


**NOTES:**

2. CLEAR OPENING IN LOG BARRIER FENCE ALONG THE RP ALIGNMENT TO BE 4700 FOR PROVISION OF A LOCKRAIL IF SPECIFIED.
3. BIKE/SHARED PATH TO HAVE PREFERRED WIDTH OF 3000. WIDTH MAYBE REDUCED TO 2500 FOR LOW USE COMMUTER AREAS, SUBJECT TO COUNCIL APPROVAL.
4. PATH REVERSE CURVE INSTALLED TO SLOW AND CONTROL BICYCLE SPEED.
6. DIMENSIONS IN MILLIMETRES (U.N.O.).

**DEFLECTION RAILS REMOVED FROM SERVICE  
REFER BSD-5002 (OPTION 2) FOR ALTERNATIVE  
ENTRANCE CONTROL DEVICE**

**REVERSE CURVE**

● PREFERRED CONTROL DEVICE WHERE GEOMETRY PERMITS.

					DRAWING AUTHORISED FOR PUBLICATION B. BALL SIGNATURE ON ORIGINAL DATED 29/6/01 R.P.E.Q: 3 8 5 2				DESIGN	Std Dwg's WG	DATE	April '01	BRISBANE CITY COUNCIL STANDARD DRAWING	
					ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT				DRAWN	CPD - P&D	DATE	April '01	SCALE NOT TO SCALE	
					DESIGN APPROVED				CHECKED	M. STEER	DATE	April '01	DWG No. <b>BSD-5004</b>	
					B. HANSEN SIGNATURE ON ORIGINAL DATED 27/6/01				DRAWING FILENAME	BSD-5004 (A) Bikepath slowdown control (reverse curve).dwg			ORIGINAL SIZE A3	
					PRINCIPAL ASSET OFFICER ROADS & DRAINAGE				ASSOCIATED PLANS	SUPERSEDES UMS-253			REVISION <b>B</b>	
<b>B</b>	<b>Deflection Rails Removed From Service</b>				FEB '17	FEB '17	FEB '17						 <b>BIKEPATH SLOWDOWN CONTROL (REVERSE CURVE)</b>	
A	Drawing Converted from UMS Series April 2014				APR '14	APR '14	APR '14							
ISSUE	AMENDMENT				DRAWN DATE	CHK'D DATE	APPR'D DATE							