


DETAIL 'A'

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

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21
	TYPICAL PAVEMENT MARKINGS - SIGNALISED INTERSECTION CROSSING		SCALE NOT TO SCALE
	TYPICAL PAVEMENT MARKINGS - SIGNALISED INTERSECTION CROSSING		DRAWING NUMBER BSD-3165
	ORIGINAL SIZE A3	REVISION C	