

INTERSECTION TAIL LENGTH TABLE

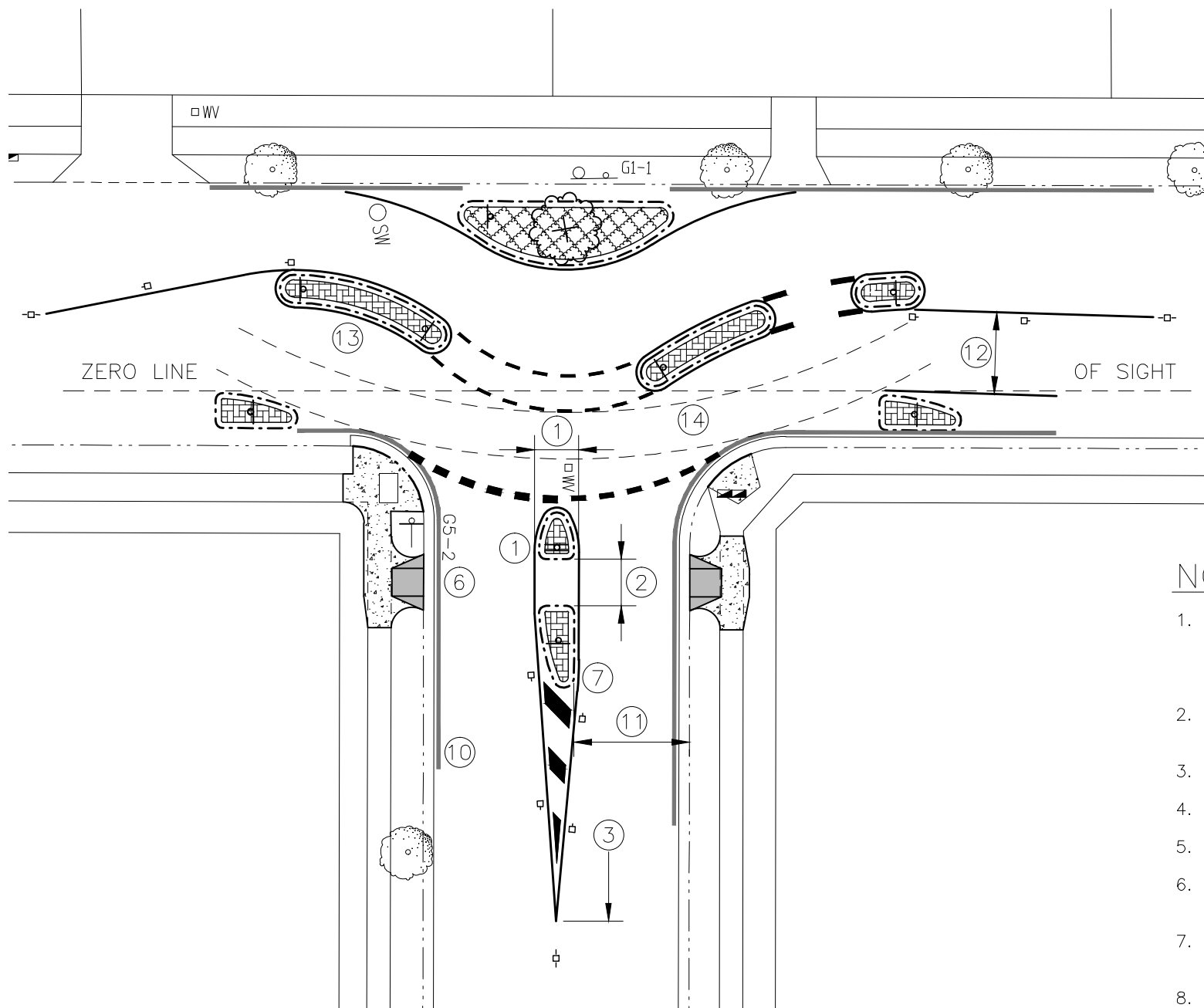
ISLAND WIDTH (m)	SPEED (Km/h)					
	20	30	40	50	60	70
1.0	6	8	11	14	19	23
1.5	8	11	15	19	26	31
2.0	10	14	19	24	33	39
2.4	11	17	22	28	39	45
3.0	13	20	27	34	47	55

NOTE

FIGURES ONLY APPLY TO ISLANDS LOCATED CENTRALLY TO ROAD CENTRELINE

NOTES

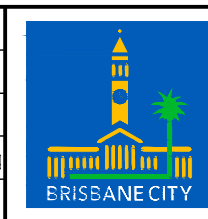
- PRECAST TRAFFIC ISLANDS AS PER BSD-2061 & BSD-2062 TO BE USED AT PEDESTRIAN REFUGES.
 - DESIRABLE WIDTH 2.4m. WIDTH (BETWEEN PAINTED ISLAND LINES) TO BE 2.8m MINIMUM.
 - DESIRABLE MINIMUM WIDTH 2.0m. WIDTH (BETWEEN PAINTED ISLAND LINES) TO BE 2.4m MINIMUM.
 - ABSOLUTE MINIMUM WIDTH 1.5m. WIDTH (BETWEEN PAINTED ISLAND LINES) TO BE 1.9m MINIMUM.
- SPACING BETWEEN ISLANDS TO BE 2.0m MINIMUM. SPACING TO BE INCREASED TO 2.4m AT BICYCLE CROSSING FACILITIES, OR WHERE HOLDING RAILS REQUIRED (REFER NOTE 9).
- FOR LENGTH OF PAINTED ISLAND TAILS, REFER TO 'TAIL LENGTH' TABLE. RRPM'S AT 5.0m SPACING.
- BICYCLE AWARENESS PAVEMENT SYMBOLS OPTIONAL OR AS SPECIFIED (REFER BSD-5102).
- WARNING SIGNAGE W6-1/W8-25 REQUIRED AT ISOLATED REFUGES, 60-80m IN ADVANCE OF REFUGE ISLANDS.
- DIRECTIONAL KERB RAMPS AS PER BSD-5231 TO BE CONSTRUCTED, WITH CONCRETE FOOTPATH CONNECTION TO EXISTING. A MINIMUM OF 1.2m OF CONCRETE FOOTPATH IS REQUIRED BEHIND BACK OF KERB RAMP.
- LENGTH OF REFUGE ISLAND MAY BE REDUCED TO 2.0m MINIMUM TO ALLOW FOR VEHICLE MOVEMENTS AT PROPERTY ACCESS.
- STREET LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS 1158.
- PEDESTRIAN HANDRAILS, 0.9m HIGH, TO BE INSTALLED WHERE REQUIRED. BICYCLE HANDRAILS, 1.2m HIGH TO BE INSTALLED AT BICYCLE CROSSING FACILITIES. (REFER BSD-5259 FOR DETAILS).
- NO STOPPING RESTRICTIONS TO BE DELINEATED BY YELLOW 'NO STOPPING' EDGE LINE. EXTENT OF RESTRICTIONS TO BE DETERMINED AS PER 'CROSSING SIGHT DISTANCE' TABLE (REFER BSD-5259).
- WIDTH FROM REFUGE ISLAND TO KERB - 4.2m DESIRABLE (3.1m MINIMUM).
- LANE WIDTH PAST ISLAND (TO EDGE LINE) - 3.1m MINIMUM.
- ISLAND WIDTH TO BE 1.2m MINIMUM. ISLAND WIDTH WHERE PEDESTRIAN WALK THROUGH IS REQUIRED TO BE 1.5m MINIMUM.
- ISLANDS TO BE PLACED TO ACHIEVE MAXIMUM DEFLECTION THROUGH THE INTERSECTION. IN LOCAL TRAFFIC AREAS, GENERAL MAXIMUM DESIGN SPEED IS 40km/hr. ZERO LINE OF SIGHT IS MINIMUM CRITERIA IN ALL CASES.
- FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.



PLAN

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

DRAWING AUTHORISED FOR PUBLICATION P. COTTON SIGNATURE ON ORIGINAL DATED 06/09/06			
MANAGER CITY ASSETS, R.P.E.Q. 2546			
DESIGN APPROVED			
V. NASH SIGNATURE ON ORIGINAL			
SENIOR PROGRAM OFFICER ROAD NETWORK			
DESIGN	STANDARDS WORK	DATE	GROUP
DRAWN	CITY DESIGN	DATE	May '06
CHECKED	D MAHER	DATE	June '06
DRAWING FILENAME	BSD-3214 (B) Local traffic area - Modified T junction - General design criteria.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-932		



BRISBANE CITY COUNCIL STANDARD DRAWING	
LOCAL TRAFFIC AREA MODIFIED T JUNCTION GENERAL DESIGN CRITERIA	
SCALE: NOT TO SCALE	
DWG No. BSD-3214	
ORIGINAL SIZE A3	REVISION B