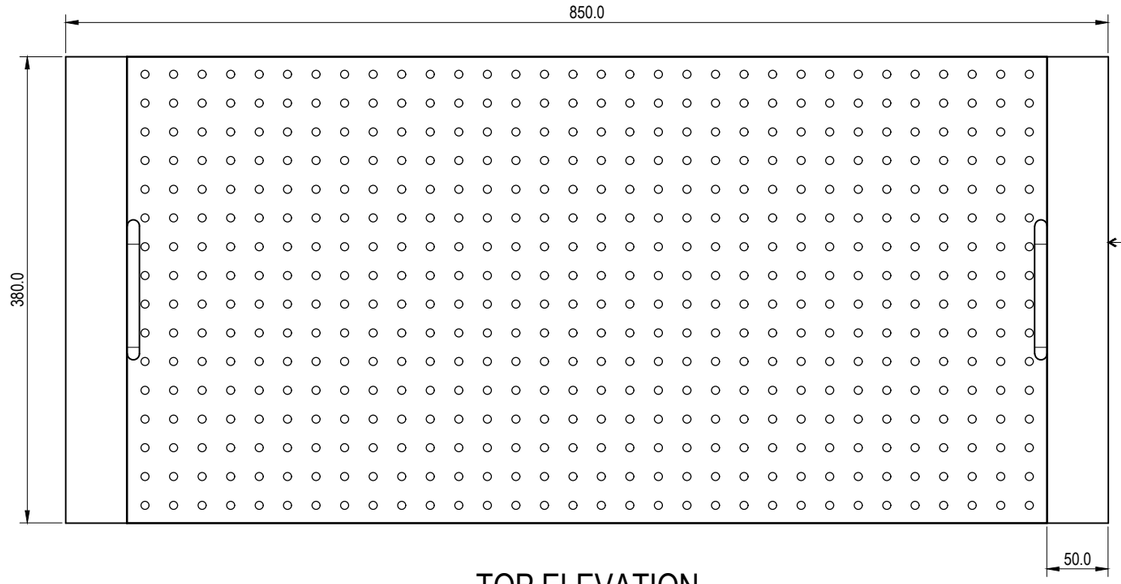
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

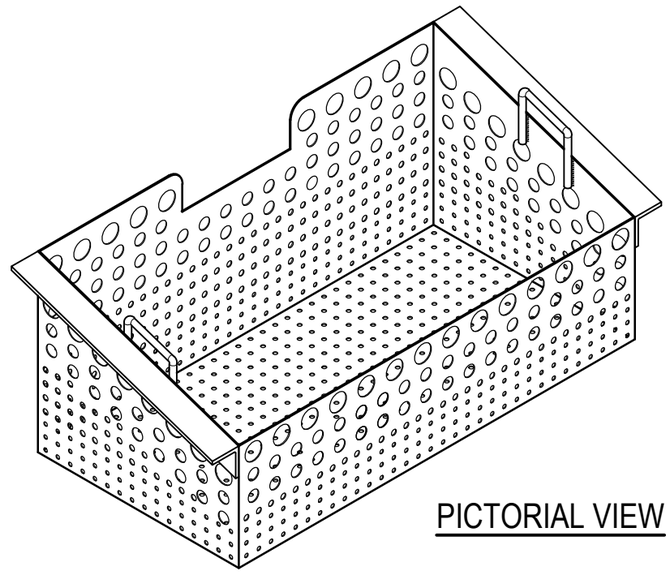
BRISBANE CITY COUNCIL STANDARD DRAWING

STEEL GULLY BASKET
SIZE 1 (LARGE) BASKET LAYOUT DETAILS
SHEET 2 OF 10

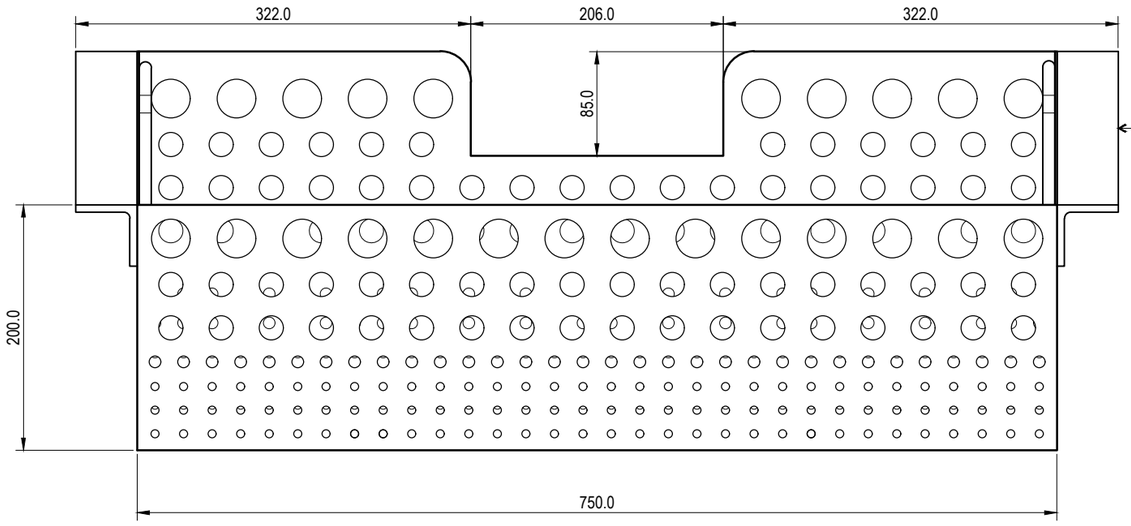
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8060
ORIGINAL SIZE	A3
REVISION	C



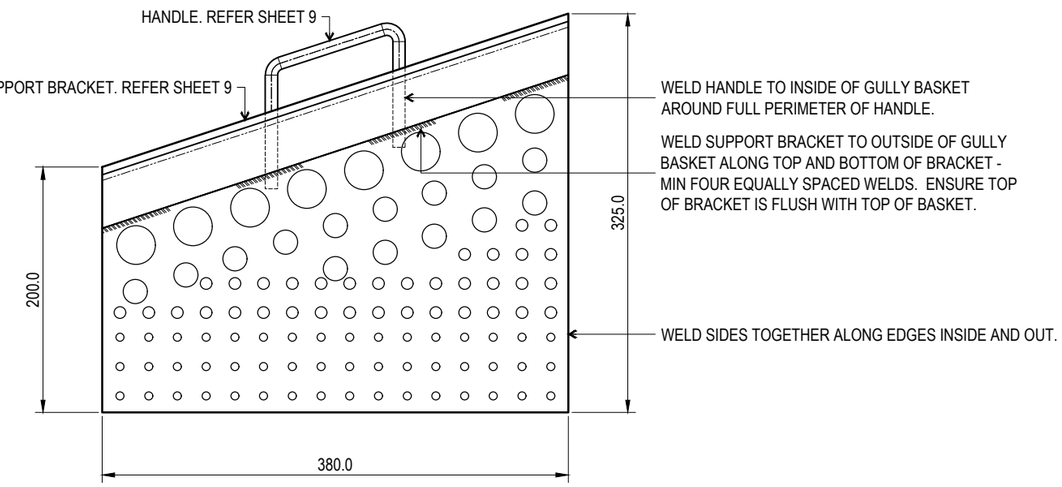
TOP ELEVATION



PICTORIAL VIEW



FRONT ELEVATION



SIDE ELEVATION

NOTES:

1. MATERIAL:
   - BASKET BODY: 1.6mm PERFORATED STEEL. REFER SHEET 4.
   - BASKET SUPPORT BRACKETS: 50x6mm ANGLE. REFER SHEET 5.
   - HANDLES: Ø10 STEEL BAR BENT TO SHAPE. REFER SHEET 5.
2. HOT DIP GALVANISE MILD STEEL COMPONENTS (WHERE USED) TO *AS/NZS4680* AFTER FABRICATION.
3. ALL WELDS TO BE 4mm CFW UNLESS NOTED OTHERWISE.
4. REFER SHEET 4 FOR HOLE SIZES AND SETOUT.
5. ALL 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

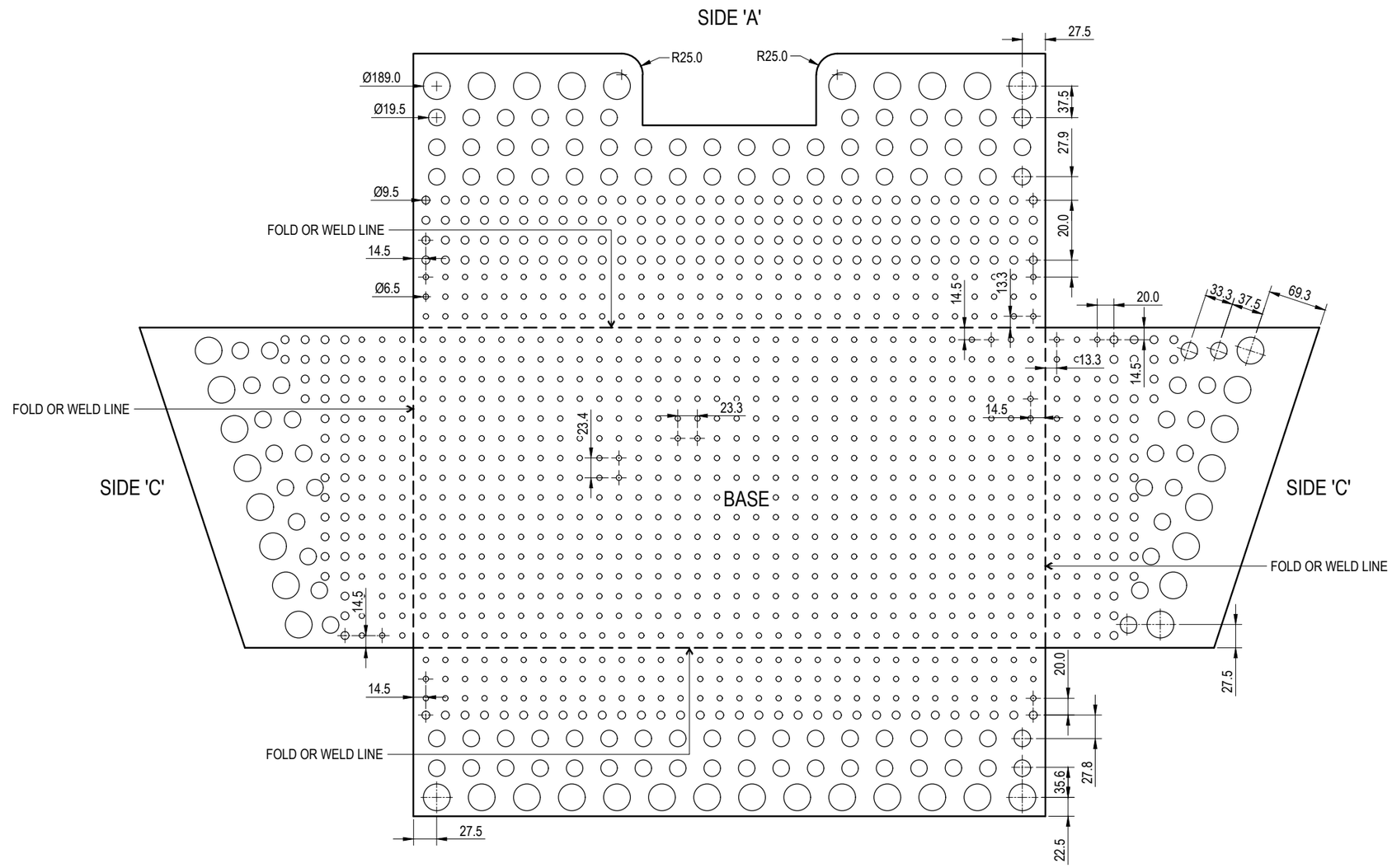
BRISBANE CITY COUNCIL STANDARD DRAWING

STEEL GULLY BASKET
SIZE 2 (SMALL) BASKET ASSEMBLY
SHEET 3 OF 10

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8060
ORIGINAL SIZE	A3
REVISION	C

DRAINAGE HOLE SETOUT

		HOLE SIZE (Ømm)			
		Ø6.5	Ø9.5	Ø19.5	Ø31.5
SIDE 'A'	NUMBER OF ROWS	3	4	3	1
	ROW SPACING (mm)	22.8	23.7	35.1	--
	NUMBER OF COLUMNS	32	32	18	14
	COLUMN SPACING (mm)	23.3	23.3	40.9	53.5
SIDE 'B'	NUMBER OF ROWS	3	1	2	1
	ROW SPACING (mm)	22.8	23.7	35.1	--
	NUMBER OF COLUMNS	32	32	18	14
	COLUMN SPACING (mm)	23.3	23.3	40.9	53.5
SIDE 'C' x 2	NUMBER OF ROWS	3	4	5	1
	ROW SPACING (mm)	24.0	23.7	33.3	--
	NUMBER OF COLUMNS	16	16	9	8
	COLUMN SPACING (mm)	23.4	23.4	42.8	48.9
BASE	NUMBER OF ROWS	16	--	--	--
	ROW SPACING (mm)	23.4	--	--	--
	NUMBER OF COLUMNS	32	--	--	--
	COLUMN SPACING (mm)	23.3	--	--	--



FABRICATION PATTERN

NOTES:

1. MATERIAL:
   - 1.6mm THICK 316 MARINE GRADE STAINLESS STEEL (PREFERRED); OR
   - 1.6mm THICK MILD STEEL (GALVANISED AFTER FABRICATION - REFER SHEET 1).
2. HOLES TO BE CLEANLY DRILLED, PUNCHED OR LASER CUT FROM STEEL SHEETING.
3. ALL SHARP EDGES ARE TO BE REMOVED. THIS IS TO OCCUR PRIOR TO GALVANISING FOR BASKETS FABRICATED FROM MILD STEEL.
4. HOLE DIAMETER TO BE MAINTAINED DURING AND AFTER GALVANISING IN BASKETS FABRICATED FROM MILD STEEL
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

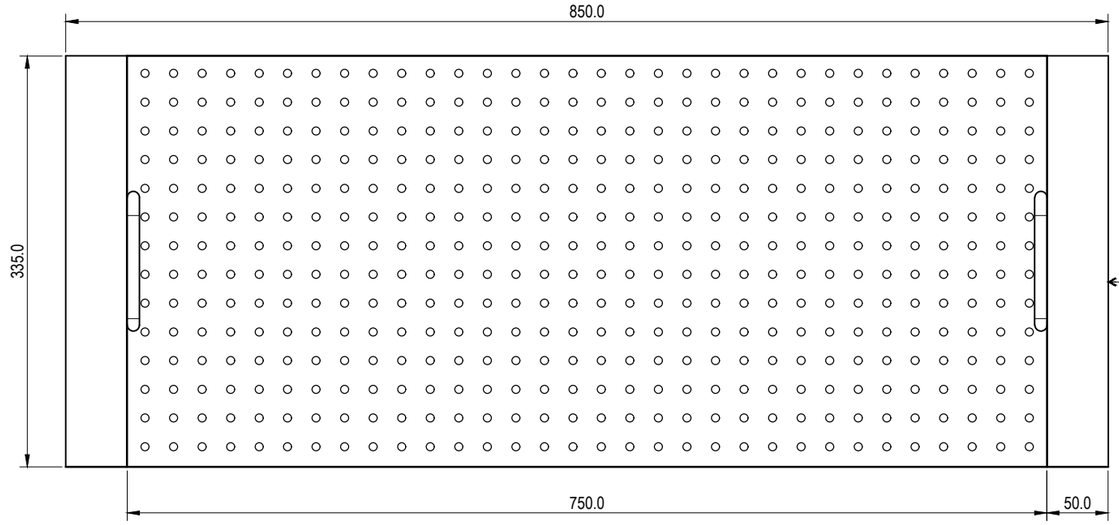
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

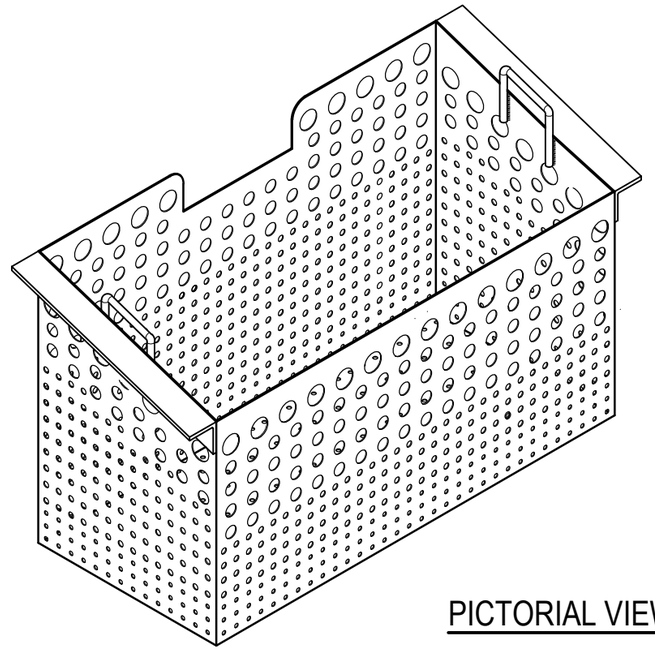
BRISBANE CITY COUNCIL STANDARD DRAWING

STEEL GULLY BASKET
SIZE 2 (SMALL) BASKET LAYOUT DETAILS
SHEET 4 OF 10

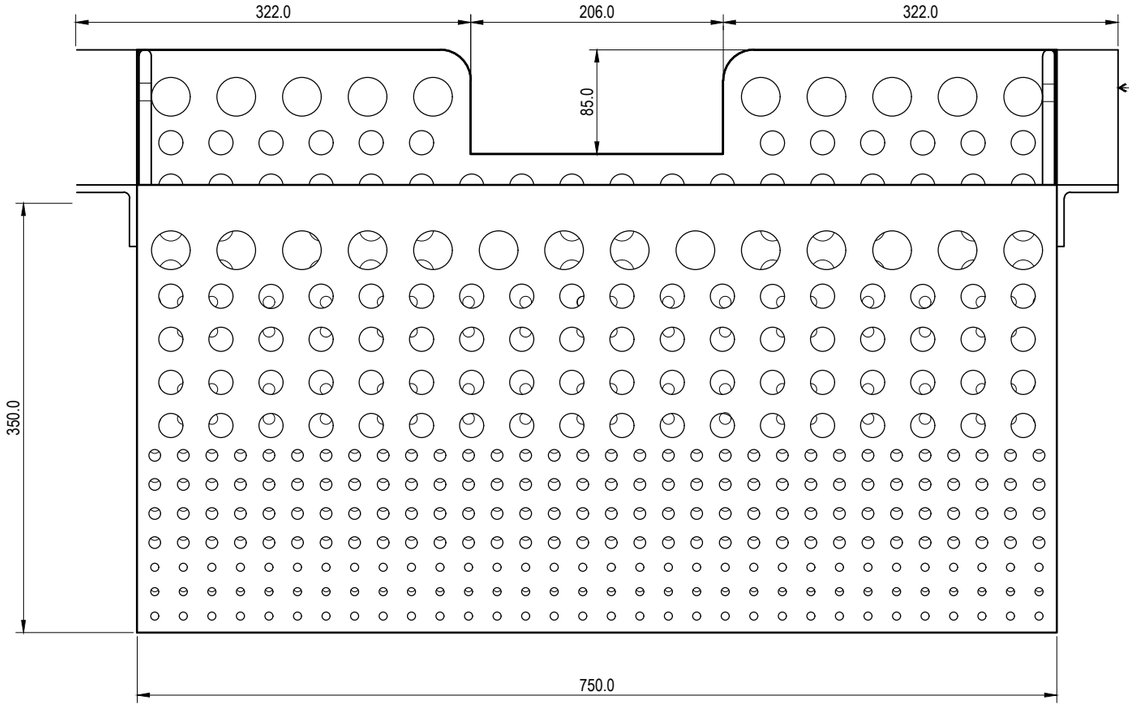
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8060
ORIGINAL SIZE	A3
REVISION	C



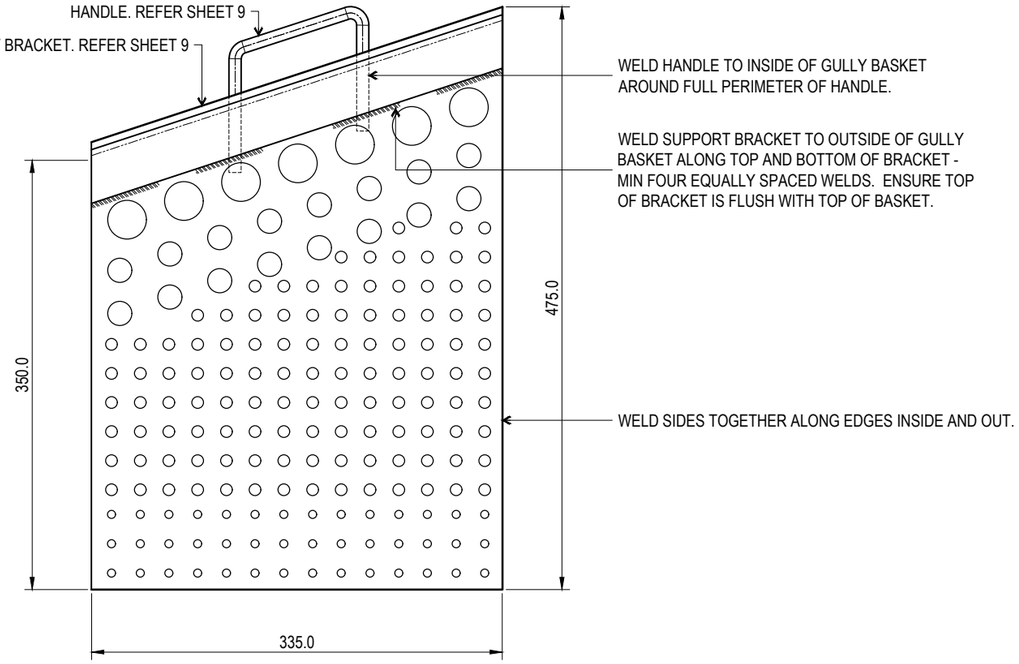
TOP ELEVATION



PICTORIAL VIEW



FRONT ELEVATION



SIDE ELEVATION

NOTES:

1. MATERIAL:
   - BASKET BODY: 1.6mm PERFORATED STEEL. REFER SHEET 2.
   - BASKET SUPPORT BRACKETS: 50x6mm ANGLE. REFER SHEET 5.
   - HANDLES: Ø10 STEEL BAR BENT TO SHAPE. REFER SHEET 5.
2. HOT DIP GALVANISE MILD STEEL COMPONENTS (WHERE USED) TO *AS/NZS4680* AFTER FABRICATION.
3. ALL WELDS TO BE 4mm CFW UNLESS NOTED OTHERWISE.
4. REFER SHEET 2 FOR HOLES SIZES AND SETOUT.
5. ALL 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).

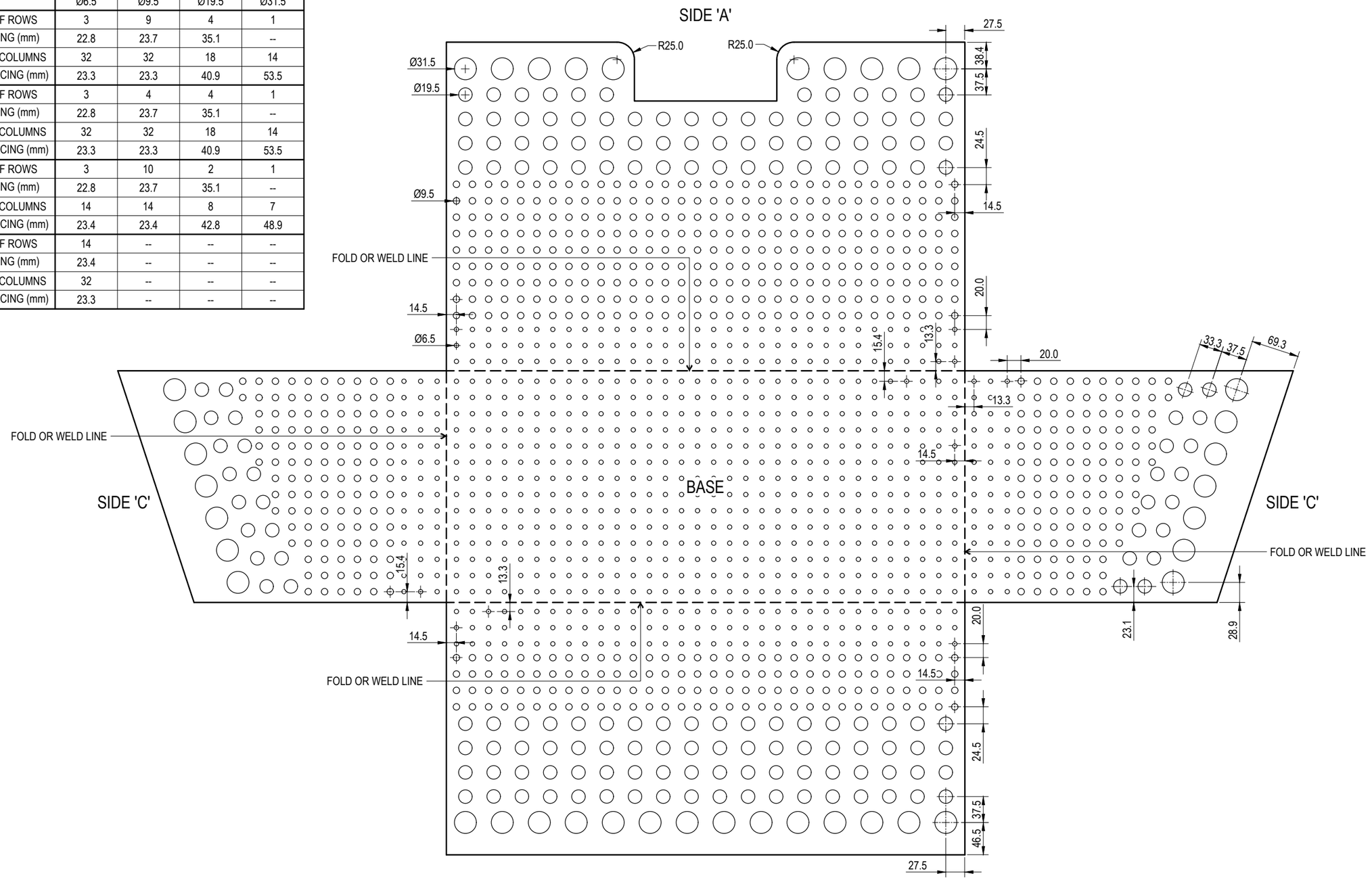
BRISBANE CITY COUNCIL STANDARD DRAWING

STEEL GULLY BASKET
SIZE 3 (SLIMLINE LARGE) BASKET
ASSEMBLY - SHEET 5 OF 10

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8060
ORIGINAL SIZE	A3
REVISION	C

DRAINAGE HOLE SETOUT

		HOLE SIZE (Ømm)			
		Ø6.5	Ø9.5	Ø19.5	Ø31.5
SIDE 'A'	NUMBER OF ROWS	3	9	4	1
	ROW SPACING (mm)	22.8	23.7	35.1	--
	NUMBER OF COLUMNS	32	32	18	14
	COLUMN SPACING (mm)	23.3	23.3	40.9	53.5
SIDE 'B'	NUMBER OF ROWS	3	4	4	1
	ROW SPACING (mm)	22.8	23.7	35.1	--
	NUMBER OF COLUMNS	32	32	18	14
	COLUMN SPACING (mm)	23.3	23.3	40.9	53.5
SIDE 'C' x 2	NUMBER OF ROWS	3	10	2	1
	ROW SPACING (mm)	22.8	23.7	35.1	--
	NUMBER OF COLUMNS	14	14	8	7
	COLUMN SPACING (mm)	23.4	23.4	42.8	48.9
BASE	NUMBER OF ROWS	14	--	--	--
	ROW SPACING (mm)	23.4	--	--	--
	NUMBER OF COLUMNS	32	--	--	--
	COLUMN SPACING (mm)	23.3	--	--	--



NOTES:

1. MATERIAL:
   - 1.6mm THICK 316 MARINE GRADE STAINLESS STEEL (PREFERRED); OR
   - 1.6mm THICK MILD STEEL (GALVANISED AFTER FABRICATION - REFER SHEET 1).
2. HOLES TO BE CLEANLY DRILLED, PUNCHED OR LASER CUT FROM STEEL SHEETING.
3. ALL SHARP EDGES ARE TO BE REMOVED. THIS IS TO OCCUR PRIOR TO GALVANISING FOR BASKETS FABRICATED FROM MILD STEEL.
4. HOLE DIAMETER TO BE MAINTAINED DURING AND AFTER GALVANISING IN BASKETS FABRICATED FROM MILD STEEL
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

FABRICATION PATTERN

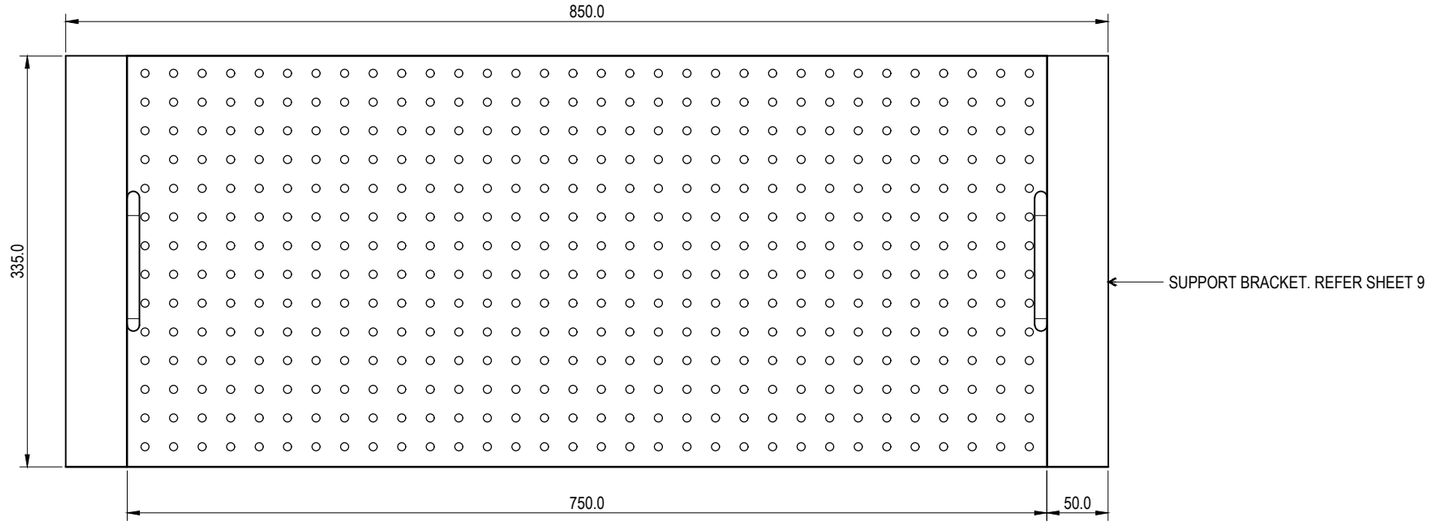
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

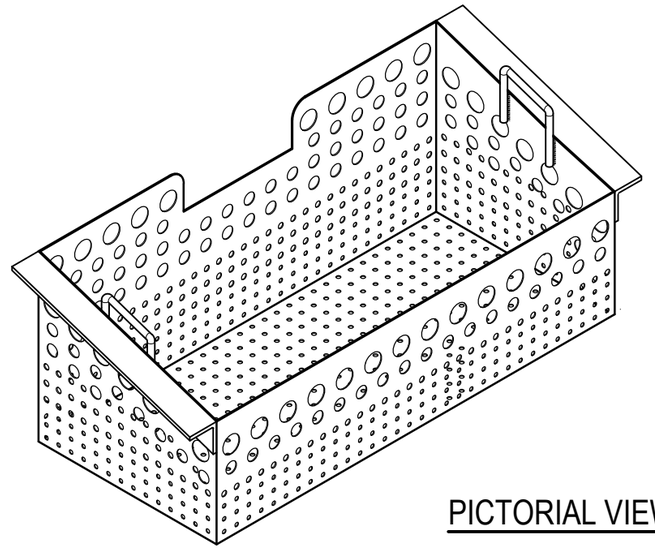
BRISBANE CITY COUNCIL STANDARD DRAWING

STEEL GULLY BASKET
SIZE 3 (SLIMLINE LARGE) BASKET LAYOUT
DETAILS - SHEET 6 OF 10

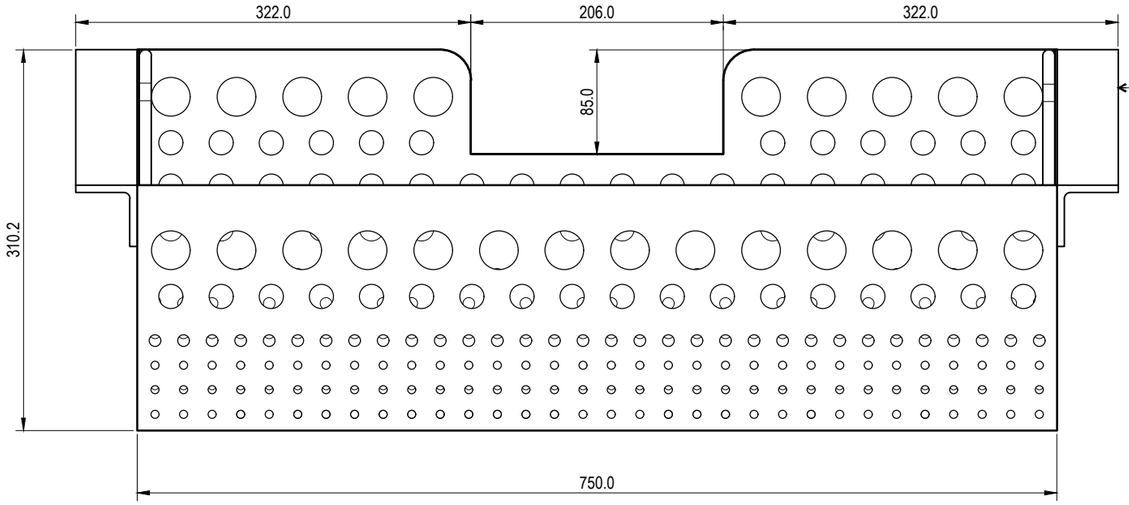
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8060
ORIGINAL SIZE	A3
REVISION	C



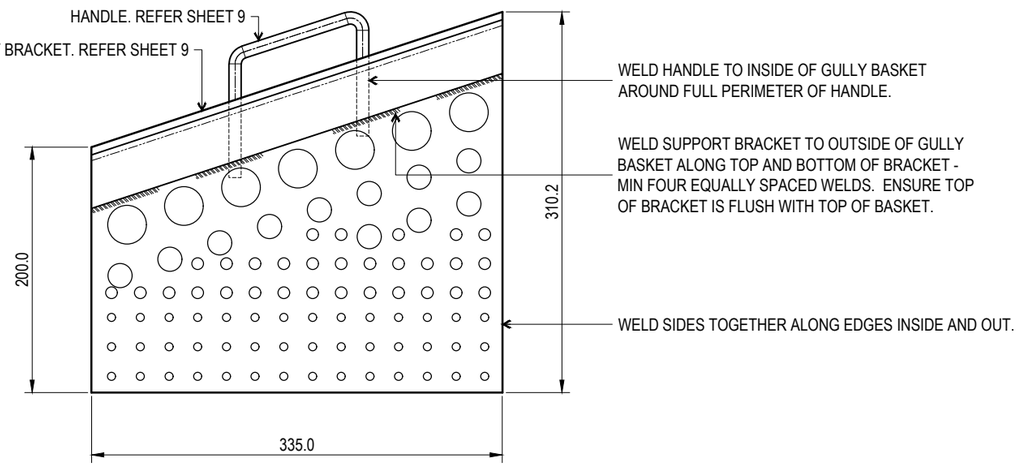
TOP ELEVATION



PICTORIAL VIEW



FRONT ELEVATION



SIDE ELEVATION

NOTES:

1. MATERIAL:
   - BASKET BODY: 1.6mm PERFORATED STEEL. REFER SHEET 2.
   - BASKET SUPPORT BRACKETS: 50x6mm ANGLE. REFER SHEET 5.
   - HANDLES: Ø10 STEEL BAR BENT TO SHAPE. REFER SHEET 5.
2. HOT DIP GALVANISE MILD STEEL COMPONENTS (WHERE USED) TO *AS/NZS4680* AFTER FABRICATION.
3. ALL WELDS TO BE 4mm CFW UNLESS NOTED OTHERWISE.
4. REFER SHEET 2 FOR HOLES SIZES AND SETOUT.
5. ALL 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).

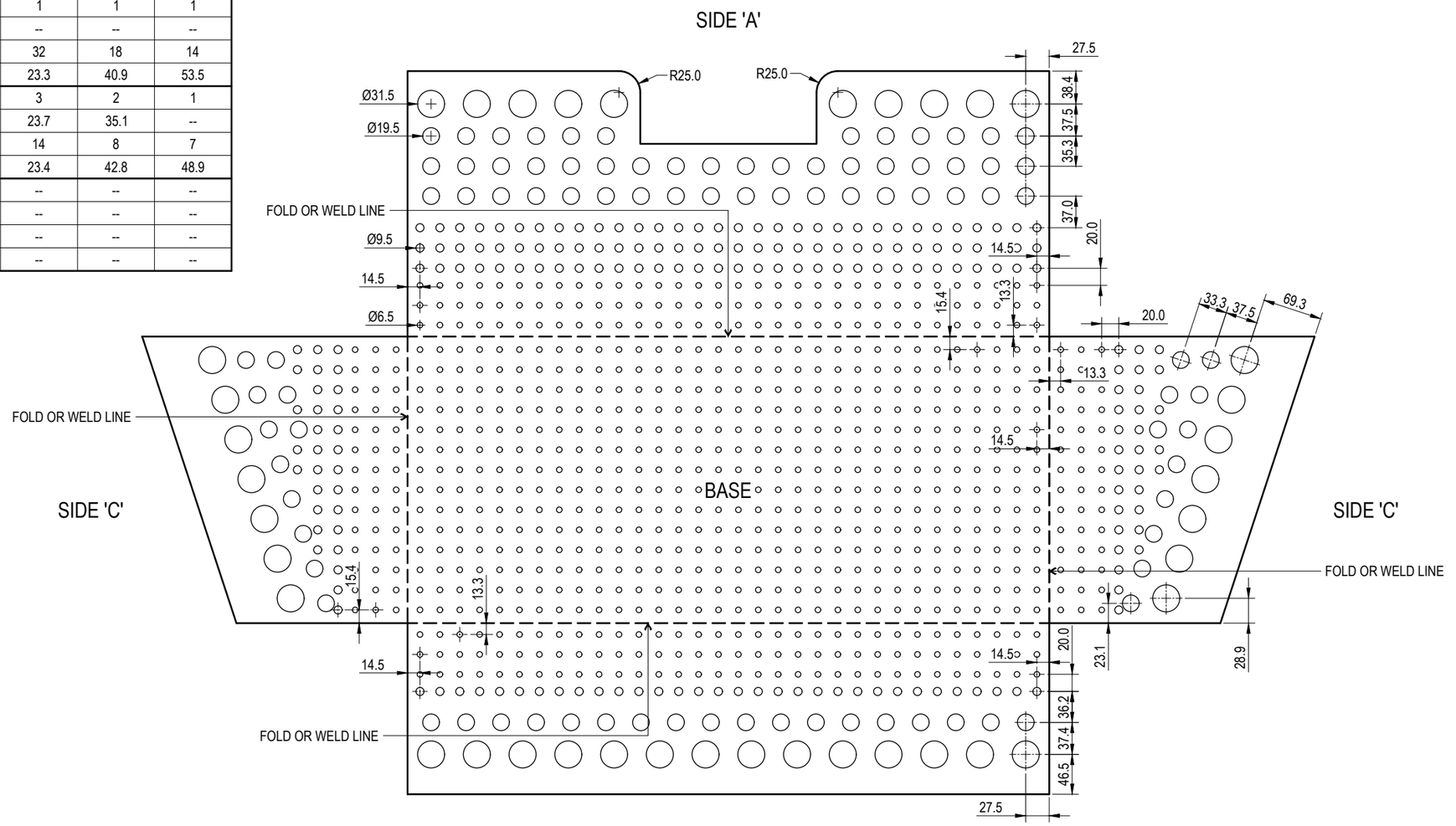
BRISBANE CITY COUNCIL STANDARD DRAWING

STEEL GULLY BASKET
SIZE 4 (SLIMLINE SMALL) BASKET ASSEMBLY - SHEET 7 OF 10

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8060
ORIGINAL SIZE	A3
REVISION	C

DRAINAGE HOLE SETOUT

		HOLE SIZE (Ømm)			
		Ø6.5	Ø9.5	Ø19.5	Ø31.5
SIDE 'A'	NUMBER OF ROWS	3	3	4	1
	ROW SPACING (mm)	22.8	23.7	35.1	--
	NUMBER OF COLUMNS	32	32	18	14
	COLUMN SPACING (mm)	23.3	23.3	40.9	53.5
SIDE 'B'	NUMBER OF ROWS	3	1	1	1
	ROW SPACING (mm)	22.8	--	--	--
	NUMBER OF COLUMNS	32	32	18	14
	COLUMN SPACING (mm)	23.3	23.3	40.9	53.5
SIDE 'C' x 2	NUMBER OF ROWS	3	3	2	1
	ROW SPACING (mm)	22.8	23.7	35.1	--
	NUMBER OF COLUMNS	14	14	8	7
	COLUMN SPACING (mm)	23.4	23.4	42.8	48.9
BASE	NUMBER OF ROWS	14	--	--	--
	ROW SPACING (mm)	23.4	--	--	--
	NUMBER OF COLUMNS	32	--	--	--
	COLUMN SPACING (mm)	23.3	--	--	--



FABRICATION PATTERN

NOTES:

1. MATERIAL:
   - 1.6mm THICK 316 MARINE GRADE STAINLESS STEEL (PREFERRED); OR
   - 1.6mm THICK MILD STEEL (GALVANISED AFTER FABRICATION - REFER SHEET 1).
2. HOLES TO BE CLEANLY DRILLED, PUNCHED OR LASER CUT FROM STEEL SHEETING.
3. ALL SHARP EDGES ARE TO BE REMOVED. THIS IS TO OCCUR PRIOR TO GALVANISING FOR BASKETS FABRICATED FROM MILD STEEL.
4. HOLE DIAMETER TO BE MAINTAINED DURING AND AFTER GALVANISING IN BASKETS FABRICATED FROM MILD STEEL
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

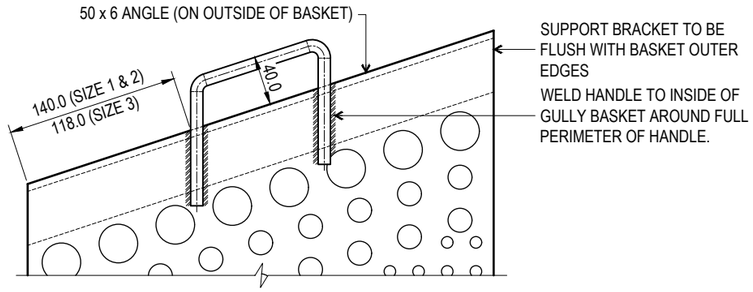
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

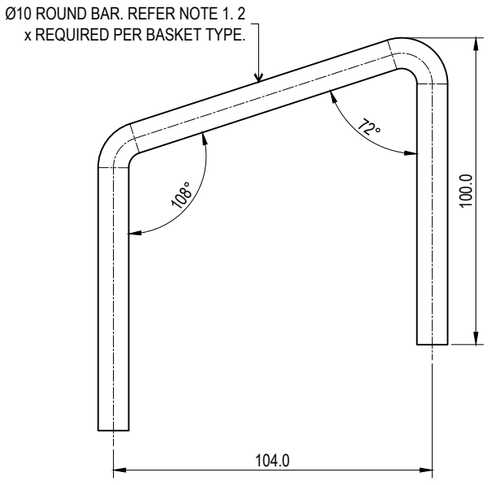
BRISBANE CITY COUNCIL STANDARD DRAWING

STEEL GULLY BASKET
SIZE 4 (SLIMLINE SMALL) BASKET
LAYOUT DETAILS - SHEET 8 OF 10

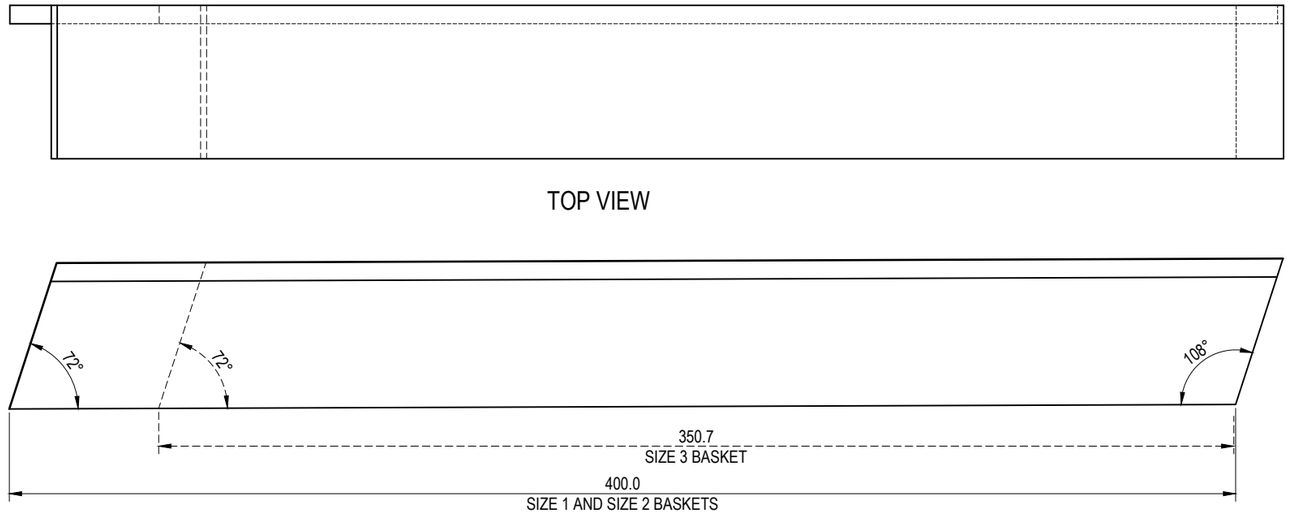
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8060
ORIGINAL SIZE	A3
REVISION	C



HANDLE ATTACHMENT
(INSIDE OF GULLY BASKET)

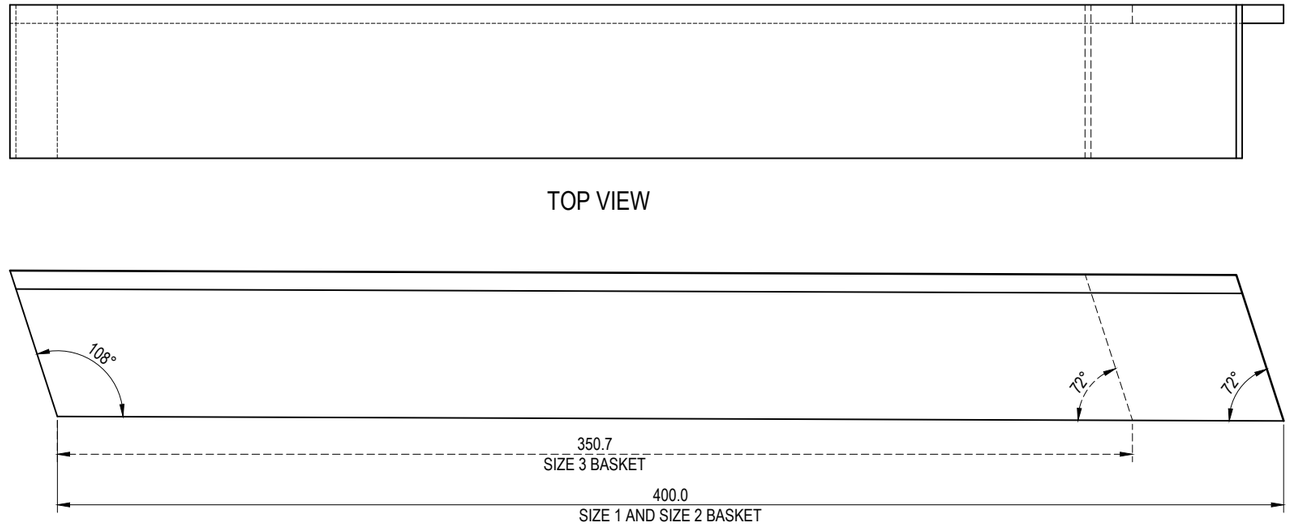


HANDLE



TOP VIEW

RIGHT BASKET SUPPORT BRACKET
50 x 6 ANGLE. REFER NOTE 1.
ELEVATION



TOP VIEW

LEFT BASKET SUPPORT BRACKET
50 x 6 ANGLE. REFER NOTE 1.
ELEVATION

NOTES:

1. SUPPORT BRACKET AND HANDLE MATERIAL TO MATCH BASKET MATERIAL.
2. BASKET SUPPORT BRACKETS: 50 x 6 ANGLE.
3. PAIR OF BASKET SUPPORT BRACKETS (ONE LEFT, ONE RIGHT) REQUIRED FOR EACH GULLY BASKET (TYPE 1 (LARGE), TYPE 2 (SMALL) AND TYPE 3 (SLIMLINE)).
4. HANDLE: Ø10 ROUND BAR.
5. HANDLE ARE SAME SIZE AND POSITION FOR TYPE 1 (LARGE) AND TYPE 2 (SMALL) GULLY BASKETS.
6. ALL WELDS TO BE 4mm CFW UNLESS NOTED OTHERWISE.
7. ALL SHARP EDGES ARE TO BE REMOVED. THIS IS TO OCCUR PRIOR TO GALVANISING FOR BASKETS FABRICATED FROM MILD STEEL.
8. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

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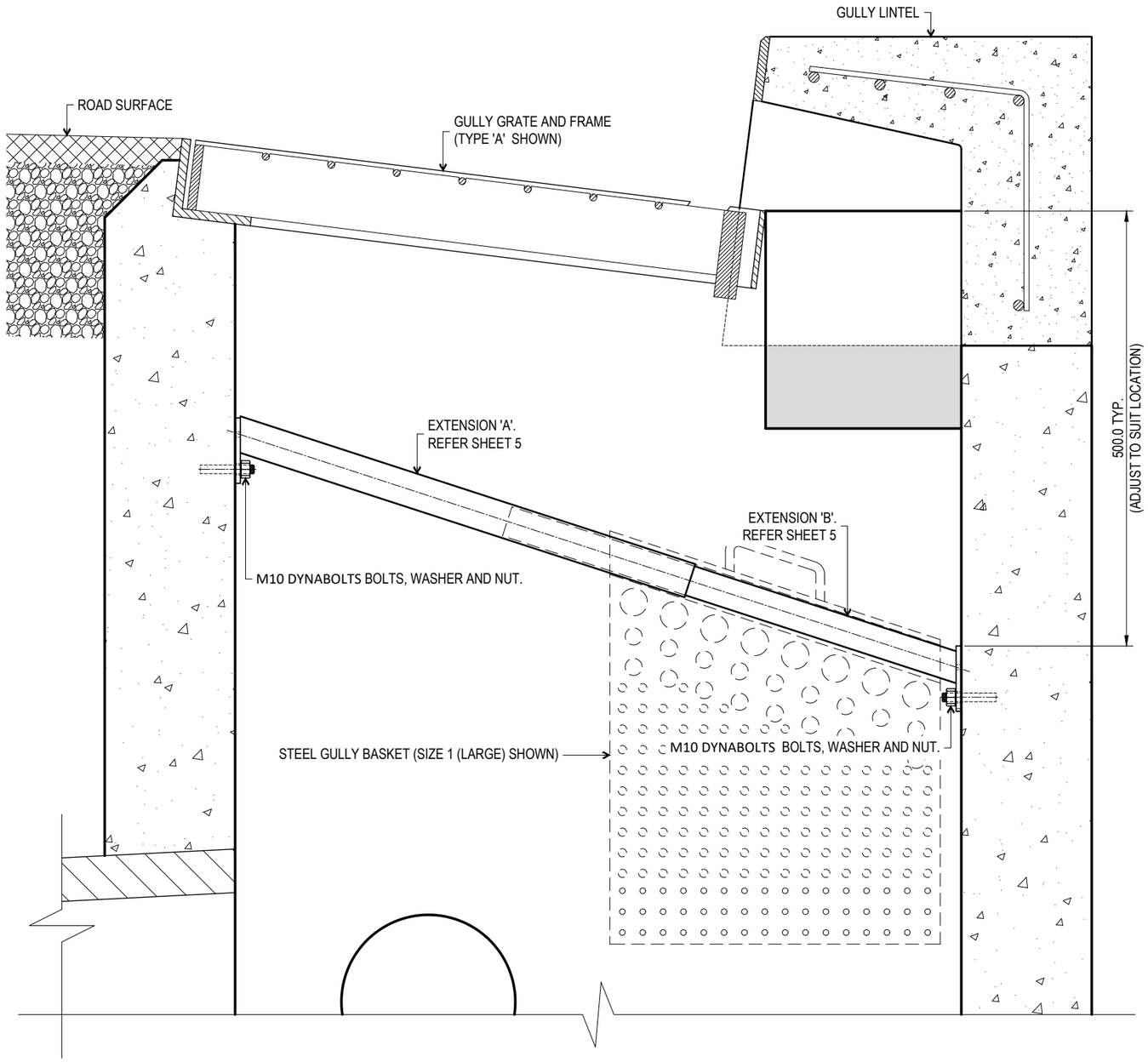
BRISBANE CITY

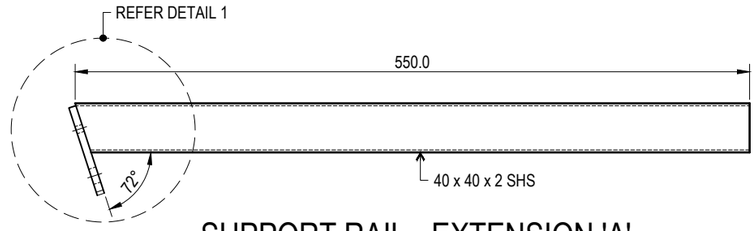
BRISBANE CITY COUNCIL STANDARD DRAWING

STEEL GULLY BASKET
BASKET SUPPORT BRACKETS AND
HANDLE DETAILS - SHEET 9 OF 10

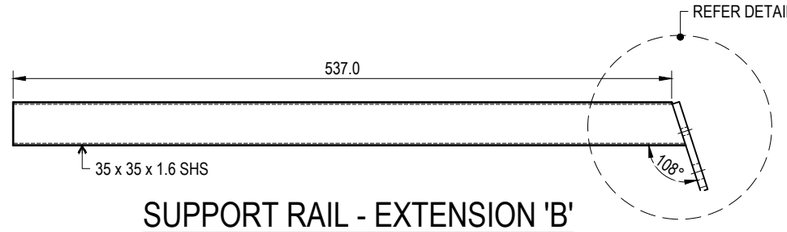
PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8060
ORIGINAL SIZE	A3
REVISION	C



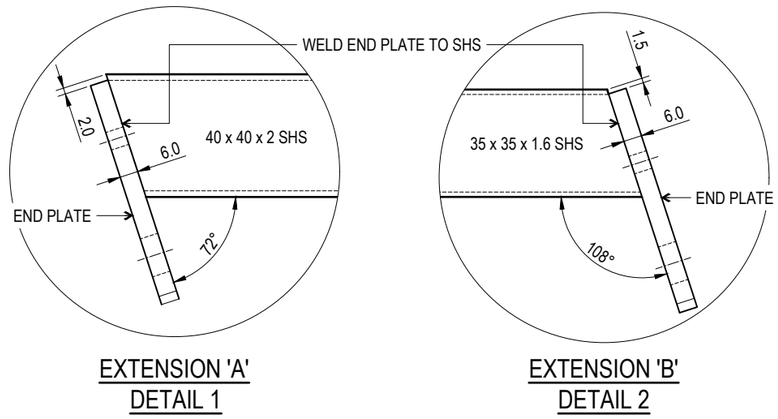
GULLY BASKET INSTALLATION
STANDARD TYPE 'A' GULLY



SUPPORT RAIL - EXTENSION 'A'

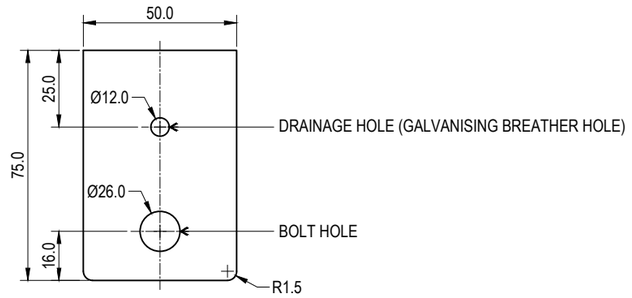


SUPPORT RAIL - EXTENSION 'B'



EXTENSION 'A'
DETAIL 1

EXTENSION 'B'
DETAIL 2



SUPPORT RAIL END PLATE
6mm THICK

NOTES:

1. SUPPORT RAIL MATERIAL TO MATCH BASKET MATERIAL.
2. MATERIAL:
   - EXTENSION 'A': 40 x 40 x 2 SHS.
   - EXTENSION 'B': 35 x 35 x 1.6 SHS.
2. ALL WELDS TO BE 4mm CFW UNLESS NOTED OTHERWISE.
3. HOT DIP GALVANISE SUPPORT RAILS (EXTENSIONS) TO *AS/NZS4680* AFTER FABRICATION.
4. AFTER GALVANISING, ENSURE EXTENSION 'B' IS ABLE TO BE INSERTED INTO EXTENSION 'A'.
5. 2 PAIRS REQUIRED FOR EACH GULLY BASKET.
6. ALL SHARP EDGES ARE TO BE REMOVED. THIS IS TO OCCUR PRIOR TO GALVANISING FOR BASKETS FABRICATED FROM MILD STEEL.
7. ALL 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

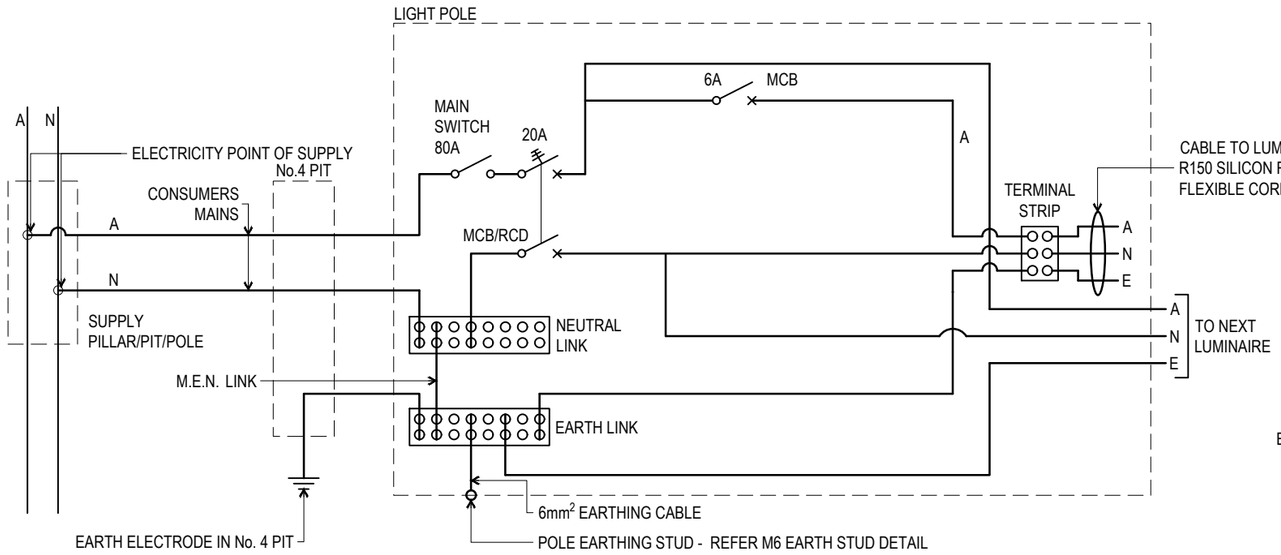
BRISBANE CITY COUNCIL STANDARD DRAWING

STEEL GULLY BASKET
SUPPORT RAILS (EXTENSIONS) AND
INSTALLATION DETAILS - SHEET 10 OF 10

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-8060
ORIGINAL SIZE	A3
REVISION	C

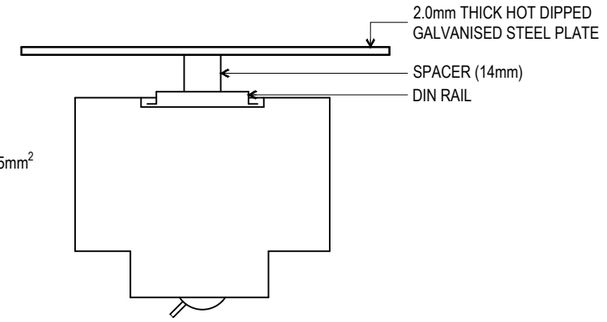
BSD 11000 Series

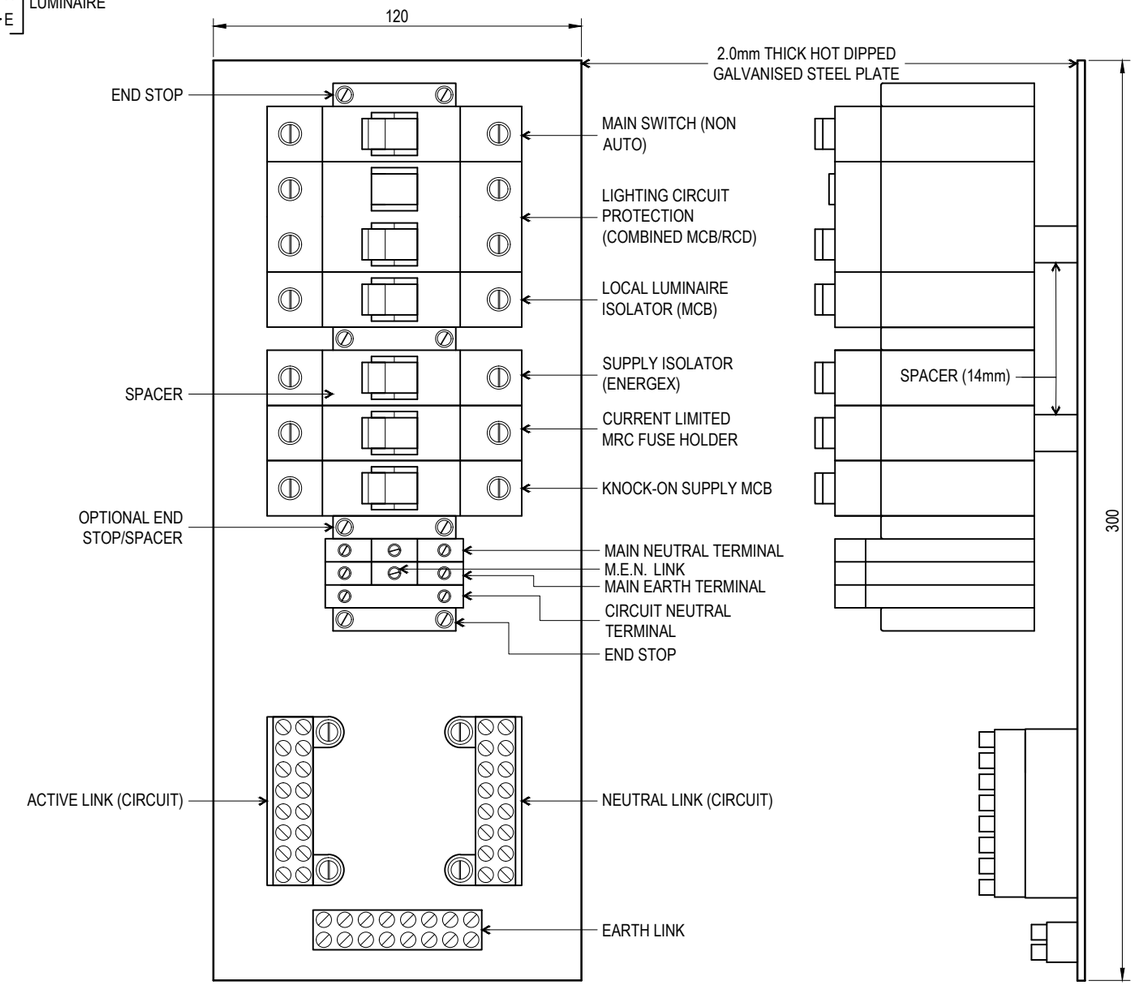
Electrical Facilities and Installations



WIRING SCHEMATIC (WITHOUT KNOCK-ON SUPPLY)

NOT TO SCALE





MAIN SWITCHBOARD & CONTROL PANEL ARRANGEMENTS (WITH KNOCK-ON SUPPLY)

SCALE 1:25 (APPROX.)

NOTES:

1. ELECTRICAL INSTALLATION SHALL COMPLY WITH *AS/NZS3000*.
2. PE CELL IS TO BE INSTALLED IN 7-PIN NEMA RECEPTACLE.
3. THE ELECTRICAL CONDUIT INSTALLED PARALLEL TO THE PROPERTY BOUNDARY IS TO BE POSITIONED WITHIN THE 0 - 900mm UNDERGROUND ELECTRICITY ALIGNMENT WITH A MINIMUM CLEARANCE OF 100mm FROM OTHER ELECTRICAL CONDUITS, AND LOCATED ON THE ROADWAY SIDE OF THE 0 - 900mm UNDERGROUND ELECTRICITY ALIGNMENT. REFER TO BRISBANE CITY COUNCIL STANDARD DRAWINGS BSD-1013 TO BSD-1016 FOR FURTHER DETAILS.
4. ENDS OF CONDUITS ARE TO BE SEALED WITH SILICON OR SIMILAR SUITABLE SEALANT TO PREVENT INGRESS OF VERMIN.
5. EXTERNAL BASE OF LIGHT POLE IS TO BE SEALED WITH MORTAR OR SIMILAR SUITABLE MATERIAL TO PREVENT INGRESS OF VERMIN.
6. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

EQUIPMENT LIST	
ITEM	DESCRIPTION
MAIN SWITCH	63A C/B AMP - NON AUTO - DIN RAIL MOUNTED - 10kA - CLIPSAL OR EQUAL APPROVED
COMBINED MINIATURE CIRCUIT BREAKER AND RESIDUAL CURRENT DEVICE (MCB/RCD)	20 AMP - DIN RAIL MOUNTED - TYPE A - C CURVE RCD - 30mA TRIPPING CURRENT - 10kA - 2 POLE TYPE - CLIPSAL OR EQUAL APPROVED (2 POLE REQUIRED TO ACHIEVE 10kA)
MINIATURE CIRCUIT BREAKER (MCB)	6 AMP - DIN RAIL MOUNTED - 10kA - CLIPSAL OR APPROVED EQUAL
NEUTRAL LINK	INSULATED BASE TYPE - 16mm² TERMINALS - 1 MEN + 6 - 2 SCREW TYPE - 100 AMP RATING
EARTH LINK	16mm² TERMINALS - 1 MEN + 6 - 2 SCREW TYPE - 100 AMP RATING
CONTACTOR	MINIMUM 20 AMP - AC3 - 2 POLE - 240V - DIN RAIL MOUNTED - SPRECHER & SCHUH OR EQUAL APPROVED
PE CELL	NEMA OR APPROVED EQUIVALENT
TERMINAL STRIP	15 AMP - INSULATED TYPE - 2 SCREW TYPE - CLIPSAL OR EQUAL APPROVED

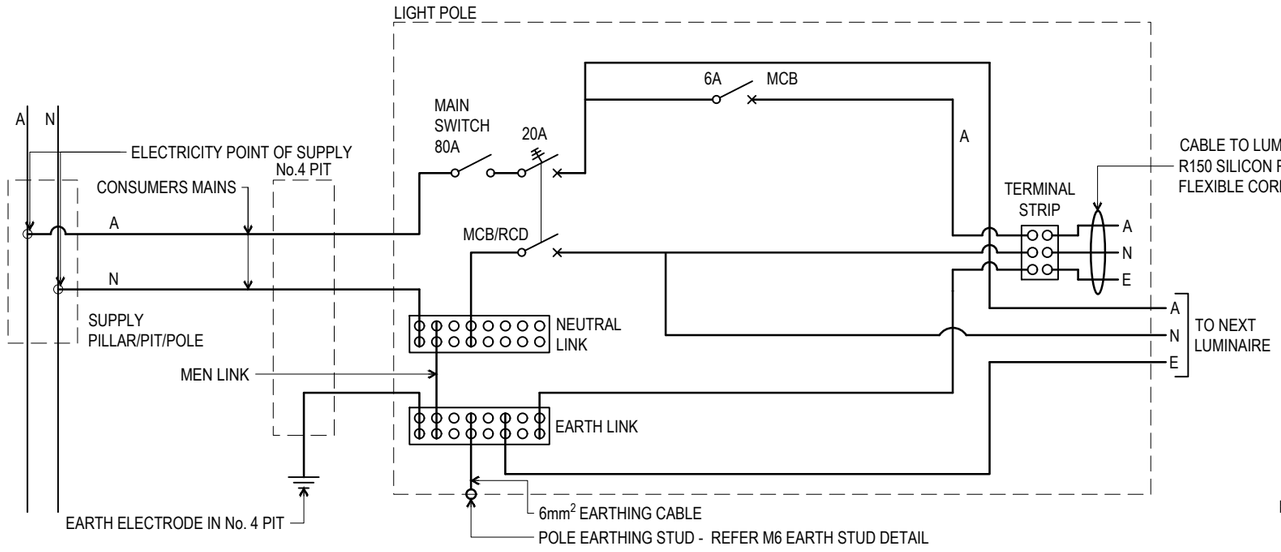
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

PEDESTRIAN LIGHTING - TYPE 1 MAIN SWITCHBOARD AND CONTROL PANEL ARRANGEMENT AND SCHEMATIC - SHEET 1 OF 2

PUBLISH DATE: SEP 2024
SCALE: AS SHOWN
DRAWING NUMBER: BSD-11001
ORIGINAL SIZE: A3
REVISION: C



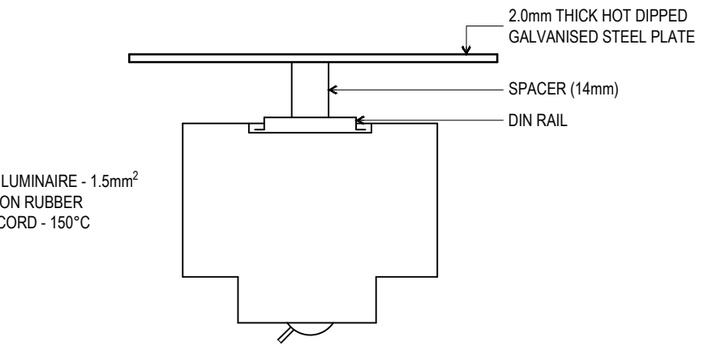
WIRING SCHEMATIC (WITHOUT KNOCK-ON SUPPLY)

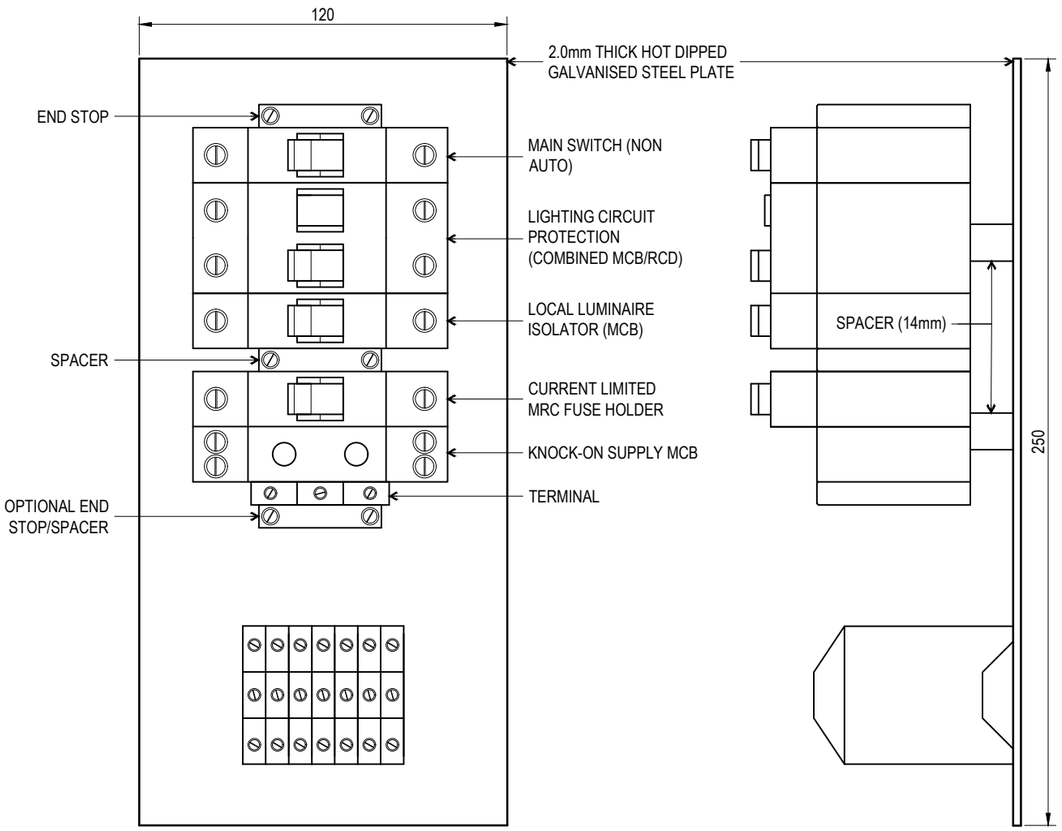
NOT TO SCALE

NOTES:

1. ELECTRICAL INSTALLATION SHALL COMPLY WITH AS/NZS.3000.
2. PE CELL IS TO BE INSTALLED IN 7-PIN NEMA RECEPTACLE.
3. THE ELECTRICAL CONDUIT INSTALLED PARALLEL TO THE PROPERTY BOUNDARY IS TO BE POSITIONED WITHIN THE 0 - 900mm UNDERGROUND ELECTRICITY ALIGNMENT WITH A MINIMUM CLEARANCE OF 100mm FROM OTHER ELECTRICAL CONDUITS, AND LOCATED ON THE ROADWAY SIDE OF THE 0 - 900mm UNDERGROUND ELECTRICITY ALIGNMENT. REFER TO BRISBANE CITY COUNCIL STANDARD DRAWINGS BSD-1013 TO BSD-1016 FOR FURTHER DETAILS.
4. ENDS OF CONDUITS ARE TO BE SEALED WITH SILICON OR SIMILAR SUITABLE SEALANT TO PREVENT INGRESS OF VERMIN.
5. EXTERNAL BASE OF LIGHT POLE IS TO BE SEALED WITH MORTAR OR SIMILAR SUITABLE MATERIAL TO PREVENT INGRESS OF VERMIN.
6. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

EQUIPMENT LIST	
ITEM	DESCRIPTION
MAIN SWITCH	63A C/B AMP - NON AUTO - DIN RAIL MOUNTED - 10kA - CLIPSAL OR EQUAL APPROVED
COMBINED MINIATURE CIRCUIT BREAKER AND RESIDUAL CURRENT DEVICE (MCB/RCD)	20 AMP - DIN RAIL MOUNTED - TYPE A - C CURVE RCD - 30mA TRIPPING CURRENT - 10kA - 2 POLE TYPE - CLIPSAL OR EQUAL APPROVED (2 POLE REQUIRED TO ACHIEVE 10kA)
MINIATURE CIRCUIT BREAKER (MCB)	6 AMP - DIN RAIL MOUNTED - 10kA - CLIPSAL OR APPROVED EQUAL
NEUTRAL LINK	INSULATED BASE TYPE - 16mm² TERMINALS - 1 MEN + 6 - 2 SCREW TYPE - 100 AMP RATING
EARTH LINK	16mm² TERMINALS - 1 MEN + 6 - 2 SCREW TYPE - 100 AMP RATING
CONTACTOR	MINIMUM 20 AMP - AC3 - 2 POLE - 240V - DIN RAIL MOUNTED - SPRECHER & SCHUH OR EQUAL APPROVED
PE CELL	NEMA OR APPROVED EQUIVALENT
TERMINAL STRIP	15 AMP - INSULATED TYPE - 2 SCREW TYPE - CLIPSAL OR EQUAL APPROVED





MAIN SWITCHBOARD & CONTROL PANEL ARRANGEMENTS (WITH KNOCK-ON SUPPLY)

SCALE 1:25 (APPROX.)

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

PEDESTRIAN LIGHTING - TYPE 2 MAIN SWITCHBOARD AND CONTROL PANEL ARRANGEMENT AND SCHEMATIC - SHEET 2 OF 2

PUBLISH DATE	SEP 2024
SCALE	AS SHOWN
DRAWING NUMBER	BSD-11001
ORIGINAL SIZE	A3
REVISION	C

GENERAL NOTES:

1. AT A MINIMUM ALL CONCRETE TO BE GRADE N25 BROOM FINISHED 125mm MINIMUM THICKNESS. ALL CONCRETE WORKS TO BE REINFORCED MIN SL72 MESH. ENSURE MIN TOP AND BOTTOM COVER OF 50mm.
2. CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON BBQ SLAB TO *AS/NZS4586* FOR ALL NEW SURFACES - LEVEL TO BE CLASSIFIED AS CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.

   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.
3. 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.ALL CONCRETE AREAS TO HAVE 1:50 MINIMUM CROSSFALL AWAY FROM BBQ.
4. AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.
5. DIMENSIONS IN MILLIMETRES. (U.N.O.).

INSTALLATION NOTES:

B1. SLAB SIZE IS SHOWN AS A MINIMUM. SIZE OF SLAB MAY INCREASE AT NODAL POINTS OR WHERE ADDITIONAL CIRCULATION SPACE AROUND BBQ IS REQUIRED.

B2. PROVIDE LIGHTING WHERE SPECIFIED FOR BBQ PICNIC NODE.

B3. CONSTRUCT GREASE TRAP AND SOAKAGE TRENCH AS SHOWN.

B4. WASTE DIRECTION TO BE ON THE LOW SIDE AND SELECTED BY LAY OF LAND ON A SITE BY SITE BASIS.

B5. SUMP AND COPPER PIPING TO BE INSTALLED BY QUALIFIED PLUMBER. COPPER PIPING TO BE CLASS 'B' Ø100mm.

B6. ENSURE MOWN HEIGHT OF GRASS (TURF) AREAS FINISHES FLUSH WITH PAVEMENT AREA.

B7. ENSURE GARDEN AREAS (MULCH) FINISH 25mm BELOW ADJACENT F.S.L'S OF PAVEMENT AREAS.

B8. WHERE APPLICABLE - INCORPORATE BBQ AS PART OF INTEGRATED PICNIC SETTING NODES (REFER BSD-10101).

B9. ENSURE BBQS ARE LOCATED AND LANDSCAPED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN, AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.

ELECTRICAL NOTES:

E1. ALL ELECTRICAL WORK TO BE UNDERTAKEN BY A QUALIFIED ELECTRICIAN.

E2. BBQ ELECTRICAL SUPPLY TO BE FROM A METERED SUPPLY - REFER TO BSD-11001 AND MANUFACTURER'S SPECIFICATIONS FOR REQUIRED POWER SUPPLY.

E3. CIRCUIT PROTECTION TO BE INSTALLED IN ACCORDANCE WITH *AS/NZS60335.2.78* AND *AS/NZS3000*.

E4. NO PROTECTIVE DEVICES, INCLUDING SUBBOARDS, BE INSTALLED WITHIN THE BBQ HOUSING.

E5. ACTIVE CABLE SIZE TO BE A MINIMUM OF 6mm^2.

E6. ORANGE CIRCULAR CABLE SHALL BE UTILISED.

E7. A SEPARATE CIRCUIT PER BBQ MUST BE PROVIDED WITH A 16A RCBO TYPE C BREAKER IN THE SUPPLYING SWITCHBOARD.

E8. ELECTRICAL CABLES MUST BE SIZED SO THAT VOLTAGE DROP ON BBQ FINAL SUBCIRCUIT ACCOUNTS FOR FULL DEMAND UTILISATION OF THE ELECTRICAL SUPPLY CONNECTION.

E9. BBQ HOUSING SHALL BE BONDED TO THE EARTH CABLE (4mm^2 MIN.) OF CIRCUIT FOR A SINGLE BBQ AS PER THE REQUIREMENTS OF A CLASS 1 INSTALLATION.

E10. INSTALL A TYPE 4 PIT ADJACENT TO THE BBQ SLAB FOR TRANSITION OF UNDERGROUND CONDUIT NETWORK INTO BBQ.

E11. CONDUITS, BACKBONE - PREFERENCE 100mm, MINIMUM 63mm (DIRECTIONAL BORE) HIGH DENSITY POLYETHYLENE (HDPE) OR 80mm (MANUAL EXCAVATION) HEAVY DUTY (HD). PIT TO BBQ - MINIMUM 50mm PER BBQ PLATE.

E12. ALL INTERNAL CONDUITS SHOULD BE AFFIXED AND ENCLOSURES IP54.

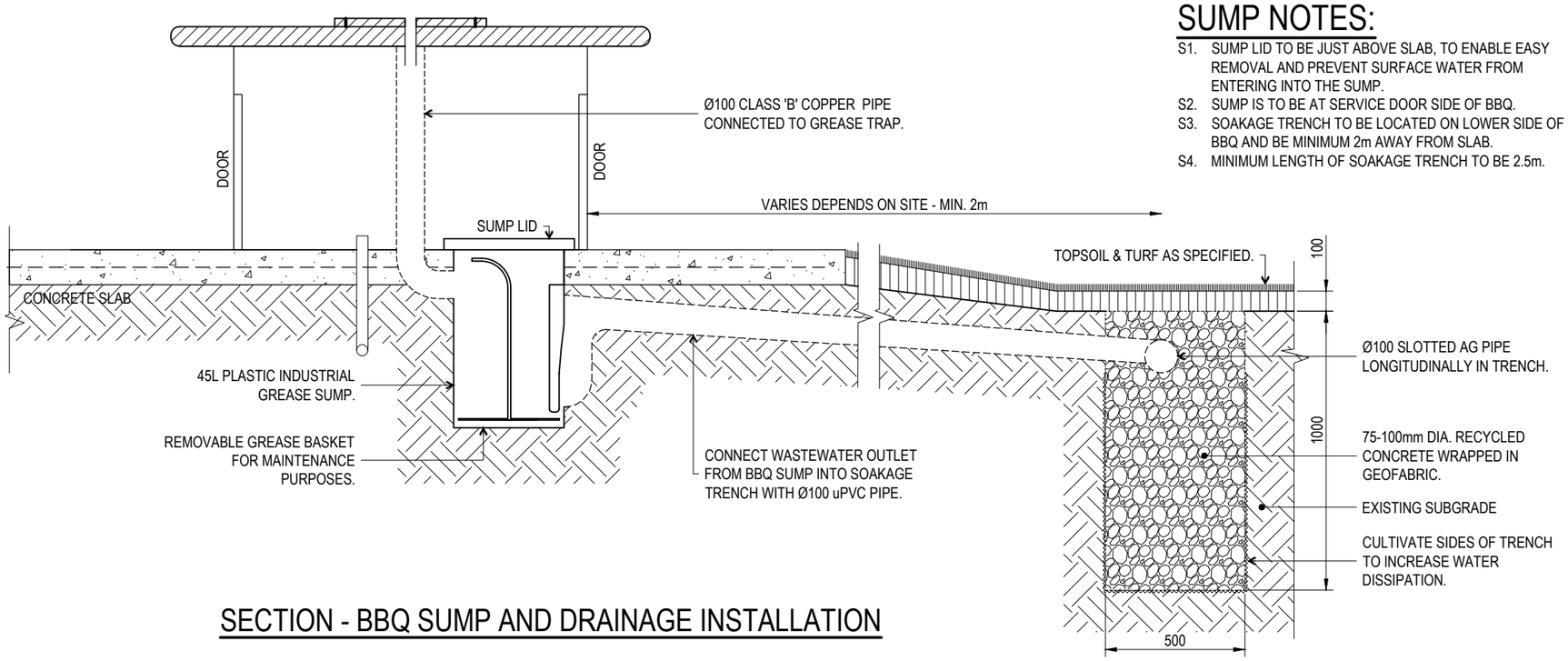
E13. FOR ALL ELECTRIC BBQ INSTALLATIONS TO UTILISE A PLUG'N'PLAY COOKING SYSTEM AS SUPPLIED BY THE COUNCIL PANEL PROVIDER, A SINGLE IP54 15 AMP POWER POINT IS REQUIRED FOR EACH COOKING HOTPLATE.

E14. DESIGN TO BE COMPLIANT WITH QLD ELECTRICITY CONNECTION MANUAL (QECM) AND QLD ELECTRICITY CONNECTION & METERING MANUAL (QEMM).

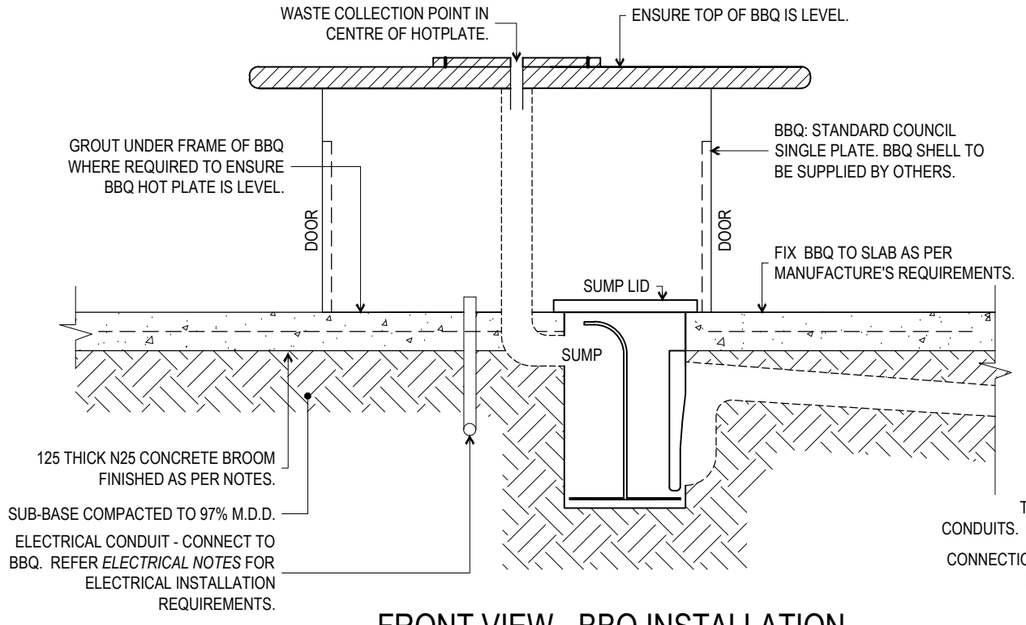
E15. ELECTRICAL DRAWING TO BE CERTIFIED BY SUITABLY QUALIFIED RPEQ.

SUMP NOTES:

S1. SUMP LID TO BE JUST ABOVE SLAB, TO ENABLE EASY REMOVAL AND PREVENT SURFACE WATER FROM ENTERING INTO THE SUMP.
S2. SUMP IS TO BE AT SERVICE DOOR SIDE OF BBQ.
S3. SOAKAGE TRENCH TO BE LOCATED ON LOWER SIDE OF BBQ AND BE MINIMUM 2m AWAY FROM SLAB.
S4. MINIMUM LENGTH OF SOAKAGE TRENCH TO BE 2.5m.



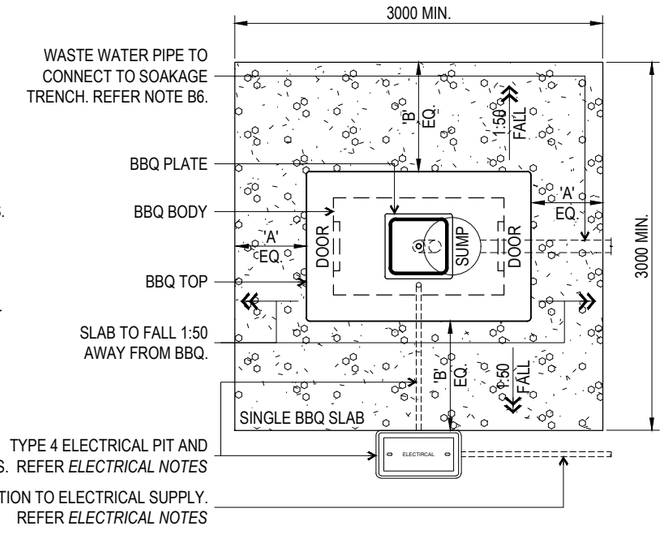
SECTION - BBQ SUMP AND DRAINAGE INSTALLATION



FRONT VIEW - BBQ INSTALLATION

NOTE:

WASTE DIRECTION TO BE SELECTED BY WAY OF LAND (LOW SIDE OF BBQ).



PLAN VIEW - SLAB SIZE INSTALLATION

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

BRISBANE CITY COUNCIL STANDARD
ELECTRIC SINGLE BBQ
SHEET 1 OF 2

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-11123
ORIGINAL SIZE	A3
REVISION	D

GENERAL NOTES:

1. AT A MINIMUM ALL CONCRETE TO BE GRADE N25 BROOM FINISHED 125mm MINIMUM THICKNESS. ALL CONCRETE WORKS TO BE REINFORCED MIN SL72 MESH. ENSURE MIN TOP AND BOTTOM COVER OF 50mm.
2. CARRY OUT WET PENDULUM TEST SLIP RESISTANCE TESTING ON BBQ SLAB TO *AS/NZS4586* FOR ALL NEW SURFACES - LEVEL TO BE CLASSIFIED AS CLASS 'P5' (>44 MEAN BPN USING A SLIDER 55 (TRL) RUBBER PAD) TO AS/NZS4586.
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4. ALL CONCRETE AREAS TO HAVE 1:50 MINIMUM CROSSFALL AWAY FROM BBQ.
5. AUSTRALIAN STANDARDS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE REFERENCED AUSTRALIAN STANDARDS EXCEPT WHERE VARIED BY SPECIFICATIONS AND/OR DRAWINGS.
6. DIMENSIONS IN MILLIMETRES. (U.N.O.).

INSTALLATION NOTES:

B1. SLAB SIZE IS SHOWN AS A MINIMUM. SIZE OF SLAB MAY INCREASE AT NODAL POINTS OR WHERE ADDITIONAL CIRCULATION SPACE AROUND BBQ IS REQUIRED.
B2. PROVIDE LIGHTING WHERE SPECIFIED FOR BBQ PICNIC NODE.
B3. CONSTRUCT GREASE TRAP AND SOAKAGE TRENCH AS SHOWN.
B4. WASTE DIRECTION TO BE ON THE LOW SIDE AND SELECTED BY LAY OF LAND ON A SITE BY SITE BASIS.
B5. SUMP AND COPPER PIPING TO BE INSTALLED BY QUALIFIED PLUMBER. COPPER PIPING TO BE CLASS 'B' Ø100MM.
B6. ENSURE MOWN HEIGHT OF GRASS (TURF) AREAS FINISHES FLUSH WITH PAVEMENT AREA.
B7. ENSURE GARDEN AREAS (MULCH) FINISH 25MM BELOW ADJACENT F.S.L'S OF PAVEMENT AREAS.
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B9. ENSURE BBQS ARE LOCATED AND LANDSCAPED IN ACCORDANCE WITH DETAILED LANDSCAPE PLAN, AND PARKS CHAPTER OF INFRASTRUCTURE DESIGN PLANNING SCHEME POLICY.

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E8. ELECTRICAL CABLES MUST BE SIZED SO THAT VOLTAGE DROP ON BBQ FINAL SUBCIRCUIT ACCOUNTS FOR FULL DEMAND UTILISATION OF THE ELECTRICAL SUPPLY CONNECTION.
E9. BBQ HOUSING SHALL BE BONDED TO THE EARTH CABLE (4mm^2 MIN.) OF BOTH CIRCUITS FOR A DOUBLE BBQ AS PER THE REQUIREMENTS OF A CLASS 1 INSTALLATION.
E10 INSTALL A TYPE 4 PIT ADJACENT TO THE BBQ SLAB FOR TRANSITION OF UNDERGROUND CONDUIT NETWORK INTO BBQ.
E11. CONDUITS, BACKBONE - PREFERENCE 100mm, MINIMUM 63mm (DIRECTIONAL BORE) HIGH DENSITY POLYETHYLENE (HDPE) OR 80mm (MANUAL EXCAVATION) HEAVY DUTY (HD). PIT TO BBQ - MINIMUM 50mm PER BBQ PLATE.
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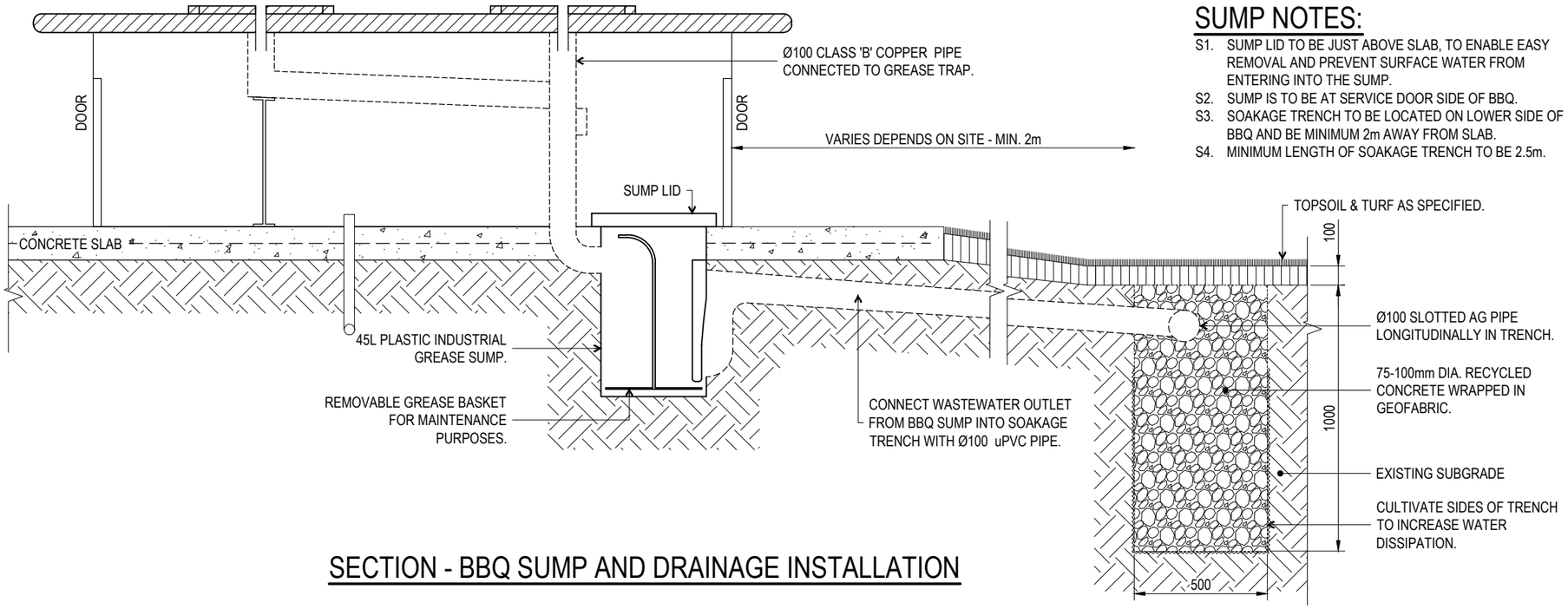
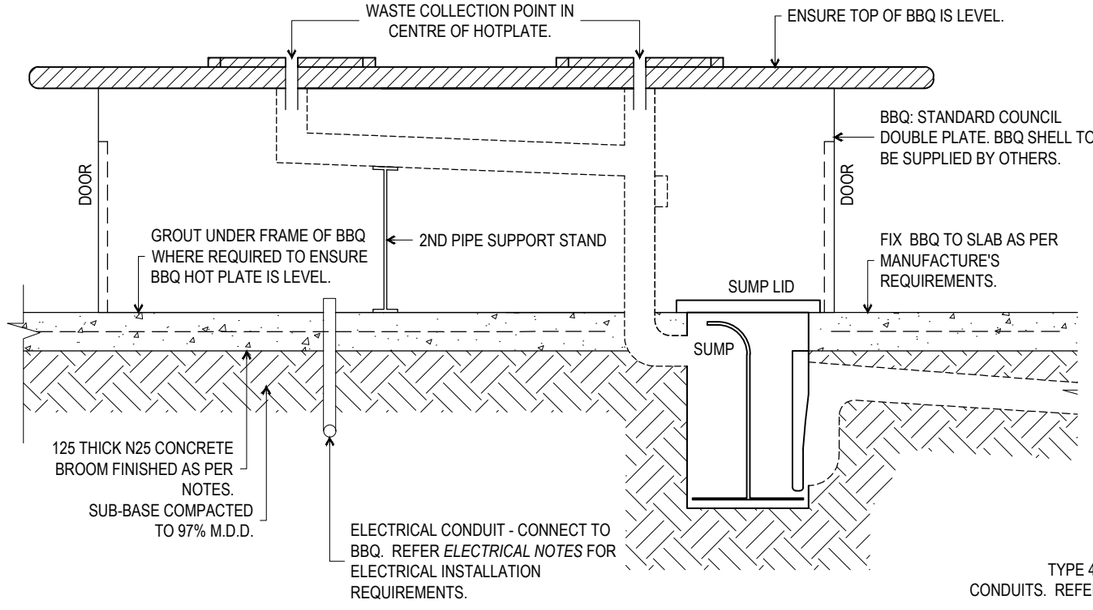
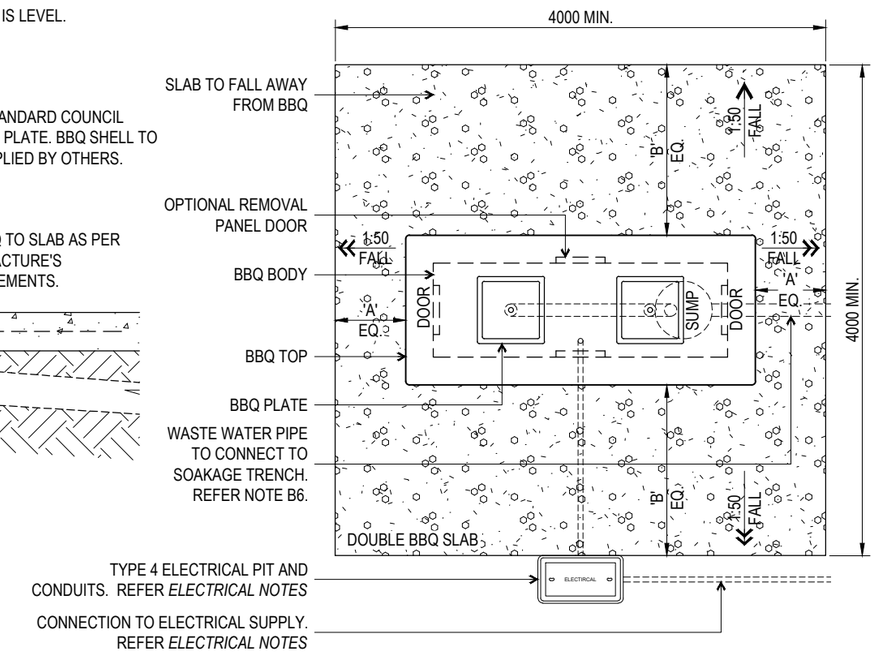


SECTION - BBQ SUMP AND DRAINAGE INSTALLATION



FRONT VIEW - BBQ INSTALLATION



PLAN VIEW - SLAB SIZE INSTALLATION

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BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

BRISBANE CITY COUNCIL STANDARD
ELECTRIC DOUBLE BBQ
SHEET 2 OF 2

PUBLISH DATE	SEP 2024
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-11123
ORIGINAL SIZE	A3
REVISION	D