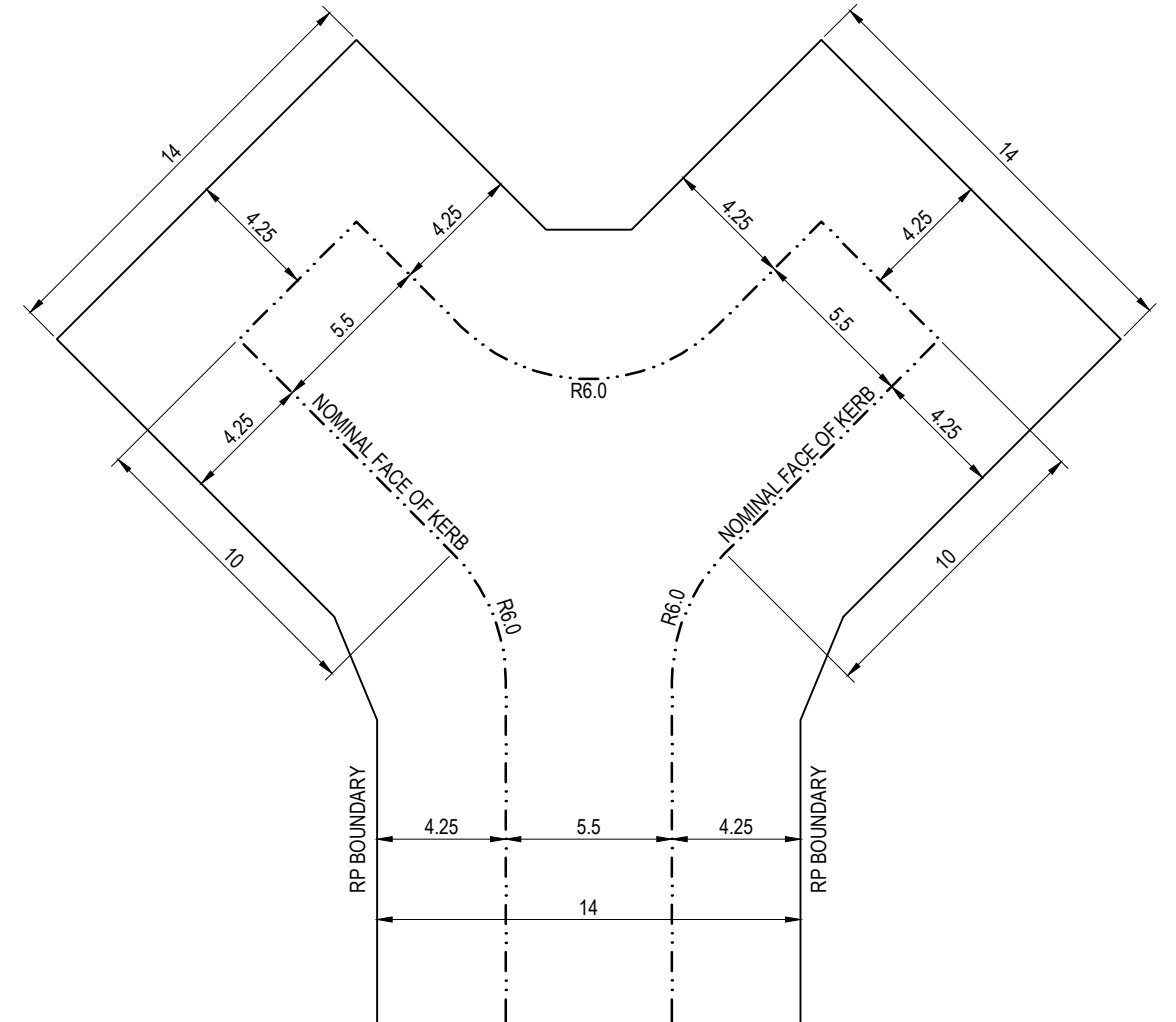


'T' HEAD



'Y' HEAD

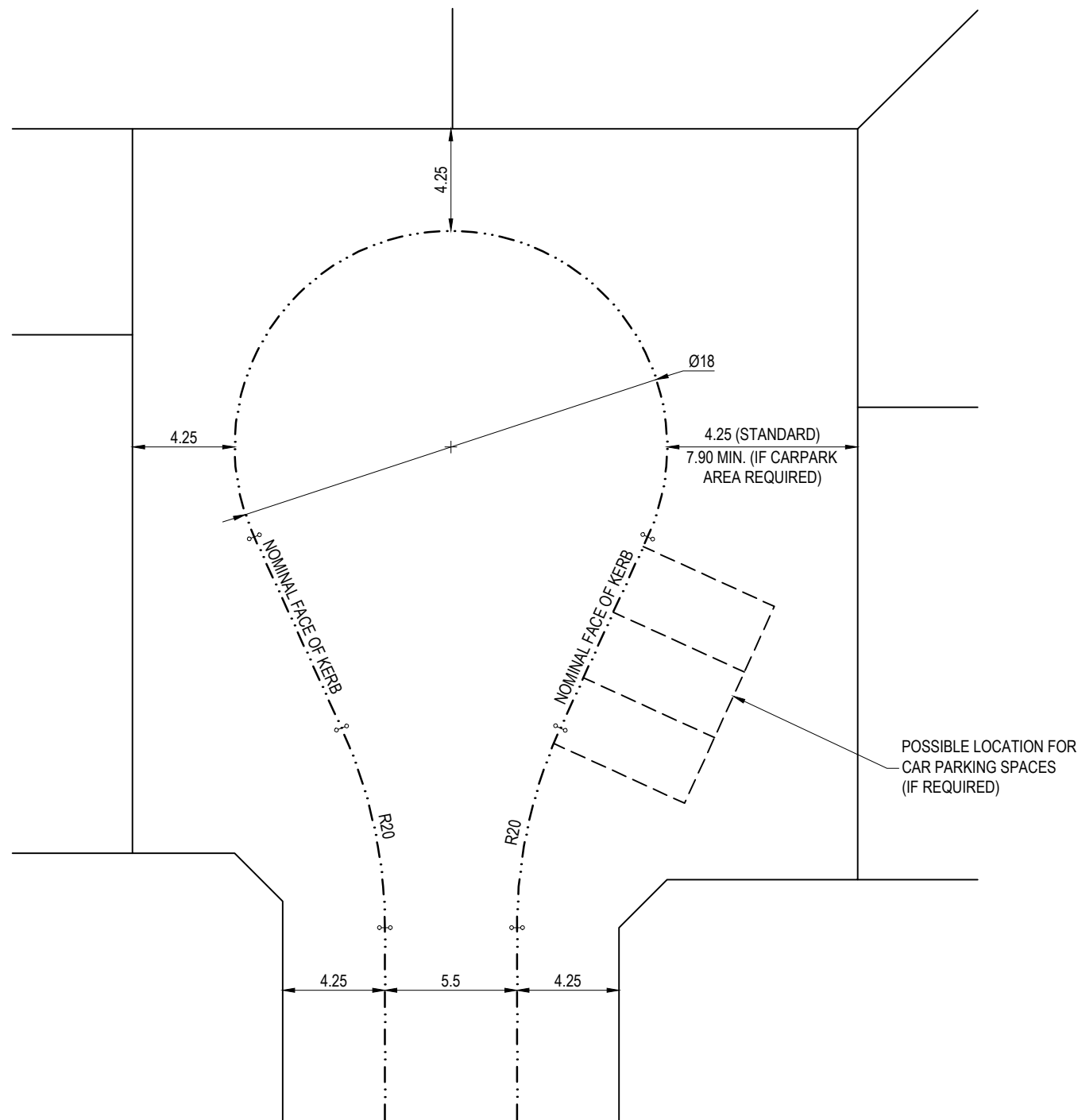
NOTES:

- PARKING LOCATIONS IF REQUIRED MAY BE VARIED TO SUIT ALLOTMENT LAYOUT AND ROAD GEOMETRY (RATE OF 0.5 SPACES/LOT)
- THESE TURNING AREAS ARE BASED ON THE FOLLOWING:
 - BCC REFUSE TRUCK ABLE TO TURN WITHIN PAVED AREA AND ABLE TO TURN IN ANY DIRECTION TO ENABLE PICK UP EITHER SIDE, IN EACH ARM
 - SUBJECT TO SERVICE REQUIREMENTS THE VERGE MAY BE REDUCED TO A MINIMUM OF 3.0m AT PINCH POINTS.
- ALL DIMENSIONS IN METRES (U.N.O.).

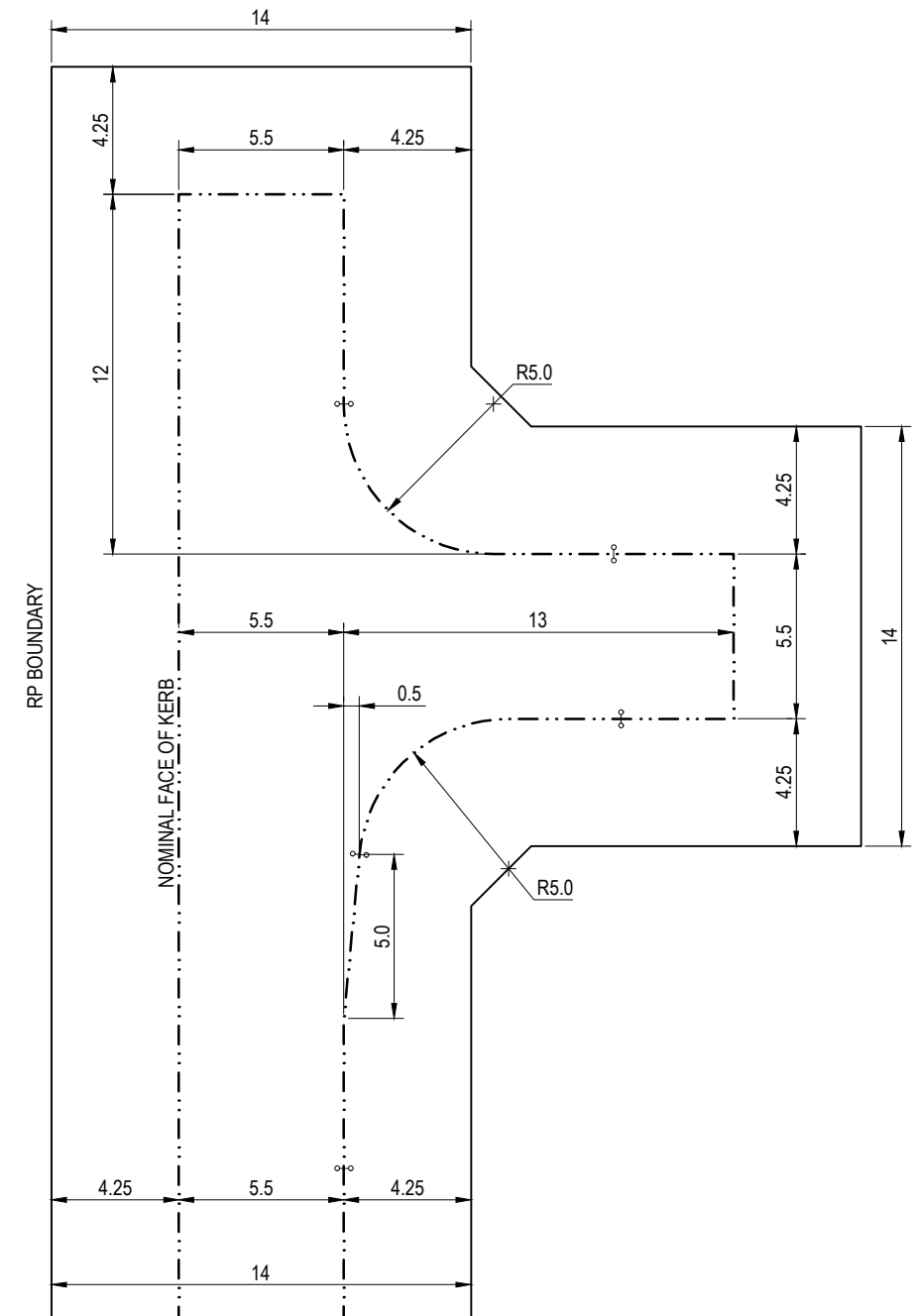
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



BRISBANE CITY COUNCIL STANDARD DRAWING	
TYPICAL MANOEUVRING AREAS - RESIDENTIAL STREETS SHEET 1 OF 2	
SCALE NOT TO SCALE	
DWG No. BSD-3001	
ORIGINAL SIZE A3	REVISION C




CUL-DE-SAC HEAD



OFFSET T HEAD

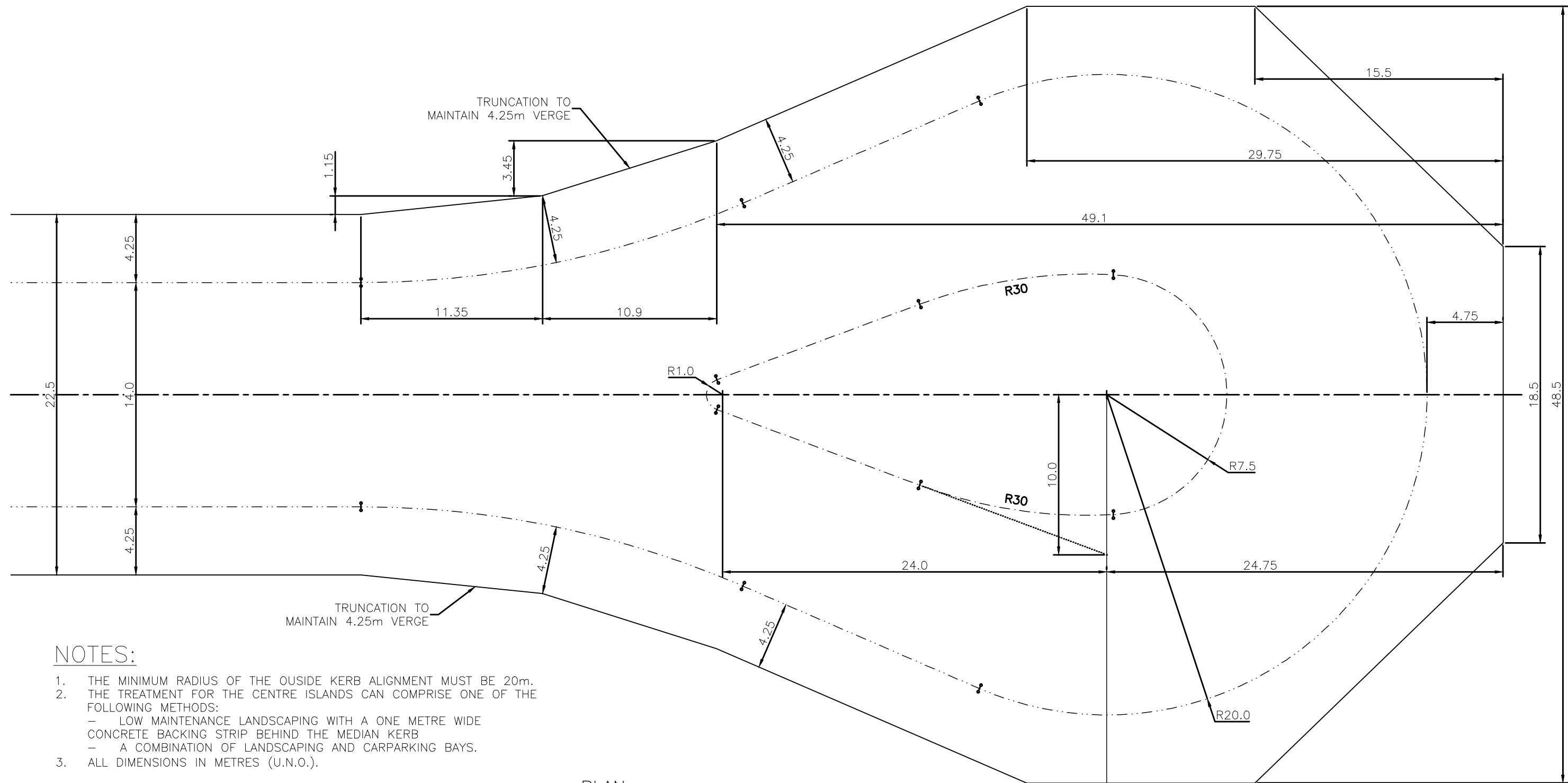
NOTES:

- PARKING LOCATIONS IF REQUIRED MAY BE VARIED TO SUIT ALLOTMENT LAYOUT AND ROAD GEOMETRY (RATE OF 0.5 SPACES/LOT)
- THESE TURNING AREAS ARE BASED ON THE FOLLOWING:
 - BCC REFUSE TRUCK ABLE TO TURN WITHIN PAVED AREA AND ABLE TO TURN IN ANY DIRECTION TO ENABLE PICK UP EITHER SIDE, IN EACH ARM
 - SUBJECT TO SERVICE REQUIREMENTS THE VERGE MAY BE REDUCED TO A MINIMUM OF 3.0m AT PINCH POINTS.
- ALL DIMENSIONS IN METRES (U.N.O.).

						<div>DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 21/03/06 MANAGER CITY ASSETS, R.P.E.Q. 2 5 4 6</div>	DESIGN	BCC (IMB)	DATE	Jul '04		BRISBANE CITY COUNCIL STANDARD DRAWING		
C	Note 2 Amend (BCC Refuse Truck), Dimensions Update., Kerblne Decsip. Amend.	JAN '19	APR '19	APR '19			DRAWN	CA (DJL)	DATE	Jul '04		NOT TO SCALE		
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16			CHECKED	CA (GMc)	DATE	Nov '05		Dwg No. BSD-3001		
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14			DRAWING FILENAME	BSD-3001 (C) Typical manoeuvring areas - Residential streets - Sheet 2 of 2.dwg				ORIGINAL SIZE	REVISION	
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE			ASSOCIATED PLANS	SUPERSEDES UMS-812				A3	C	
											TYPICAL MANOEUVRING AREAS - RESIDENTIAL STREETS SHEET 2 OF 2			



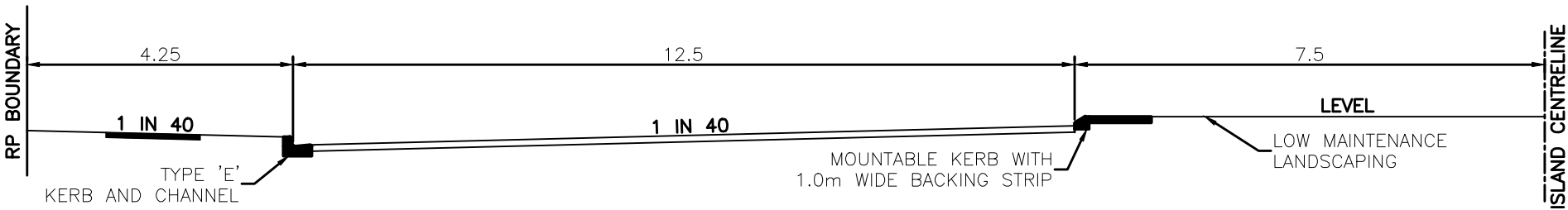
BRISBANE CITY COUNCIL STANDARD DRAWING	
TYPICAL MANOEUVRING AREAS - RESIDENTIAL STREETS SHEET 2 OF 2	
SCALE NOT TO SCALE	
DWG No. BSD-3001	
ORIGINAL SIZE A3	REVISION C




NOTES:

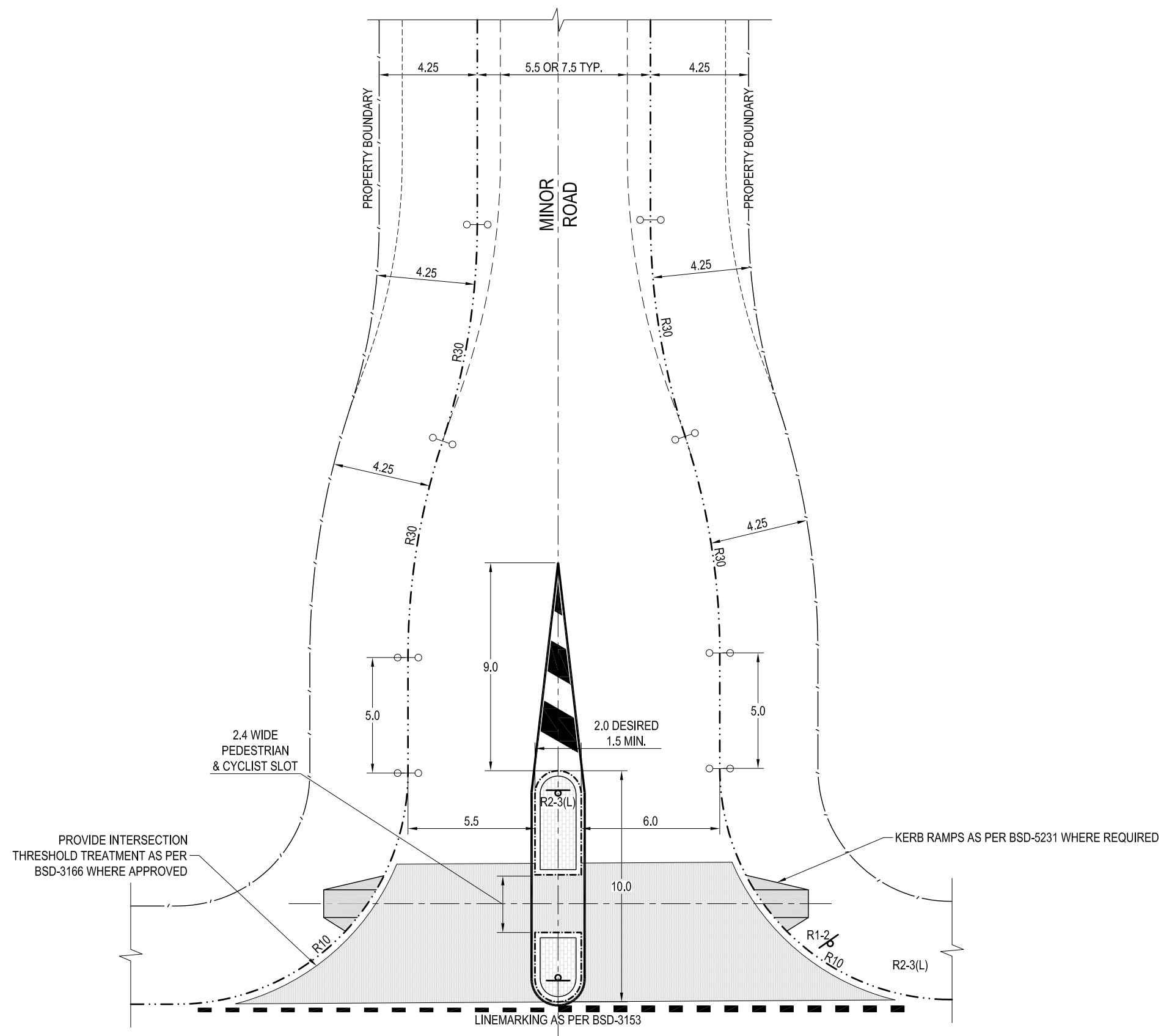
1. THE MINIMUM RADIUS OF THE OUSIDE KERB ALIGNMENT MUST BE 20m.
2. THE TREATMENT FOR THE CENTRE ISLANDS CAN COMPRISE ONE OF THE FOLLOWING METHODS:
 - LOW MAINTENANCE LANDSCAPING WITH A ONE METRE WIDE CONCRETE BACKING STRIP BEHIND THE MEDIAN KERB
 - A COMBINATION OF LANDSCAPING AND CARPARKING BAYS.
3. ALL DIMENSIONS IN METRES (U.N.O.).

PLAN



HALF SECTION A
NOT TO SCALE

					DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 21/03/06 MANAGER CITY ASSETS, R.P.E.Q. 2 5 4 6	DESIGN	BCC (IMB)	DATE	Jul '04		BRISBANE CITY COUNCIL STANDARD DRAWING			
						DRAWN	CA (DJL)	DATE	Jul '04		TURNING PROVISIONS FOR INDUSTRIAL ACCESS	SCALE NOT TO SCALE		
						CHECKED	CA (GMc)	DATE	Nov '05			Dwg No.	BSD-3002	
						DRAWING FILENAME	BSD-3002 (A) Turning provisionsfor industrial access.dwg					ORIGINAL SIZE	REVISION	
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14	DESIGN APPROVED B HANSEN SIGNATURE ON ORIGINAL DATED 28/02/06 PRINCIPAL ENGINEER STRATEGIC INFRASTRUCTURE MANAGEMENT	ASSOCIATED PLANS	SUPERSEDES UMS-813				A3	A		
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE										



NOTES

1. STANDARD DRAWING APPLICABLE TO SPEED ENVIRONMENTS $\leq 60\text{km/hr}$. HIGHER SPEED ENVIRONMENTS TO BE DESIGNED TO AUSTRROADS STANDARDS.
2. MINOR ROAD CARRIAGEWAY WIDTH 5.5m OR 7.5m TYPICAL.
3. ALL DIMENSIONS IN METRES (U.N.O.).

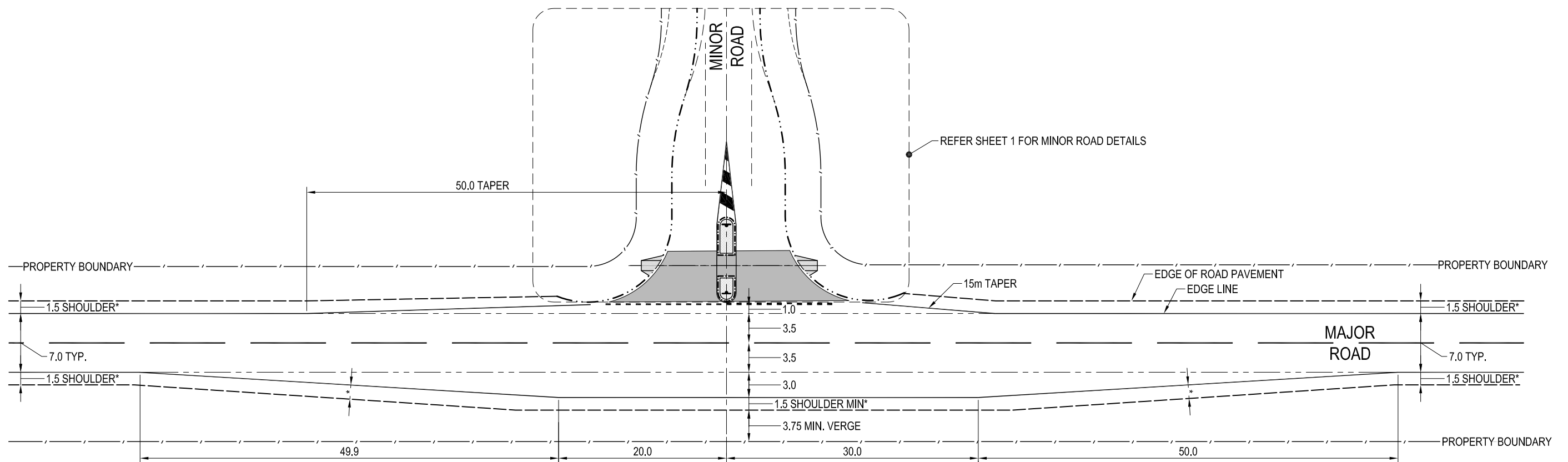
TYPICAL MINOR ROAD CONNECTION DETAIL AT INTERSECTIONS



BRISBANE CITY COUNCIL STANDARD DRAWING

MINOR ROAD TO MAJOR ROAD INTERSECTION -
MINOR ROAD CONNECTION DETAIL -
SHEET 1 OF 3

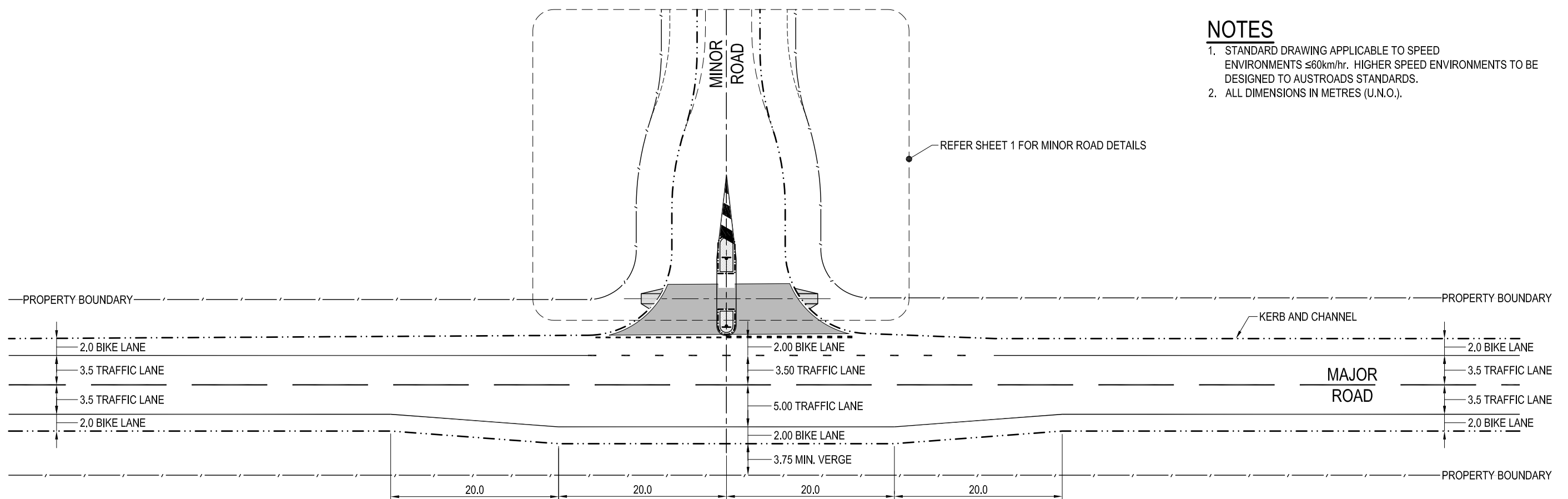
PUBLISH DATE	NOV 2019
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3003
ORIGINAL SIZE	A3
REVISION	B



TYPICAL MINOR/MAJOR ROAD INTERSECTION - NO KERB AND CHANNEL PRESENT (RURAL LOCATION)

NOTES

1. STANDARD DRAWING APPLICABLE TO SPEED ENVIRONMENTS $\leq 60\text{km/hr}$. HIGHER SPEED ENVIRONMENTS TO BE DESIGNED TO AUSTRROADS STANDARDS.
2. ALL DIMENSIONS IN METRES (U.N.O.).



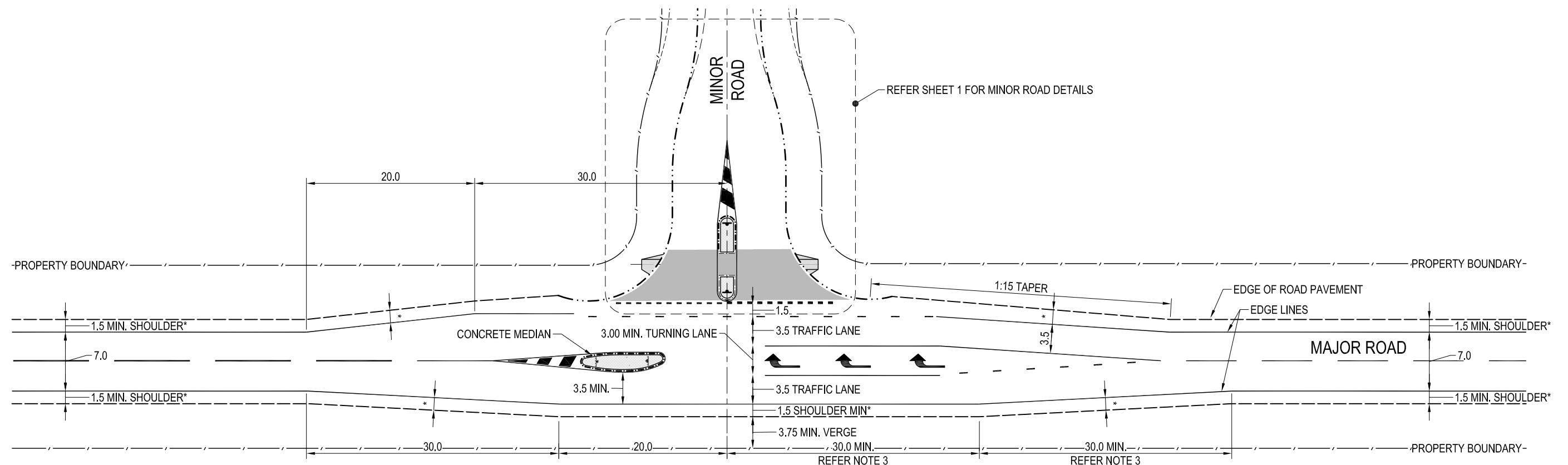
TYPICAL MINOR/MAJOR ROAD INTERSECTION - KERB AND CHANNEL PRESENT (URBAN LOCATION)



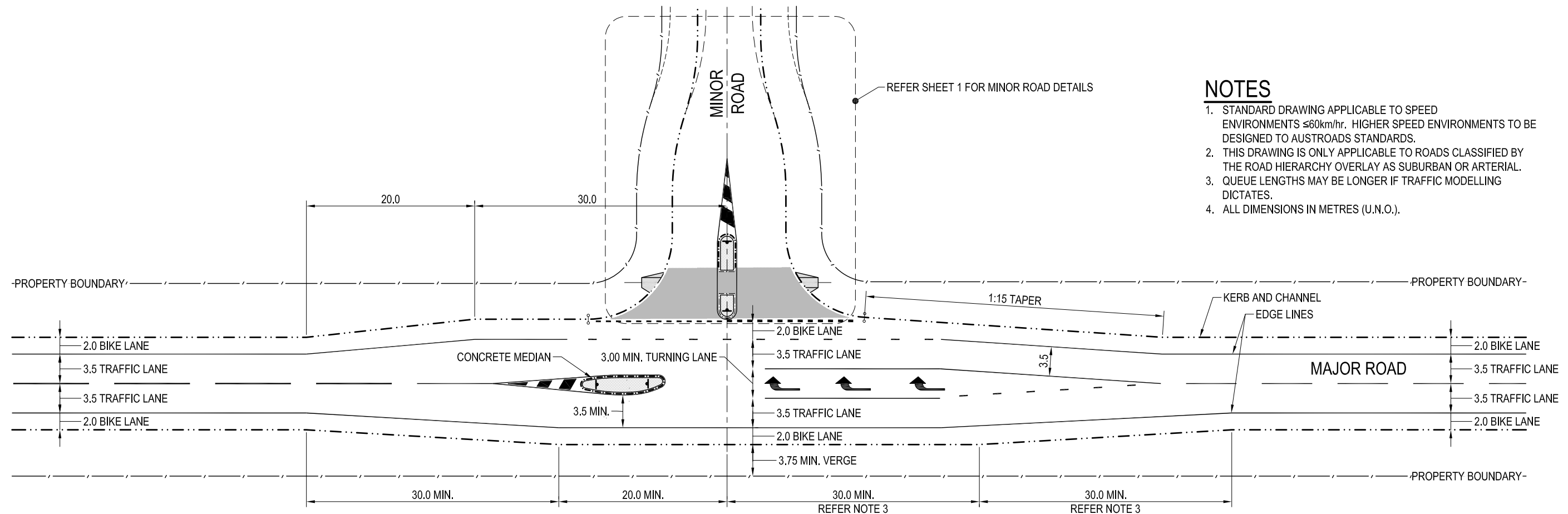
BRISBANE CITY COUNCIL STANDARD DRAWING

MINOR ROAD TO MAJOR ROAD INTERSECTION -
TYPICAL PASSING LANE TREATMENTS -
- WITHOUT RIGHT-TURN LANES - SHEET 2 OF 3

PUBLISH DATE	NOV 2019
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3003
ORIGINAL SIZE	A3
REVISION	B



TYPICAL MINOR/MAJOR ROAD INTERSECTION - NO KERB AND CHANNEL PRESENT (RURAL LOCATION)



TYPICAL MINOR/MAJOR ROAD INTERSECTION - KERB AND CHANNEL PRESENT (URBAN LOCATION)

NOTES

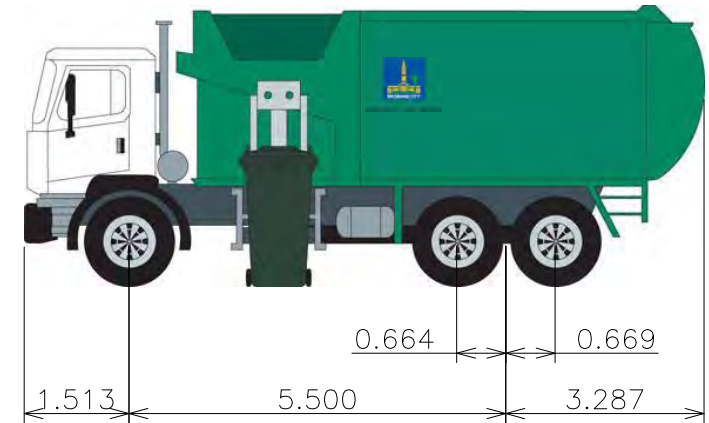
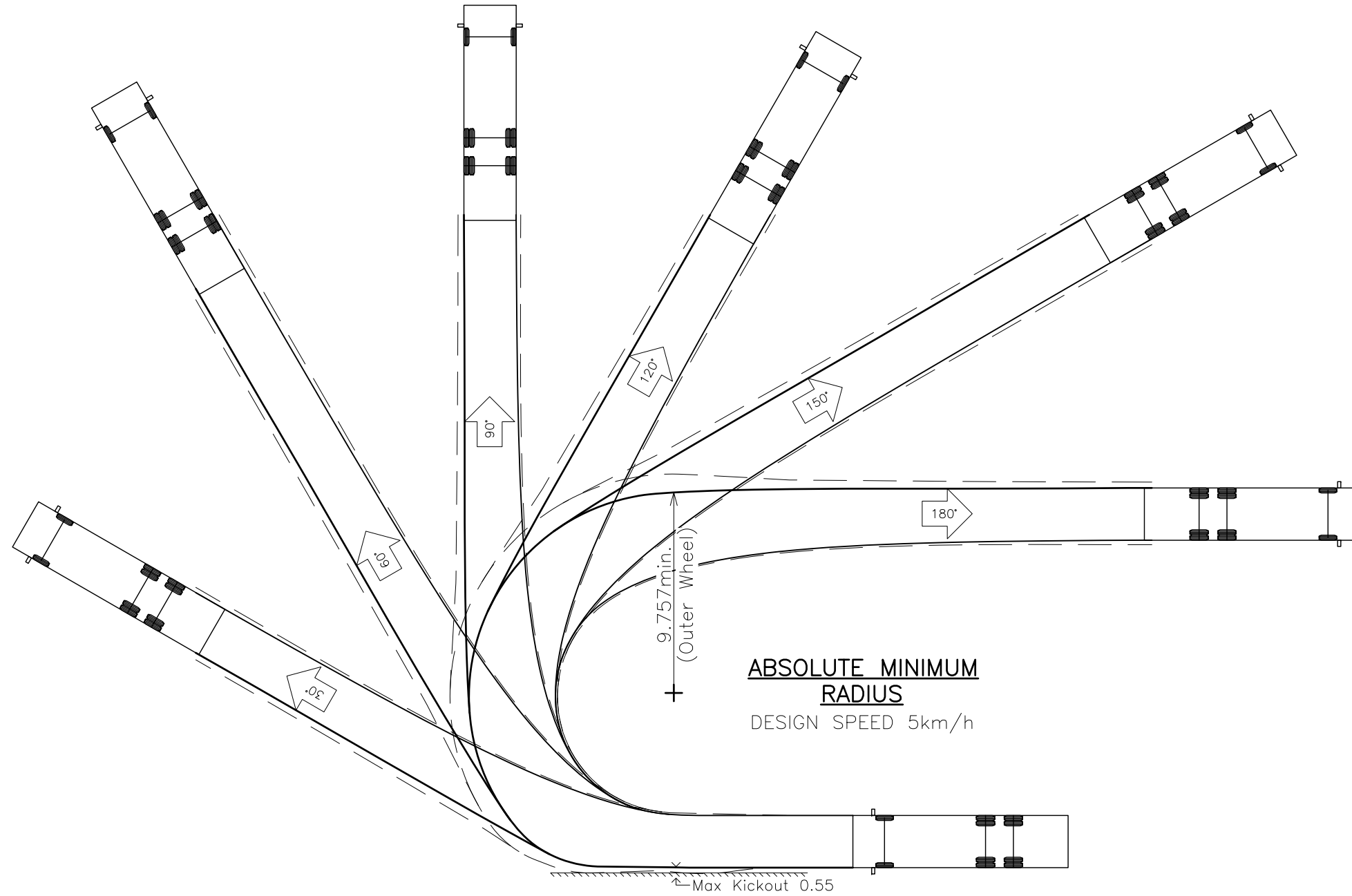
1. STANDARD DRAWING APPLICABLE TO SPEED ENVIRONMENTS $\leq 60\text{km/hr}$. HIGHER SPEED ENVIRONMENTS TO BE DESIGNED TO AUSTRROADS STANDARDS.
2. THIS DRAWING IS ONLY APPLICABLE TO ROADS CLASSIFIED BY THE ROAD HIERARCHY OVERLAY AS SUBURBAN OR ARTERIAL.
3. QUEUE LENGTHS MAY BE LONGER IF TRAFFIC MODELLING DICTATES.
4. ALL DIMENSIONS IN METRES (U.N.O.).



BRISBANE CITY COUNCIL STANDARD DRAWING

MINOR ROAD TO MAJOR ROAD INTERSECTION -
TYPICAL PASSING LANE TREATMENTS -
- WITH RIGHT-TURN LANES - SHEET 3 OF 3

PUBLISH DATE	NOV 2019
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3003
ORIGINAL SIZE	A3
REVISION	B




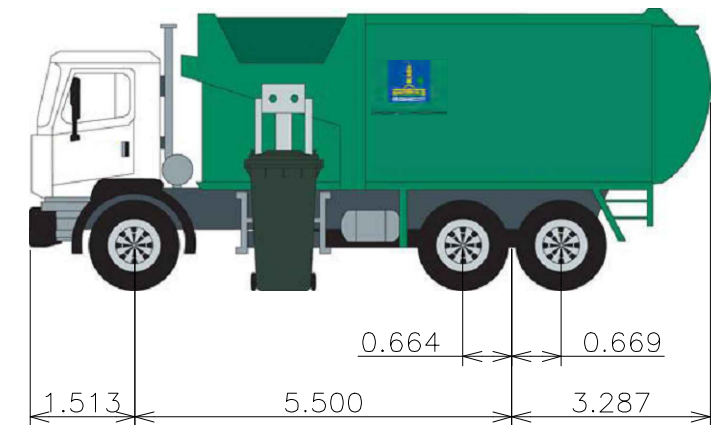
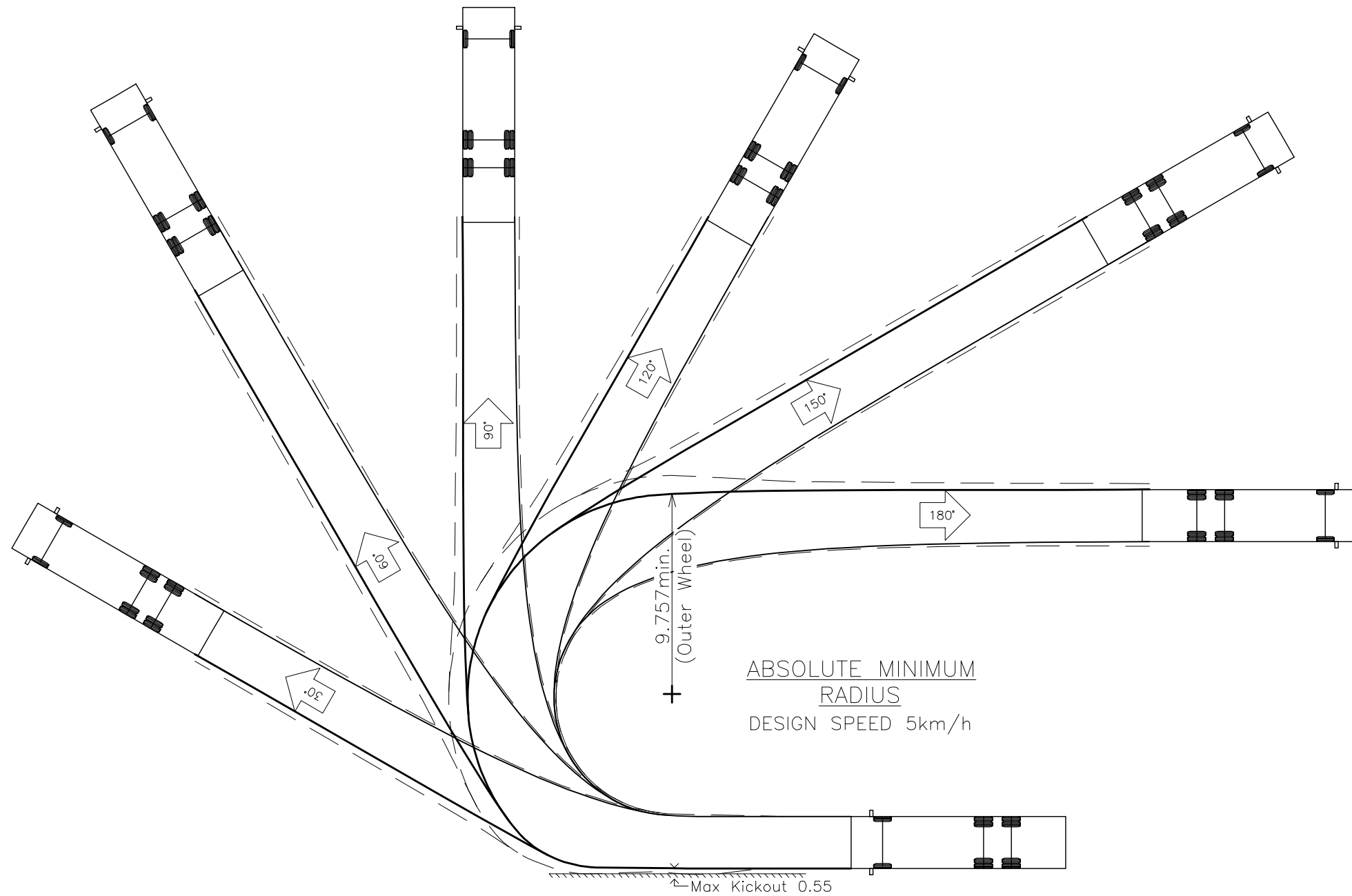
**ACCO 2350 SIDE LIFT
REFUSE TRUCK**

WIDTH: 2.5
TRACK: 2.5

NOTES:

1. VEHICLE INFORMATION FROM SITE MEASUREMENT 27/08/02
2. TEMPLATE DEVELOPED FROM VEHICLE TRACKING.
3. ALL DIMENSIONS IN METRES (U.N.O.).

					<div>DRAWING AUTHORISED FOR PUBLICATION</div> <div>Publish</div> <div>-----</div> <div>ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT</div> <div>DESIGN APPROVED</div> <div>Publish</div> <div>-----</div>	DESIGN	BCC (IMB)	DATE	Jul '04		BRISBANE CITY COUNCIL STANDARD DRAWING			
						DRAWN	CA (DJL)	DATE	Jul '04		<div>TURNING TEMPLATE SIDE LOADING REFUSE VEHICLE</div>	SCALE NOT TO SCALE		
						CHECKED	CA (GMc)	DATE	Nov '05			DWG No.	BSD-3004	
B	Drawing Title amended and Turning Template Updated	MAR '15	MAR '15	MAR '15		DRAWING FILENAME	BSD-3004.dwg					ORIGINAL SIZE	REVISION	
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		ASSOCIATED PLANS	SUPERSEDES UMS-816					A3	B	
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE										




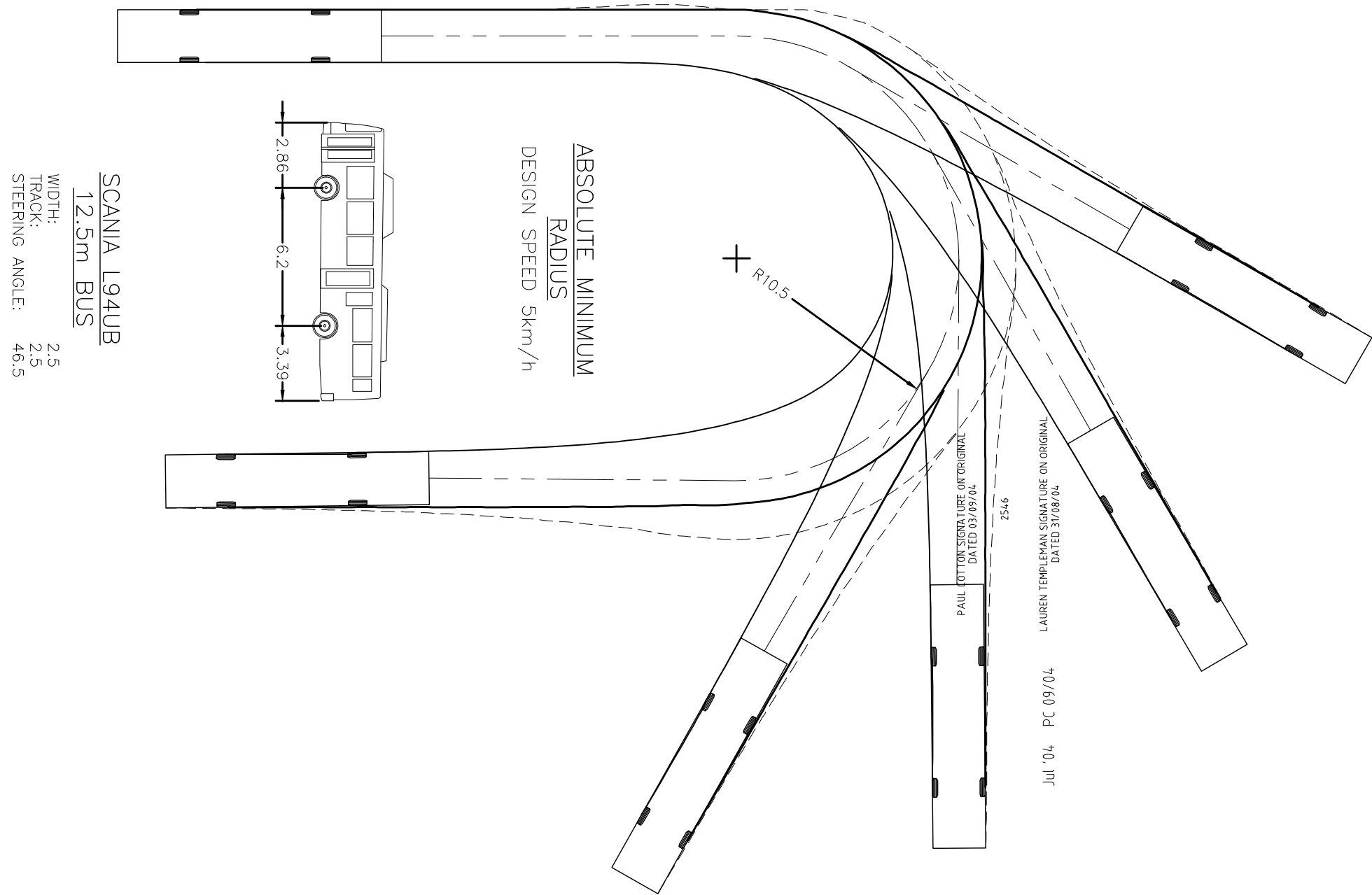
ACCO 2350 SIDE LOADING
REFUSE VEHICLE

WIDTH: 2.5
TRACK: 2.5

NOTES:


1. VEHICLE INFORMATION FROM SITE MEASUREMENT 27/08/02
2. TEMPLATE DEVELOPED FROM VEHICLE TRACKING.
3. ALL DIMENSIONS IN METRES (U.N.O.).

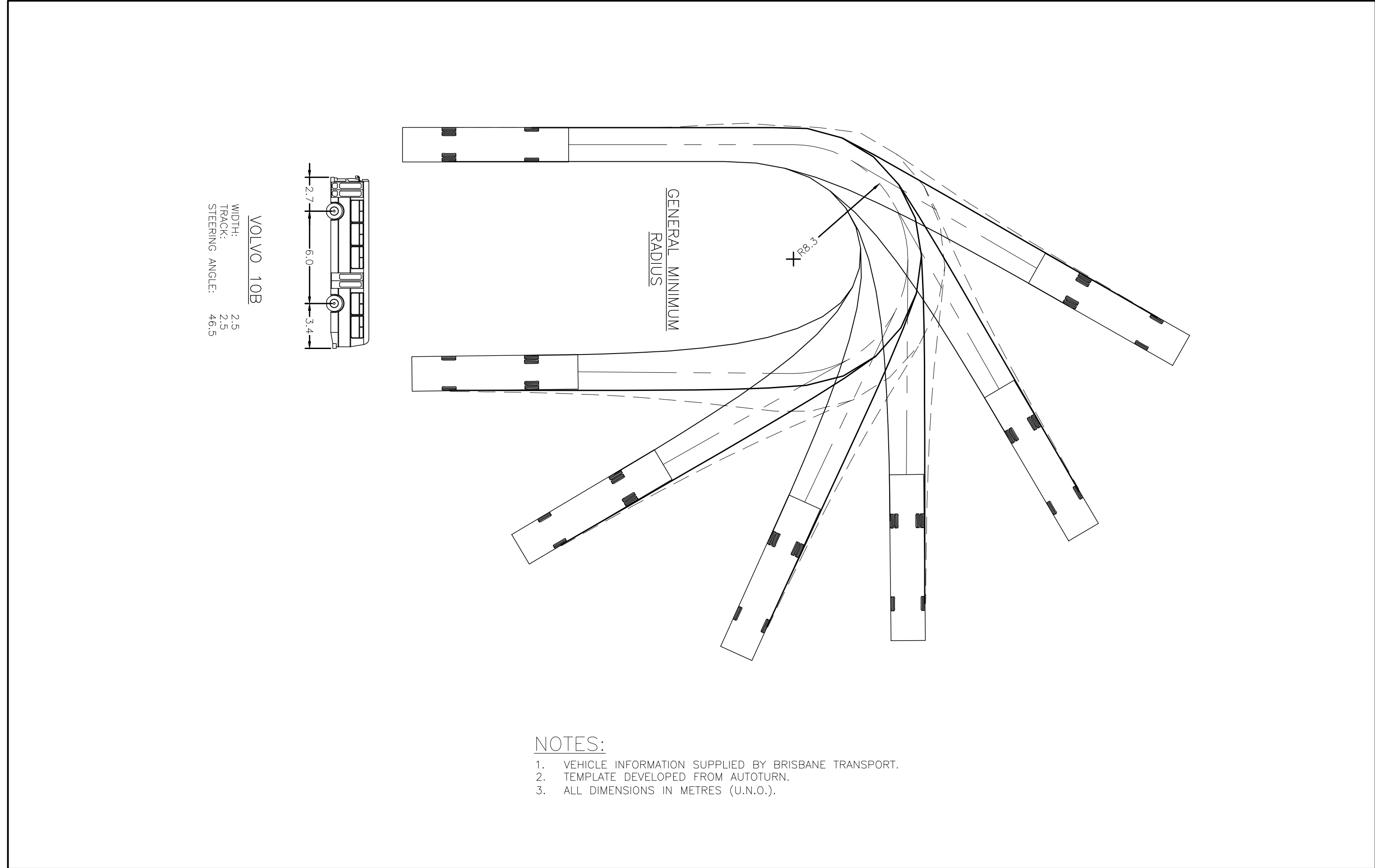
					<div>DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 21/03/06 ----- ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT DESIGN APPROVED B HANSEN SIGNATURE ON ORIGINAL DATED 13/03/06 -----</div>	DESIGN	BCC (IMB)	DATE	Jul '04		BRISBANE CITY COUNCIL STANDARD DRAWING			SCALE NOT TO SCALE	
C	Drawing Title Amended	FEB '16	JUL '16	JUL '16		DRAWN	CA (DJL)	DATE	Jul '04						
B	Drawing Title amended and Turning Template Updated	MAR '15	MAR '15	MAR '15		CHECKED	CA (GMc)	DATE	Nov '05		TURNING TEMPLATE ACCO 2350 SIDE LOADING REFUSE VEHICLE		DWG No. BSD-3004		
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14											
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE		ASSOCIATED PLANS	SUPERSEDES UMS-816				ORIGINAL SIZE A3	REVISION C			



NOTES:


- 1. VEHICLE INFORMATION SUPPLIED BY BRISBANE TRANSPORT.
- 2. TEMPLATE DEVELOPED FROM AUTOTRACK.
- 3. ALL DIMENSIONS IN METRES (U.N.O.).

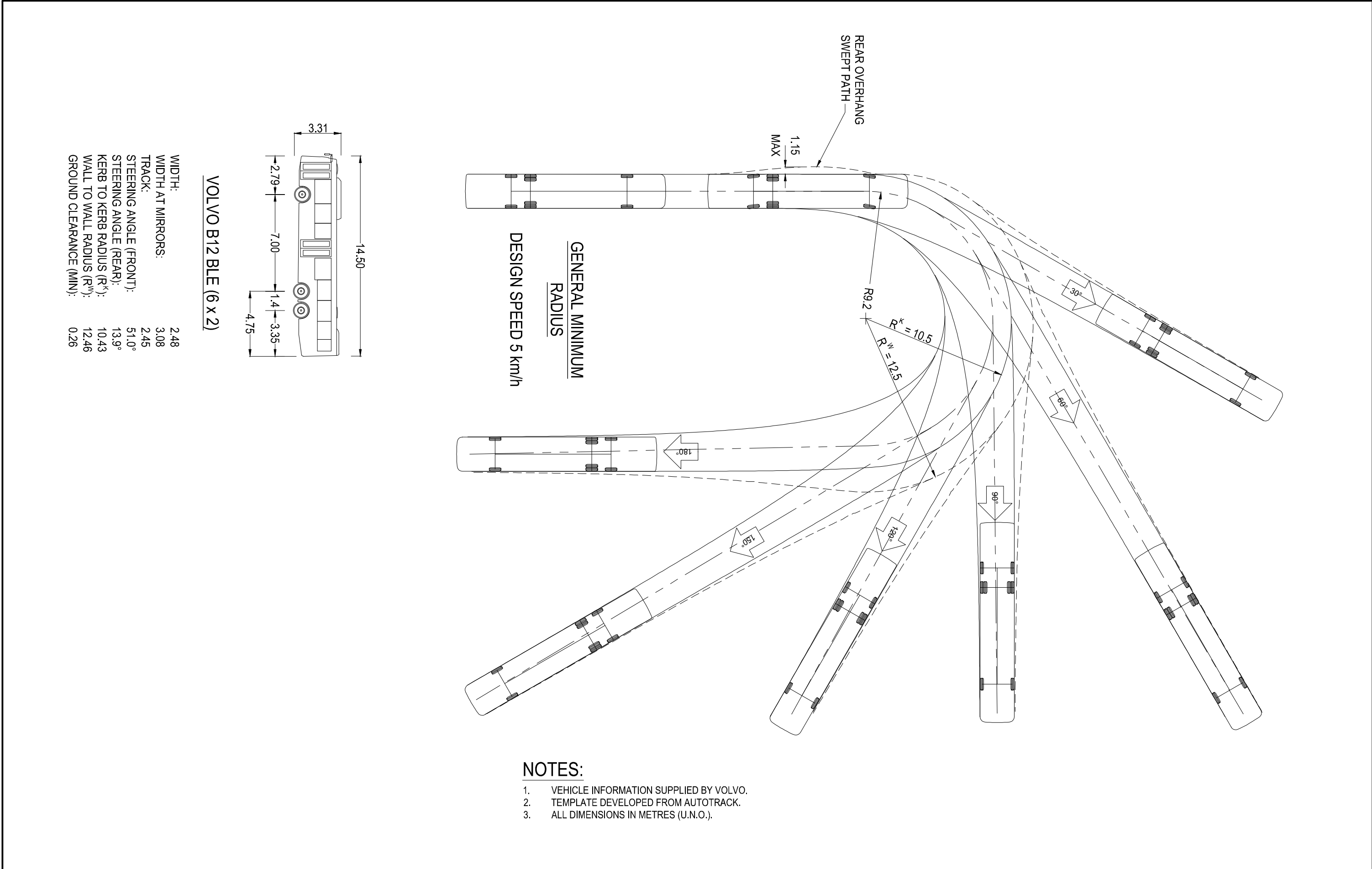
					<div>DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 21/03/06 MANAGER CITY ASSETS, R.P.E.Q: 2 5 4 6</div> <div>DESIGN APPROVED B HANSEN SIGNATURE ON ORIGINAL DATED 28/02/06 PRINCIPAL ENGINEER STRATEGIC INFRASTRUCTURE MANAGEMENT</div>	DESIGN	BCC (IMB)	DATE	Jul '04		BRISBANE CITY COUNCIL STANDARD DRAWING			SCALE NOT TO SCALE	
						DRAWN	CA (DJL)	DATE	Jul '04					DWG No.	BSD-3005
						CHECKED	CA (GMc)	DATE	Nov '05		DRAWING FILENAME	BSD-3005 (A) Turning template Scania L94UB CR22L 12.5m bus.dwg		ORIGINAL SIZE	REVISION
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14			BSD-3005 (A) Turning template Scania L94UB CR22L 12.5m bus.dwg					TURNING TEMPLATE SCANIA L94UB CR22L 12.5m BUS		A3	A
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE		ASSOCIATED PLANS	SUPERSEDES UMS-817								



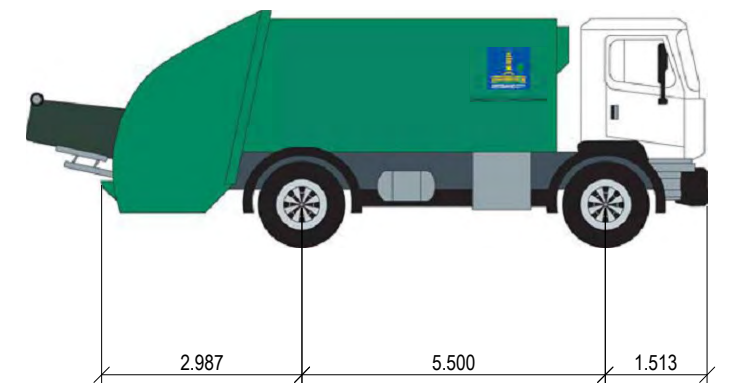
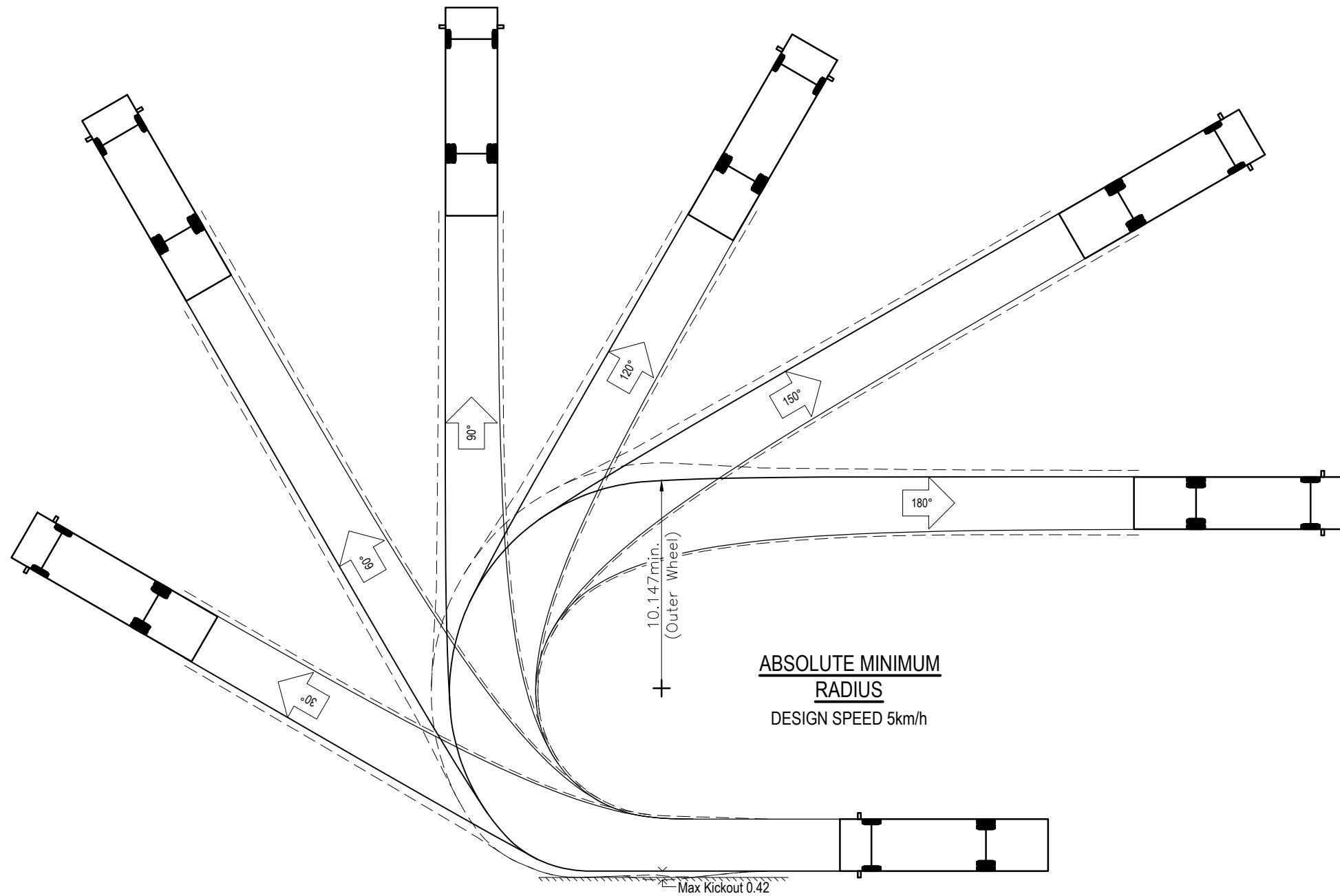
NOTES:

1. VEHICLE INFORMATION SUPPLIED BY BRISBANE TRANSPORT.
2. TEMPLATE DEVELOPED FROM AUTOTURN.
3. ALL DIMENSIONS IN METRES (U.N.O.).

					<div>DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 21/03/06 MANAGER CITY ASSETS, R.P.E.Q. 2 5 4 6</div> <div>DESIGN APPROVED B HANSEN SIGNATURE ON ORIGINAL DATED 28/02/06 PRINCIPAL ENGINEER STRATEGIC INFRASTRUCTURE MANAGEMENT</div>	DESIGN	BCC (CA)	DATE	Jul '04		BRISBANE CITY COUNCIL STANDARD DRAWING		
						DRAWN	CA (DJL)	DATE	Jul '04		<div>TURNING TEMPLATE VOLVO 10B BUS</div>	SCALE NOT TO SCALE	
						CHECKED	CA (GMc)	DATE	Nov '05			DwG No. BSD-3006	
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		DRAWING FILENAME	BSD-3006 (A) Turning template Volvo 10B bus.dwg			ORIGINAL SIZE			
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE		ASSOCIATED PLANS	SUPERSEDES UMS-818				REVISION		
										A3	A		



--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--





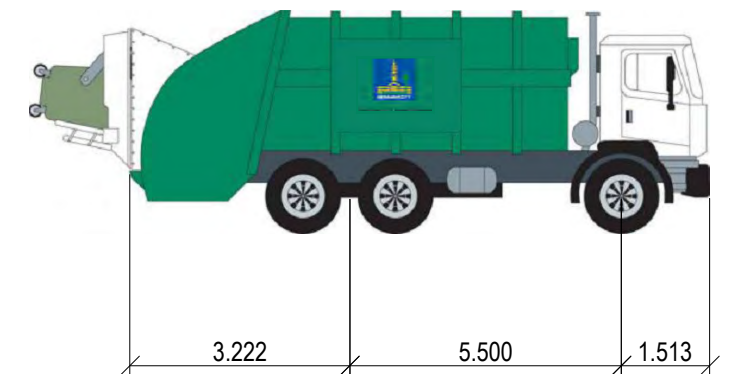
ACCO 2350 REAR LOADING
PUP REFUSE TRUCK

WIDTH: 2.5
TRACK: 2.5

NOTES:


1. VEHICLE INFORMATION FROM SITE MEASUREMENT 27/08/02
2. TEMPLATE DEVELOPED FROM VEHICLE TRACKING.
3. ALL DIMENSIONS IN METRES (U.N.O.).

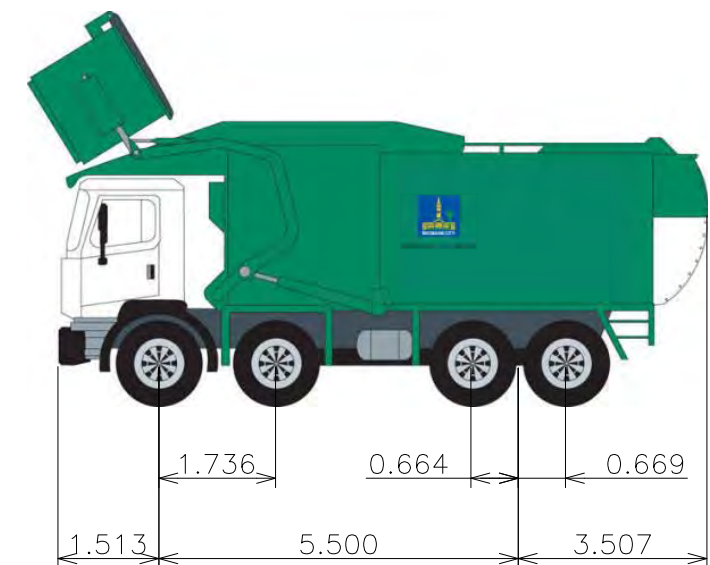
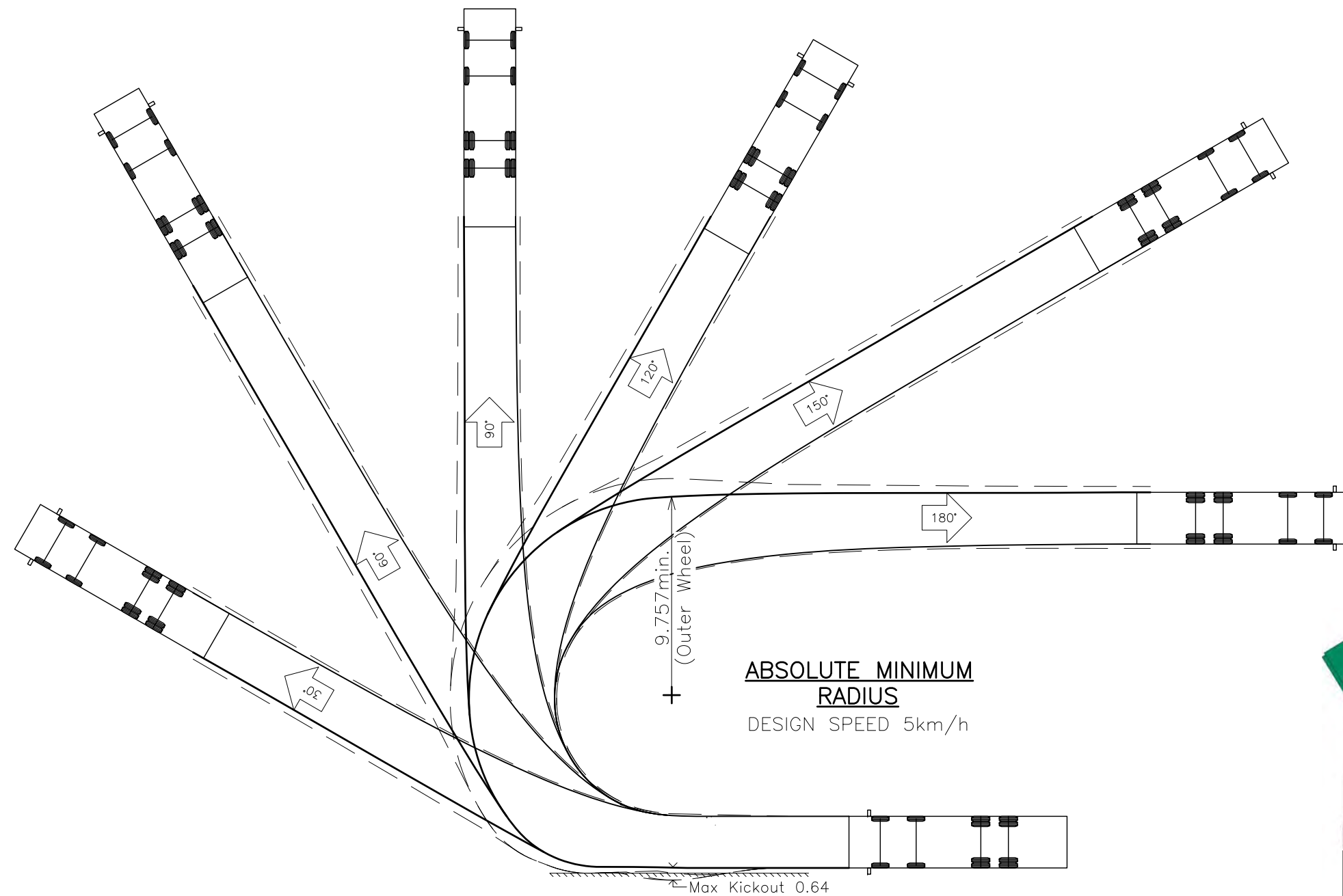
					<div>DRAWING AUTHORISED FOR PUBLICATION</div> <div>I. CONDRIE</div> <div>-----</div> <div>PRINCIPAL ENGINEER</div> <div>STRATEGIC ASSET MANAGEMENT PLANNING</div> <div>-----</div> <div>DESIGN APPROVED</div> <div>-----</div> <div>STANDARD DRAWINGS WORKING GROUP</div> <div>-----</div> <div>STANDARD DRAWINGS WORKING GROUP</div>	DESIGN	BCC (IMB)	DATE	FEB '15		BRISBANE CITY COUNCIL STANDARD DRAWING			
C	Drawing Title Amended to Align with Policy	SEP '18	APR '19			DRAWN	CA (DJL)	DATE	FEB '15		<div>TURNING TEMPLATE</div> <div>ACCO 2350 REAR LOADING PUP REFUSE VEHICLE</div> <div>SHEET 1 OF 2</div>	SCALE NOT TO SCALE		
B	Drawing Title Amended	FEB '16	JUL '16	JUL '16		CHECKED	CA (GMc)	DATE	FEB '15			Dwg No.	BSD-3008	
A	ORIGINAL ISSUE	MAR '15	MAR '15	MAR '15		DRAWING FILENAME	BSD-3008 (C) Turning template Acco 2350 rear loading PUP refuse vehicle - Sheet 1 of 2.dwg					ORIGINAL SIZE	REVISION	
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE	ASSOCIATED PLANS				A3		C			



1. VEHICLE INFORMATION FROM SITE MEASUREMENT 27/08/02
2. TEMPLATE DEVELOPED FROM VEHICLE TRACKING.
3. ALL DIMENSIONS IN METRES (U.N.O.).

WIDTH: 2.5
TRACK: 2.5

					<div>DRAWING AUTHORISED FOR PUBLICATION</div> <div>I. CONDRIE</div> <div>-----</div> <div>PRINCIPAL ENGINEER</div> <div>STRATEGIC ASSET MANAGEMENT PLANNING</div> <div>DESIGN APPROVED</div> <div>-----</div> <div>STANDARD DRAWINGS WORKING GROUP</div> <div>-----</div> <div>STANDARD DRAWINGS WORKING GROUP</div>	DESIGN	BCC (IMB)	DATE	FEB '15		BRISBANE CITY COUNCIL STANDARD DRAWING		
C	Drawing Title Amended to Align with Policy	SE['18	APR '19	APR '19		DRAWN	CA (DJL)	DATE	FEB '15		SCALE NOT TO SCALE		
B	Drawing Title Amended	FEB '16	JUL '16	JUL '16		CHECKED	CA (GMC)	DATE	FEB '15		DWG No. BSD-3008		
A	ORIGINAL ISSUE	MAR '15	MAR '15	MAR '15		DRAWING FILENAME	BSD-3008 (C) Turning template Acco 2350 rear loading RORO refuse vehicle - Sheet 2 of 2				ORIGINAL SIZE REVISION		
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE		ASSOCIATED PLANS					A3	C	




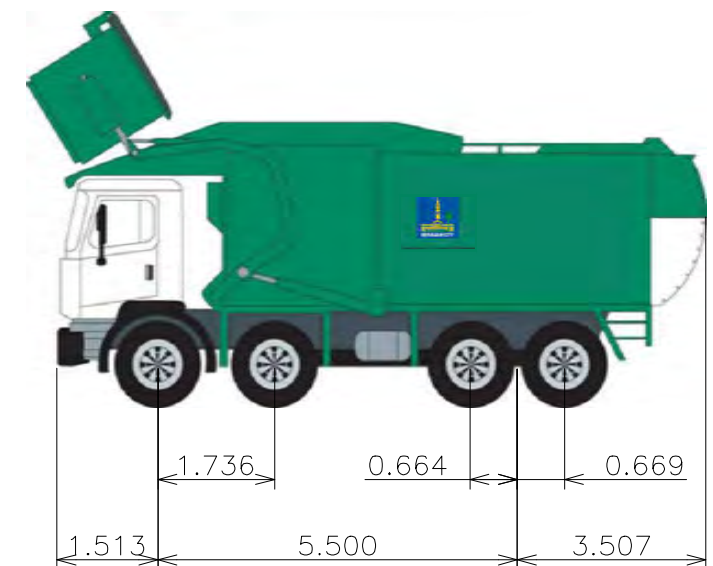
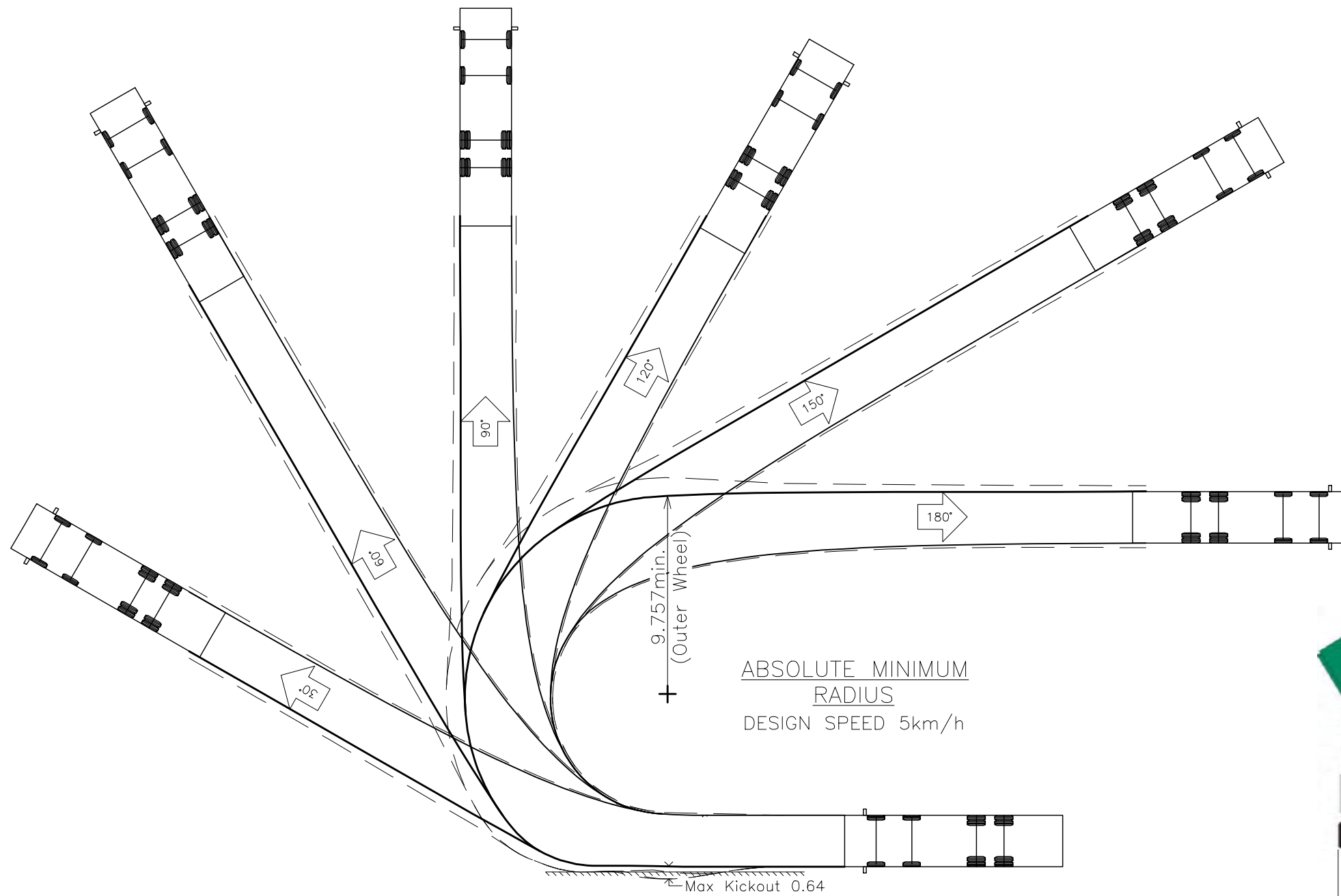
**ACCO 2350 FRONT
LIFT REFUSE TRUCK**

WIDTH: 2.5
TRACK: 2.5

NOTES:

1. VEHICLE INFORMATION FROM SITE MEASUREMENT 27/08/02
2. TEMPLATE DEVELOPED FROM VEHICLE TRACKING.
3. ALL DIMENSIONS IN METRES (U.N.O.).

					DRAWING AUTHORISED FOR PUBLICATION Publish ----- ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT DESIGN APPROVED Publish -----	DESIGN	BCC (IMB)	DATE	FEB '15		BRISBANE CITY COUNCIL STANDARD DRAWING			
						DRAWN	CA (DJL)	DATE	FEB '15		TURNING TEMPLATE FRONT LOADING REFUSE VEHICLE	SCALE NOT TO SCALE		
						CHECKED	CA (GMc)	DATE	FEB '15			DWG No.	BSD-3009	
						DRAWING FILENAME	BSD-3009.dwg					ORIGINAL SIZE	REVISION	
A	ORIGINAL ISSUE	MAR '15	MAR '15	MAR '15	ASSOCIATED PLANS				A3			A		
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE										




ACCO 2350 FRONT LOADING
REFUSE VEHICLE

WIDTH: 2.5
TRACK: 2.5


NOTES:

1. VEHICLE INFORMATION FROM SITE MEASUREMENT 27/08/02
2. TEMPLATE DEVELOPED FROM VEHICLE TRACKING.
3. ALL DIMENSIONS IN METRES (U.N.O.).

					<div>DRAWING AUTHORISED FOR PUBLICATION</div> <div>Publish</div> <div>-----</div> <div>ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT</div> <div>DESIGN APPROVED</div> <div>Publish</div> <div>-----</div>	DESIGN	BCC (IMB)	DATE	FEB '15		<div>BRISBANE CITY COUNCIL STANDARD DRAWING</div> <div>TURNING TEMPLATE ACCO 2350</div> <div>FRONT LOADING REFUSE VEHICLE</div>			SCALE NOT TO SCALE		
						DRAWN	CA (DJL)	DATE	FEB '15					DWG No.	BSD-3009	
B	Drawing Title Amended	FEB '16	JUL '16	JUL '16		CHECKED	CA (GMc)	DATE	FEB '15					ORIGINAL SIZE	A3	
A	ORIGINAL ISSUE	MAR '15	MAR '15	MAR '15		DRAWING FILENAME	BSD-3009 (B) Turning template Acco 2350 front loading refuse vehicle.dwg							REVISION		
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE		ASSOCIATED PLANS										

SIGN CATEGORY		CODE	DESCRIPTION	AS1742/MUTCD	SIGN CATEGORY		CODE	DESCRIPTION	AS1742/MUTCD	TRAFFIC/PARKING CONTROL AREA		CODE	DESCRIPTION	AS1742/MUTCD	
RESTRICTIVE SIGN CODES					PERMISSIVE SIGN CODES					TRAFFIC/PARKING CONTROL AREAS					
1. NO STOPPING	1	NO STOPPING ANY TIME		R5-35	6. PARALLEL PARKING	68	8 Hour P		R5-8	TRAFFIC AREA FINGERBOARD	TAFB(XTA)	TRAFFIC AREA FINGERBOARD(XXXXXXXXX TRAFFIC/PARKING CONTROL AREA)			
	VEHICLE EXEMPTION ZONES					69	9 Hour P			BRISBANE CENTRAL TRAFFIC AREA	BCTA1	2P - '7AM - 6PM MON-FRI, 7AM - 12 NOON SAT' (MAJOR ENTRY)			
	10	MAIL ZONE OR AUSTRALIA POST MAIL BOX		R5-26		610	10 Hour P				BCTA2	2P - '7AM - 6PM MON-FRI, 7AM - 12 NOON SAT' (MINOR ENTRY)			
	11	NO STOPPING	AUTHORISED VEHICLES EXCEPTED			611	11 Hour P				TAFB(BCTA)	TRAFFIC AREA FINGERBOARD (BRISBANE CENTRAL TRAFFIC AREA)			
	12	NO STOPPING	POLICE VEHICLES EXCEPTED			612	12 Hour P				BALLYMORE TRAFFIC AREA	BTA1	P5min - 'EVENT DAYS' (MAJOR ENTRY)		
	13	NO STOPPING	RED CROSS VEHICLES EXCEPTED			7	P ANGLE (NO LIMIT)			BTA2		P5min - 'EVENT DAYS' (MINOR ENTRY)			
	14	NO STOPPING	AMBULANCE VEHICLES EXCEPTED		7-P2	P 2 Minute ANGLE			TAFB(BTA)	TRAFFIC AREA FINGERBOARD (BALLYMORE TRAFFIC AREA)					
	15	NO STOPPING	B.C.C. VEHICLES EXCEPTED		7. ANGLE PARKING	7-P5	P 5 Minute ANGLE			DUTTON PARK PARKING CONTROL AREA	DPPCA1	2P - '7AM - 7PM MON-FRI' (MAJOR ENTRY)			
CLEARWAYS	16	NO STOPPING	VEHICLE No. _____ (RESERVED PARKING SPACE)			7-P10	P 10 Minute ANGLE				DPPCA2	2P - '7AM - 7PM MON-FRI' (MINOR ENTRY)			
	17	CLEARWAY C	CLEARWAY START	R5-50		7-P15	¼ Hour P ANGLE				TAFB(DPPCA)	TRAFFIC AREA FINGERBOARD (DUTTON PARK PARKING CONTROL AREA)			
	18	TOW AWAY	USED WITH SIGN 17 (CLEARWAY START)	R5-39		7-P30	½ Hour P ANGLE			THE GABBA TRAFFIC AREA	GTA1	2P - '7AM - 7PM MON-FRI' (MAJOR ENTRY)			
	19	END C	CLEARWAY END	R5-51		71	1 Hour P ANGLE				GTA3	2P - '7AM - 7PM MON-FRI' (MINOR ENTRY)			
	91	CLEARWAY C	LINEAR REPEATER - ALL TIMES	R5-45		72	2P ANGLE				GTA2	P15min - '7AM - 10PM EVENT DAYS' (MAJOR ENTRY)			
92	CLEARWAY C	LINEAR REPEATER - SPECIFIED TIMES	R5-46	73		3P ANGLE			GTA4		P15min - '7AM - 10PM EVENT DAYS' (MINOR ENTRY)				
2. BUS, TAXI & SPECIAL VEHICLE ZONES	20	BUS ZONE		R5-20		74	4P ANGLE			TAFB(GTA)	TRAFFIC AREA FINGERBOARD (GABBA TRAFFIC AREA)				
	21	BUS ZONE	B.C.C.			76	6P ANGLE			LANG PARK TRAFFIC AREA	LPTA1	P15min '12 NOON - 10PM EVENT DAYS' (MAJOR ENTRY)			
	22	BUS ZONE	NOMINATED OPERATOR			77	7P ANGLE				LPTA2	P15min '12 NOON - 10PM EVENT DAYS' (MINOR ENTRY)			
	23	TAXI ZONE		R5-21		78	8P ANGLE				TAFB(LPTA)	TRAFFIC AREA FINGERBOARD (LANG PARK TRAFFIC AREA)			
	27	PERMIT ZONE	e.g. RESIDENT PERMITS ZONE	R5-22		79	9P ANGLE			ROBERTSON/MACGREGOR TRAFFIC AREA	RMTA1	P15min - '12 NOON-11PM EVENT DAYS' (MAJOR ENTRY)			
3. NO PARKING	3	NO PARKING ANY TIME		R5-40/R5-41		710	10P ANGLE				RMTA2	P15min - '12 NOON-11PM EVENT DAYS' (MINOR ENTRY)			
PERMISSIVE SIGN CODES						8. CENTRE PARKING	712	12P ANGLE			QUEENSLAND TENNIS CENTRE PARKING CONTROL AREA	QTCPCA1	1P - '7AM - 10PM EVENT DAYS' (MAJOR ENTRY)		
4. LOADING ZONES	4	LOADING ZONE		R5-23			8	P CENTRE (NO LIMIT)			QTCPCA2	1P - '7AM - 10PM EVENT DAYS' (MINOR ENTRY)			
	41	LOADING ZONE	COMMERCIAL VEHICLES 20 MINIS MAX	R5-23-Q01	80A		P CENTRE (Horizontal Sign)		R5-91 ⁽²⁾	ST LUCIA TRAFFIC AREA	SLTA1	2P - '7AM - 6PM MON-FRI FEB-NOV' (MAJOR ENTRY)			
	43	LOADING ZONE	PASSENGERS 2 MIN MAX	R5-23-Q01	80B		P CENTRE (Rectangular Sign)		R5-90 ⁽²⁾		SLTA2	2P - '7AM - 6PM MON-FRI FEB-NOV' (MINOR ENTRY)			
	44	WORKS ZONE (CONSTRUCTION VEHICLES)		R5-25	8-P15		¼ Hour P CENTRE				TAFB(SLTA)	TRAFFIC AREA FINGERBOARD (ST LUCIA PARK TRAFFIC AREA)			
	45	LOADING ZONE	PASSENGER 2 MIN MAX, COMMERCIAL VEHICLES 20 MIN MAX		8-P30		½ Hour P CENTRE								
ENHANCED LOADING ZONE SIGNS	CLZ	COMMERCIAL LOADING ZONE		REFER NOTE 7, SHEET 2	81		1 Hour P CENTRE								
	PCLZ	PASSENGER AND COMMERCIAL LOADING ZONE			82		2 Hour P CENTRE								
	PLZ	PASSENGER LOADING ZONE			83		3 Hour P CENTRE								
	SLZ	SCHOOL LOADING ZONE			84		4 Hour P CENTRE								
5. METER PARKING	51	1 Hour P METER			86		6 Hour P CENTRE								
	52	2 Hour P METER			87		7 Hour P CENTRE								
	53	3 Hour P METER			88		8 Hour P CENTRE								
	54	4 Hour P METER			89		9 Hour P CENTRE								
	55	5 Hour P METER			810		10 Hour P CENTRE								
	57	7 Hour P METER			811		11 Hour P CENTRE								
	59	9 Hour P METER			812		12 Hour P CENTRE								
	512	12 Hour P METER													
6. PARALLEL PARKING	6	P (NO LIMIT)		R5-10	PARKING METER										
	6-P2	P 2 Minutes		R5-12	PAY AND DISPLAY METER (TICKET ISSUING MACHINES)		PD1	PAY & DISPLAY METER. 1 HOUR MAXIMUM DURATION, CHANGE SUFFIX TO REFLECT TIME PERMITTED.							
	6-P5	P 5 Minutes		R5-13											
	6-P10	P 10 Minutes		R5-14											
	6-P15	¼ Hour P		R5-15											
	6-P30	½ Hour P		R5-16											
	61	1 Hour P		R5-1											
	6-1P30	1½ Hours P		R5-17											
	62	2 Hour P		R5-2											
	63	3 Hour P													
	64	4 Hour P		R5-4											
	66	6 Hour P		R5-6											
	67	7 Hour P		R5-7											
	68	8 Hour P		R5-8											

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

BRISBANE CITY COUNCIL
KERBSIDE ALLOCATION SIGN CODES
SHEET 1 OF 2

PUBLISH DATE
JUN 2023

SCALE
NOT TO SCALE

DRAWING NUMBER
BSD-3101

ORIGINAL SIZE
A3

REVISION
E

NOTES:

1. REFER TO SHEET 2 OF 2 FOR TIME CODES, NOTES AND SIGN CODE EXAMPLES.

2. SUPERSEDED MUTCD SIGN CODES (R5-90 and R5-91) - SIGN EXAMPLES STILL IN USE. REFER NOTE 6, SHEET 2 OF 2.

SUFFIX CODES FOR CLASSES 1 TO 3 ONLY RESTRICTION TIMES			COMMON SUFFIX CODES (ALL CLASSES)		
SUFFIX	MONDAY - FRIDAY	SATURDAY	SUFFIX	MONDAY - FRIDAY	SATURDAY
B	7AM - 9AM	----	Q+	7AM - 9AM	----
C	7AM - 4PM	----		4PM - 7PM	----
E	9AM - 4PM	----	G+	9AM - 4PM	9AM - 4PM
F	9AM - 4PM	8AM - 12 NOON	SUFFIX	DESCRIPTION	
G	4PM - 6PM	----	L	LEFT ONLY (ARROW)	
H	6AM - 9AM	----	R	RIGHT ONLY (ARROW)	
K	3PM - 6PM	----	D	DOUBLE (ARROW)	
M	2PM - 4PM	----	()	YELLOW SIGN OR PANEL	
N	8AM - 5:30PM	8AM - 12 NOON	A	ALL OTHER TIMES	
P	7AM - 9AM 2PM - 4PM	----	J	DAILY (OVERRIDES MON-FRI & SAT WHEN USED WITH OTHER TIME SUFFIX)	
Q	7AM - 9AM 4PM - 6PM	----	Y	SCHOOL DAYS (OVERRIDES MON-FRI & SAT WHEN USED WITH OTHER TIME SUFFIX)	
S	4PM - 7PM	----	Z1, Z2...	OTHER SPECIFIED TIMES	
T	7AM - 7PM	----	b	BICYCLES ONLY (BICYCLE SYMBOL + 'ONLY')	SIGN CODE '6' ONLY
U	9AM - 6PM	----			
V	8AM - 4PM	----	dp	DISABILITY PARKING ONLY (BLUE SYMBOL)	
W	7AM - 6PM	----	e	EVENT DAYS ONLY	
X	7AM - 6PM	7AM - 12 NOON	ax	AUTHORISED PERMITS EXCEPTED	PLACED AFTER DIRECTION CODE
SUFFIX CODES FOR CLASSES 4 TO 8 AND PAY AND DISPLAY METER OPERATIONAL TIMES			ex	EVENT DAYS EXCEPTED	
SUFFIX	MONDAY - FRIDAY	SATURDAY	rx	RESIDENT PERMITS EXCEPTED	
BB	7AM - 4PM	----	ev	ELECTRIC VEHICLES ONLY	
CC	8AM - 4PM	----	m/c	MOTORCYCLES ONLY	
EE	8AM - 5:30PM	----	pc	PEDICABS ONLY	
FF	9AM - 6PM	----	t	TOW AWAY	
GG	9AM - 4PM	----	zn	ZONE NUMBER	
			SUFFIX CODES FOR CLASSES 6, 7 AND 8 ONLY (ALL TIMES)		
HH	9AM - 5:30PM	----	pa	PAY BY APP	PARALLEL, ANGLE OR CENTRE PARKING ONLY
KK	6AM - 4PM	6AM - 12 NOON			
MM	8AM - 4PM	8AM - 12 NOON			
NN	8AM - 5:30PM	8AM - 12 NOON			
PP	9AM - 4PM	8AM - 11AM			
QQ	9AM - 4PM	8AM - 12 NOON			
SS	9AM - 5:30PM	8AM - 12 NOON			
TT	6AM - 6PM	6AM - 12 NOON			
UU	7AM - 6PM	7AM - 12 NOON			
VV	9AM - 6PM	6AM - 12 NOON			
WW	7AM - 9AM 2PM - 4PM	----			
XX	REAR END IN				

LEGEND:

<div></div>	SIGN AND SUFFIX CODES FOR RESTRICTIVE SIGNS (CLASSES 1-4) ONLY
<div></div>	SIGN AND SUFFIX CODES FOR PERMISSIVE SIGNS (CLASSES 5-8) ONLY
<div></div>	COMMON SUFFIX CODES FOR RESTRICTIVE AND PERMISSIVE SIGNS (ALL CLASSES)

NOTES:

1. FOR THE FOLLOWING SIGN CODES, WHERE THE CODE LEGEND IS THE ONLY MESSAGE ON THE PLATE (i.e. THERE ARE NO TIMES), THE LEGEND IS TO BE APPLIED/SCREENED 130mm FROM THE TOP OF THE PLATE.
 - NO STANDING [CODE 1]
 - NO PARKING [CODE 3]
 - LOADING ZONE [CODE 4]
 - MAIL ZONE [CODE 10]
 - BUS ZONE [CODE 20]
 - TAXI ZONE [CODE 23]
2. FOR THE FOLLOWING SIGN CODES, WHERE THE CODE LEGEND IS THE ONLY MESSAGE ON THE PLATE (i.e. THERE ARE NO TIMES), THE LEGEND IS TO BE APPLIED/SCREENED 100mm FROM THE TOP OF THE PLATE.
 - LOADING ZONE - PASSENGER 2 MINS MAX [CODE 43]
 - LOADING ZONE (CONSTRUCTION VEHICLES) [CODE 44]
3. THE MINIMUM PLATE SIZE FOR SIGN CODES WHERE THE CODE LEGEND IS THE ONLY MESSAGE ON THE PLATE (i.e. THERE ARE NO TIMES) IS TO BE USED IS 225mm x 450mm.
4. BLACK SEPARATION LINES SHALL **NOT** BE USED ON PARKING PLATES.
5. 'Z' TIMES ARE TO BE SPECIFIED FOR EACH SIGN AS REQUIRED. WHERE THERE IS A REQUIREMENT OF MORE THAN ONE TIME TO BE SPECIFIED, A TABLE IS TO BE INCLUDED ON THE DRAWING SPECIFYING EACH Z TIME. FOR EXAMPLE:
 - Z1=TIME RANGE 1
 - Z2=TIME RANGE 2 ETC.

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
KERBSIDE ALLOCATION SIGN CODES
SHEET 2 OF 2

PUBLISH DATE		JUN 2023
SCALE		NOT TO SCALE
DRAWING NUMBER		BSD-3101
ORIGINAL SIZE	REVISION	
A3	E	



PANEL BY PANEL DESCRIPTION

<div>PANEL 1 62Z1R Z1: 7AM - 7PM MON-FRI</div>
<div>PANEL 2 64ARax</div>
<div>PANEL 3 (3Z2eRax) Z2: 4PM - MIDNIGHT</div>

EXAMPLE 1

AS SHOWN ON DOCUMENTS
62Z1R/64ARax/(3Z2eRax)
Z1: 7AM - 7PM MON-FRI
Z2: 4PM - MIDNIGHT



PANEL BY PANEL DESCRIPTION

<div>PANEL 1 4Z1R Z1: 7AM - 3:30PM MON-FRI</div>
<div>PANEL 2 21Z2tD Z2: 3:30PM - MIDNIGHT</div>
<div>PANEL 3 6AR</div>

EXAMPLE 2

AS SHOWN ON DOCUMENTS
4Z1R/21Z2tD/6AR
Z1: 7AM - 3:30PM MON-FRI
Z2: 3:30PM - MIDNIGHT



PANEL BY PANEL DESCRIPTION

<div>PANEL 1 1L</div>	<div>PANEL 2 54Z1zn'5409'R Z1: 7AM - 3:30PM MON-FRI</div>
<div>PANEL 3 21Z2tR Z2: 3:30PM - MIDNIGHT</div>	
<div>PANEL 4 6AR</div>	

EXAMPLE 3

AS SHOWN ON DOCUMENTS
1L,54Z1zn'5409'R/21Z2tR/6AR
Z1: 7AM - 3:30PM MON-FRI
Z2: 3:30PM - MIDNIGHT

PANEL DESCRIPTION

	<div>PANEL 6dpL</div>
--	---------------------------

EXAMPLE 4

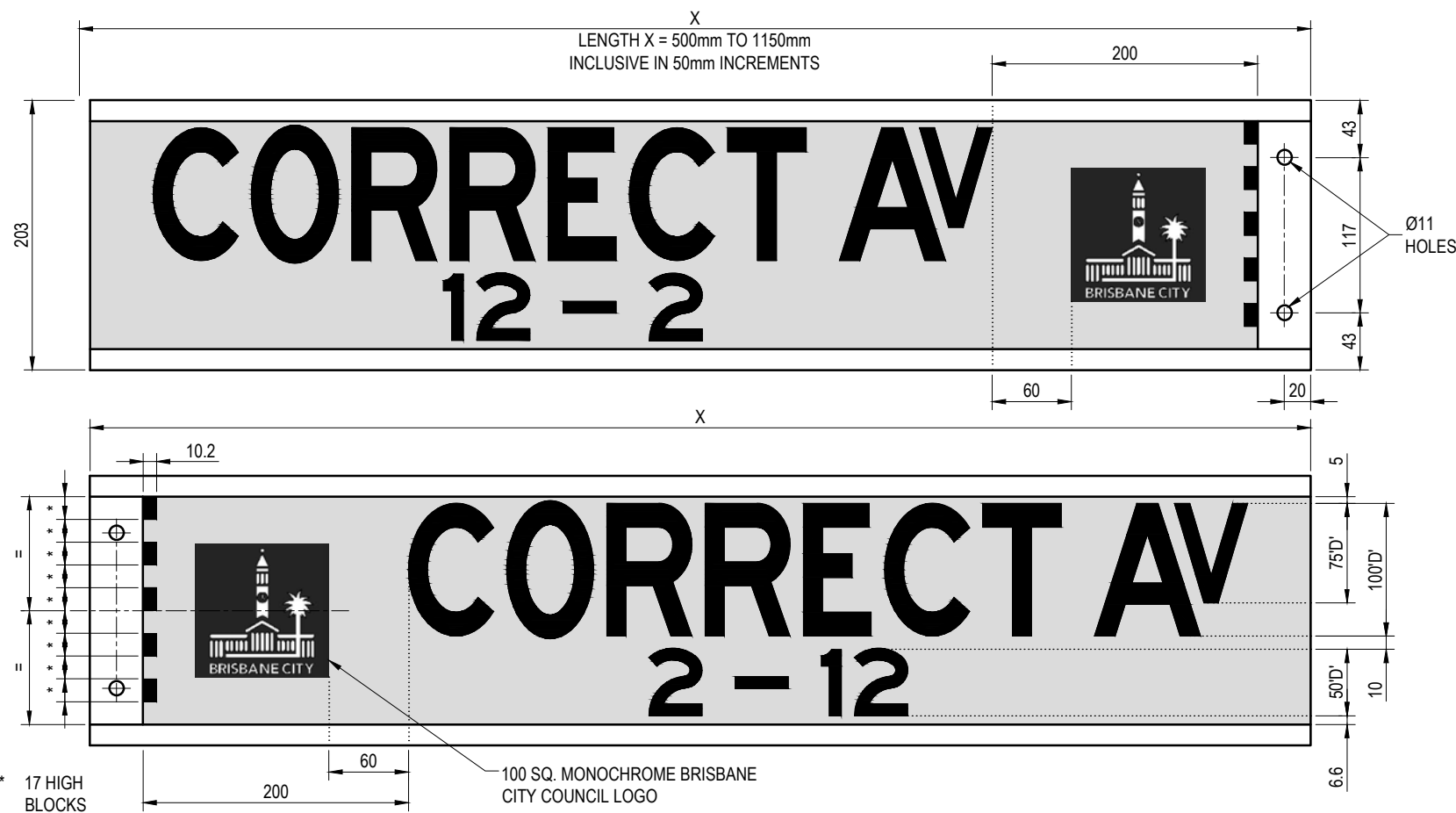
AS SHOWN ON DOCUMENTS
6dpL



<div>STREET NAME SIGN G5-2 (AS PER BSD-3102)</div>
<div>PANEL TAFB(GTA)</div>

EXAMPLE 5

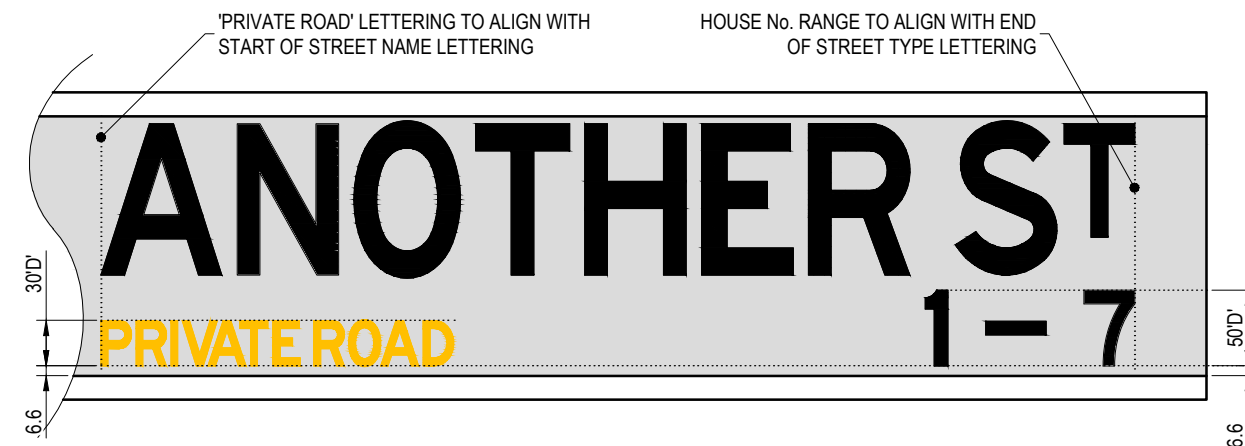
AS SHOWN ON DOCUMENTS
TAFB(GTA)
(INSTALLED BELOW STREET NAME SIGN (G5-2))



GENERAL STREET NAME PLATE



CBD STREET NAME PLATE
(STREET NAME LETTERING AS PER GENERAL STREET NAME PLATE)



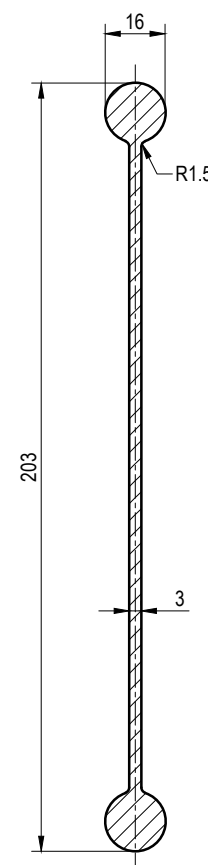
PRIVATE ROAD STREET NAME PLATE
(COUNCIL LOGO, CLEAT AND STREET NAME LETTERING AS PER GENERAL STREET NAME PLATE DETAILS)

NOTES:

- WHERE BLADE LENGTH MAY EXCEED 1150mm, SERIES 'C' LETTERING MAY BE USED TO REDUCE CONGESTION ON THE SIGN.
- ALL SIGN LETTERING TO AS1744.
- 'PRIVATE ROAD' STREET NAME PLATE ONLY TO BE USED ON PRIVATE ROADS AS DEFINED IN THE CITY OF BRISBANE ACT 2010 AND APPROVED AS SUCH BY COUNCIL.
- REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154-TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR:
 - SIGN BLADE MATERIAL;
 - REFLECTIVE SHEETING REQUIREMENTS; AND
 - SIGN BRACKET.
- HOUSE NO. RANGE:
 - IF SIGN ON ODD SIDE OF ROAD: ODD NUMBERS ONLY.
 - IF SIGN ON EVEN SIDE OF ROAD: EVEN NUMBERS ONLY.
- ALL DIMENSIONS IN MILLIMETRES (U.N.O.).


LEGEND:

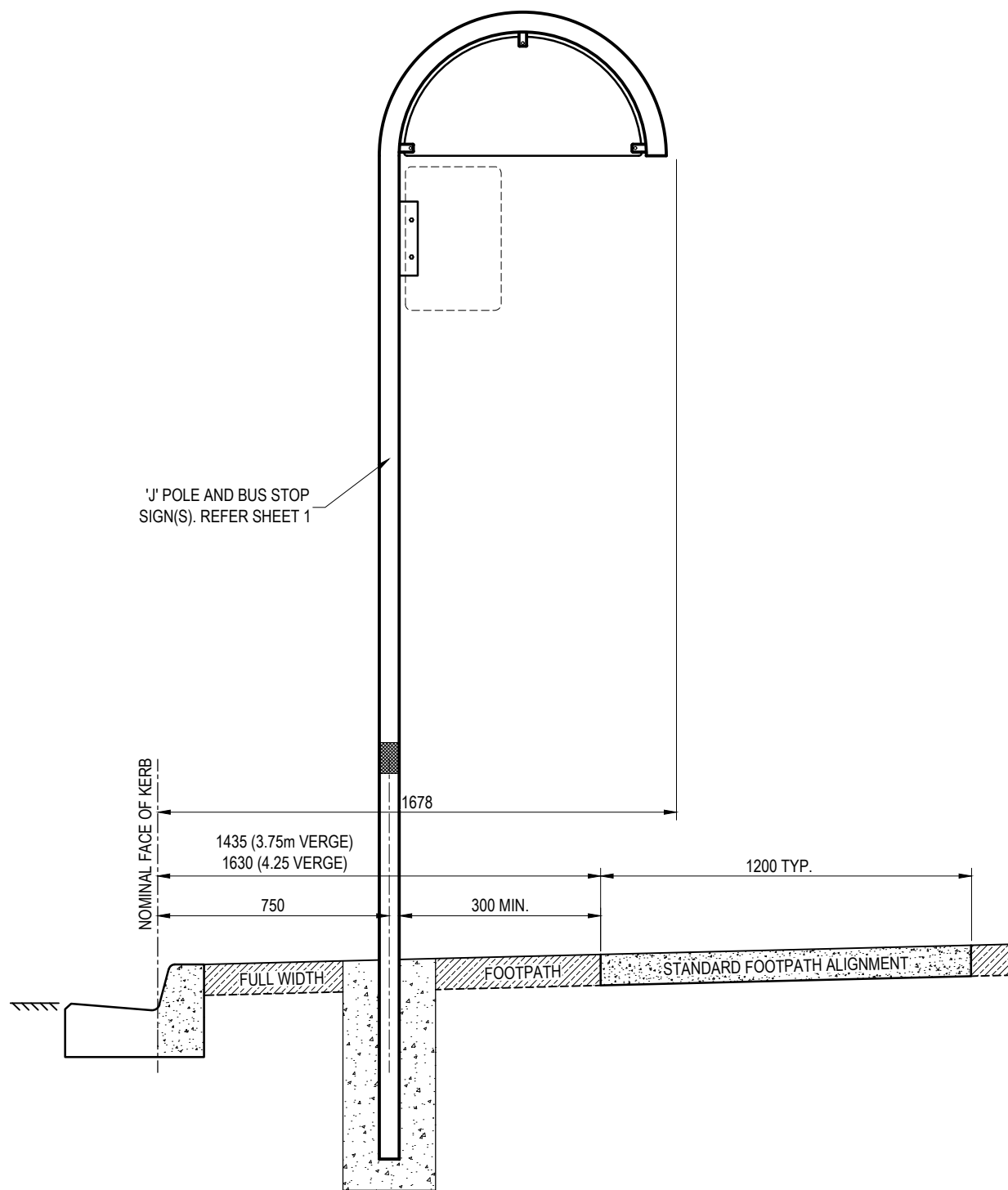
- BLACK LETTERING (NON-REFLECTIVE)
- WHITE LETTERING (NON-REFLECTIVE)
- YELLOW LETTERING (NON-REFLECTIVE)
- WHITE CLASS 1W RETROREFLECTIVE BACKGROUND
- BLUE CLASS 1W RETROREFLECTIVE BACKGROUND
- CBD STREET SIGN - YELLOW CLEAT SECTION COLOUR: PMS YELLOW 116



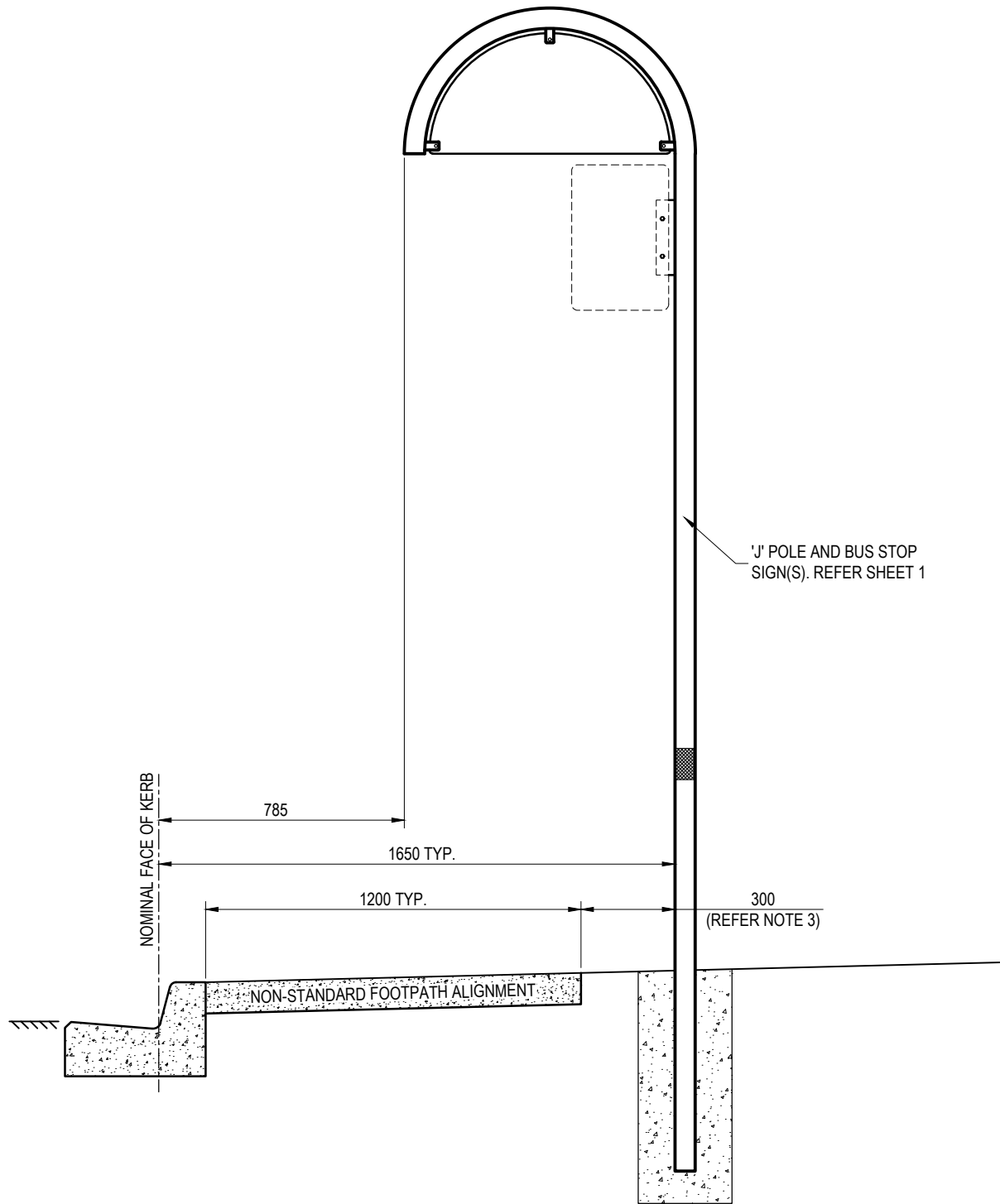
SIGN PLATE SECTION

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
	STREET NAME PLATE SETOUT (SIGN CODE G5-2)		SCALE	N.T.S.
			DRAWING NUMBER	BSD-3102
			ORIGINAL SIZE	A3
			REVISION	C



STANDARD INSTALLATION LOCATION
(FULL WIDTH FOOTPATH OR STANDARD FOOTPATH ALIGNMENT)

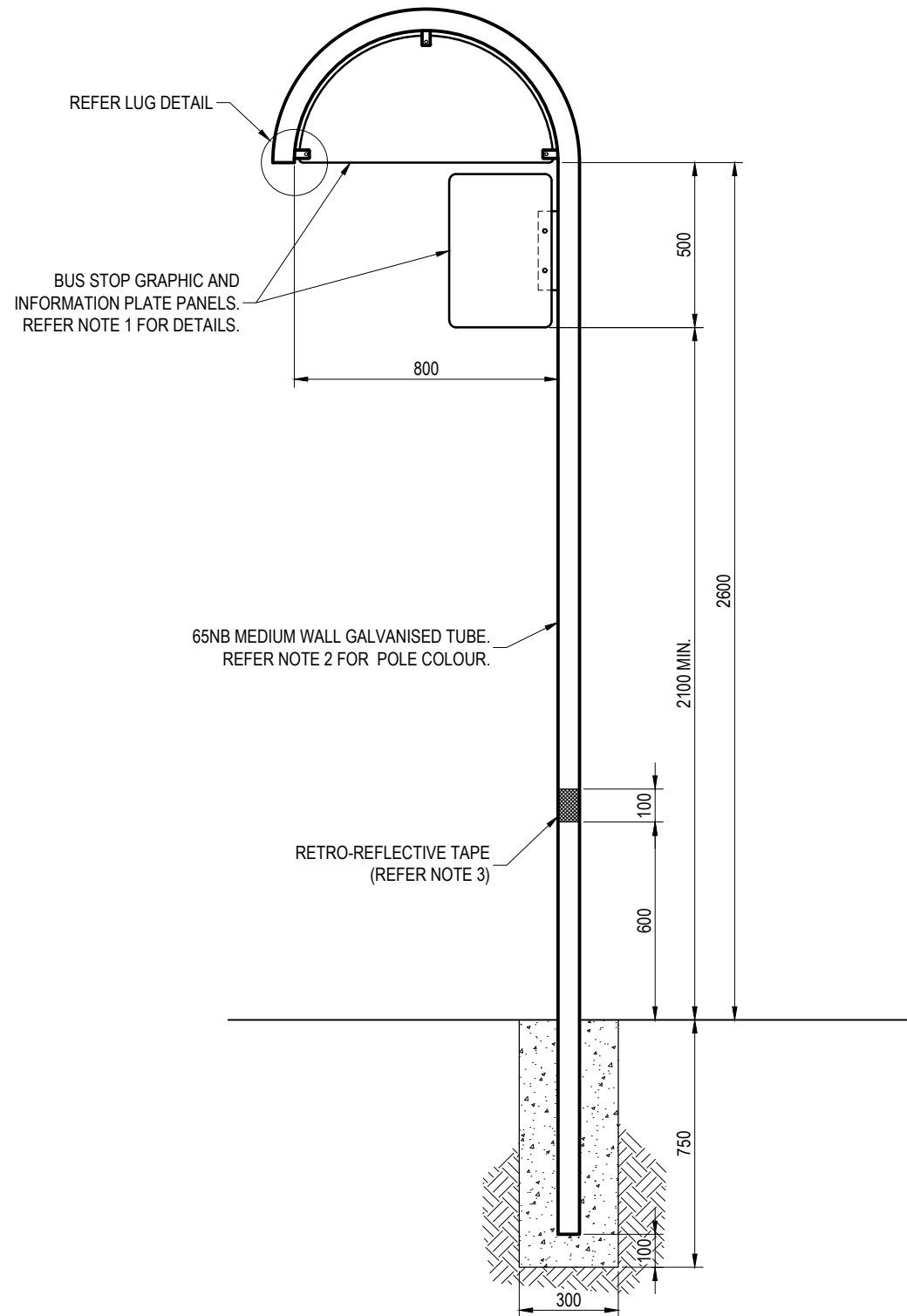


ALTERNATIVE INSTALLATION LOCATION
(NON-STANDARD FOOTPATH ALIGNMENT)

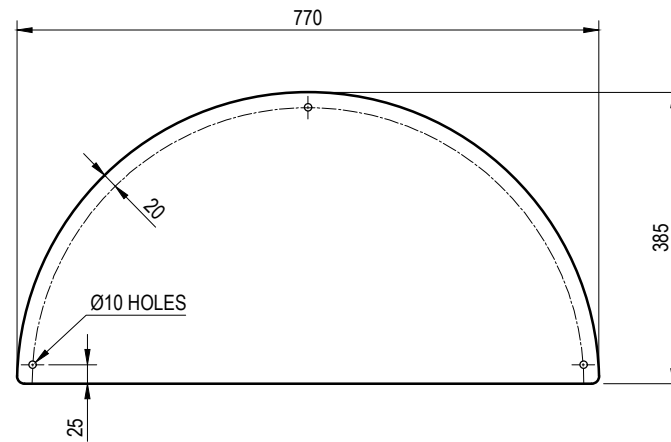
NOTES:

1. REFER BSD-3104 SHEET 1 FOR POLE AND FOOTING DETAILS.
2. THE ALIGNMENT AND DEPTHS OF EXISTING SERVICES SHALL BE PROVEN ON SITE PRIOR TO ANY EXCAVATION. CONTACT "DIAL BEFORE YOU DIG" ON TEL. NO. 1100 FOR THE LOCATION OF SERVICE AUTHORITY ASSETS.
3. 300mm CLEARANCE MUST BE MAINTAINED BETWEEN EDGE OF PATH AND FACE OF POLE.
4. ALL DIMENSIONS IN MILLIMETRES (U.N.O.)

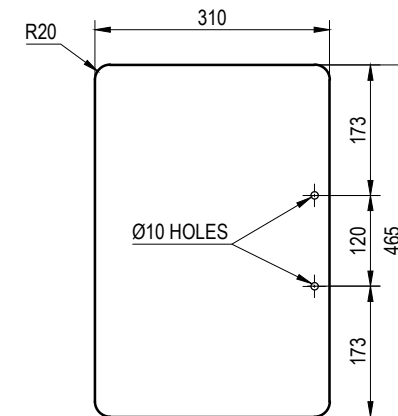
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



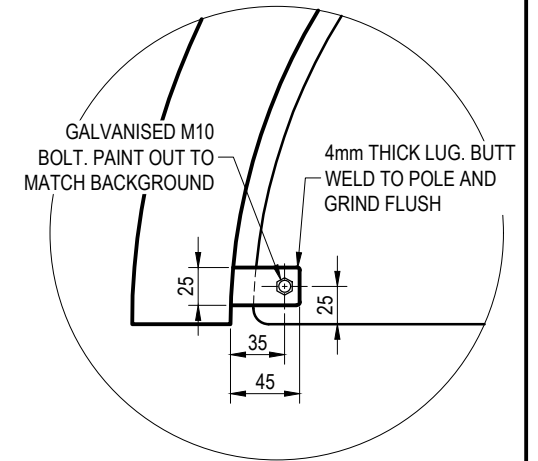
TYPICAL DETAIL



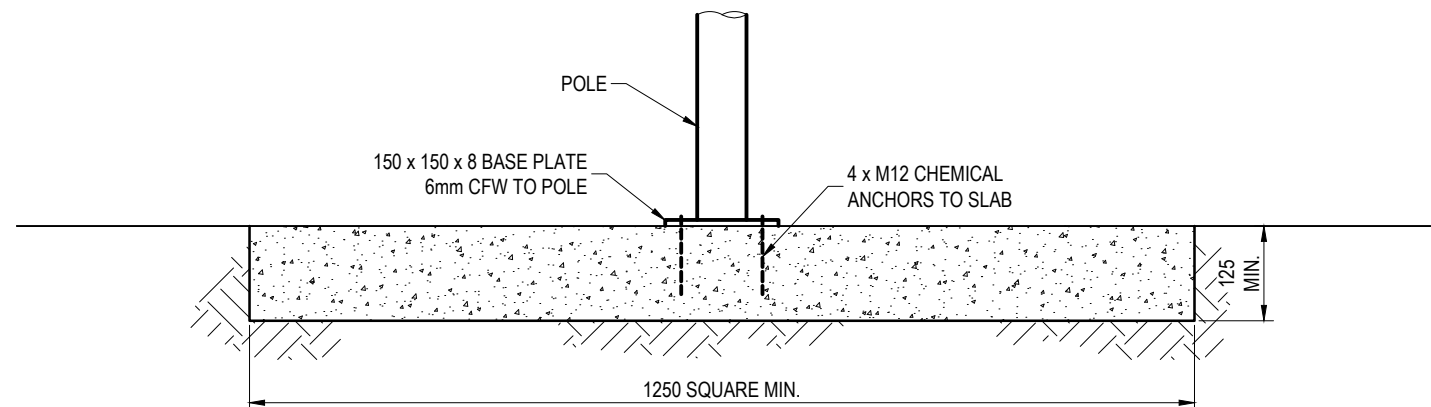
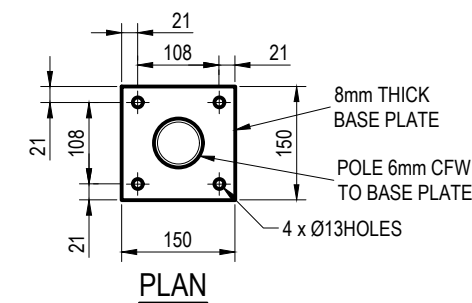
**GRAPHIC PANEL
SIZE DETAILS**



**INFORMATION PLATE
SIZE DETAILS**




LUG DETAIL

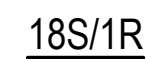


**ELEVATION
ALTERNATIVE HOLD DOWN DETAIL**

NOTES:

1. REFER TO BRISBANE CITY COUNCIL TRANSPORT SIGNS MANUAL FOR STANDARD 'J' POLE GRAPHIC PANEL AND INFORMATION PLATE DETAILS.
2. POLES TO BE POWDERCOATED AS FOLLOWS:
 - STOPS SERVICING EXPRESS, ROCKET AND GREAT CIRCLE LINE ROUTES: WHITE TO MATCH BCC 'WHITE 2'/AS2700 'N35 OFF WHITE' EQUIVALENT;
 - ALL OTHER STOPS: YELLOW TO MATCH BCC 'YELLOW 5'/AS 2700 'Y11 CANARY' EQUIVALENT.
3. RETRO-REFLECTIVE TAPE TO BE WHITE FOR STOPS SERVICING EXPRESS, ROCKET AND GREAT CIRCLE LINE ROUTES, YELLOW FOR ALL OTHER STOPS (TO AS1906.2).
4. IF ALTERNATIVE HOLD DOWN IS USED WITH EXISTING SLAB, SLAB TO BE MINIMUM 1250mm SQUARE AND 125mm THICK.
5. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

					DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 31/03/06 MANAGER CITY ASSETS, R.P.E.Q. 2 5 4 6	DESIGN	BCC (T & T)	DATE	Sept '04		BRISBANE CITY COUNCIL STANDARD DRAWING		
D	Dwg Title Amend., Sheet 2, Lug Detail & Bolt Holes Detail Add.. Notes 1 & 2 Updated	JAN '19	APR '19	APR '19		DRAWN	CA (DJL)	DATE	Sept '04		SCALE NOT TO SCALE		
C	Notes revised (Noted 1 Mod)	MAR '16	JUL '16	JUL '16		CHECKED	CA (GMc)	DATE	Nov '05		DWG No. BSD-3104		
B	Notes, Title and Dimensions Added	MAR '15	MAR '15	MAR '15		DRAWING FILENAME	BSD-3104 (D) Bus Stop Marker 'J' Pole Post - Installation - Sheet 1 of 2				ORIGINAL SIZE A3		
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		ASSOCIATED PLANS	SUPERSEDES UMS 826				REVISION D		
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE	PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT				BUS STOP MARKER 'J' POLE POST - DETAILS SHEET 1 OF 2				

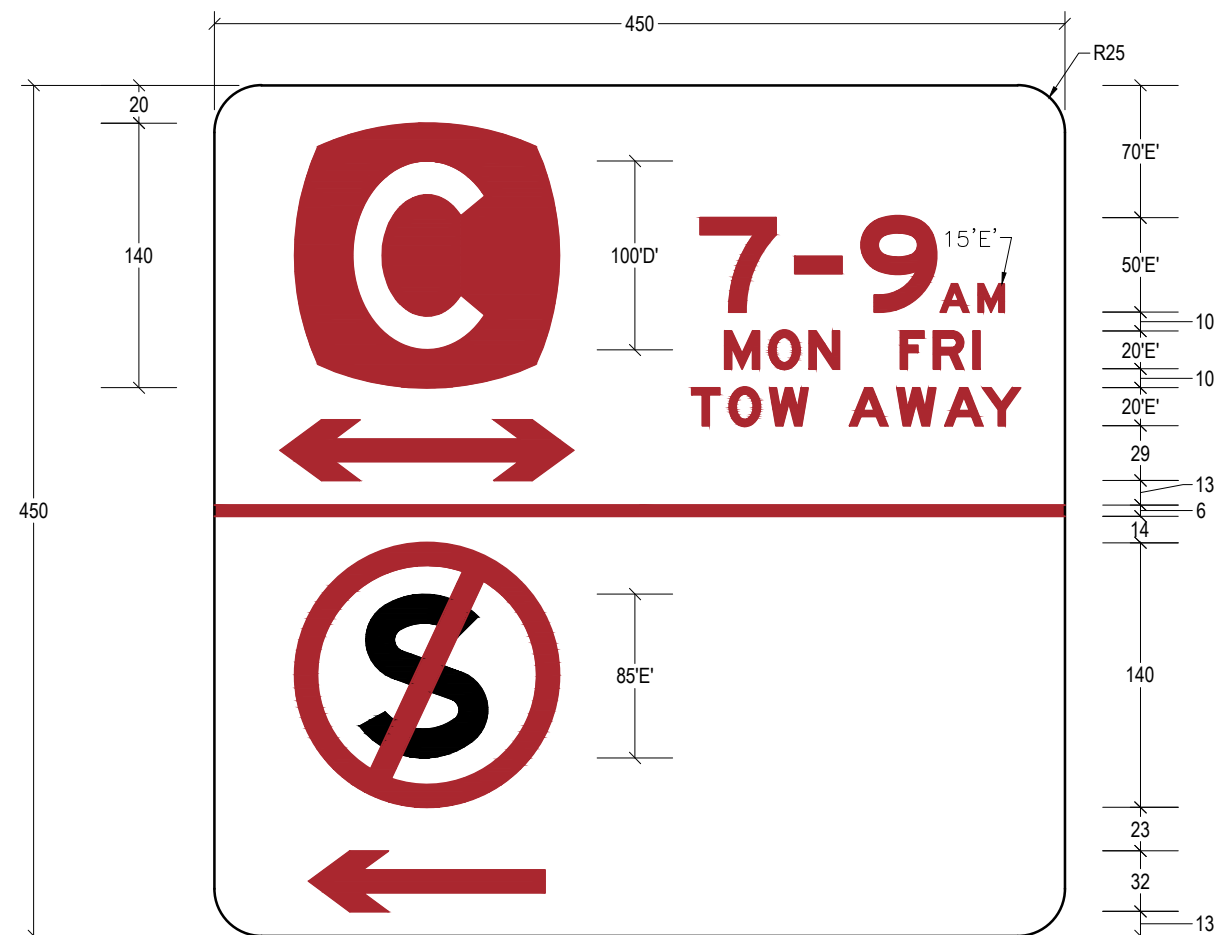


1. ALL SIGN LETTERING TO AS1744.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154-TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER 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.).

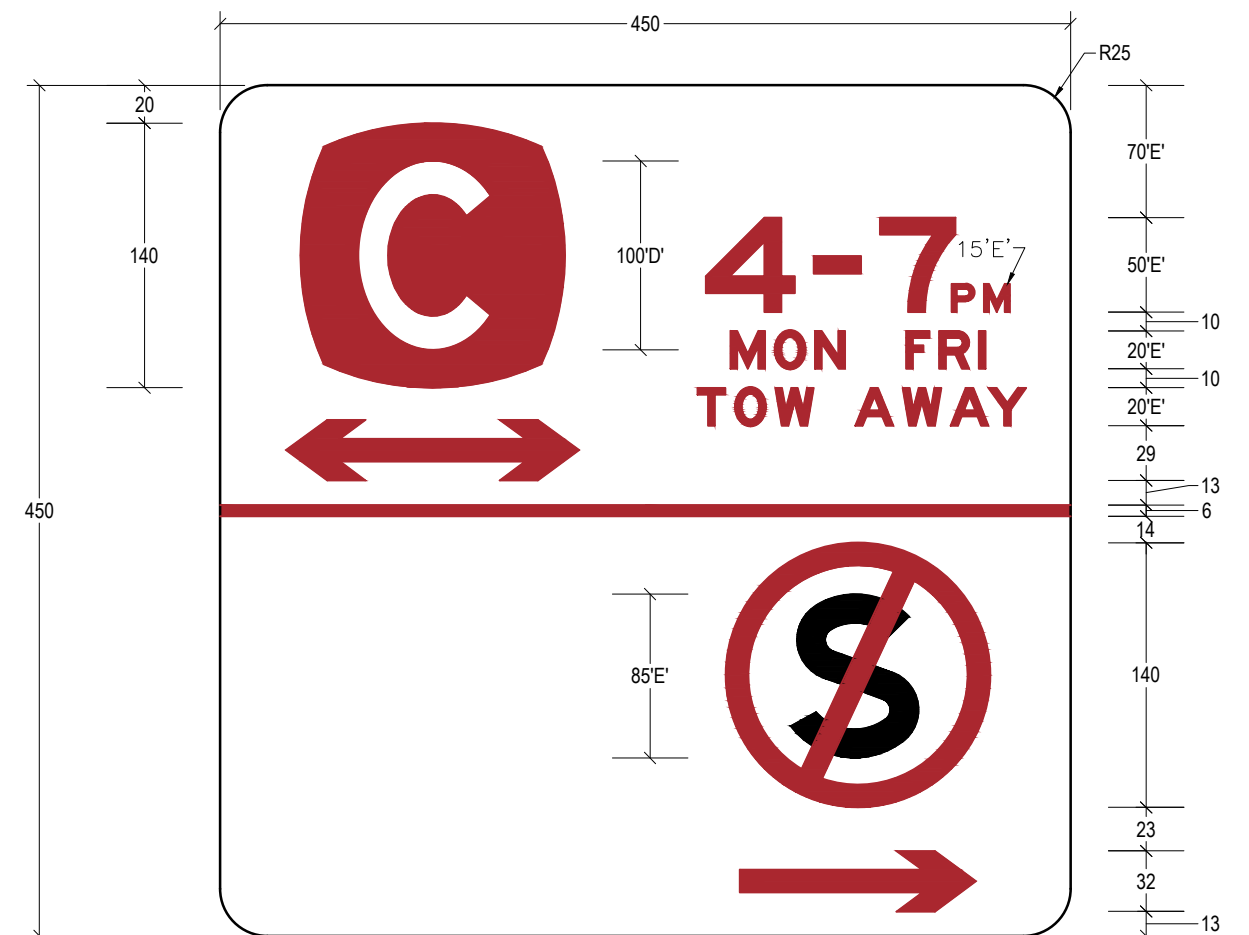
RED LEGEND AND ARROW ON WHITE BACKGROUND

BLACK

[illegible]



91BtD/1L



91StD/1R

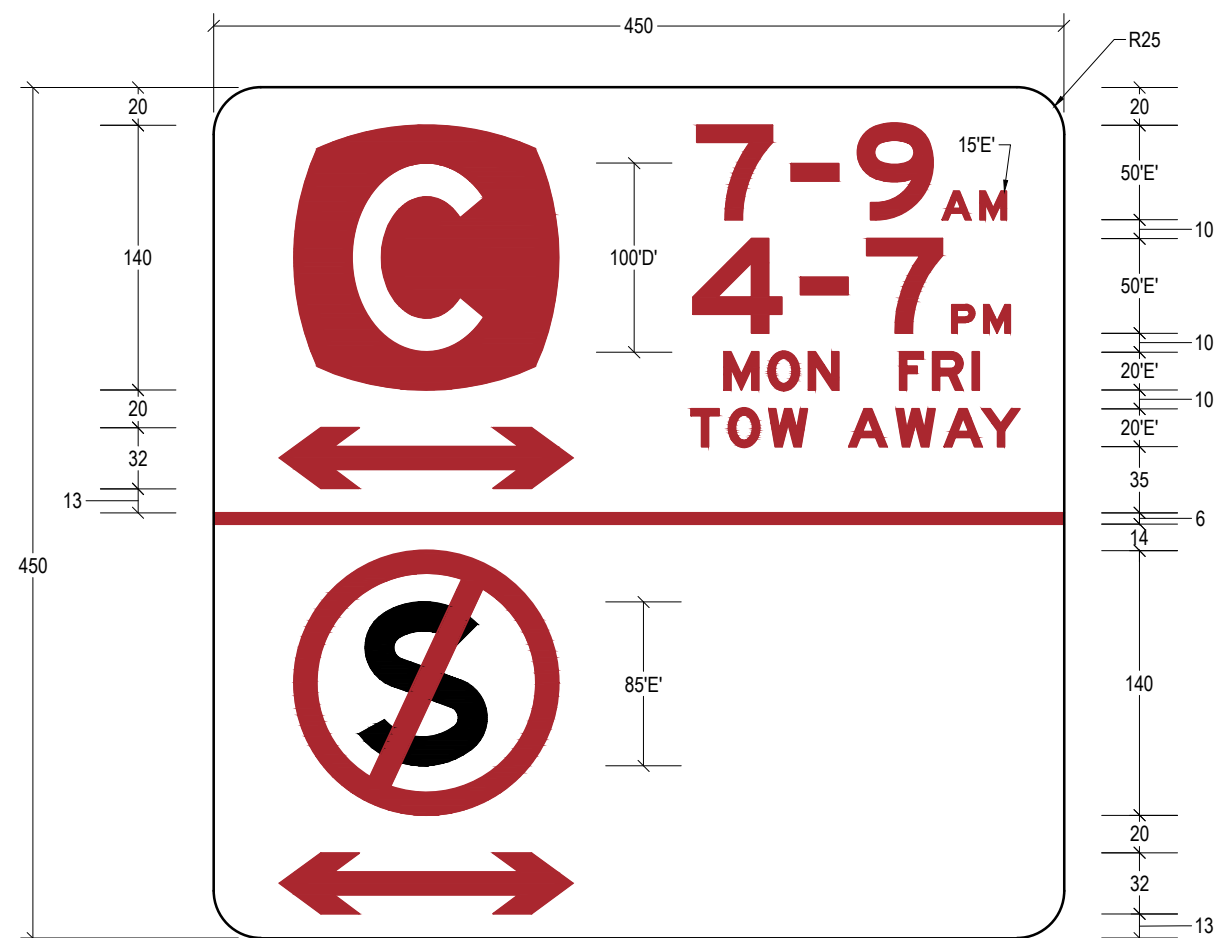
NOTES:

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

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21	
	PARKING REGULATION SIGNS SIGN CODES 91BtD/1L & 91StD/1R		SCALE	NOT TO SCALE
			DRAWING NUMBER BSD-3105	
			ORIGINAL SIZE A3	REVISION C



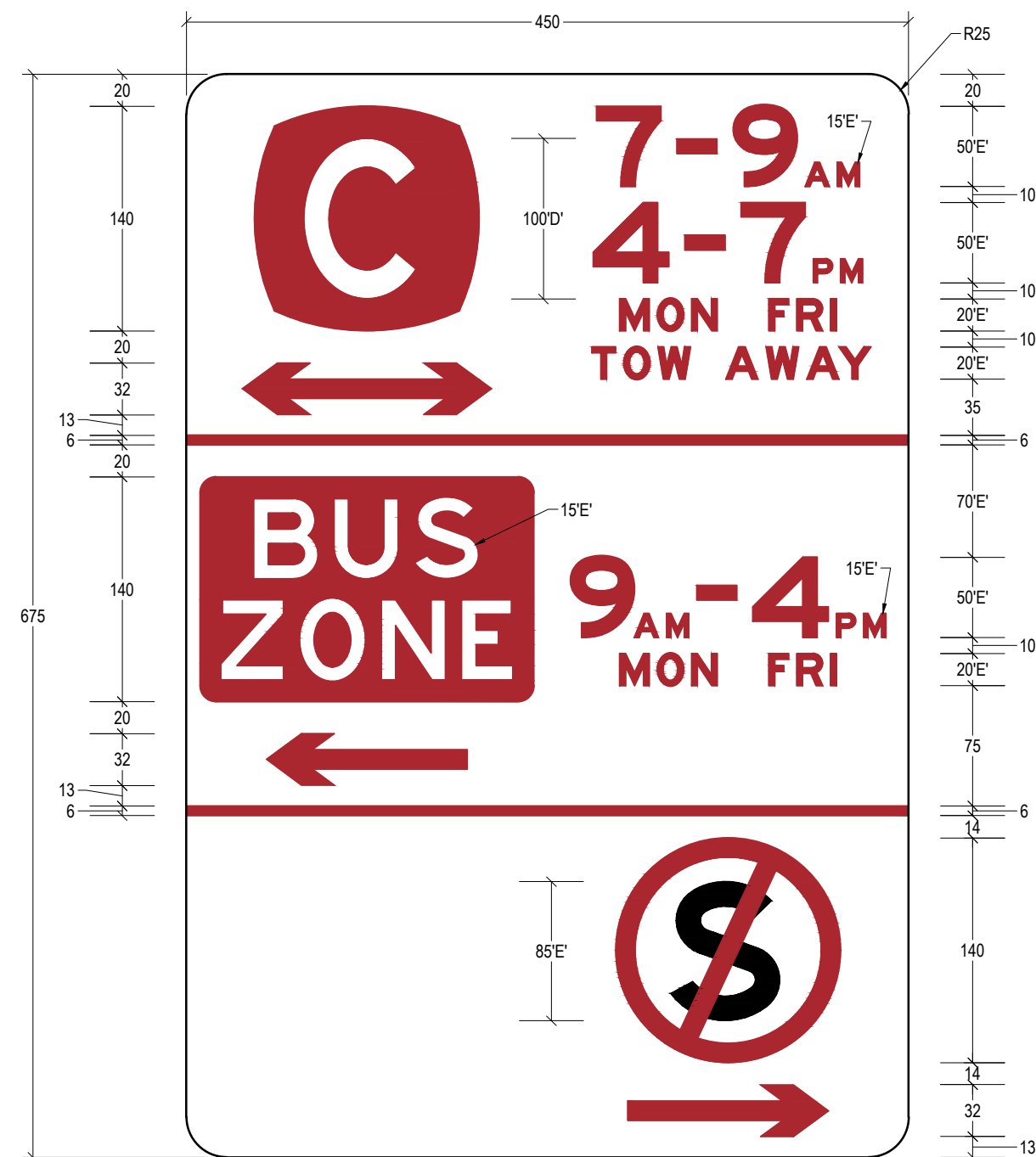
91Q+D/1D

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.).

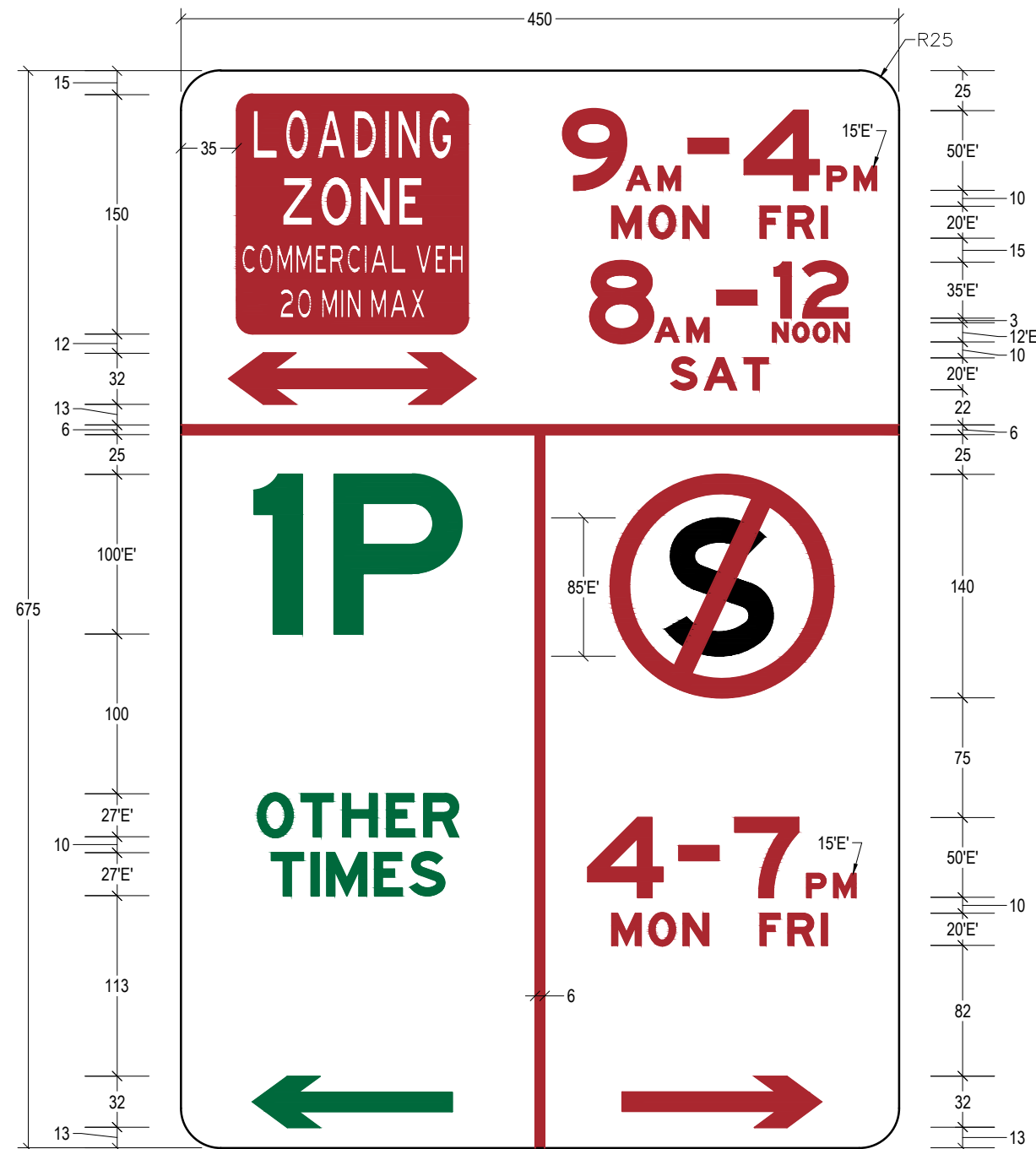
LEGEND:

- RED LEGEND AND ARROW ON WHITE BACKGROUND
- BLACK

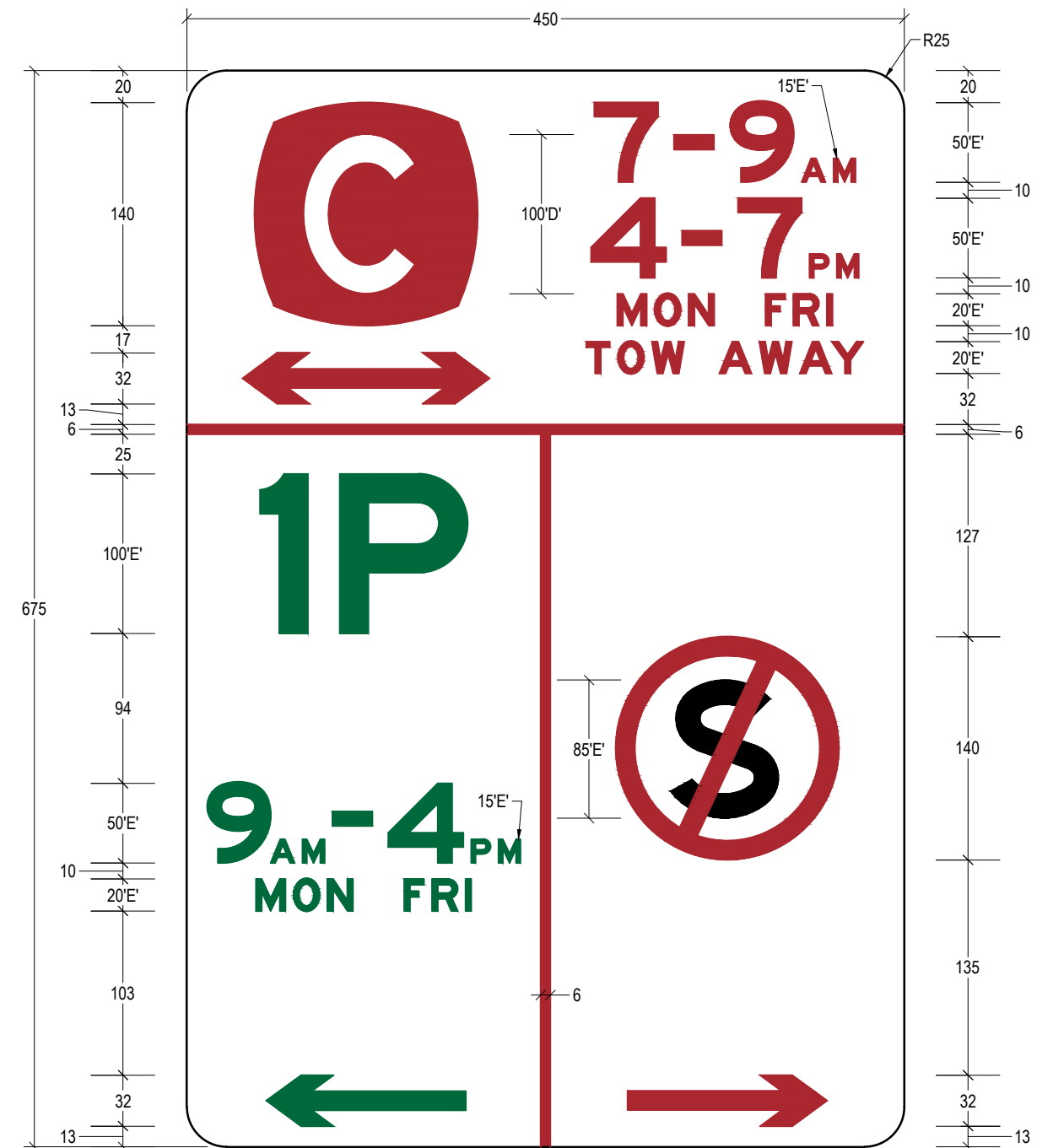


91Q+tD/20EL/1R

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21	
	PARKING REGULATION SIGNS SIGN CODES 91Q+D/1D & 91Q+tD/20EL/1R		SCALE NOT TO SCALE	
			DRAWING NUMBER BSD-3106	
			ORIGINAL SIZE A3	REVISION C



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:

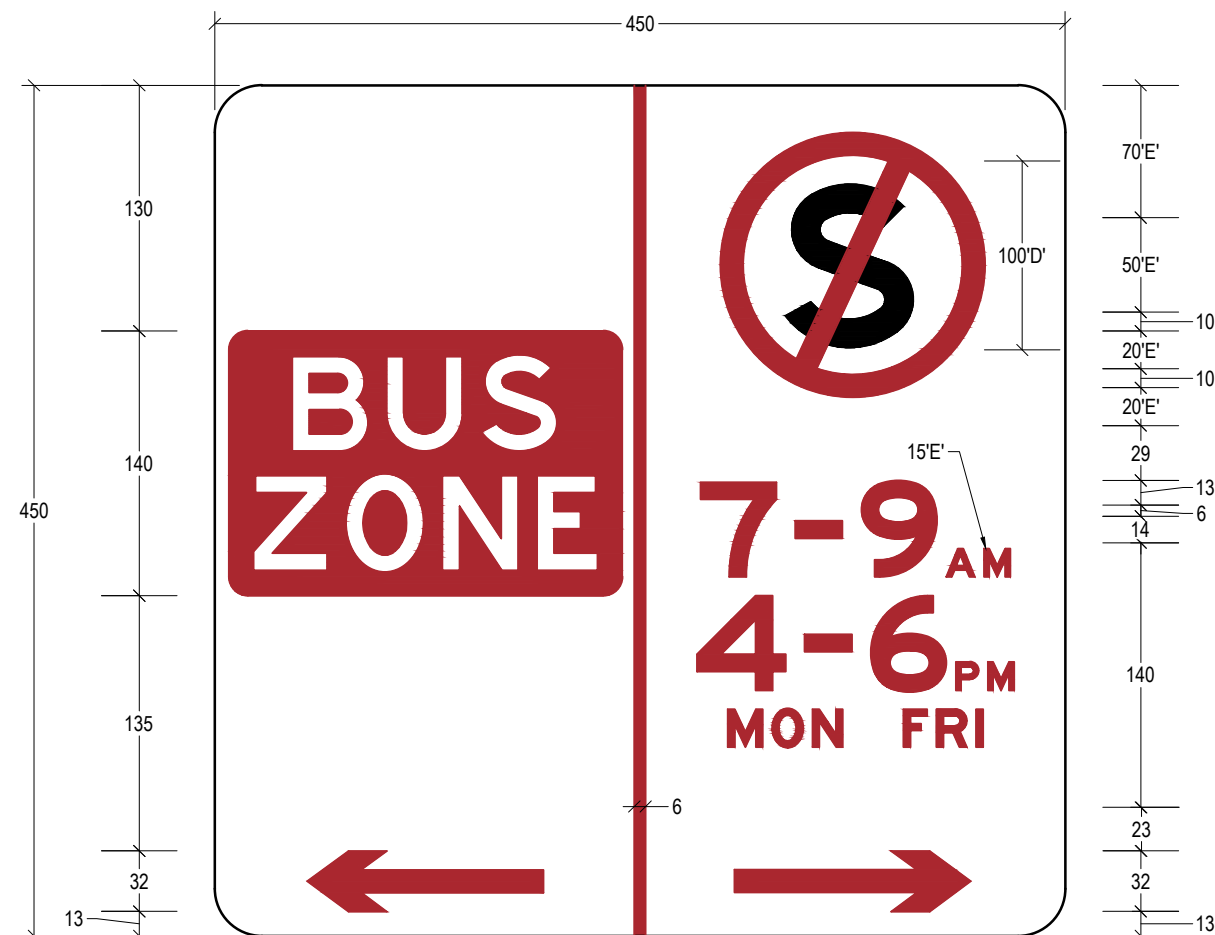
- RED LEGEND AND ARROW ON WHITE BACKGROUND
- BLACK
- GREEN LEGEND AND ARROW ON WHITE BACKGROUND



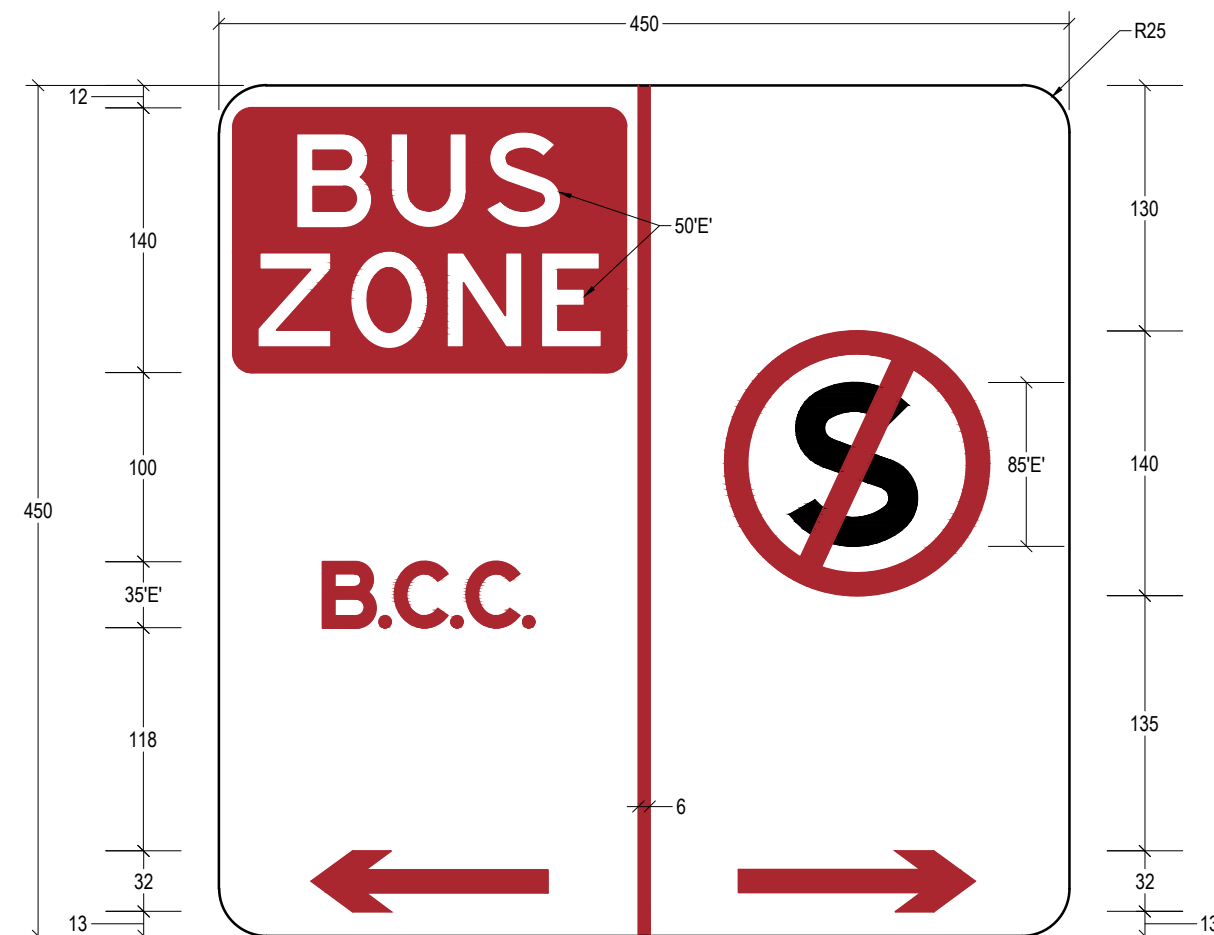
BRISBANE CITY COUNCIL STANDARD DRAWING

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

PUBLISH DATE Mar '21	
SCALE NOT TO SCALE	
DRAWING NUMBER BSD-3107	
ORIGINAL SIZE A3	REVISION C



20L.1QR



21L.1R

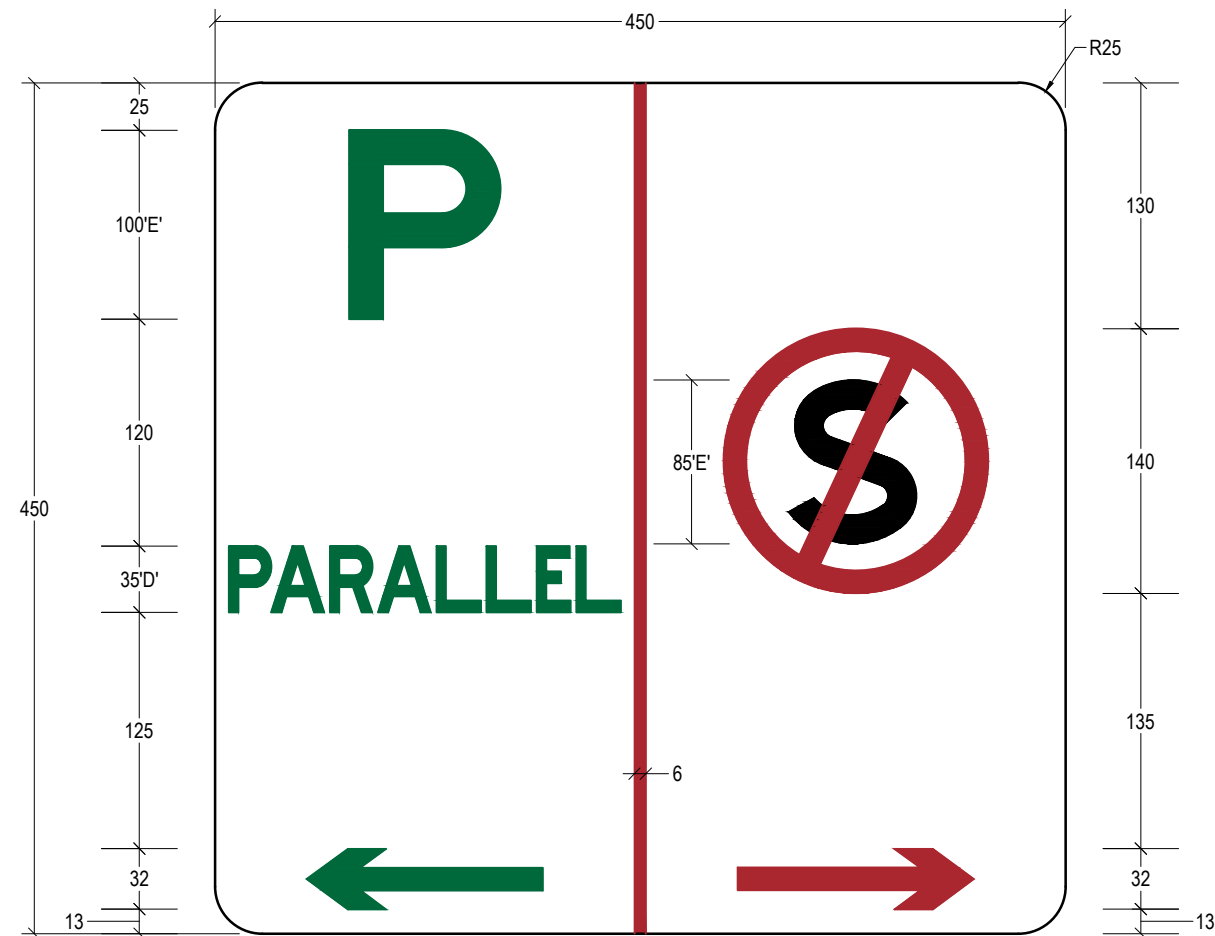
NOTES:

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.).

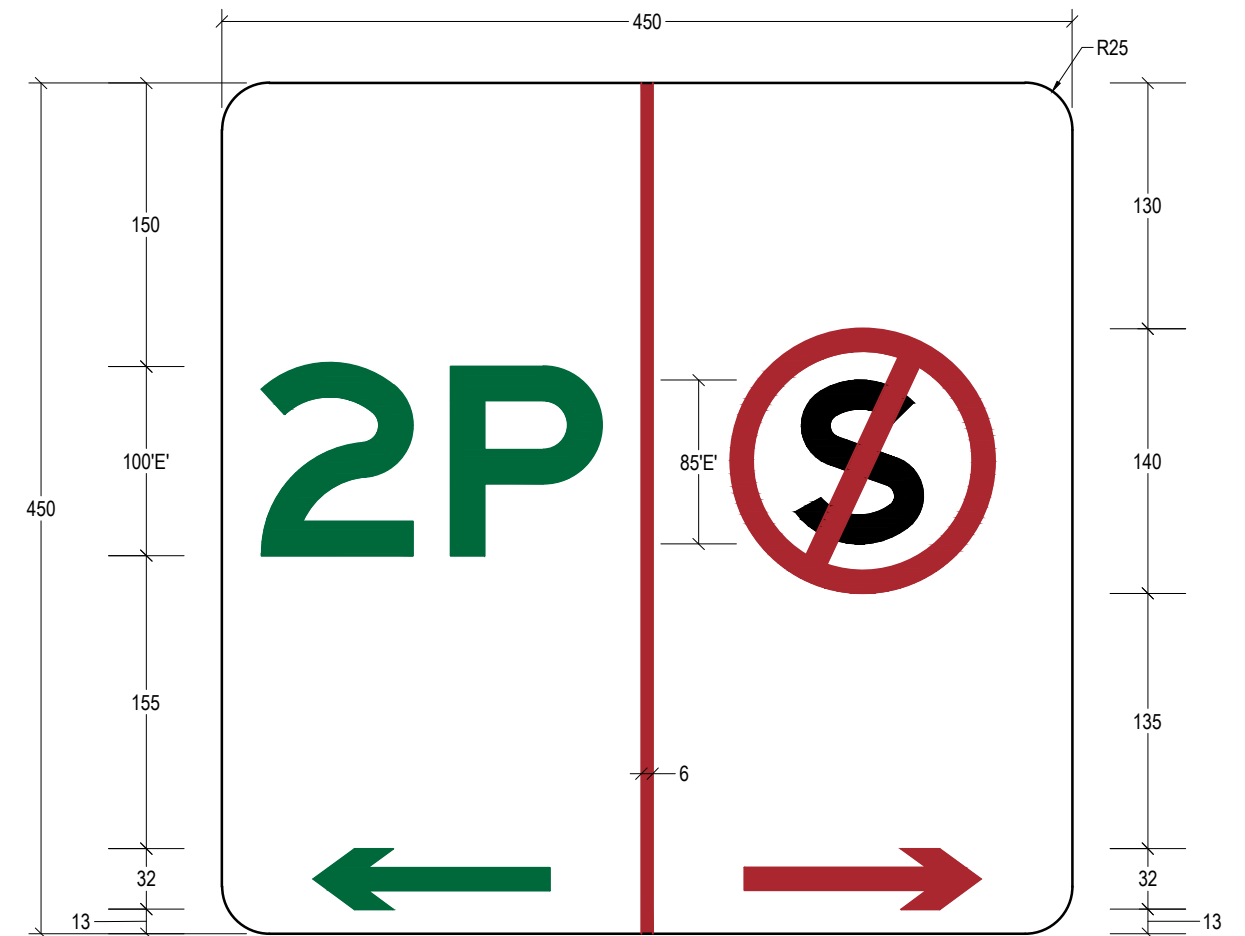
LEGEND:

- RED LEGEND AND ARROW ON WHITE BACKGROUND
- BLACK

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mmm 'YY	
	PARKING REGULATION SIGNS SIGN CODES 20L.1QR & 21L.R1		SCALE	NOT TO SCALE
			DRAWING NUMBER BSD-3108	
			ORIGINAL SIZE A3	REVISION C



6L.1R



62L.1R

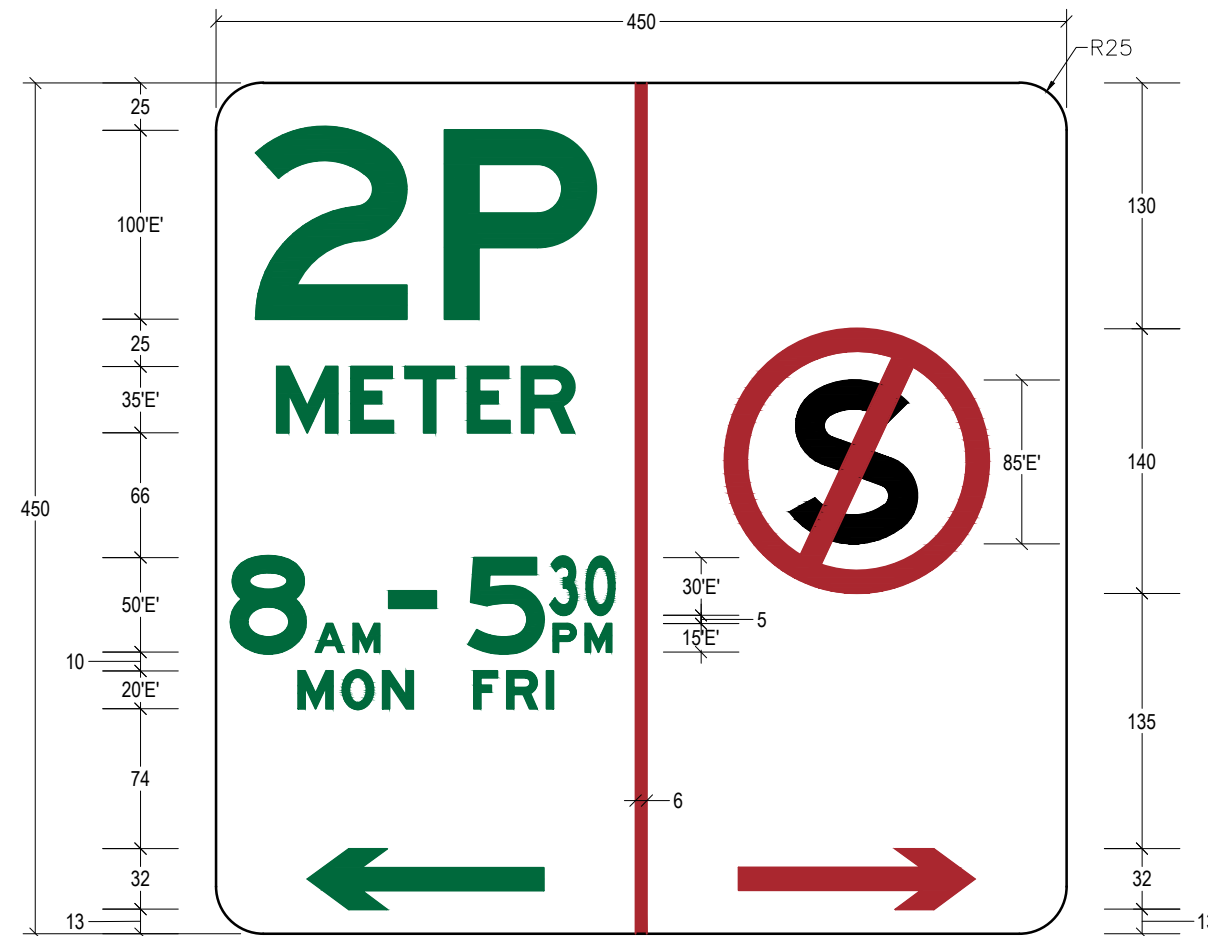
NOTES:

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.).

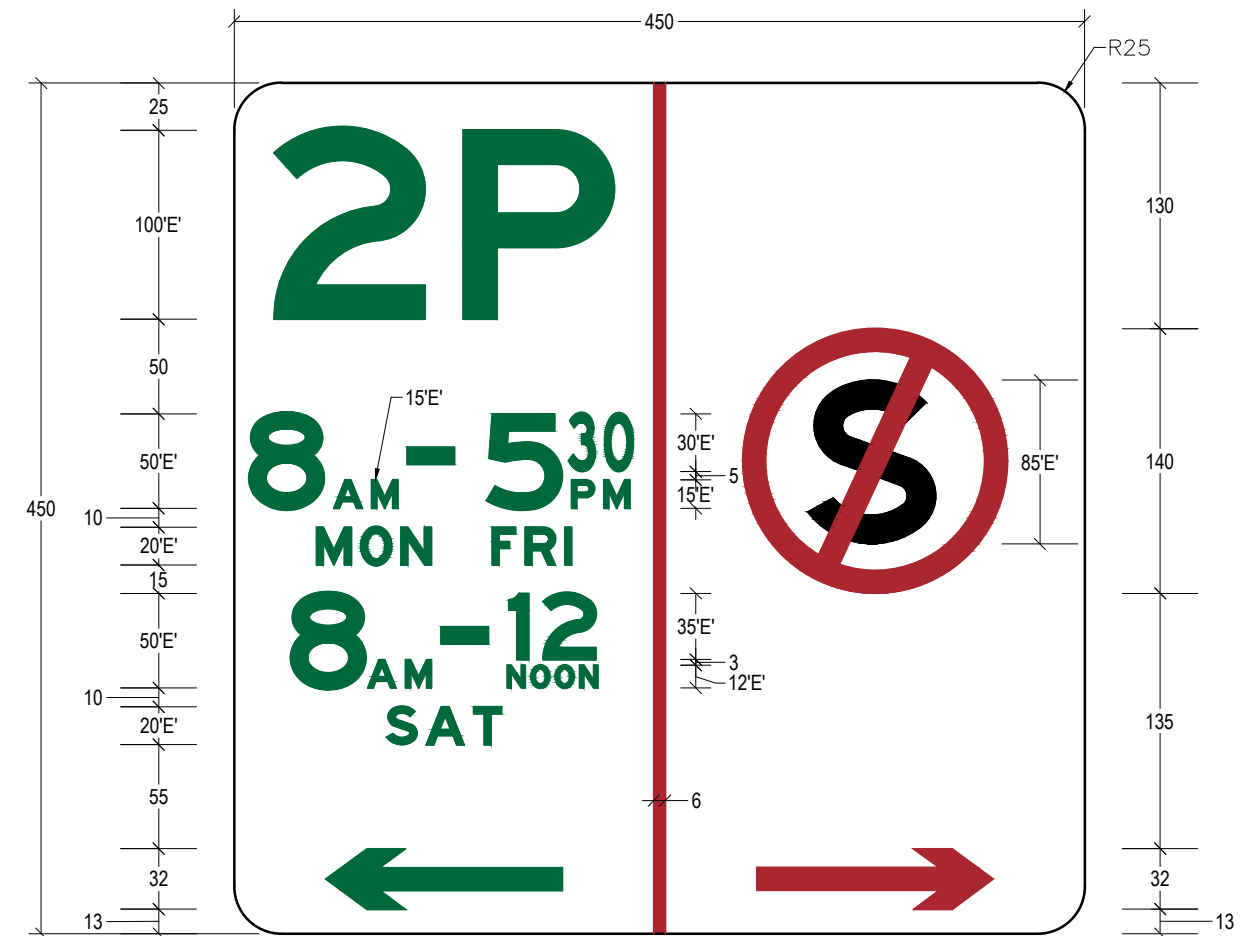
LEGEND:

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

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE
	PARKING REGULATION SIGNS SIGN CODES 6L.1R & 62L.1R		Mar '21
			SCALE NOT TO SCALE
			DRAWING NUMBER BSD-3109
ORIGINAL SIZE A3		REVISION C	



52EZ1L.1R
Z1 = 8:30AM - 5:30PM MON-FRI



62NL.1R

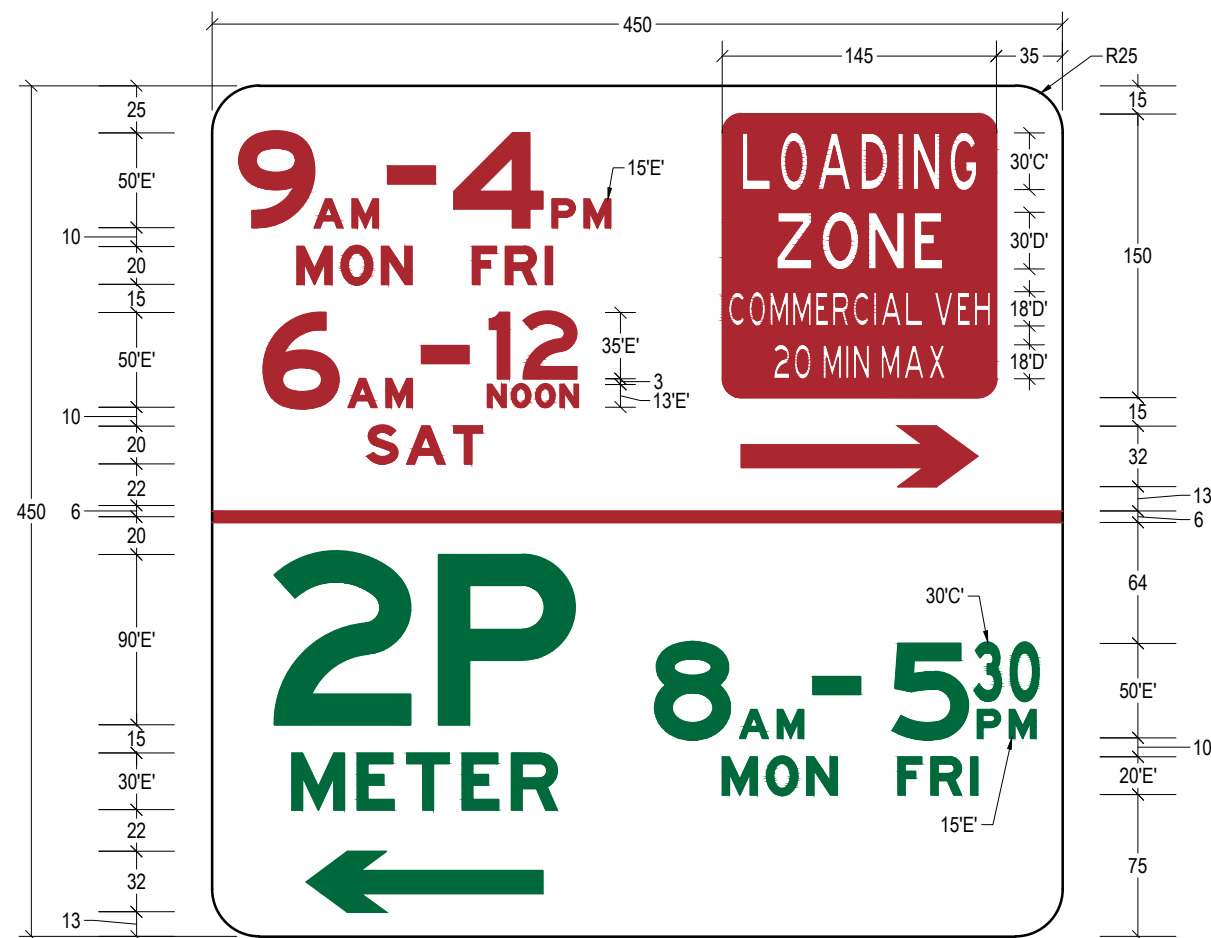
NOTES:

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:

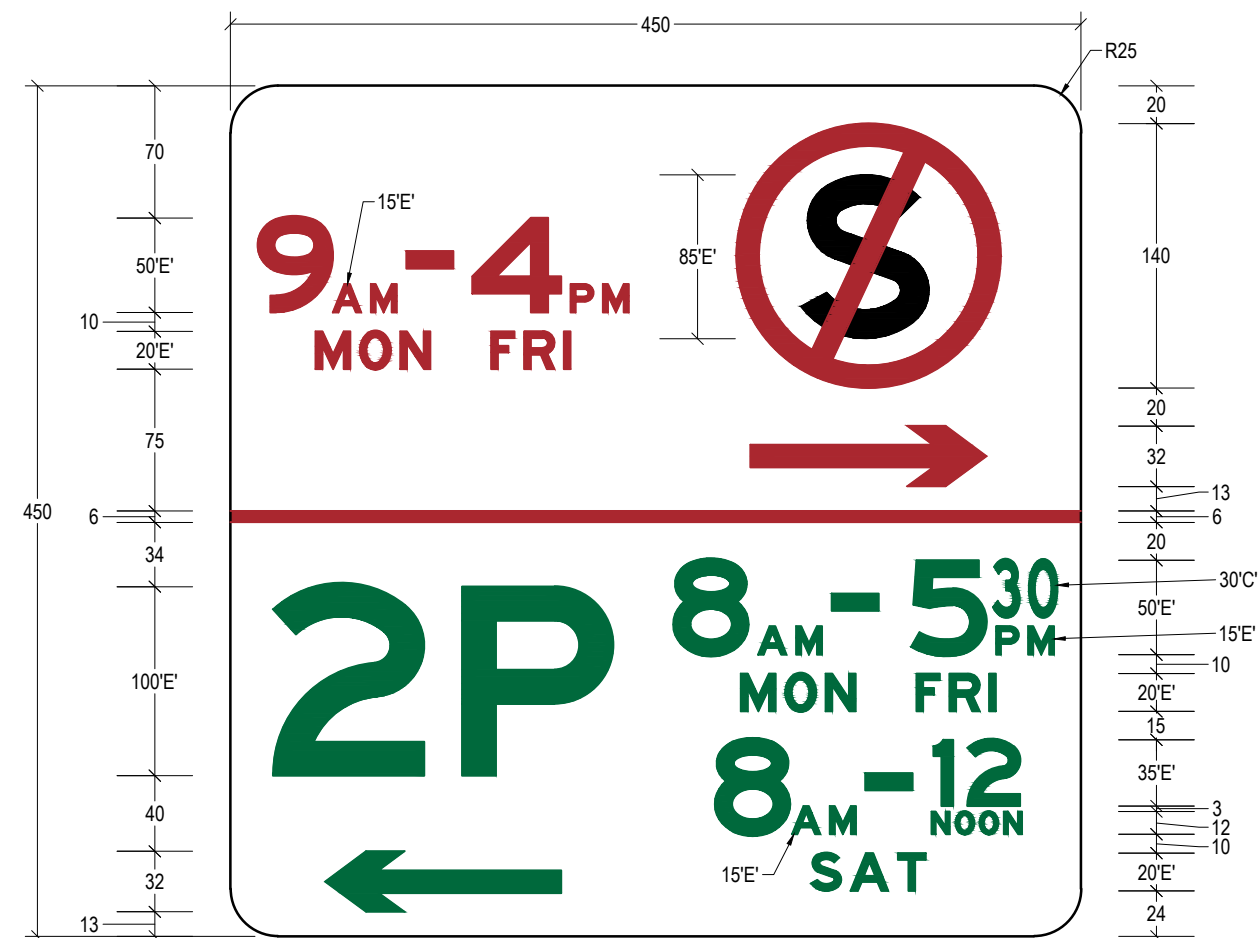
- RED LEGEND AND ARROW ON WHITE BACKGROUND
- BLACK
- GREEN LEGEND AND ARROW ON WHITE BACKGROUND

	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE
	PARKING REGULATION SIGNS SIGN CODES 52EZ1L.1R & 62NL.1R		Mar '21
			SCALE NOT TO SCALE
			DRAWING NUMBER BSD-3110
ORIGINAL SIZE A3		REVISION C	



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:

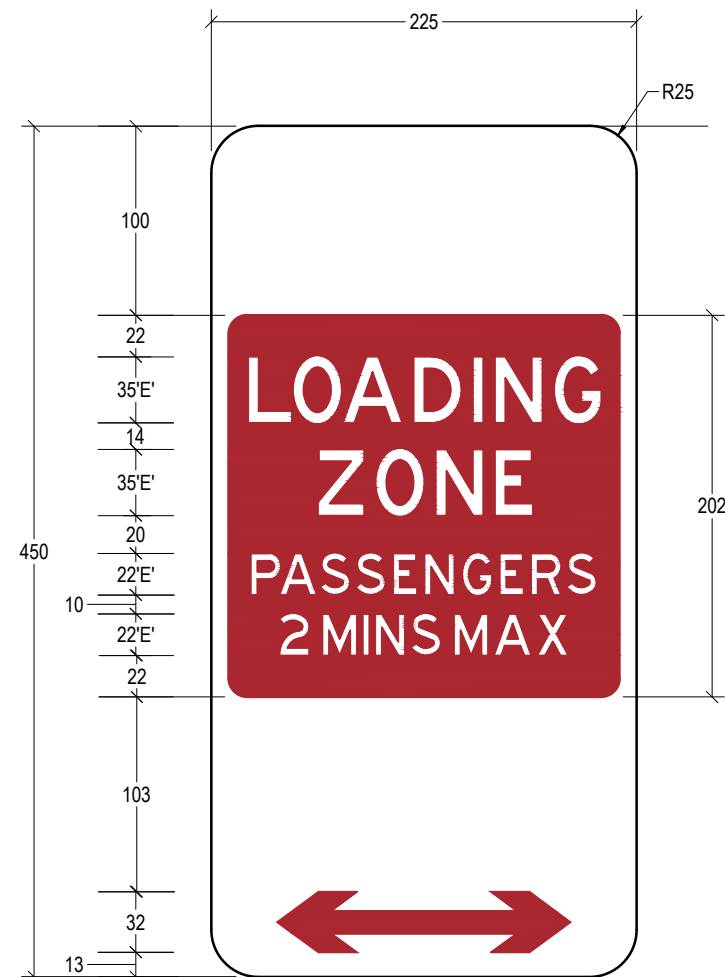
- RED LEGEND AND ARROW ON WHITE BACKGROUND
- BLACK
- GREEN LEGEND AND ARROW ON WHITE BACKGROUND



BRISBANE CITY COUNCIL STANDARD DRAWING

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

PUBLISH DATE Mar '21	
SCALE NOT TO SCALE	
DRAWING NUMBER BSD-3111	
ORIGINAL SIZE A3	REVISION C



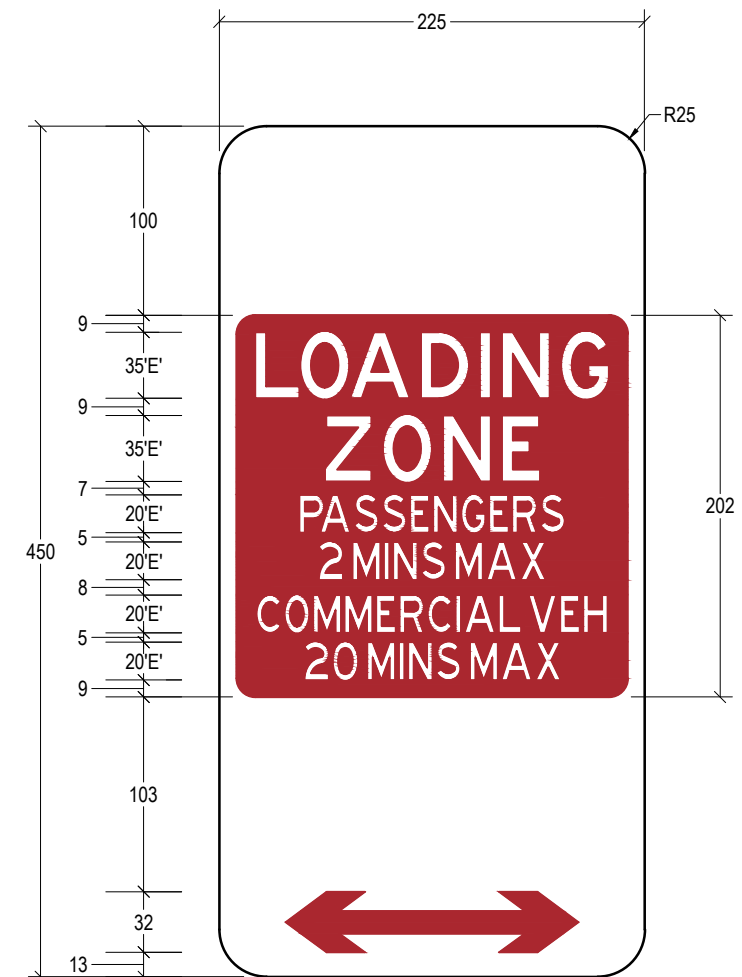
SIGN 43

NOTES:

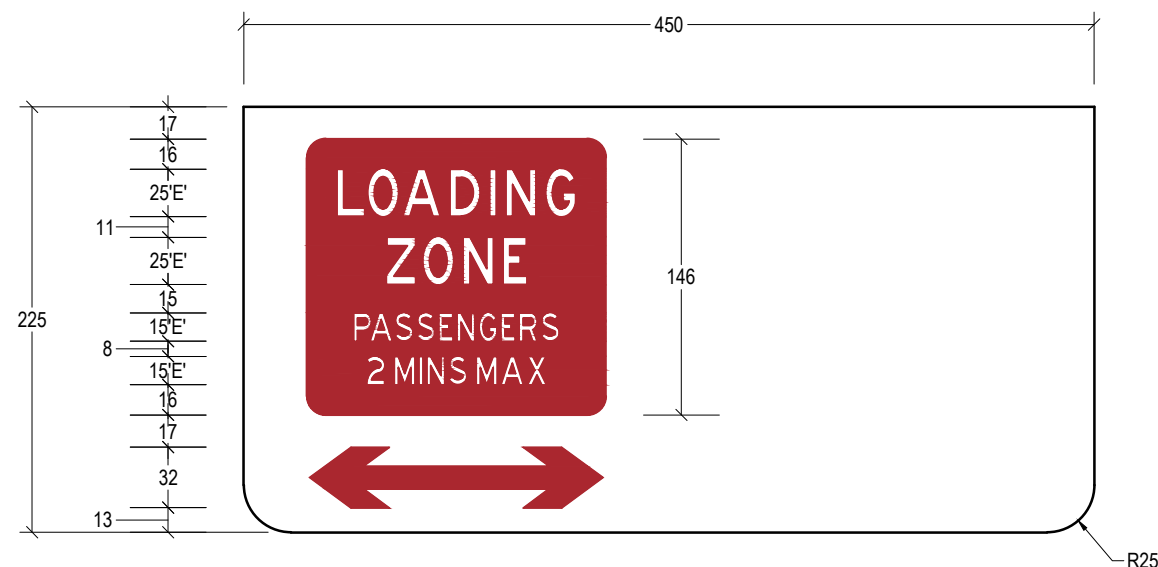
1. ALL SIGN LETTERING TO AS1744.
2. REFER TO BRISBANE CITY COUNCIL REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S154 - TRAFFIC SIGNS AND ROADSIDE FURNITURE FOR SIGN SUBSTRATE MATERIAL AND SHEETING REQUIREMENTS.
3. SIGNS TO BE USED ON BRISBANE CITY COUNCIL CONTROLLED ROADS AND TAKE PRECEDENCE OVER 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:

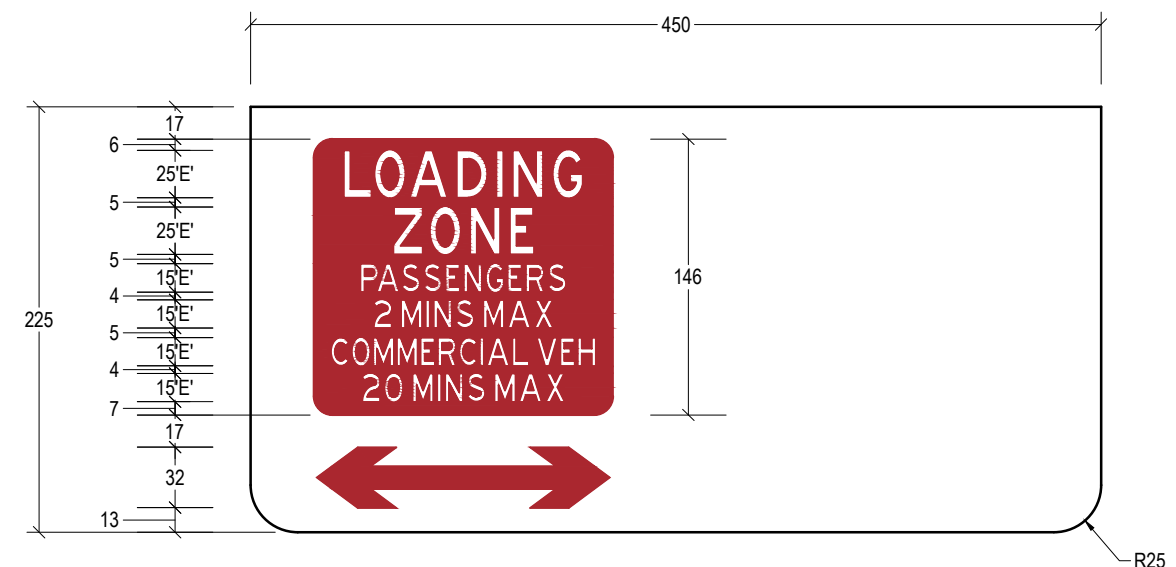
- RED LEGEND AND ARROW ON WHITE BACKGROUND
- BLACK




SIGN 45

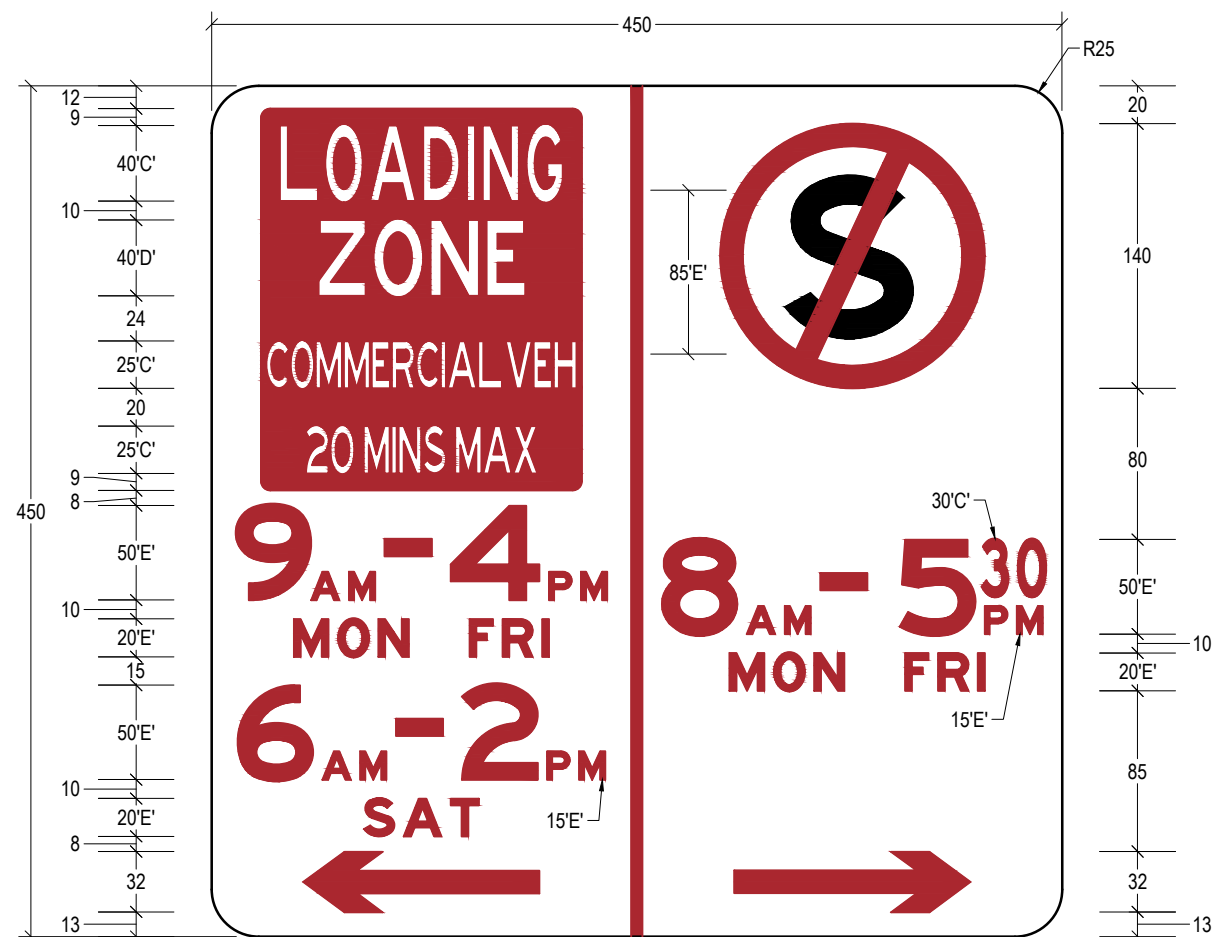


SIGN 43 BOTTOM PANEL

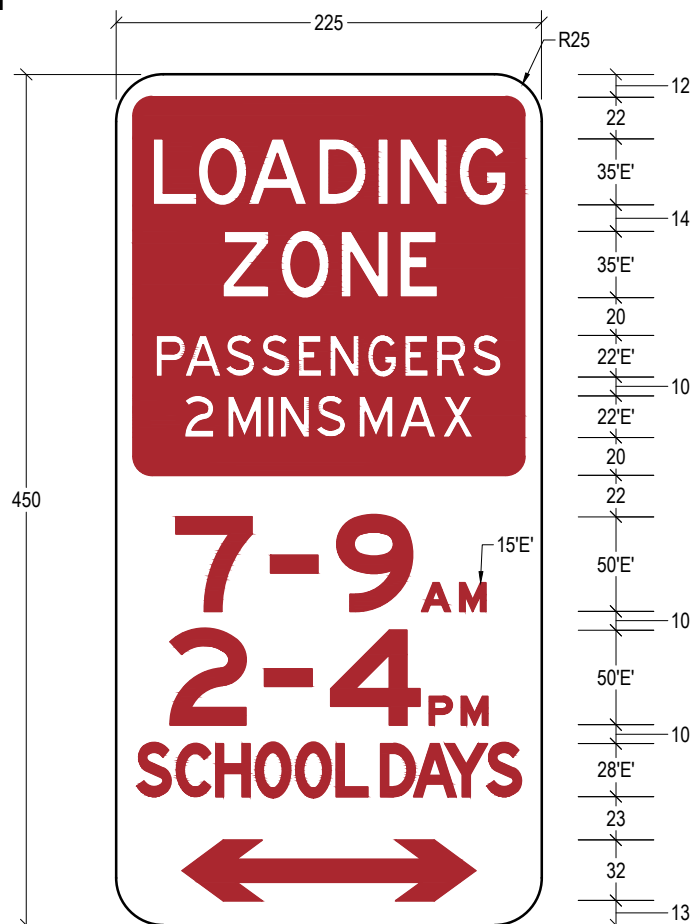


SIGN 45 BOTTOM PANEL

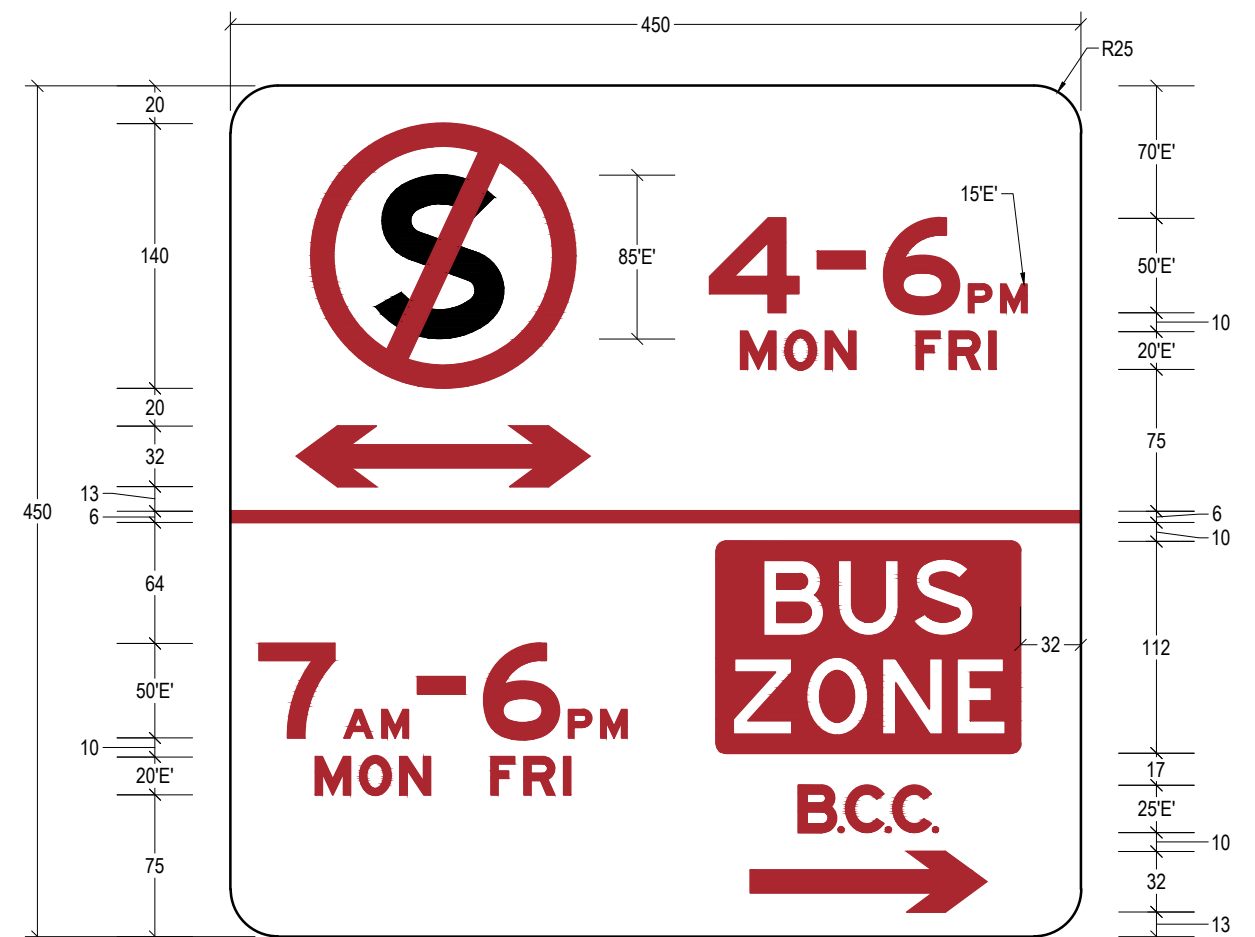
	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21	
	PARKING REGULATION SIGNS SIGN CODES 43 & 45 AND BOTTOM PANELS		SCALE	NOT TO SCALE
			DRAWING NUMBER BSD-3112	
			ORIGINAL SIZE A3	REVISION C



41Z1L.1Z2R
 Z1 = 9AM-4PM MON-FRI, 6AM-12 NOON SAT
 Z2 = 8AM-5:30PM MON-FRI



43DyD



1GD/21WR

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



BRISBANE CITY COUNCIL STANDARD DRAWING

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

PUBLISH DATE Mar '21	
SCALE NOT TO SCALE	
DRAWING NUMBER BSD-3113	
ORIGINAL SIZE A3	REVISION C



ENHANCED COMMERCIAL LOADING ZONE SIGN
SIGN CODE: CLZ



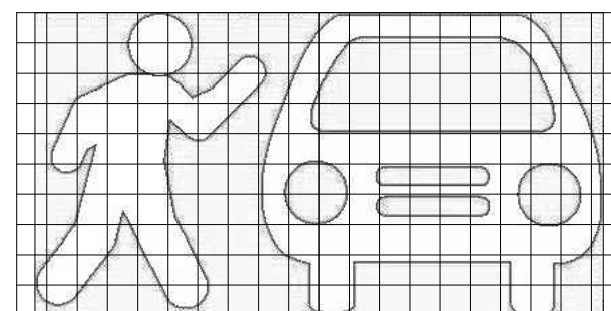
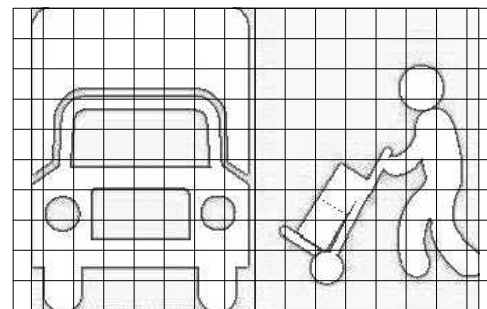
ENHANCED PASSENGER & COMMERCIAL LOADING ZONE SIGN
SIGN CODE: PCLZ


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



	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE
			MAR 2021
			SCALE
			NOT TO SCALE
ENHANCED LOADING ZONE SIGNS COMMERCIAL AND PASSENGER & COMMERCIAL LOADING ZONES - SHEET 1 OF 2			DRAWING NUMBER
			BSD-3114
			REVISION
		ORIGINAL SIZE	A
		A3	



ENHANCED PASSENGER LOADING ZONE SIGN
SIGN CODE: PLZ



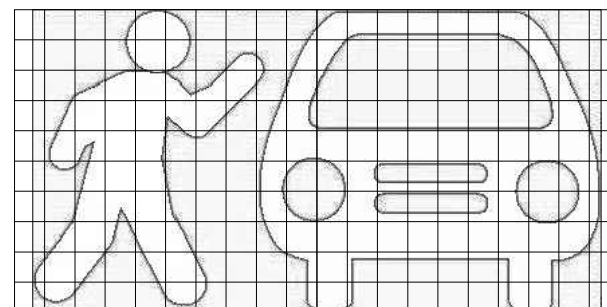
ENHANCED SCHOOL LOADING ZONE SIGN
SIGN CODE: SLZ


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.).

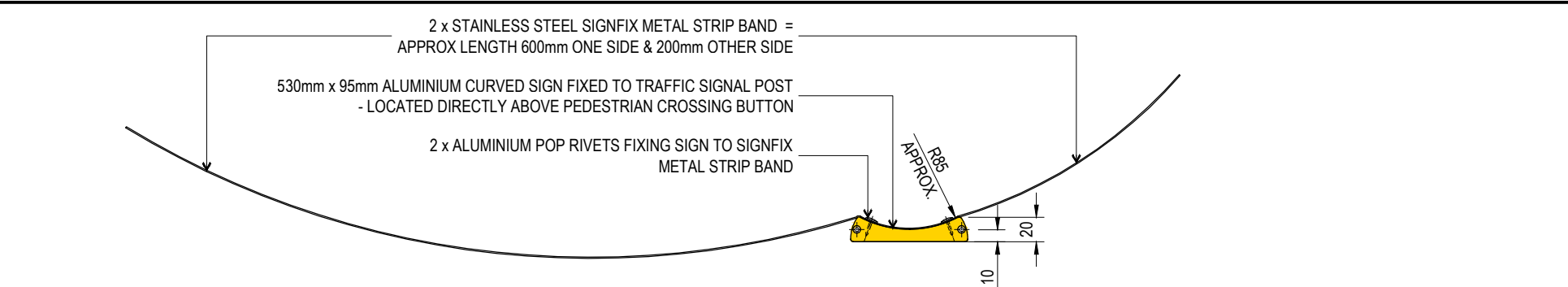
LEGEND:

- BLUE BACKGROUND - PANTONE 2728 C OR EQUIVALENT
- GREEN BACKGROUND - PANTONE 348 C OR EQUIVALENT
- WHITE LETTERING AND SYMBOL

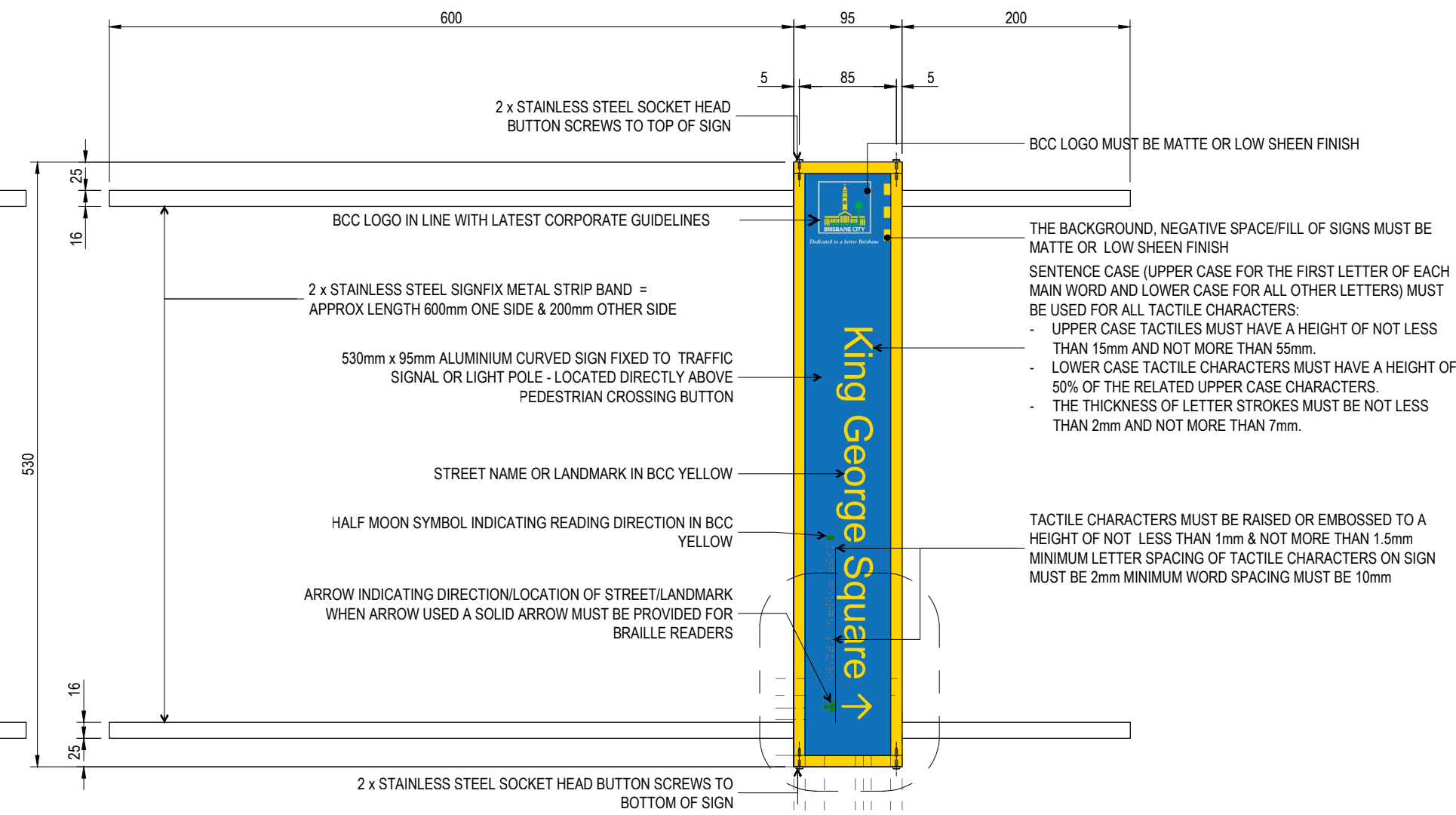


	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE MAR 2021	
			SCALE NOT TO SCALE	
			DRAWING NUMBER BSD-3114	
			ORIGINAL SIZE A3	REVISION A

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



1 LEFT HAND SIDE - BRAILLE TACTILE SIGNAGE - PLAN
SCALE 1:5



2 LEFT HAND SIDE - BRAILLE TACTILE SIGNAGE - ELEVATION
SCALE: 1:5

BRAND COLOURS

CORPORATE COLOURS

BLUE	YELLOW
PMS 293	PMS 116
C100 M56 Y0 K0	C0 M15 Y94 K0
RO G103 B177	R255 G210 B0

MATCHING VINYL COLOURS (FOR SIGN MANUFACTURE)

BLUE: AVERY COSMOS BLUE

YELLOW: AVERY SUNFLOWER YELLOW

STANDARDS FOR BRAILLE SIGNAGE

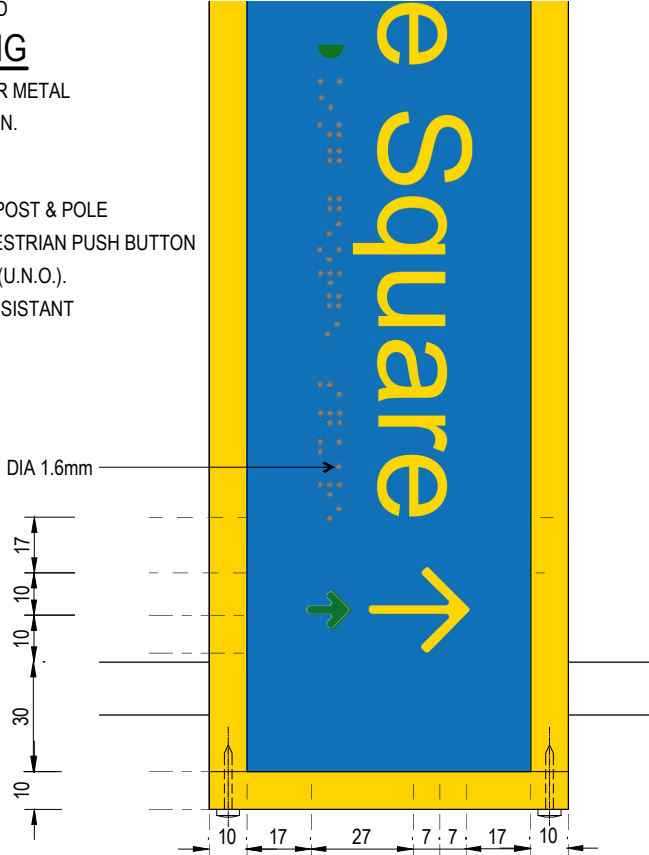
- B1. BRAILLE & TACTILE COMPONENTS OF A SIGN MUST BE LOCATED NOT LESS THAN 1200mm & NOT HIGHER THAN 1600mm ABOVE THE GROUND SURFACE.
- B2. ALL TACTILE CHARACTERS, SYMBOLS & THE LIKE MUST HAVE ROUNDED EDGES & BE MATTE OR LOW SHEEN .
- B3. THE ENTIRE SIGN MUST HAVE ALL EDGES ROUNDED.
- B4. TACTILE TEXT MUST BE RIGHT JUSTIFIED & MUST BE ARIAL TYPEFACE.
- B5. MEASUREMENT RANGE
DOT BASE DIAMETER
DISTANCE BETWEEN TWO DOTS IN THE SAME CELL
DISTANCE BETWEEN CORRESPONDING DOTS IN ADJACENT CELLS
- B6. BRAILLE MUST BE RAISED & DOMED
- B7. BRAILLE MUST BE 8mm BELOW BOTTOM LINE OF TEXT (NOT INCLUDING DESCENDERS)
- B8. BRAILLE MUST BE RIGHT JUSTIFIED

STANDARDS FOR FIXING

- F1. REFER TO SIGNFIX AUSTRALIA FOR METAL STRAP BANDING FIXING & INSTALLATION.

GENERAL NOTES

1. REFER TO BSD - TRAFFIC SIGNAL POST & POLE INSTALLATION FOR LOCATION OF PEDESTRIAN PUSH BUTTON
2. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).
3. SIGNAGE MATERIALS TO BE UV RESISTANT



3 LEFT HAND SIDE - BRAILLE TACTILE SIGNAGE - DETAIL
SCALE: 1:5

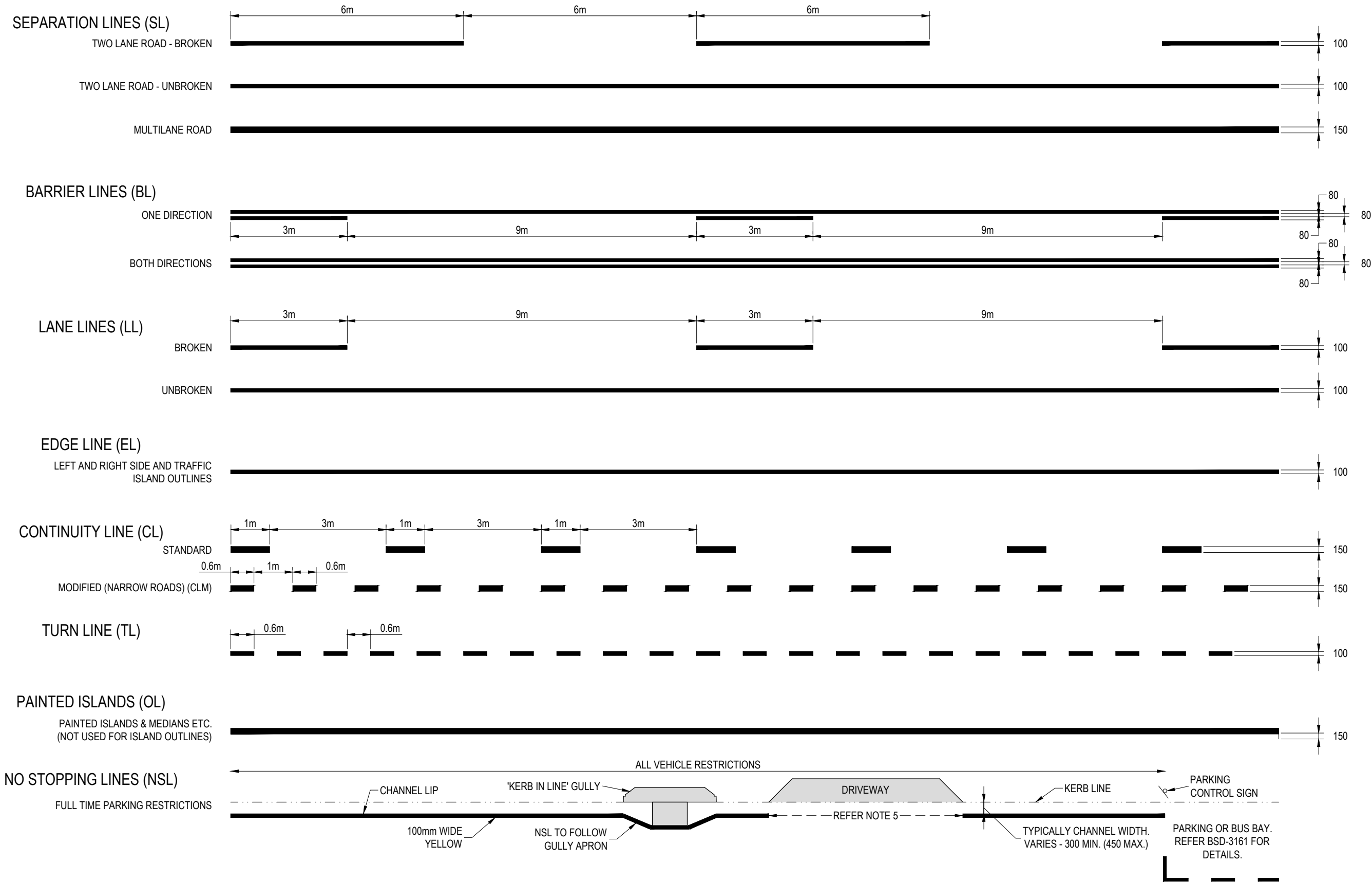
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED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



BRISBANE CITY COUNCIL STANDARD DRAWING

TACTILE POLE MOUNTED
WAYFINDING SIGNAGE GUIDELINE
SHEET 2 OF 2

PUBLISH DATE	DEC 2023
SCALE	1:5
DRAWING NUMBER	BSD-3121
ORIGINAL SIZE	A3
REVISION	A



NOTES:

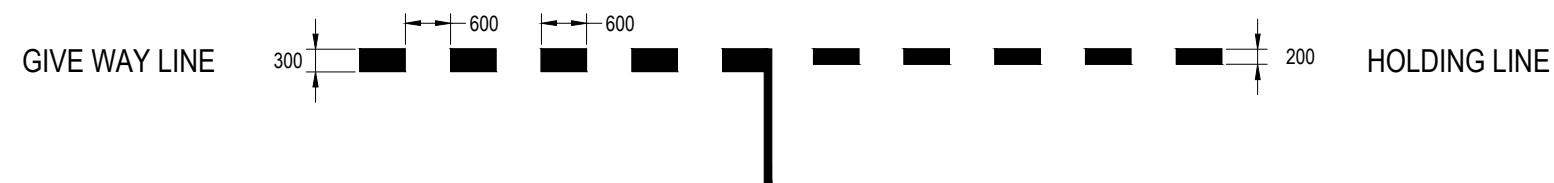
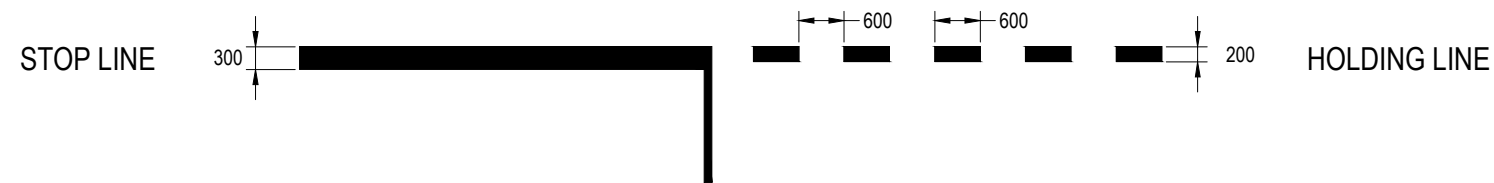
- THE RATIO OF LINE SEGMENT TO GAP MAYBE INCREASED IN SOME CIRCUMSTANCES FOR ADDED EMPHASIS IN APPROACH TO TRAFFIC SIGNALS WHERE QUEUED VEHICLES MAY OBSTRUCT SIGHT OF LANE LINES OR GIVE BETTER DELINEATION ON HORIZONTAL CURVES OR CRESTS.
- IN SPECIAL CIRCUMSTANCES SUCH AS OFF CENTRE OPERATION, THE WIDTH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



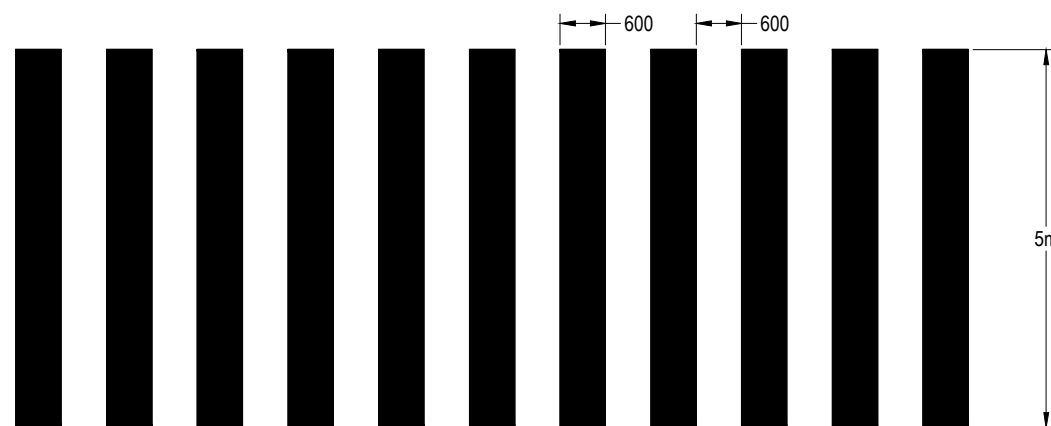
BRISBANE CITY COUNCIL STANDARD DRAWING

PAVEMENT MARKING
LONGITUDINAL LINES

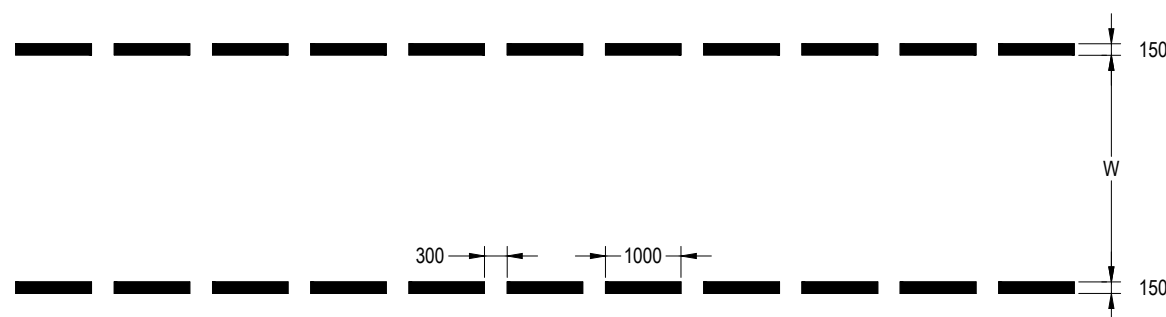
PUBLISH DATE	
Mar '21	
SCALE	
NOT TO SCALE	
DRAWING NUMBER	
BSD-3151	
ORIGINAL SIZE	REVISION
A3	D



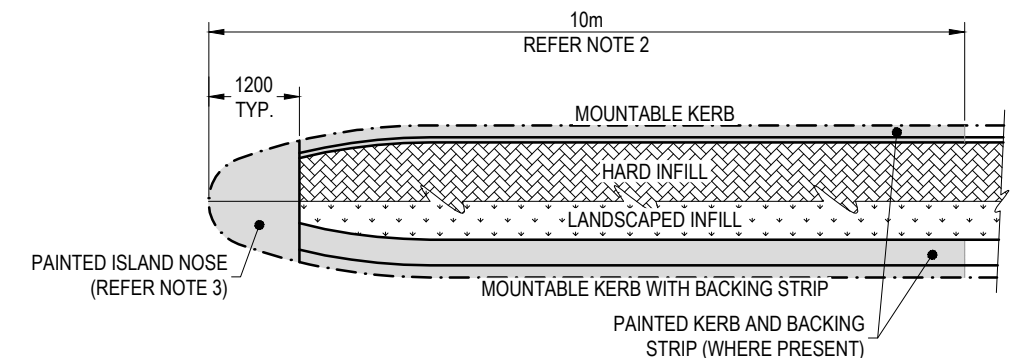
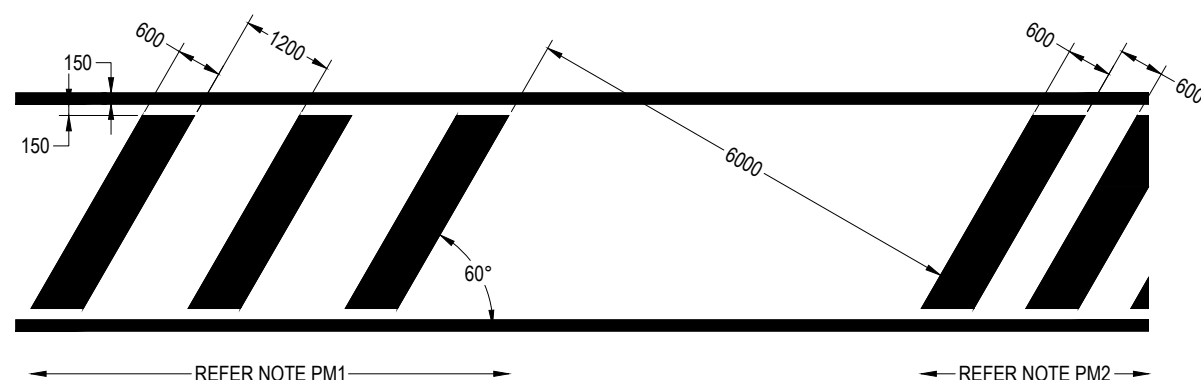
PEDESTRIAN
CROSSING (Zebra)



CROSSWALK
MARKINGS (Signals)



EXTENDED PAINTED
MEDIAN



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

NOTES:

- FOR PARKING BAYS REFER BSD-3161.
- KERB FACES ON ALL LARGE MEDIAN OR TRAFFIC ISLANDS OVER 30m ARE TO BE PAINTED 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.
- FOR MEDIANS OR TRAFFIC ISLANDS WITH A SOLID CONCRETE NOSE, PAINT ENTIRE NOSE (TYPICALLY LANDSCAPE INFILL).
- FOR OTHER MARKINGS, REFER TO THE MUTCD.
- FOR PAVEMENT MARKING MATERIAL DETAILS, REFER REFERENCE SPECIFICATION FOR ENGINEERING WORKS S155 ROAD PAVEMENT MARKING.
- 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

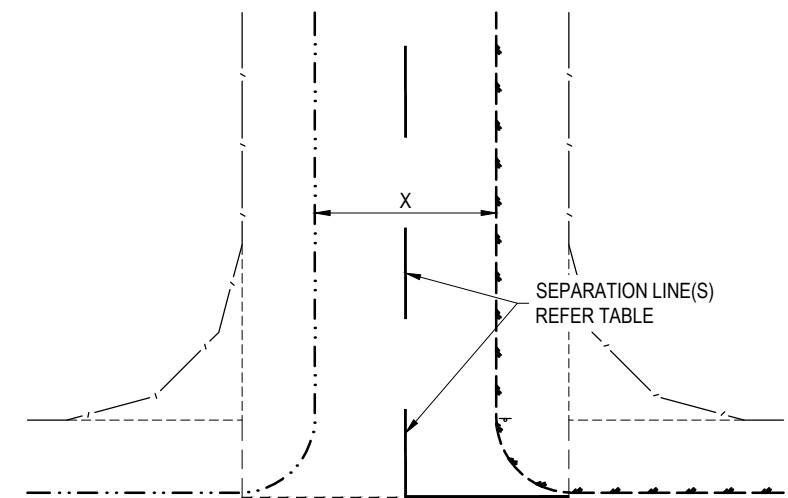
THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHALL BE ASSESSED AND ACCEPTED BY A SUITABLY QUALIFIED REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



BRISBANE CITY COUNCIL STANDARD DRAWING

PAVEMENT MARKING TRANSVERSE LINES AND MARKINGS

PUBLISH DATE	Mar '21
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-3152
ORIGINAL SIZE	A3
REVISION	C



SEPARATION LINE DETAILS

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.

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.).

[illegible]

Figure 1 consists of two diagrams, (a) and (b), illustrating the bridge deck design. Diagram (a) is a cross-section showing a three-span bridge deck. The spans are separated by vertical lines, and the deck width is indicated as 12m TYP., 24m MAX. with a reference to Note 4. Diagram (b) is a longitudinal section showing the same three-span bridge deck, with the spans separated by vertical lines and the deck width indicated as 12m TYP., 24m MAX. with a reference to Note 4.

Figure 1 consists of two parts: (a) and (b). Part (a) is a top view of a bridge deck showing three spans. Each span is labeled '12m TYP., 24m MAX. REFER NOTE 4'. The spans are separated by bridge piers. Part (b) is a cross-section of the bridge deck, showing the width and the location of the bridge piers. The deck is shown as a solid black line, and the piers are shown as vertical lines with diamond shapes at the top and bottom.

3.0m 3.0m 24m TYP
REFER NOTE 4.

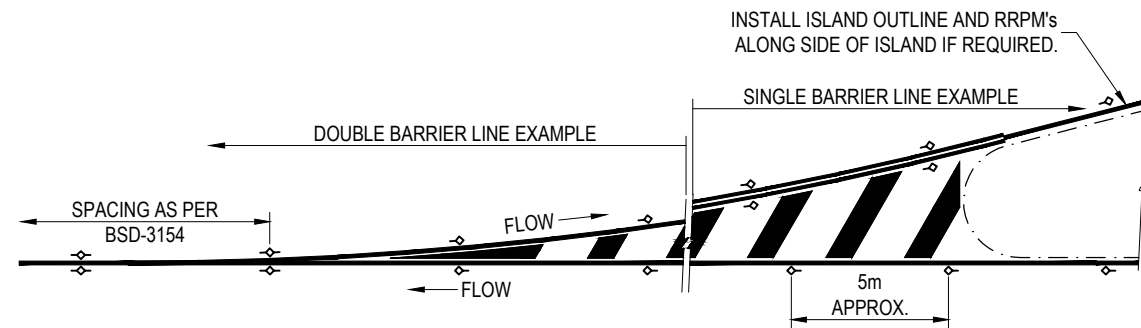
Diagram illustrating a continuous and broken line configuration. The top line is labeled "CONTINUOUS" and the bottom line is labeled "BROKEN". A horizontal dimension line indicates a length of "24m TYP." with the instruction "REFER NOTE 4." below it. A vertical dimension line indicates a distance of "1.0m" from the broken line to the continuous line. An arrow labeled "DIRECTION OF TRAVEL" points to the right.

EDGE OF SEALED ROAD SURFACE

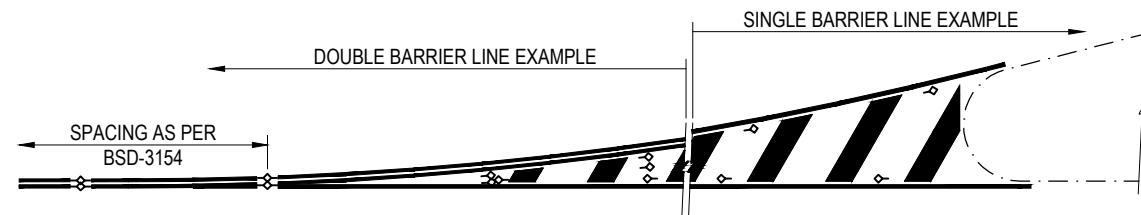
EDGE LINE

24m MAX.

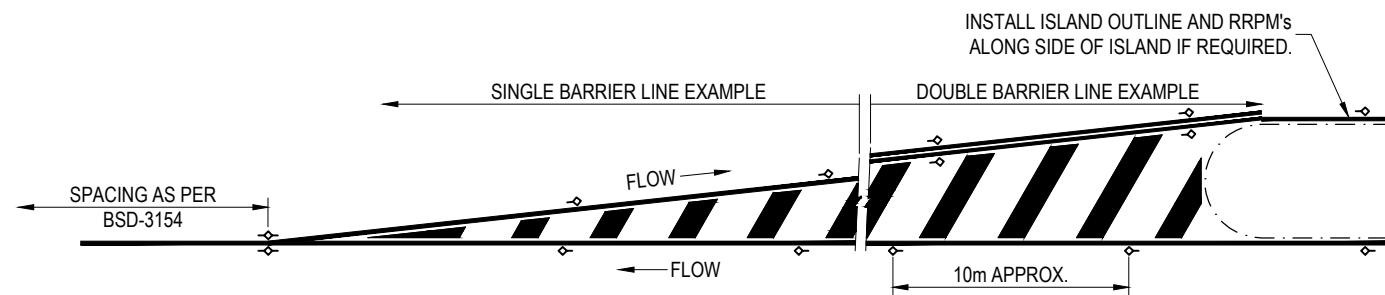
200 MIN.



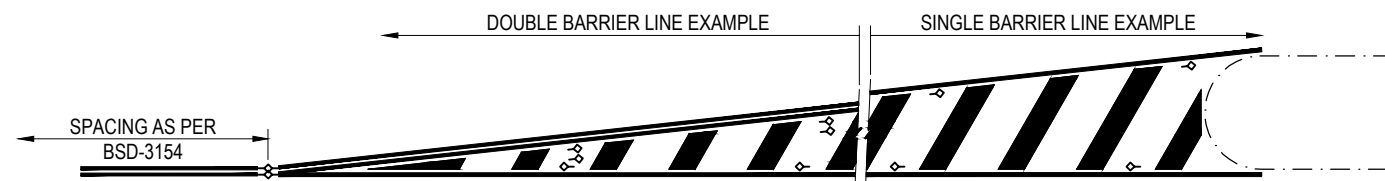
1. WHERE ADJACENT LANES $\geq 3.2\text{m}$ WIDE



2. WHERE ADJACENT LANES $< 3.2\text{m}$ WIDE
OPPOSING TRAFFIC: TAILS LESS THAN 25m
RRPM'S EVERY 2nd GAP
(Approx. 5m)

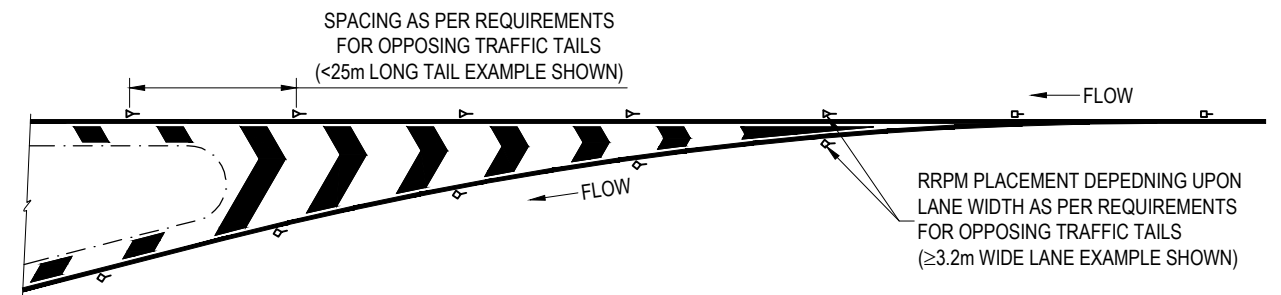


3. WHERE ADJACENT LANES $\geq 3.2\text{m}$ WIDE



4. WHERE ADJACENT LANES $< 3.2\text{m}$ WIDE

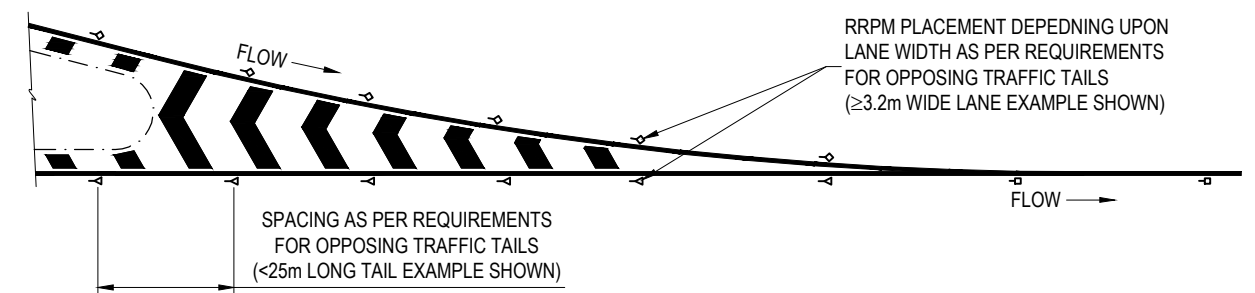
OPPOSING TRAFFIC: TAILS GREATER THAN 25m
RRPM'S EVERY 4th GAP
(Approx. 10m)



DIVERGING TRAFFIC TAILS

RRPM SPACING AND PLACING ARE OPPOSING TRAFFIC REQUIREMENTS

(TAIL $< 25\text{m}$, LANE WIDTH $\geq 3.2\text{m}$ EXAMPLE SHOWN)



CONVERGING TRAFFIC TAILS

RRPM SPACING AND PLACING ARE OPPOSING TRAFFIC REQUIREMENTS

(TAIL $< 25\text{m}$, LANE WIDTH $\geq 3.2\text{m}$ EXAMPLE SHOWN)

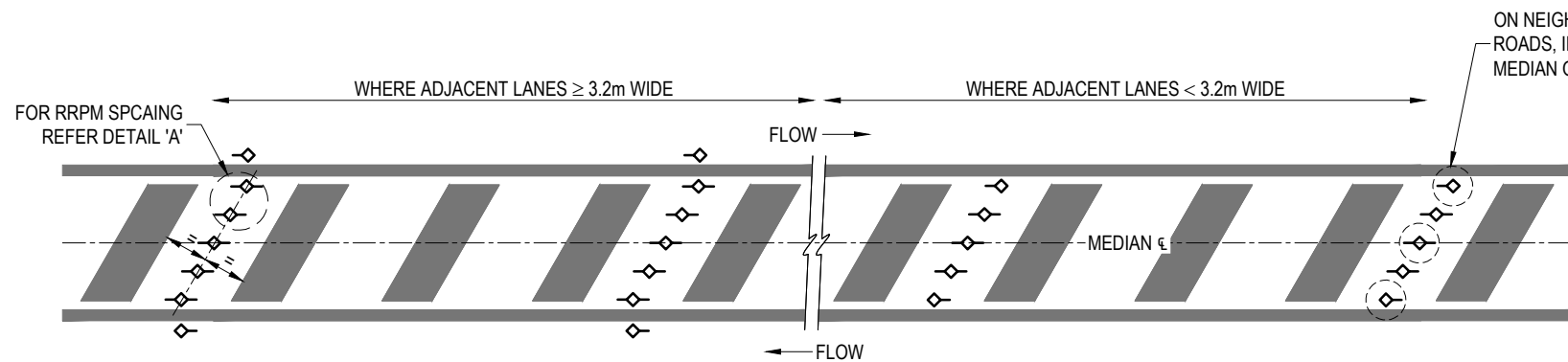
LEGEND:

- ◇ 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

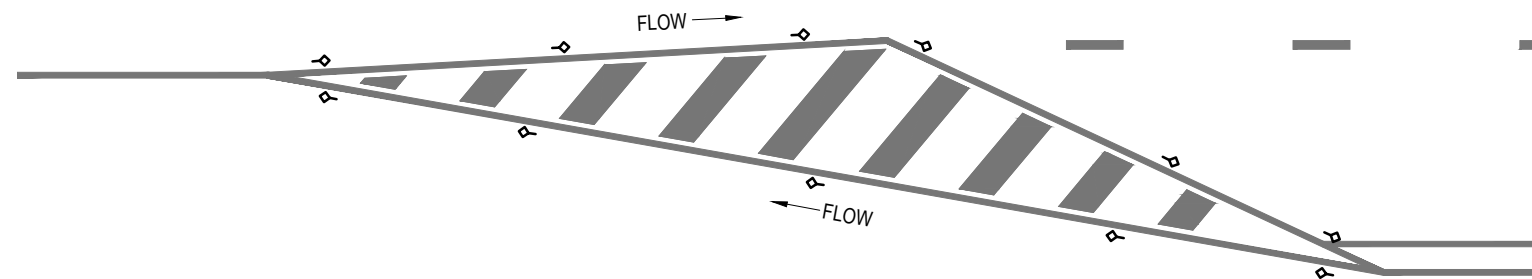
NOTES:

1. WHERE RADIUS $< 30\text{m}$, 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 $< 3.2\text{m}$ 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).

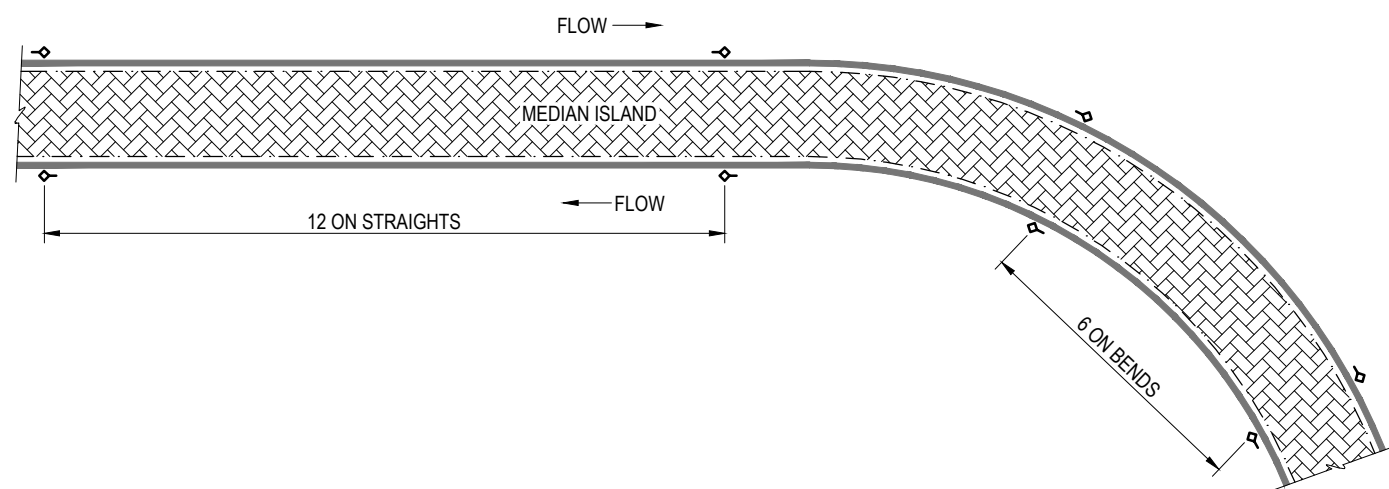
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



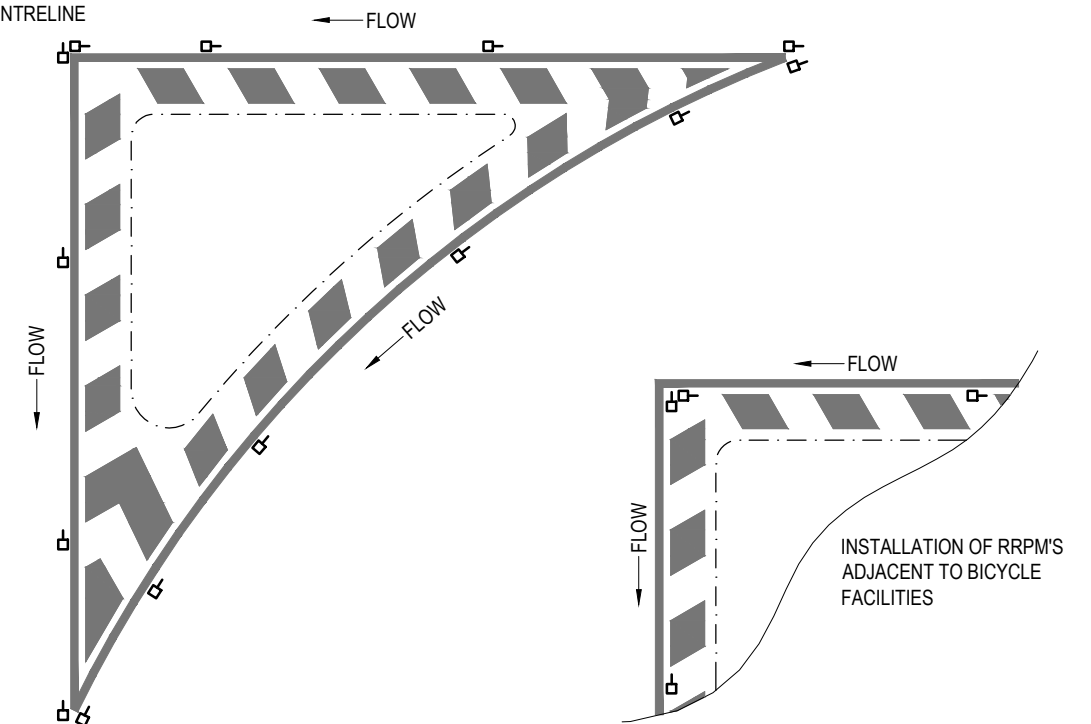
PAINTED MEDIAN STRIP - RRPM'S EVERY THIRD GAP
(APPROX. 8m)



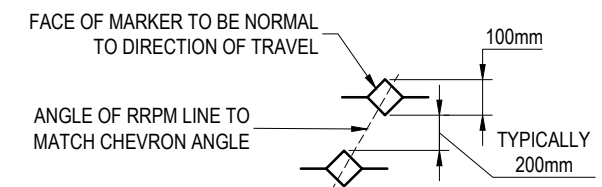
PAINTED MEDIAN ISLANDS - RRPM'S EVERY THIRD GAP
(APPROX. 8m)



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



SMALL CHANNELISATION ISLANDS
- RRPM'S EVERY THIRD GAP




DETAIL 'A'

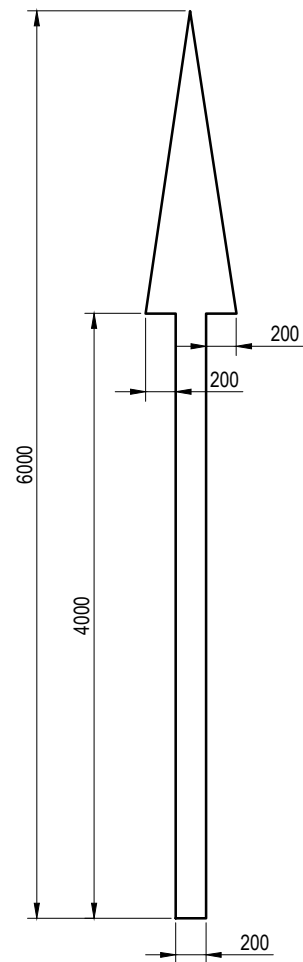
LEGEND:

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

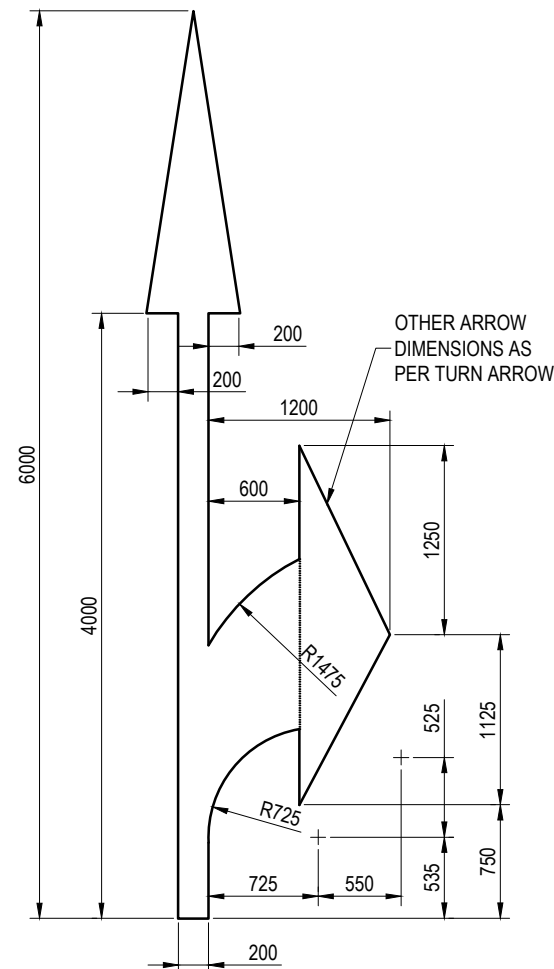
NOTES:

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.).

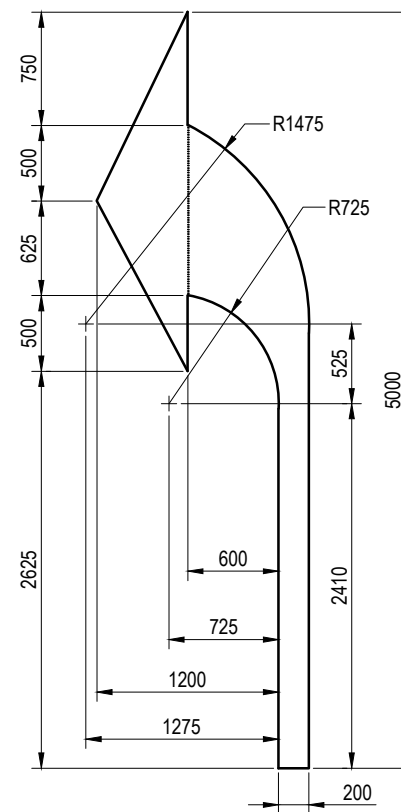
					<div>DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 24/09/09 MANAGER CITY ASSETS, R.P.E.Q: 2546</div>	DESIGN	DL (CITY ASSEST)	DATE	Jul '09		BRISBANE CITY COUNCIL STANDARD DRAWING			
C	Notes 6 & 7 Added - Reference to Specification BCC Requirements	JAN '19	APR '19	APR '19		DRAWN	DL (CITY ASSEST)	DATE	Jul '09		<div>RAISED PAVEMENT MARKERS STANDARD INSTALLATION FOR PAINTED ISLANDS AND MEDIANS</div>	SCALE NOT TO SCALE		
B	Position of RRPM's on Painted Medians Reviewed	FEB '15	JUN '15	JUN '15		CHECKED	CITY ASSETS	DATE	Sept '09			DWG No.	BSD-3156	
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		DRAWING FILENAME	BSD-3156 (C) Raised pavement markers, standard installation for painted islands and medians.dwg					ORIGINAL SIZE	A3	
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE	<div>I CONDRIK (RPEQ 8951) SIGNATURE ON ORIGINAL DATED 18/09/09</div>	ASSOCIATED PLANS	SUPERSEDES UMS-855				REVISION	C		



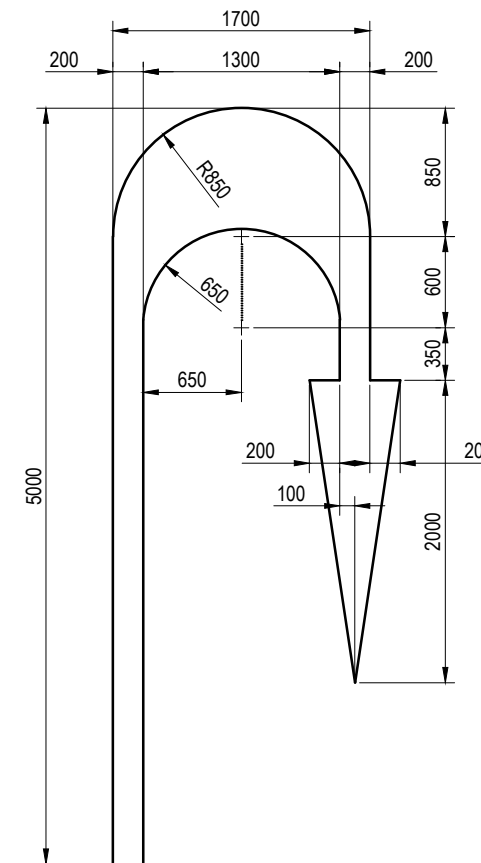
STRAIGHT ARROW



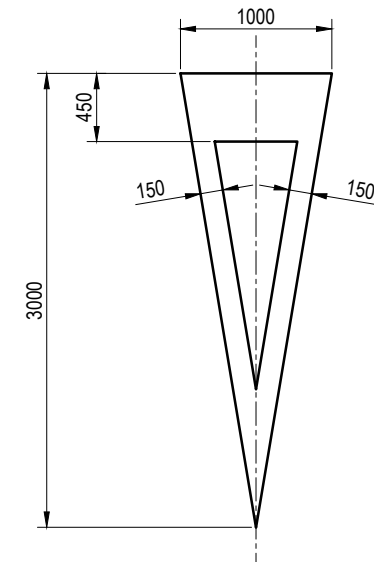
COMBINATION
ARROW



TURN ARROW



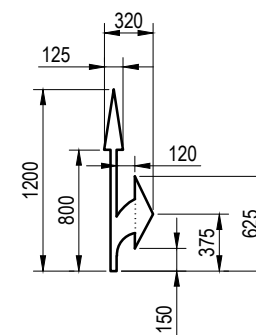
U-TURN ARROW



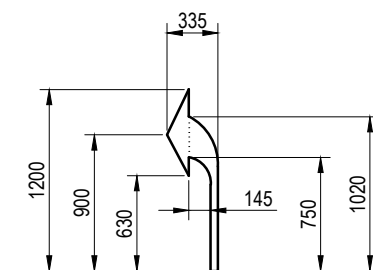
GIVE WAY SYMBOL

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.).



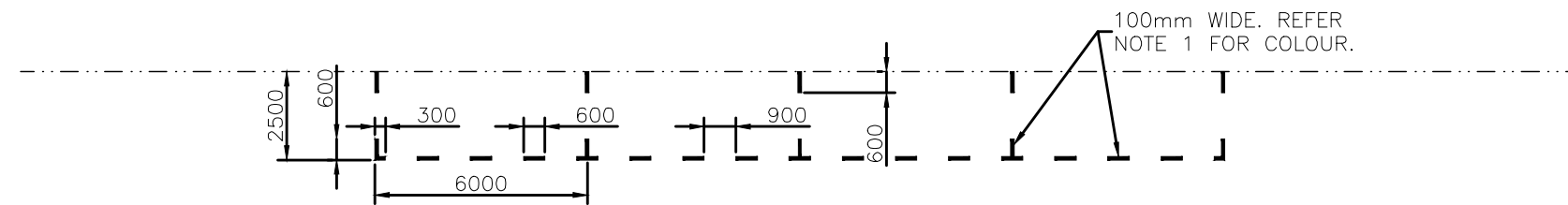
SMALL COMBINATION
ARROW FOR BICYCLE
LANES ONLY



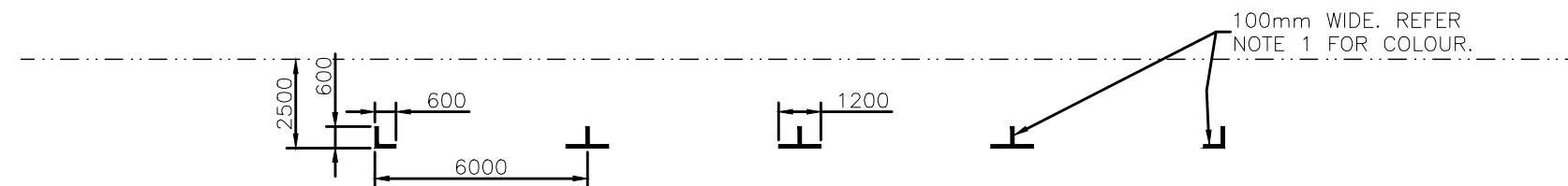
SMALL TURN ARROW FOR
BICYCLE LANES ONLY

					DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 21/03/06 MANAGER CITY ASSETS, R.P.E.Q: 2546	DESIGN	BCC	DATE	Sept '04		BRISBANE CITY COUNCIL STANDARD DRAWING		
						DRAWN	CA (DJL)	DATE	Sept '04		SCALE NOT TO SCALE		
						CHECKED	CA (GMc)	DATE	Nov '05		DWG No. BSD-3157		
						DRAWING FILENAME	BSD-3157 (C) Pavement markings, pavement arrows and give way symbol.dwg				ORIGINAL SIZE A3		
						ASSOCIATED PLANS	SUPERSEDES UMS-846				REVISION C		
C	Note 8 Added - Reference to Specification S155 Road Pavement Markings	JAN '19	APR '19	APR '19		DESIGN APPROVED B HANSEN SIGNATURE ON ORIGINAL DATED 13/03/06 PRINCIPAL ENGINEER STRATEGIC INFRASTRUCTURE MANAGEMENT					PAVEMENT MARKINGS PAVEMENT ARROWS AND GIVE WAY SYMBOL		
B	Dimensions Corrected on Small Combination Arrow, Previous Note 6 Removed	OCT '17	JUN '18	NOV '18									
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14									
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE									

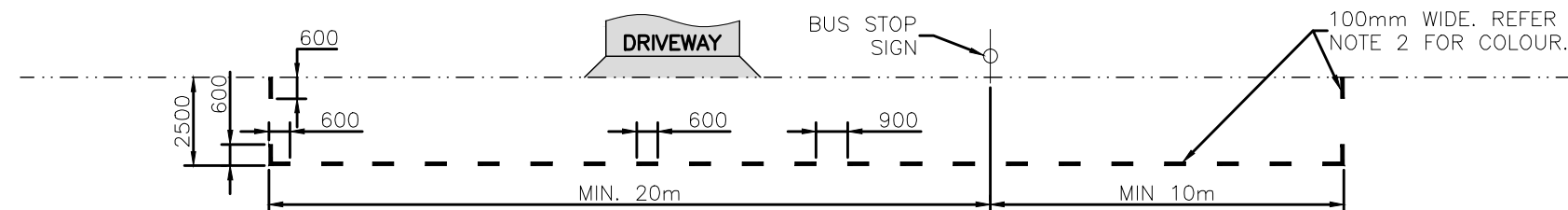
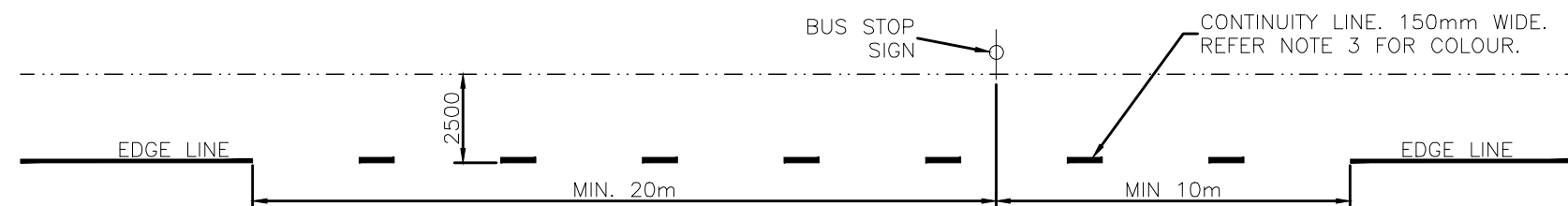
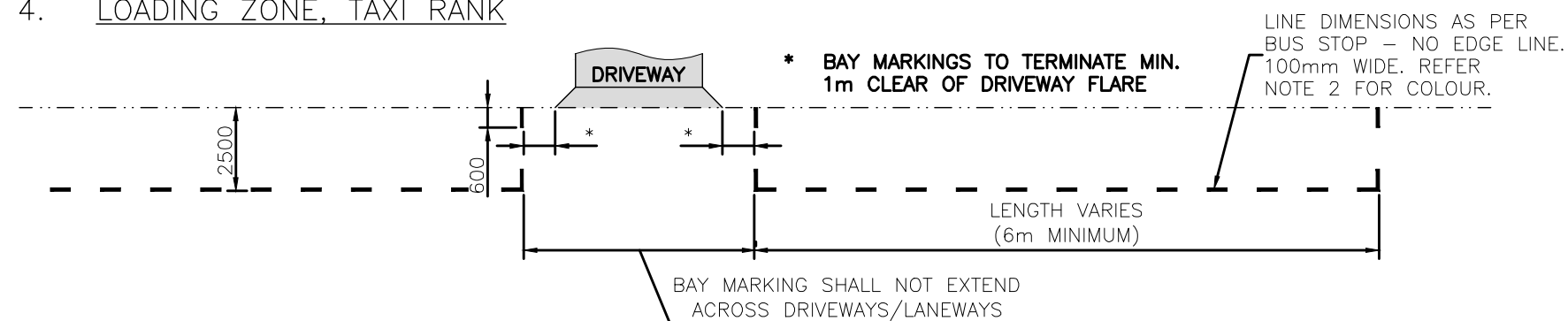
1. PARALLEL PARKING BAYS – BROKEN LINES



2. PARALLEL PARKING BAYS – CORNER MARKING ONLY (PREFERRED)




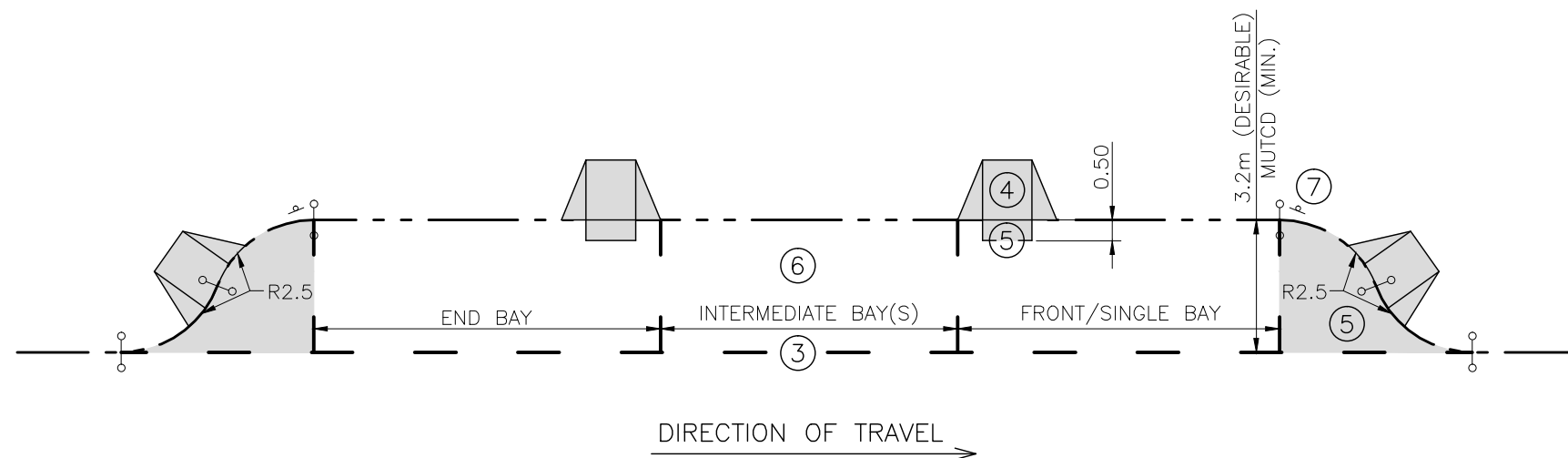
3a. BUS STOP – NO EDGE LINE

3b. BUS STOP – EDGE LINE4. LOADING ZONE, TAXI RANK

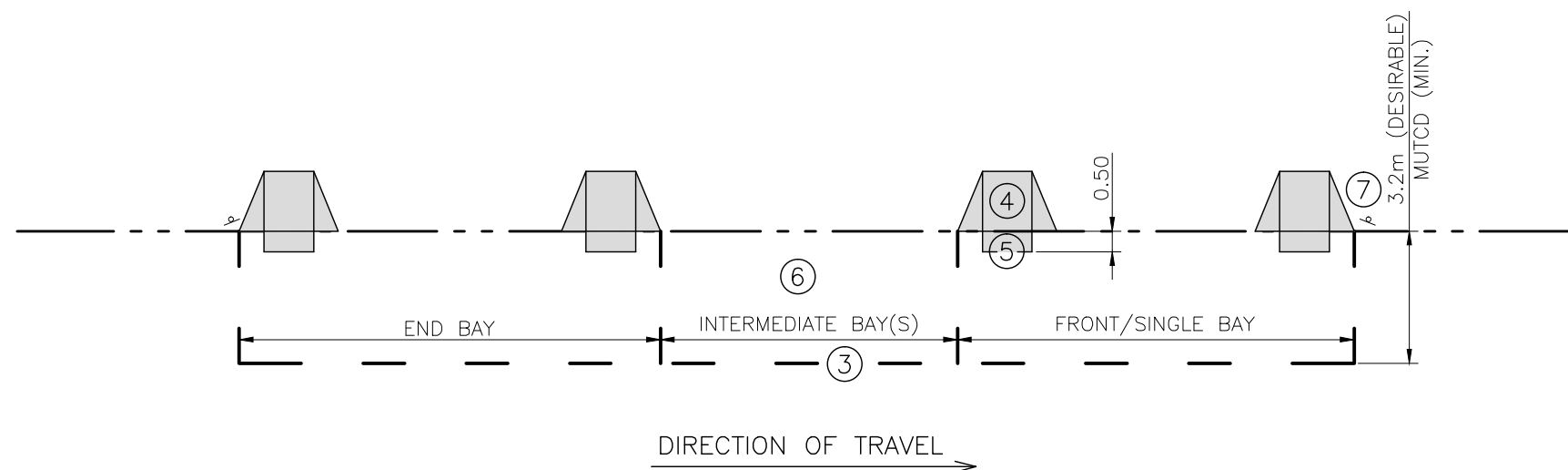
NOTES:

1. PARKING BAYS TO BE MARKED WITH 100mm WIDE WHITE LONGLIFE PAVEMENT MARKING MATERIAL.
2. BUS STOP (NO EDGE LINE), LOADING ZONE AND TAXI RANK TO BE MARKED WITH 100mm WIDE YELLOW LONGLIFE PAVEMENT MARKING MATERIAL.
3. BUS STOP (WITH EDGE LINE), TO BE MARKED WITH 150mm WIDE YELLOW LONGLIFE PAVEMENT MARKING MATERIAL.
4. REFER STANDARD DRAWING BSD-3151 FOR LONGITUDINAL (e.g. CONTINUITY LINES) LINEMARKING DIMENSIONS.
5. REFER REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155-ROAD PAVEMENT MARKING FOR MARKING MATERIAL REQUIREMENTS.
6. FOR DETAILS FOR ANGLED PARKING BAYS, REFER QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
7. ALL DIMENSIONS IN MILLIMETRES (U.N.O.).

					<div>DRAWING AUTHORISED FOR PUBLICATION P. COTTON SIGNATURE ON ORIGINAL DATED 21/03/06 ----- MANAGER CITY ASSETS, R.P.E.Q. 2546</div> <div>DESIGN APPROVED B. HANSEN SIGNATURE ON ORIGINAL DATED 13/03/06 ----- PRINCIPAL ENGINEER STRATEGIC INFRASTRUCTURE MANAGEMENT</div>	DESIGN	BCC	DATE	Sept '04		BRISBANE CITY COUNCIL STANDARD DRAWING		
C	Drawing Title Amended	JAN '16	JUL '16	JUL '16		DRAWN	CA (DJL)	DATE	Sept '04		PAVEMENT MARKING – TYPICAL – PARALLEL PARKING, BUS STOP AND LOADING/TAXI ZONE	SCALE NOT TO SCALE DWG No. BSD-3161	
B	Drawing Title Changed and Note 5 Reference Updated	MAR '15	MAR '15	MAR '15		CHECKED	CA (GMC)	DATE	Nov '05			ORIGINAL SIZE A3	REVISION C
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		DRAWING FILENAME	BSD-3161 (B) Pavement marking - Typical - Parallel parking, bus stop and loading / taxi zone.dwg						
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE		ASSOCIATED PLANS	SUPERSEDES UMS-850						



LOADING ZONE – RECESSED




LOADING ZONE – NON-RECESSED

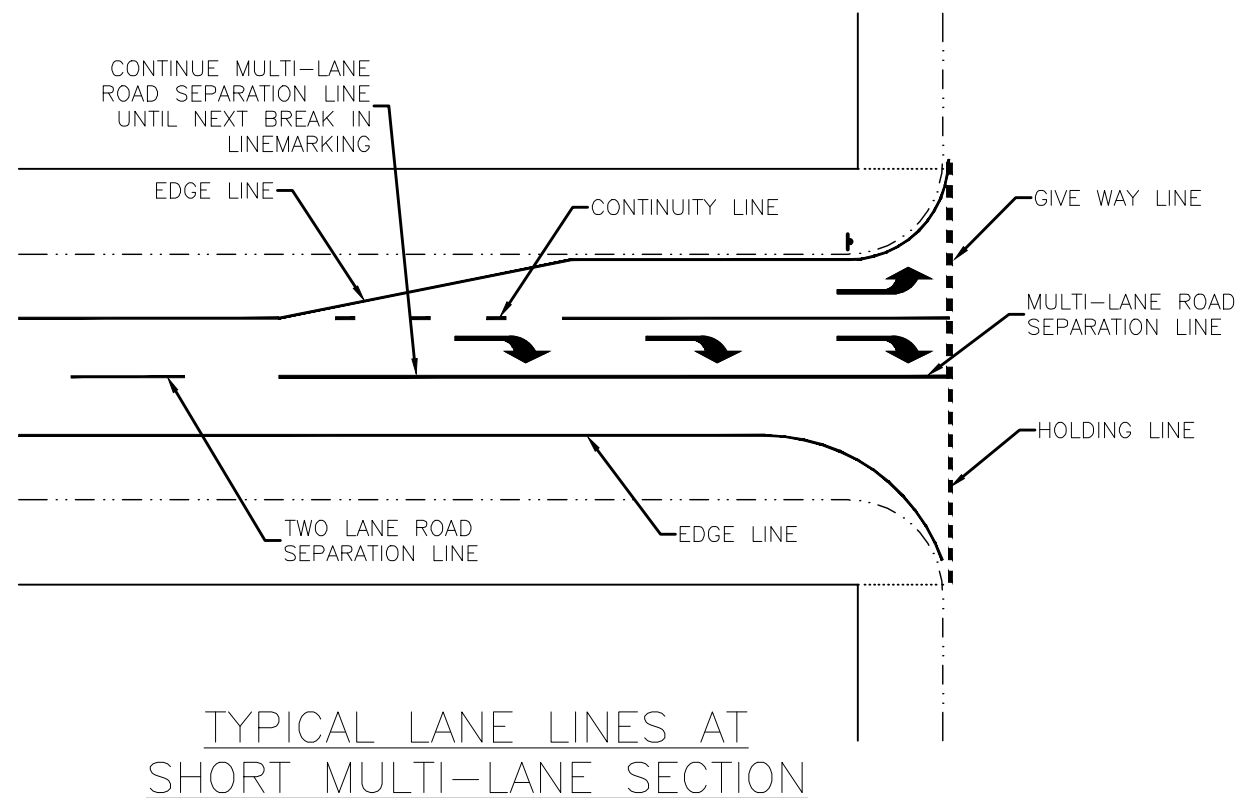
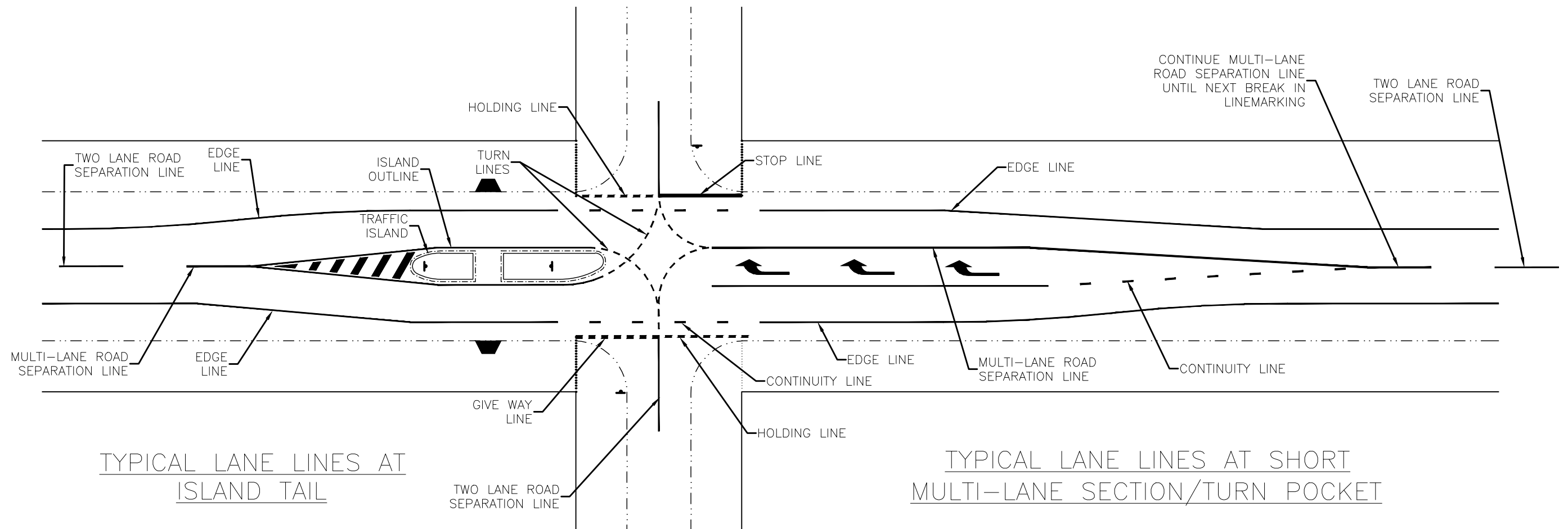
NOTES:

1. THIS DRAWING PROVIDES GENERAL GUIDANCE FOR LOADING ZONES. IT IS SUPPLEMENTARY TO, AND SHALL BE READ IN CONJUNCTION WITH D.T.M.R. 'MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES: PART 11 – PARKING CONTROLS' (MUTCD).
2. LOADING ZONE CONSTRUCTION DETAILS AND CROSS SECTIONS SHALL BE SIMILAR TO BSD-2101 AND BSD-2102.
3. LOADING ZONE BAY MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH BSD-3161.
4. KERB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH BSD-5231.
5. SUPPLEMENTARY WHITE PAVEMENT TREATMENT ACROSS RAMP PATH, AND AT END OF RECESSED LOADING ZONES, CONSIDERED HIGHLY DESIRABLE ESPECIALLY IN HIGH USE AREAS. UNDERLYING SURFACE TO BE IN GOOD CONDITION, FREE FROM CRACKING AND DEFECTS AND CLEANED THOROUGHLY PRIOR TO APPLICATION OF PAVEMENT TREATMENT. TREATMENT SHALL COMPLY WITH B.C.C. 'PAVEMENT MARKING GUIDELINES AND STANDARDS'.
6. KERB RAMPS AND SUPPLEMENTARY WHITE PAVEMENT TREATMENT MAY BE PROVIDED AT THE FRONT OF INTERMEDIATE BAYS.
7. REFER TO BSD-3101 FOR PERMITTED LOADING ZONE SIGN TYPES.

LOADING BAY LENGTHS (mm)

	END		FRONT / SINGLE		INTERMEDIATE		LOADING ZONE TYPE
	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE	
PASSENGER LOADING ONLY	6000	7800	6000	7800	6000	7800	RECESSED
	6000	9600	6000	9600	6000	7800	NON-RECESSED
ALL OTHER LOADING TYPES (eg. SHARED PASSENGER / COMMERCIAL)	9000	10800	9000	10800	9000	10800	RECESSED
	9000	12600	9000	12600	9000	10800	NON-RECESSED

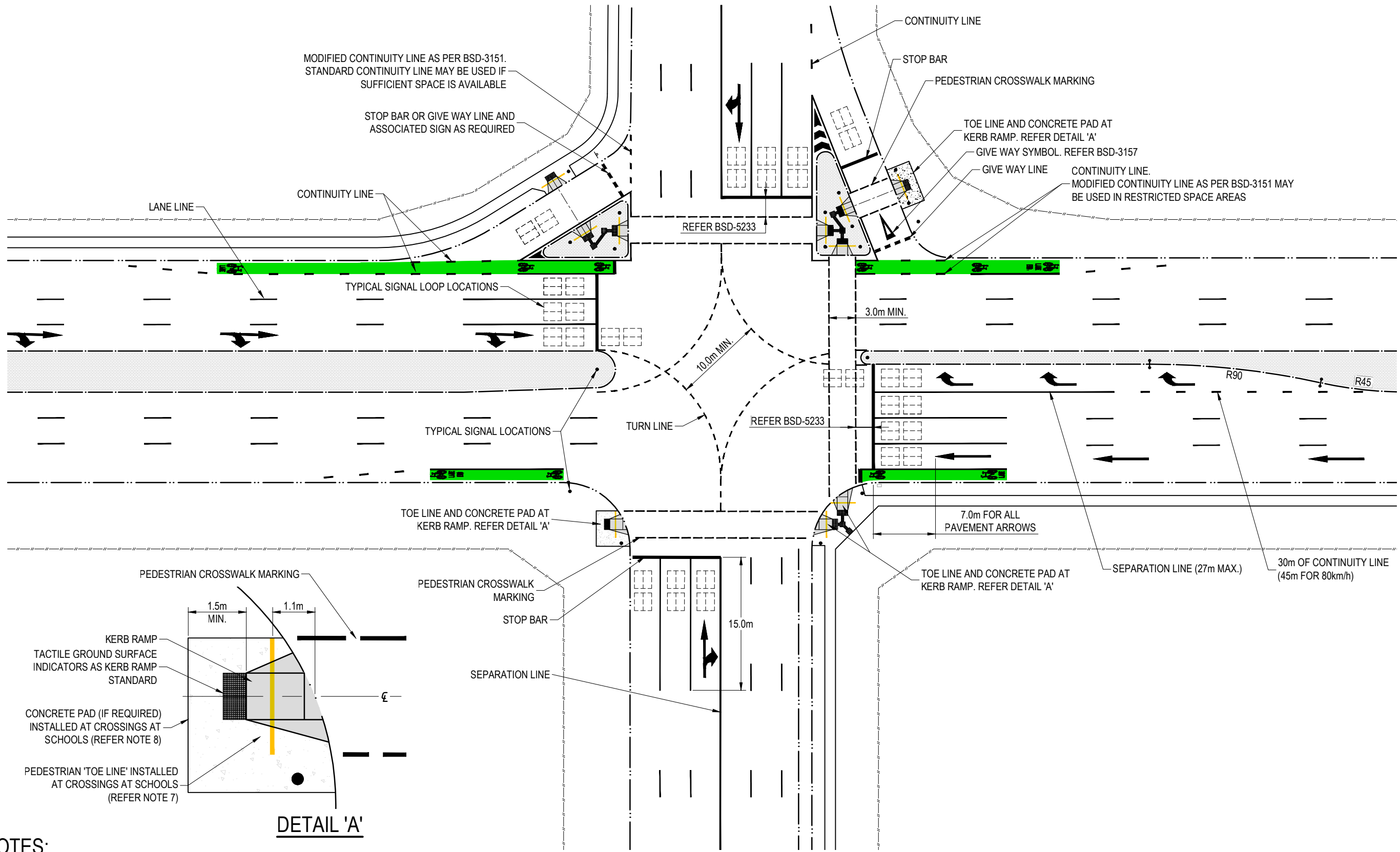
					DRAWING AUTHORISED FOR PUBLICATION B. BALL SIGNATURE ON ORIGINAL DATED 29/06/01 ----- MANAGER ASSET SUPPORT - R.P.E.Q: 3852	DESIGN	STD DWG GROUP	DATE	Apr '01		BRISBANE CITY COUNCIL STANDARD DRAWING				
						DRAWN	CITY DESIGN	DATE	Apr '01						
						CHECKED	M. STEER	DATE	May '01						
						DRAWING FILENAME	BSD-3162.dwg								
						ASSOCIATED PLANS	SUPERSEDES UMS-256								
B	Parking Task Force Updates	JUN '16	JUN '16	JUN '16	DESIGN APPROVED B HANSEN SIGNATURE ON ORIGINAL DATED 27/06/01 ----- PRINCIPAL ASSET OFFICER ROADS AND DRAINAGE						LOADING ZONE		SCALE NOT TO SCALE		
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14									DWG No.	BSD-3162	
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE									ORIGINAL SIZE	REVISION	
											A3	B			



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.).

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

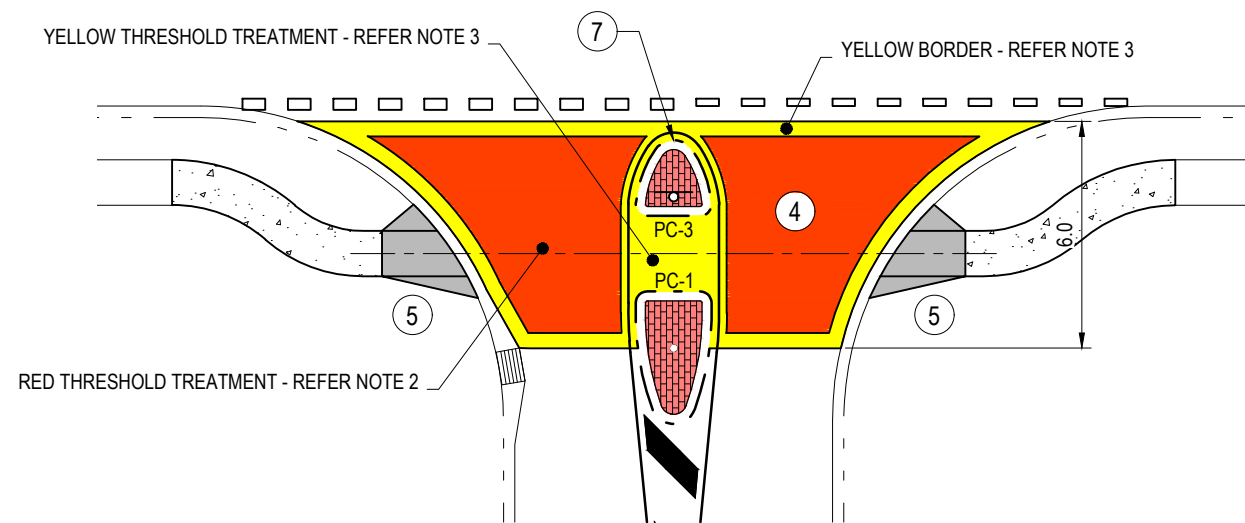


NOTES:

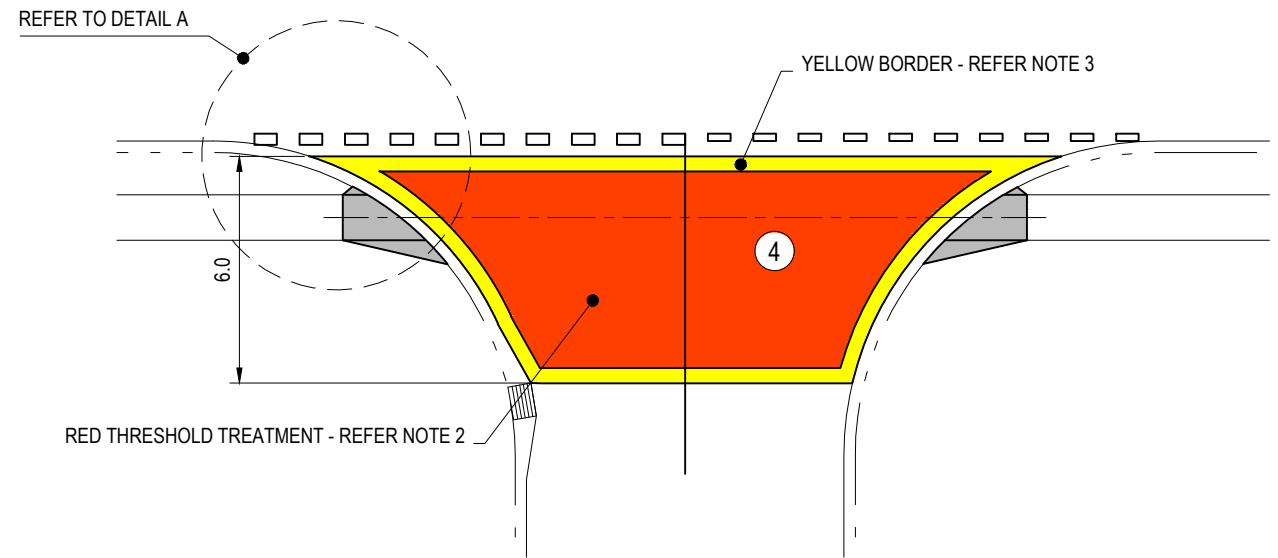
1. POSTS ARE TO BE AS SHOWN ON DESIGN PLAN (NOT LESS THAN 0.8m FROM NOMINAL FACE OF KERB).
2. DIMENSIONS SHOWN ARE NOMINAL ONLY.
3. KERB RAMPS TO BE BUILT IN ACCORDANCE WITH BCC STANDARD DRAWING BSD-5231.
4. REFER TO BCC STANDARD DRAWINGS BSD-3151 TO BSD-3163, AS1742 AND/OR THE QUEENSLAND MANUAL OF UNIFORM 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).

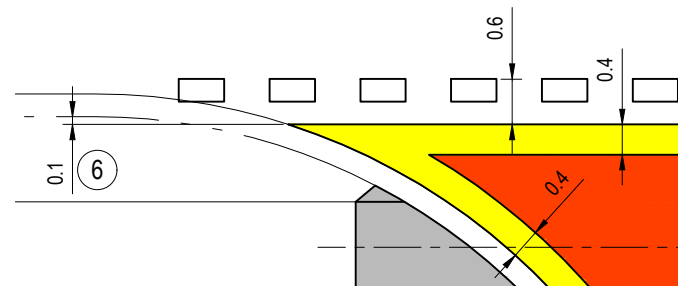
	BRISBANE CITY COUNCIL STANDARD DRAWING		PUBLISH DATE Mar '21	
	TYPICAL PAVEMENT MARKINGS - SIGNALISED INTERSECTION CROSSING		SCALE NOT TO SCALE	
			DRAWING NUMBER BSD-3165	
			ORIGINAL SIZE A3	REVISION C



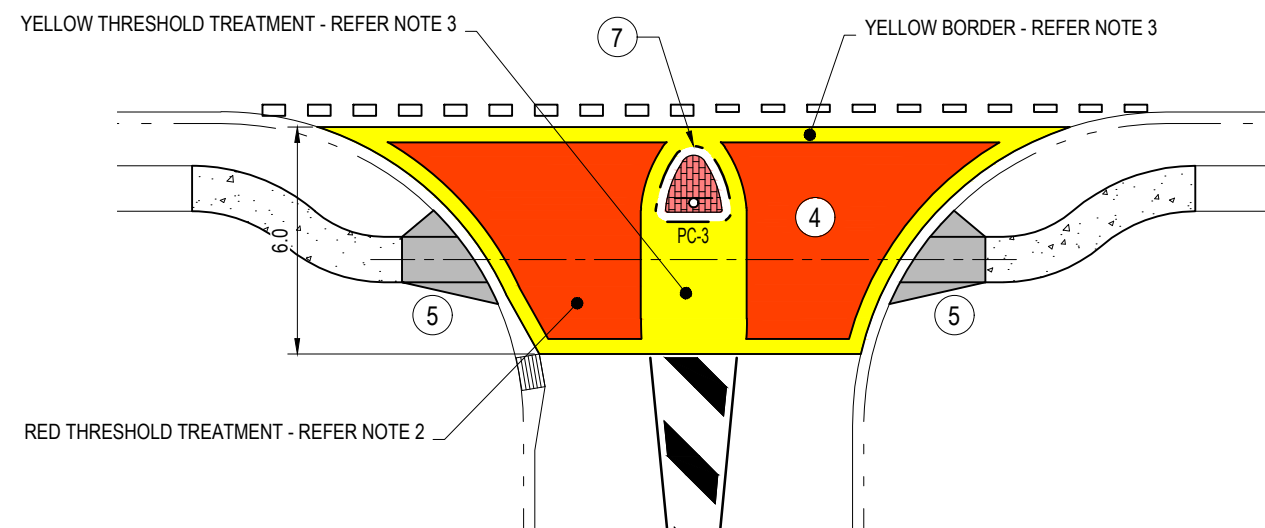
THRESHOLD WITH PEDESTRIAN REFUGE
(APPLICATION - PREFERRED USE)



THRESHOLD ONLY
(APPLICATION - INSUFFICIENT ROAD WIDTHS FOR TRAFFIC ISLANDS)




DETAIL A

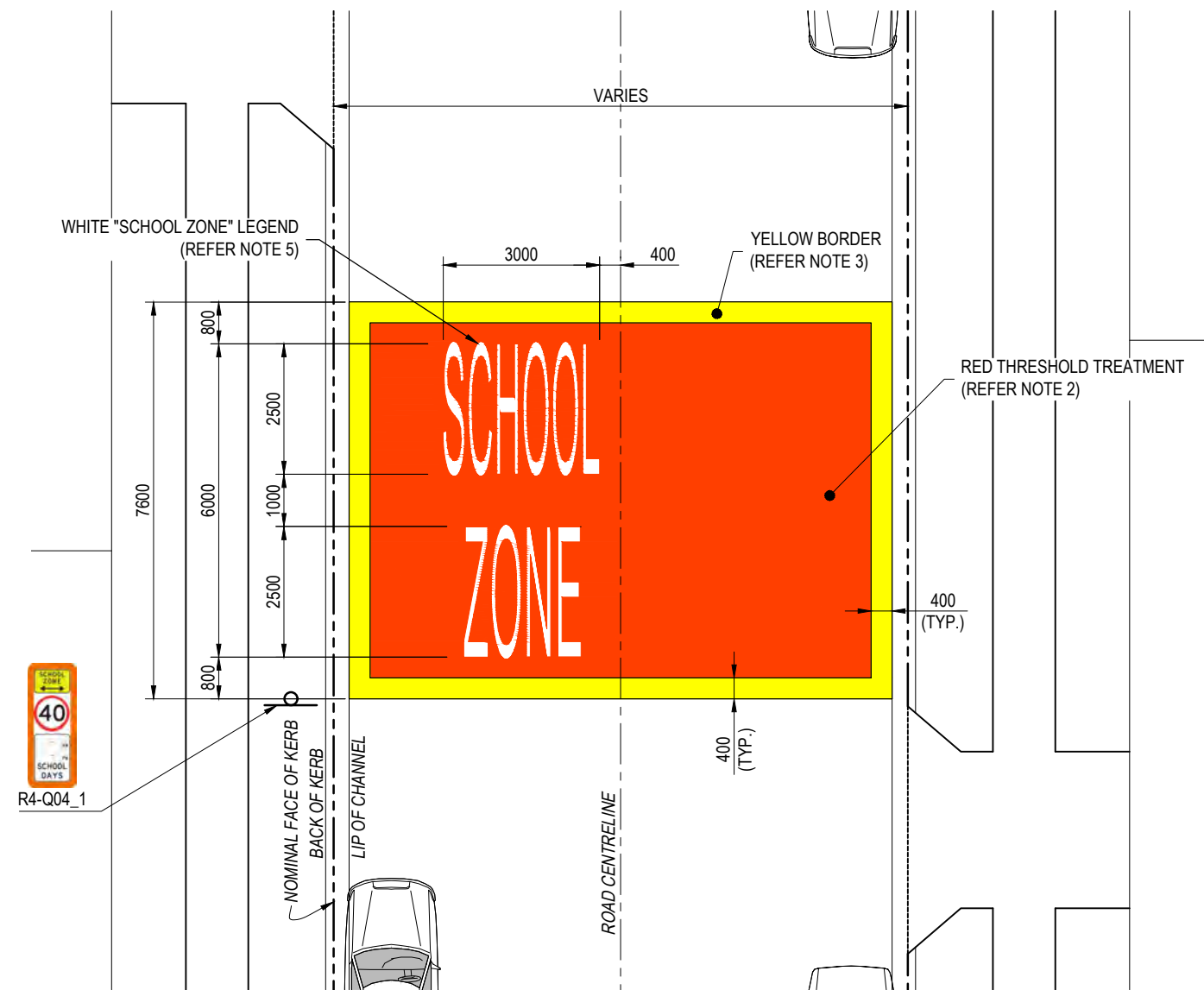


THRESHOLD WITH SINGLE ISLAND
(APPLICATION - TURNING PATH FOR LARGE SERVICE VEHICLE)

NOTES:

- 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.
- 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.
- 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.
- COLOURED THRESHOLD TREATMENT AND BORDER TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
- DIRECTIONAL KERB RAMPS AS PER BSD-5213 TO BE CONSTRUCTED TO ALIGN WITH THE PEDESTRIAN SLOT, WITH CONCRETE FOOTPATH CONNECTION TO EXISTING FOOTPATH.
- EDGE OF THRESHOLD TO BE 100mm BEHIND THE FACE KERB OR AS SPECIFIED.
- ISLAND NOSE SET BACK FROM FACE OF KERB 600mm OR AS REQUIRED FOR VEHICLE TURNING PATHS.
- FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

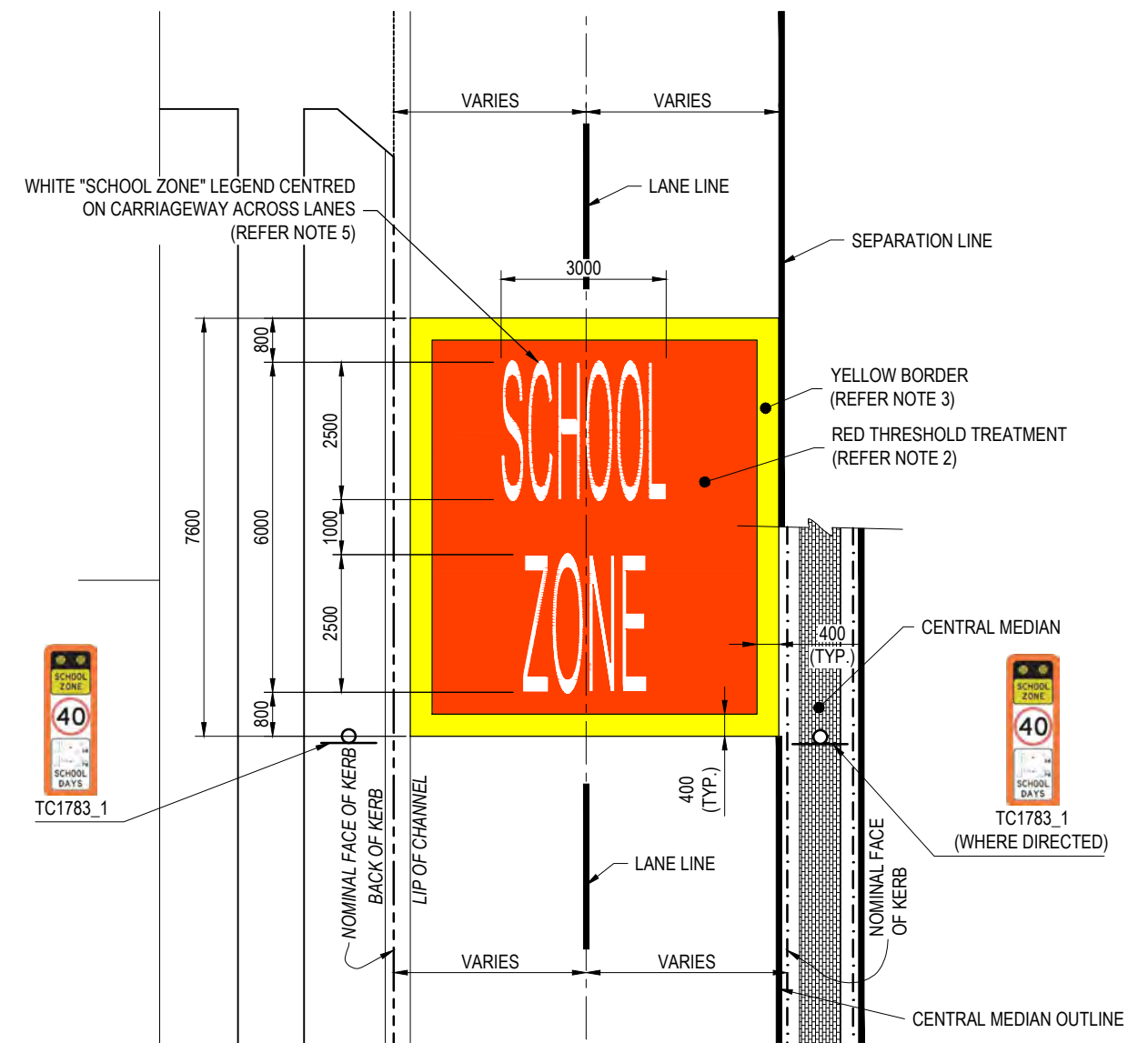
					DRAWING AUTHORISED FOR PUBLICATION P. COTTON SIGNATURE ON ORIGINAL DATED 06/09/06 – R.P.E.Q. 2546				DESIGN	Std Dwgs WG	DATE	MAY '06		BRISBANE CITY COUNCIL STANDARD DRAWING				
					ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT				DRAWN	CITY DESIGN	DATE	MAY '06		SCALE NOT TO SCALE				
C	Traffic Island/Median Infill Surface Pattern Updated	NOV '18	APR '19	APR '19	DESIGN APPROVED				CHECKED	D. MAHER	DATE	JUNE '06		DWG No. BSD-3166				
B	Ref. Spec. Update in Note 4, Previous Note 5 Delete.	JUN '18	JUN '18	NOV '18	V NASH SIGNATURE ON ORIGINAL				DRAWING FILENAME	BSD-3166 (C) Coloured pavement threshold treatment general design and specification.dwg				ORIGINAL SIZE A3				
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14	SENIOR PROGRAM OFFICER ROAD NETWORK				ASSOCIATED PLANS	SUPERSEDES UMS-902				REVISION C				
ISSUE		AMENDMENT		DRAWN DATE	CHK'D DATE	APPR'D DATE									COLOURED PAVEMENT THRESHOLD TREATMENT GENERAL DESIGN AND SPECIFICATIONS			



PLAN
SINGLE CARRIAGEWAY



NOTES:

- 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.
- 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.
- 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.



PLAN
DIVIDED CARRIAGEWAY/MULTI-LANE ROAD

- COLOURED THRESHOLD TREATMENT AND BORDER TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
- "SCHOOL ZONE" LEGEND TO BE COMPLETED IN WHITE LONGLIFE MATERIAL AS PER BCC PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION S155 ROAD PAVEMENT MARKING.
- SCHOOL ZONES INSTALLED IN ACCORDANCE WITH THE QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS 'SCHOOL ZONES GUIDELINES'.
- DIRECTIONAL KERB RAMPS AS PER BSD-5213 TO BE CONSTRUCTED TO ALIGN WITH THE PEDESTRIAN SLOT, WITH CONCRETE FOOTPATH CONNECTION TO EXISTING FOOTPATH.
- EDGE OF THRESHOLD TO BE 100mm BEHIND THE FACE KERB OR AS SPECIFIED.
- ISLAND NOSE SET BACK FROM FACE OF KERB 600mm OR AS REQUIRED FOR VEHICLE TURNING PATHS.
- FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

					<div>DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 06/09/06 - R.P.E.Q. 2546 ----- ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT -----</div>	DESIGN	Std Dwgs WG	DATE	JAN '11		BRISBANE CITY COUNCIL STANDARD DRAWING		
						DRAWN	CITY DESIGN	DATE	JAN '11		SCALE NOT TO SCALE		
					<div>DESIGN APPROVED ----- V NASH SIGNATURE ON ORIGINAL ----- SENIOR PROGRAM OFFICER ROAD NETWORK</div>	CHECKED	D. MAHER	DATE	JAN '11		DWG No. BSD-3167		
B	Multi-lane Road Option and Note 6 (TMR Guide) Ndded, Notes 4 and 5 Updated (Ref. Spec.)	JAN '19	APR '19			DRAWING FILENAME	BSD-3167 (B) Pavement marking - School zone enhancement treatment.dwg					ORIGINAL SIZE A3	
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14	ASSOCIATED PLANS	SUPERSEDES UMS-999			REVISION B				
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE									

DESIGN NOTES

1.
- THESE LATM NETWORK GUIDELINES ARE SUPPLEMENTARY TO, AND SHALL BE READ IN CONJUNCTION WITH Q.D.T.M.R. 'MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 13' (M.U.T.C.D.).
2.
- THE FINAL DESIGN MUST ADDRESS THE OBJECTIVES. THE CONSTRUCTION, SERVICEABILITY AND SAFETY OF THE SCHEME. THE DESIGN MUST BE TO STANDARDS ACCEPTABLE TO COUNCIL AND THE PUBLIC.
3.
- ALL INTERSECTIONS INSIDE LOCAL TRAFFIC AREAS (I.E. SURROUNDED BY PERIMETER ROADS HAVING A GATEWAY TREATMENT IN ACCORDANCE WITH BSD-3221) ARE TO CONFORM TO THESE BSD-3000 AND BSD-5000 SERIES GUIDELINES.
4.
- INSIDE A LOCAL TRAFFIC AREA, SIGN 'TC9527' (SLOW POINTS AHEAD) ARE LOCATED 30 - 50m INSIDE THE GATEWAY OR THE FIRST RESTRICTIVE DEVICE TO DISTINGUISH ANY TREATMENT AHEAD AND MINIMISE THE USE OF SIGNS.
5.
- KERB FACES ON ALL LARGE ISLANDS OVER 30m ARE TO BE PAINTED 10.0m BACK FROM THE NOSE WITH WHITE RETROREFLECTIVE PAINT CONTAINING SPHERICAL GLASS BEADS. ON SMALL ISLANDS LESS THAN 30m LONG THE FULL KERB PERIMETER IS TO BE PAINTED.
6.
- CONCRETE PATHS ARE AS PER BSD-5201, SHEETS 1 & 2 AND BSD-5202, ALTHOUGH A 2.0m WIDE FOOTWAY IS USED WHEN LANDSCAPING IS ON BOTH SIDES, 1.5m WIDE MINIMUM IF LANDSCAPING IS ON ONE SIDE ONLY.
7.
- ISLANDS LESS THAN 1.2m WIDE ARE TO BE INFILLED WITH FULL DEPTH UNREINFORCED CONCRETE. SURFACE WITH FLEMISH PATTERN, COLOURED TERRACOTTA (OR AS SPECIFIED) STENCILLED CONCRETE.
8.
- MOUNTABLE APRONS TO BE CONSTRUCTED AS PER BSD-3211 (APRON DETAIL) WITH FLEMISH PATTERN, TERRACOTTA COLOUR (OR AS SPECIFIED) STENCILLED CONCRETE.
9.
- TURNING TEMPLATES ARE TO ENSURE WHEEL PATH WITH 300mm CLEARANCE TO FACE OF KERB & CHANNEL AND 100mm CLEARANCE TO VEHICLE OVERHANG TO NOMINAL FACE OF KERB.

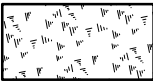
CONSTRUCTION NOTES

1.
- ALL WORK TO COMPLY WITH B.C.C. 'REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS - S150 ROADWORKS'.
2.
- ALL PAVEMENT MARKING TO COMPLY WITH B.C.C. 'REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS - S155 ROAD PAVEMENT MARKING'.
3.
- LIMIT OF WORK NOT TO BE EXCEEDED WITHOUT PRIOR APPROVAL OF BRISBANE CITY COUNCIL.
4.
- KERB PROFILES TO BE AS PER BSD-2001 OR MATCH EXISTING KERB PROFILE UNLESS OTHERWISE SHOWN.
5.
- ALL CAST INSITU ISLANDS TO BE KEYED INTO EXISTING PAVEMENT TO A MINIMUM OF 50mm. PRECAST ISLANDS TO BE INSTALLED AS PER MANUFACTURER'S SPECIFICATION. REFER TO BSD-2061, SHEETS 1 & 2 FOR DETAILS.
6.
- MOUNTABLE KERB TO BE USED FOR ISLANDS UNLESS OTHERWISE SHOWN.
7.
- EXISTING ASPHALT UNDER TURF AND LANDSCAPED AREAS MUST BE REMOVED AND SUBPAVEMENT LAYERS SCARIFIED TO A DEPTH OF 150mm TO WITHIN 500mm OF REAR OF KERB.
8.
- SIDE DRAINS TO BE INSTALLED FOR LANDSCAPED AREAS AS PER BSD-2041.

LEGEND



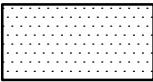
AREA AVAILABLE FOR LANDSCAPING



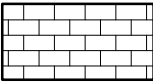
AREA TO BE TURFED



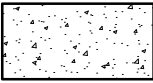
NEW COLOURED PAVEMENT TREATMENT REFER TO BSD-3166 FOR DETAIL




EXISTING COLOURED PAVEMENT TREATMENT

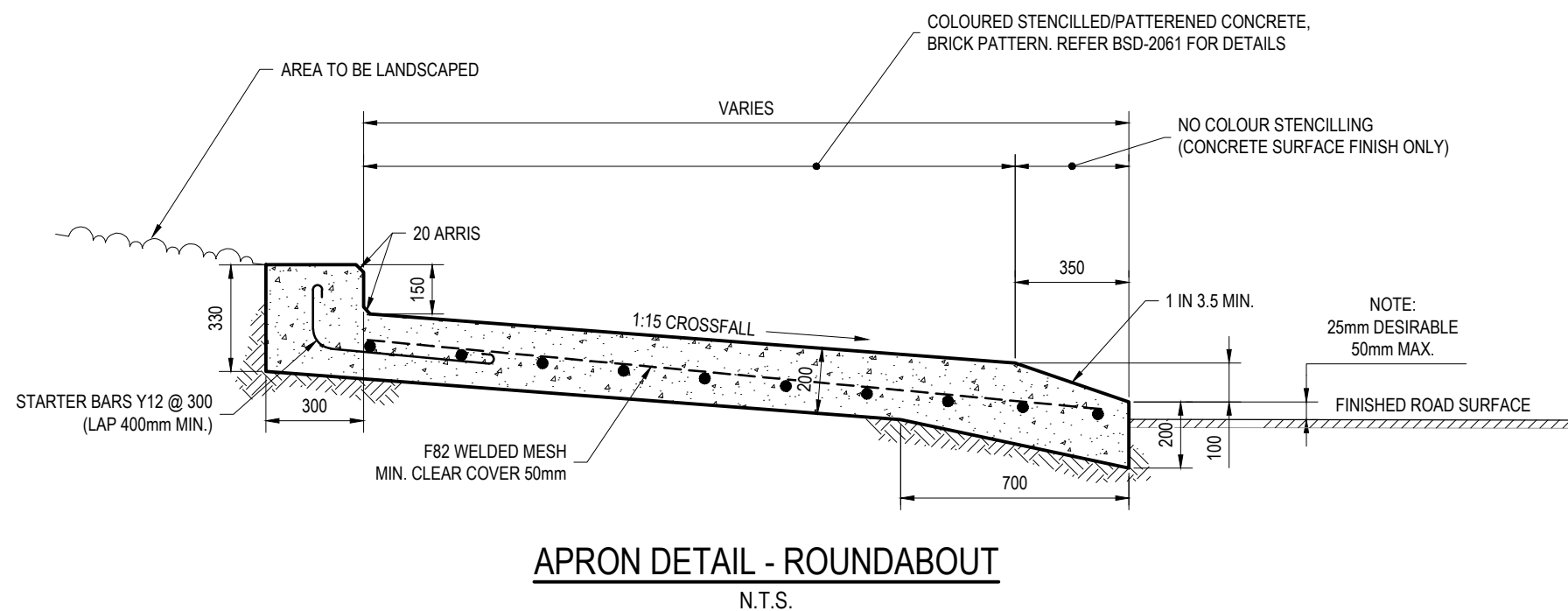
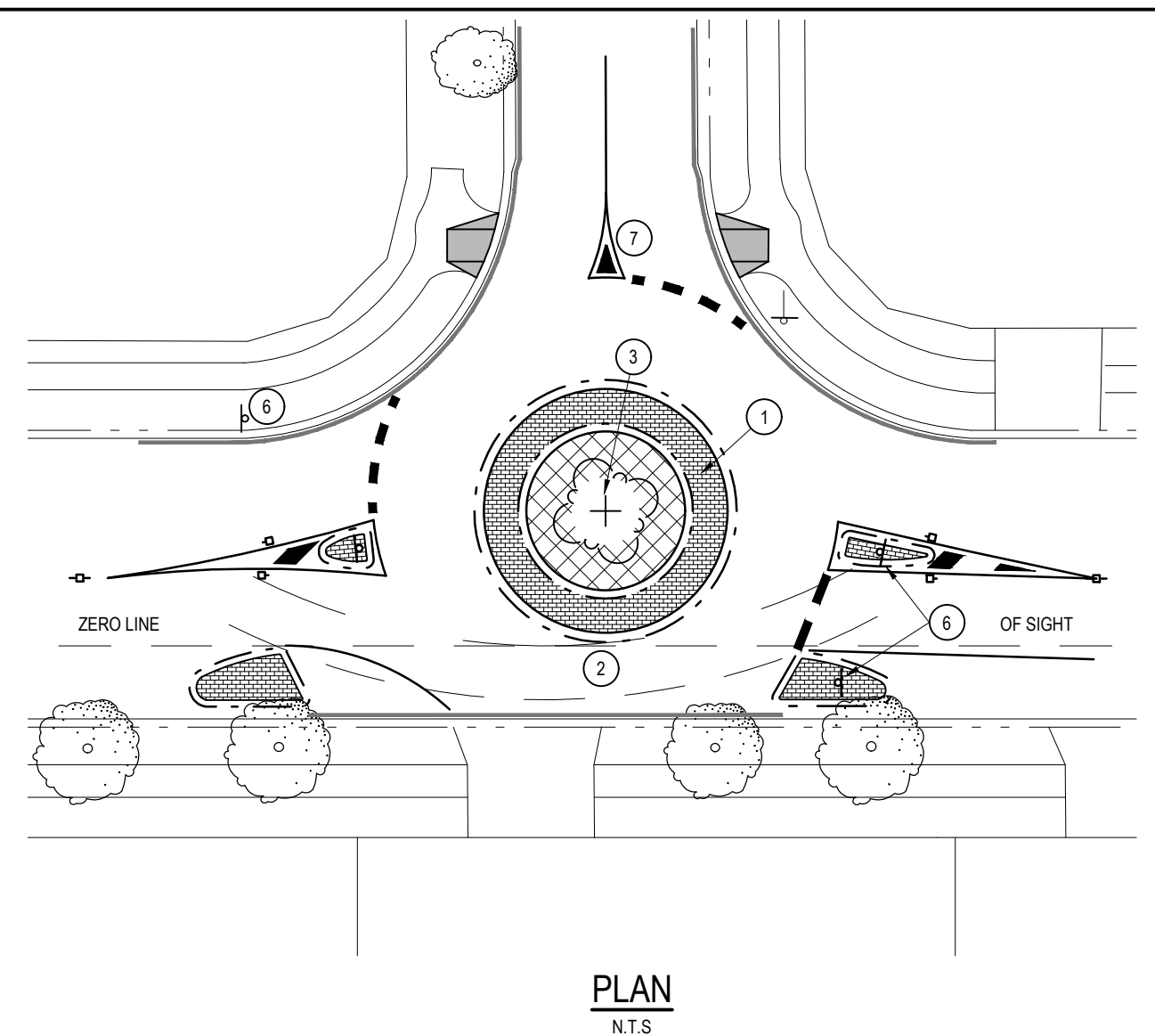
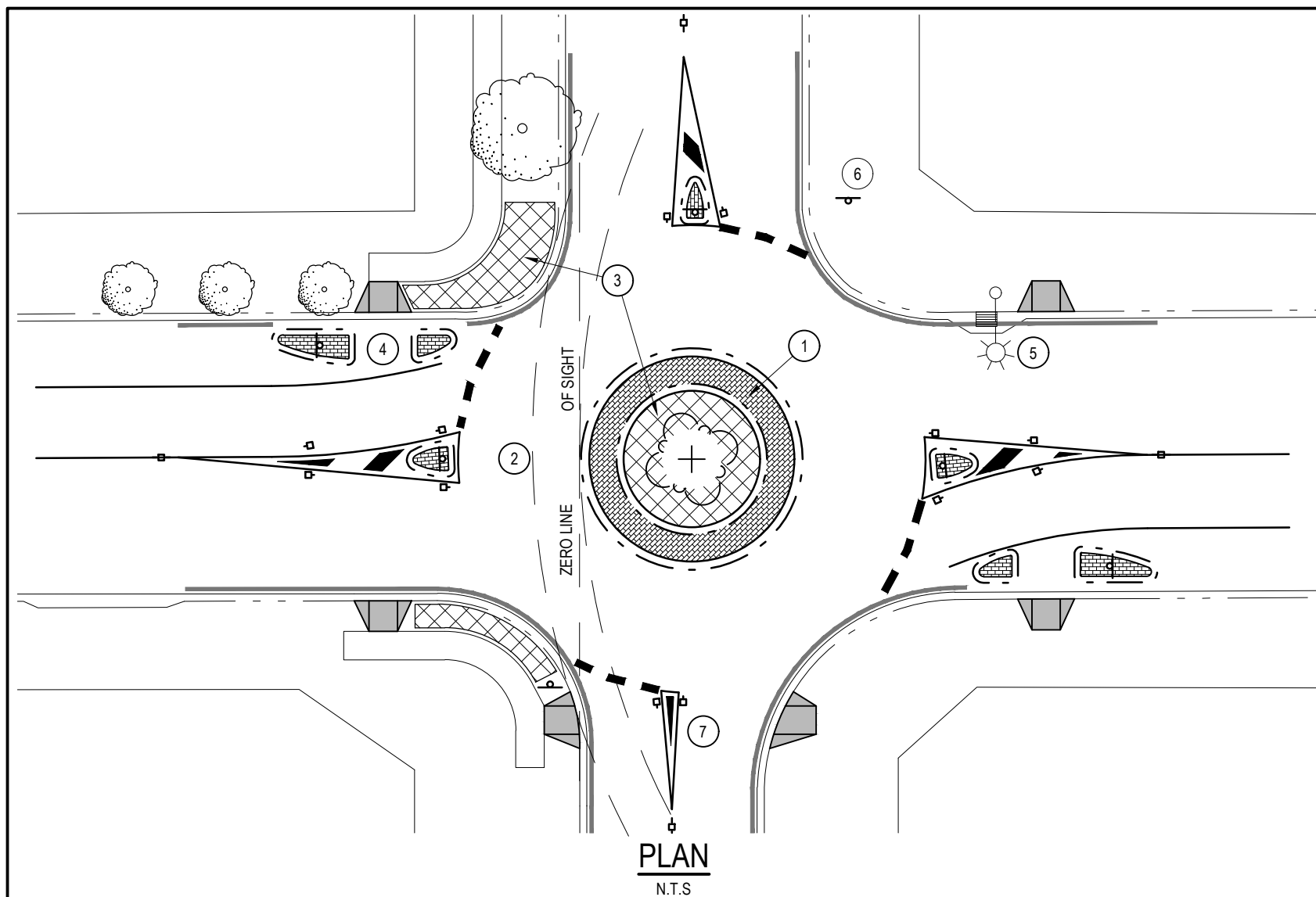


COLOURED STENCILLED PATTERN CONCRETE BRICK PATTERN - REFER TO BSD-2061, SHEETS 1 & 2 FOR DETAIL



BROOM FINISHED CONCRETE


					<div><div>DRAWING AUTHORISED FOR PUBLICATION</div><div>P COTTON SIGNATURE ON ORIGINAL DATED 06/09/06 - R.P.E.Q. 2546</div><div>ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT</div><div>DESIGN APPROVED</div><div>V NASH SIGNATURE ON ORIGINAL</div><div>CLIENT POSITION COUNCIL WORK AREA OR BRANCH</div></div>	DESIGN	Std Dwgs WG	DATE	MAY '06		BRISBANE CITY COUNCIL STANDARD DRAWING				LOCAL AREA TRAFFIC MANAGEMENT GENERAL DESIGN CRITERIA			
						DRAWN	CITY DESIGN	DATE	MAY '06									
C	Minor Notes and Legend Amendments	MAY '18	JUN '18	NOV '18		CHECKED	D. MAHER	DATE	JUNE '06		Dwg No.		BSD-3201					
B	Notes and Drawing Title Amended	MAR '15	MAR '15	MAR '15		DRAWING FILENAME	BSD-3201.dwg				ORIGINAL SIZE		A3					
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		ASSOCIATED PLANS	SUPERSEDES UMS-901			REVISION		C						
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE														

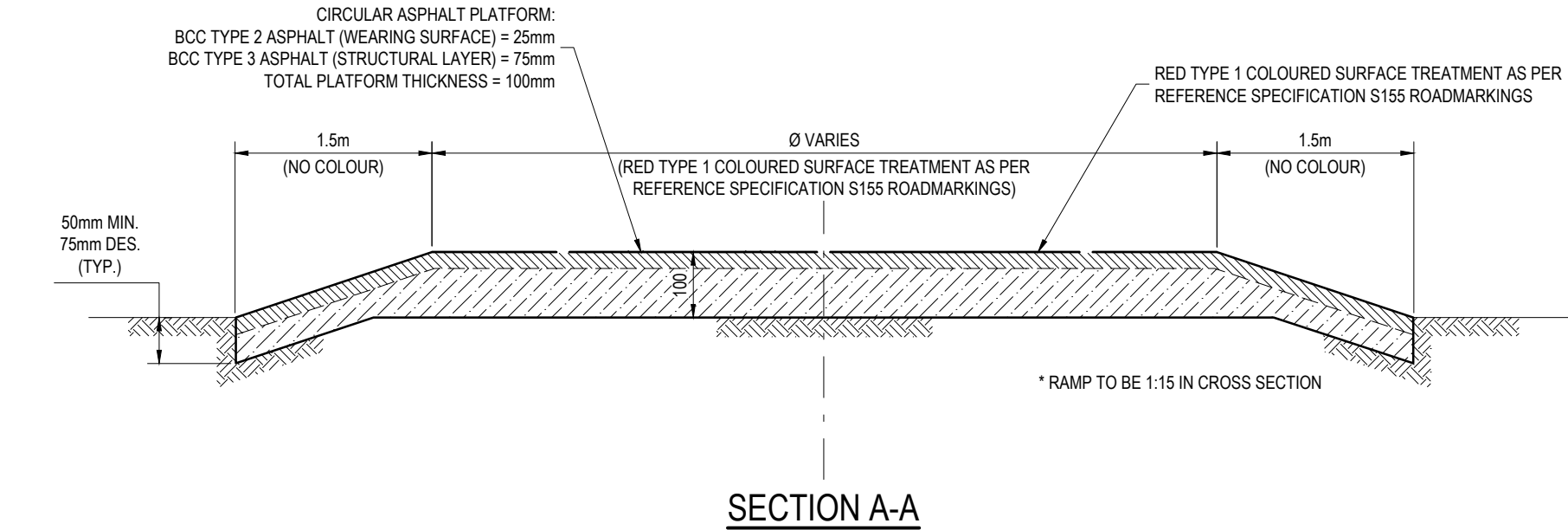
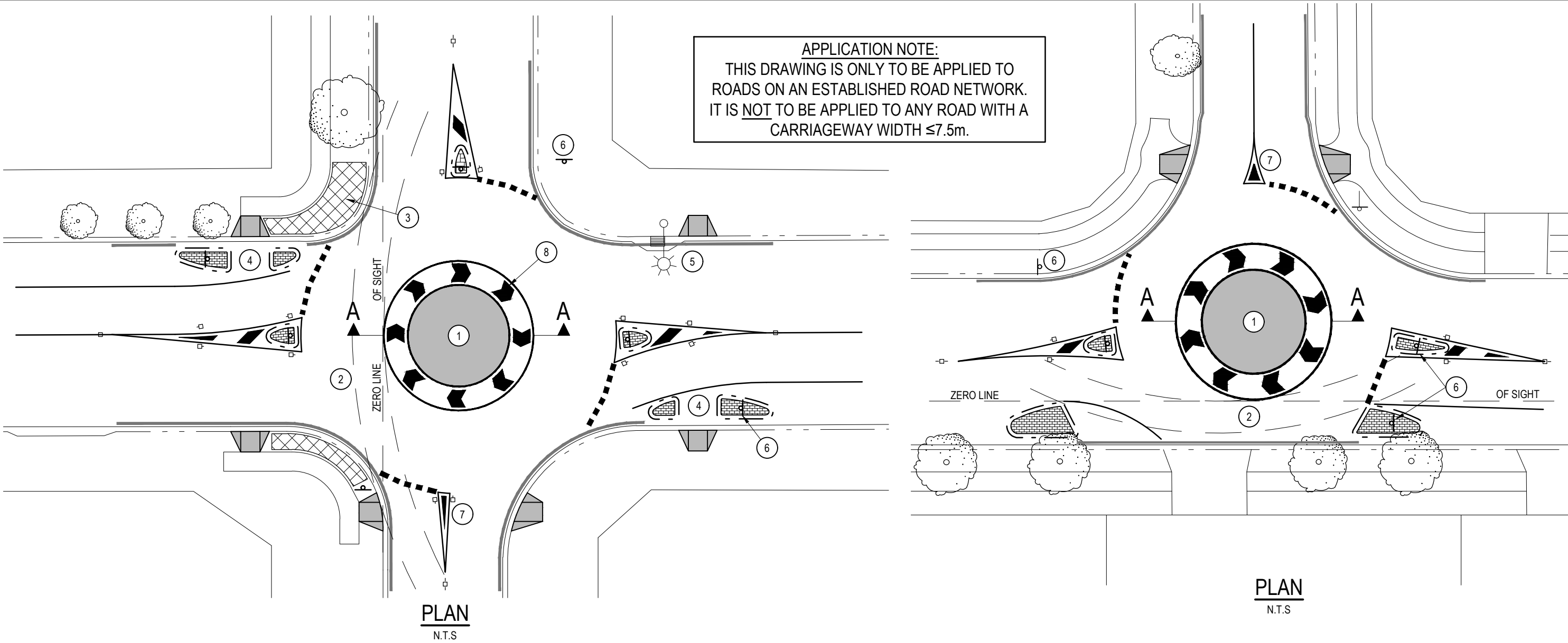


APPLICATION NOTE:
THIS DRAWING IS ONLY TO BE APPLIED TO
ROADS ON AN ESTABLISHED ROAD NETWORK.
IT IS NOT TO BE APPLIED TO ANY ROAD WITH A
CARRIAGEWAY WIDTH $\leq 7.5\text{m}$.

NOTES

1. CENTRAL ISLAND TO BE LANDSCAPED WITH MOUNTABLE KERB CONSTRUCTED ATOP REINFORCED CONCRETE APRON, DESIGNED TO ACCOMMODATE LARGE VEHICLE MANOEUVRING.
2. 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.
3. LOW LEVEL LANDSCAPING, AS SPECIFIED. MAXIMUM PLANT HEIGHT TO BE 600mm. LANDSCAPING SHALL NOT OBSTRUCT VISIBILITY FOR MOTORISTS OR PEDESTRIANS.
4. PEDESTRIAN MOBILITY TO BE PROVIDED AS REQUIRED. KERB RAMPS AND WALK THROUGH GAPS TO ISLANDS ON NOMINATED APPROACHES.
5. STREET LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS1158.
6. SIGN R1-3 SHALL BE PLACED ON THE LEFT SIDE OF ALL APPROACHES AND DUPLICATED ON ALL SPLITTER ISLANDS. PAINTED TAILS WITH CHEVRONS MAY BE USED ON MINOR LEG APPROACHES WHERE ISLANDS ARE NOT ACHIEVABLE DUE TO INTERSECTION GEOMETRY.
7. THIS PLAN TO BE READ IN CONJUNCTION WITH AS1742.13, FIGURE 3.4 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 13 (HARMONISED).
9. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

					<div>DRAWING AUTHORIZED FOR PUBLICATION P. COTTON SIGNATURE ON ORIGINAL DATED 06/09/06 - R.P.E.Q. 2546</div> <div>ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT</div> <div>DESIGN APPROVED</div> <div>V NASH SIGNATURE ON ORIGINAL</div> <div>SENIOR PROGRAM OFFICER ROAD NETWORK</div>	DESIGN	Std Dwgs WG	DATE	MAY '06		BRISBANE CITY COUNCIL STANDARD DRAWING		
C	App. Note Add., Traffic Island/Median/Concrete Apron Surface Pattern, Note 8 MUTCD Ref. Update.	NOV '18	APR '19	APR '19		DRAWN	CITY DESIGN	DATE	MAY '06				
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16		CHECKED	D. MAHER	DATE	JUNE '06		DWG No.	BSD-3211	
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		DRAWING FILENAME	BSD-3211 (C) Local traffic area - Roundabout - Central island with concrete apron.dwg				ORIGINAL SIZE	REVISION	
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE		ASSOCIATED PLANS	SUPERSEDES UMS-911				A3	C	



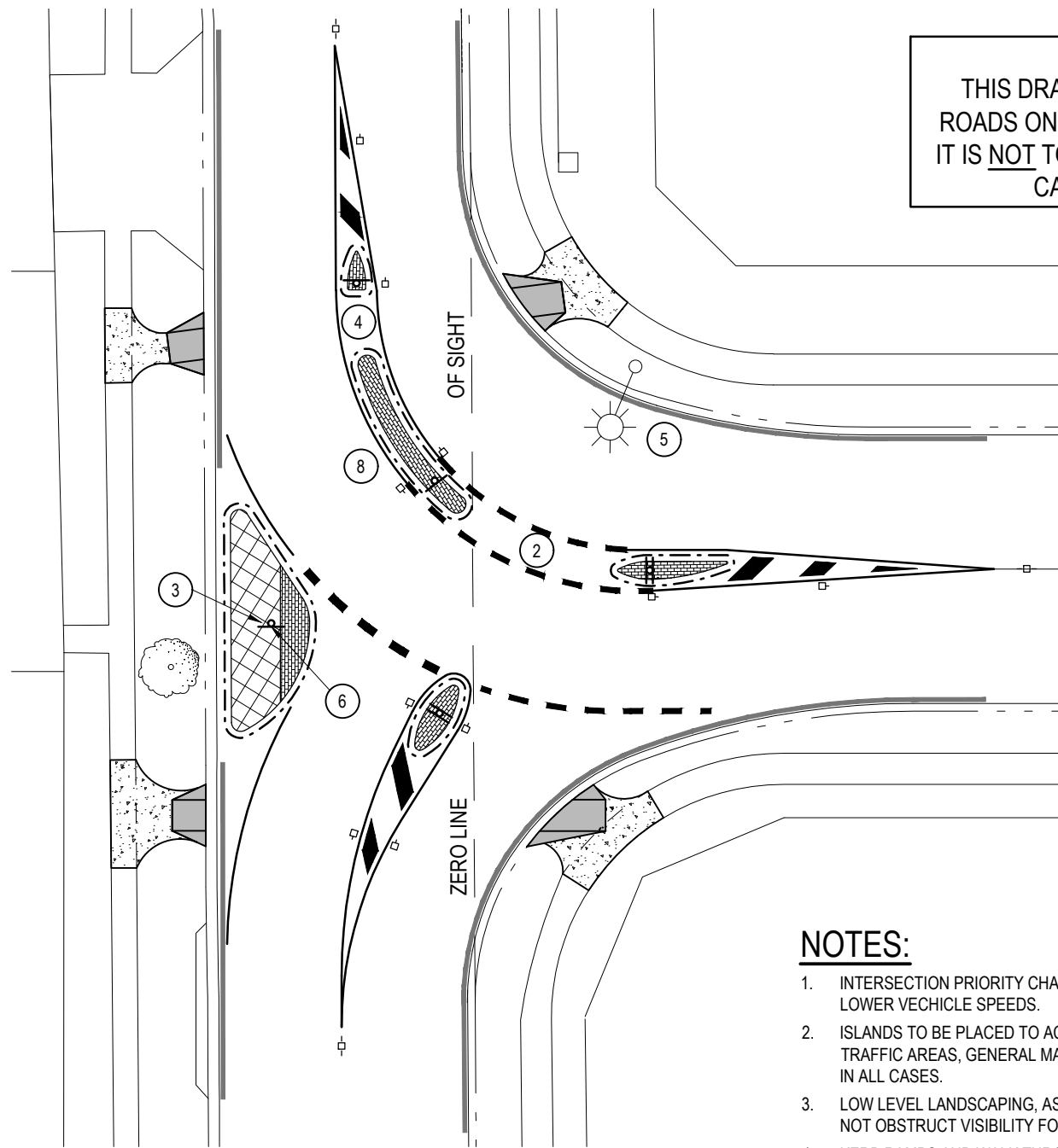
NOTES

- FULLY MOUNTABLE ASPHALT PLATEAU TO BE CONSTRUCTED AS PER SECTION A-A. PLATFORM TO BE CONSTRUCTED MIN 100mm ABOVE EXISTING PAVEMENT LEVELS TO ENSURE CONSISTENT RAMP GRADES.
- ISLANDS TO BE PLACED TO ACHIEVE MAXIMUM DEFLECTION THROUGH THE INTERSECTION. IN LOCAL TRAFFIC AREAS, GENERAL MAXIMUM DESIGN SPEED IS 40km/h. ZERO LINE OF SIGHT IS MINIMUM CRITERIA IN ALL CASES.
- LOW LEVEL LANDSCAPING, AS SPECIFIED. MAXIMUM PLANT HEIGHT TO BE 600mm. LANDSCAPING SHALL NOT OBSTRUCT VISIBILITY FOR MOTORISTS OR PEDESTRIANS.
- PEDESTRIAN MOBILITY TO BE PROVIDED AS REQUIRED. KERB RAMPS AND WALK THROUGH GAPS TO ISLANDS ON NOMINATED APPROACHES.
- STREET LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS1158.
- SIGN R1-3 SHALL BE PLACED ON THE LEFT SIDE OF ALL APPROACHES AND DUPLICATED ON ALL SPLITTER ISLANDS.
- PAINTED TAILS WITH CHEVRONS MAY BE USED ON MINOR LEG APPROACHES WHERE ISLANDS ARE NOT ACHIEVABLE DUE TO INTERSECTION GEOMETRY.
- WHITE (THERMOPLASTIC) PAINTED CHEVRONS TO SIDE RAMPS. CHEVRONS TO BE EQUALLY SPACED AROUND PERIMETER OF PLATEAU. SPACING BETWEEN CHEVRONS TO BE 2.0m MIN & 3.0m MAX.
- NOTE REMOVED
- THIS PLAN TO BE READ IN CONJUNCTION WITH AS1742.13, FIGURES 3.4 AND 3.5 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 13 (HARMONISED).
- FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.

DRAWING AUTHORIZED FOR PUBLICATION P. COTTON SIGNATURE ON ORIGINAL DATED 06/09/06 - R.P.E.Q. 2546				DESIGN	Std Dwgs WG	DATE	MAY '06
ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT DESIGN APPROVED				DRAWN	CITY DESIGN	DATE	MAY '06
V. NASH SIGNATURE ON ORIGINAL				CHECKED	D. MAHER	DATE	JUNE '06
SENIOR PROGRAM OFFICER ROAD NETWORK				DRAWING FILENAME	BSD-3212 (C) Local traffic area - Roundabout - Fully mountable asphalt plateau.dwg		
				ASSOCIATED PLANS	SUPERSEDES UMS-912		
C	App. Note Add., Colour Surf. Treat. Details, Traffic Island Infill Surface, Note 10 MUTCD Ref. Update., Armour Studs Removed	NOV '18	APR '19	APR '19			
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16			
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14			
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE			

BRISBANE CITY COUNCIL STANDARD DRAWING			
LOCAL TRAFFIC AREA ROUNDBOUT		SCALE NOT TO SCALE	
FULLY MOUNTABLE ASPHALT PLATEAU		DWG No. BSD-3212	
		ORIGINAL SIZE A3	REVISION C

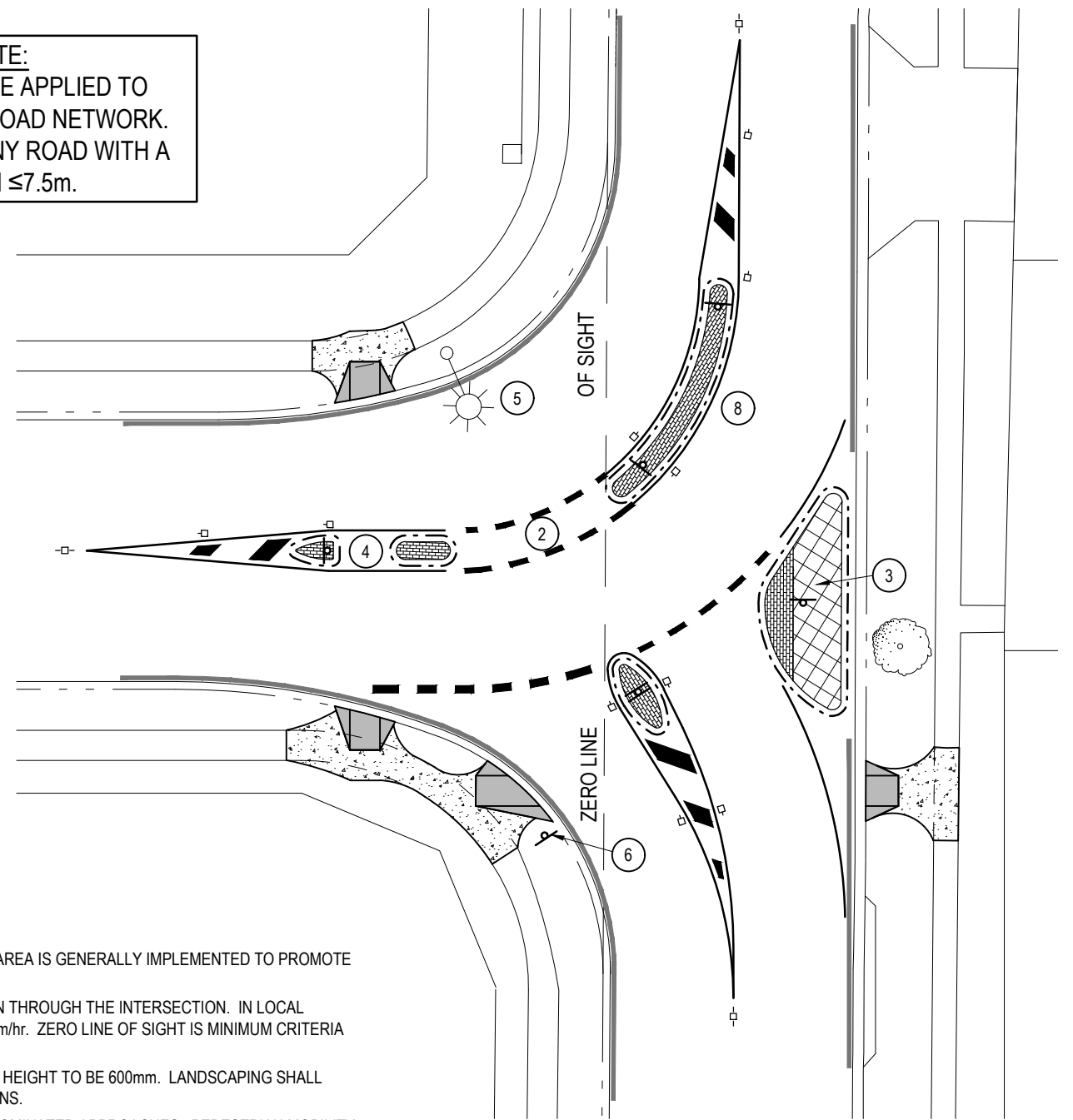
APPLICATION NOTE:
THIS DRAWING IS ONLY TO BE APPLIED TO
ROADS ON AN ESTABLISHED ROAD NETWORK.
IT IS NOT TO BE APPLIED TO ANY ROAD WITH A
CARRIAGEWAY WIDTH $\leq 7.5\text{m}$.





PLAN
N.T.S.

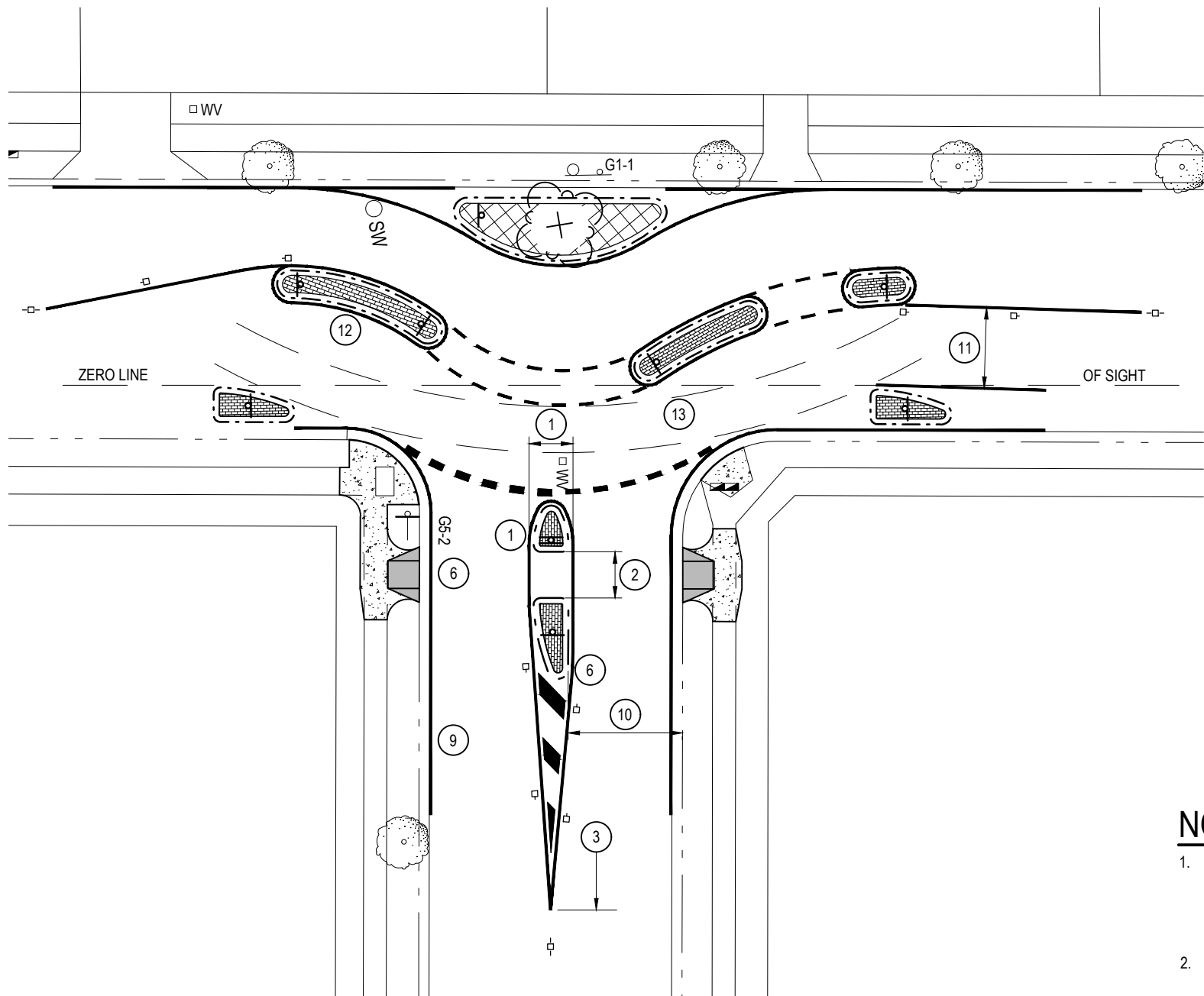
NOTES:

1. INTERSECTION PRIORITY CHANGE WITHIN LOCAL TRAFFIC AREA IS GENERALLY IMPLEMENTED TO PROMOTE LOWER VEHICLE SPEEDS.
2. 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.
3. LOW LEVEL LANDSCAPING, AS SPECIFIED. MAXIMUM PLANT HEIGHT TO BE 600mm. LANDSCAPING SHALL NOT OBSTRUCT VISIBILITY FOR MOTORISTS OR PEDESTRIANS.
4. KERB RAMPS AND WALK THROUGH GAPS TO ISLANDS ON NOMINATED APPROACHES. PEDESTRIAN MOBILITY TO BE PROVIDED AS REQUIRED. WIDTH BETWEEN PAINTED ISLAND LINES TO BE 1.9m MINIMUM.
5. STREET LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS1158.
6. SIGN R1-2 SHALL BE PLACED ON THE LEFT SIDE OF ALL APPROACHES AND DUPLICATED ON ALL SPLITTER ISLANDS.
7. PAINTED TAILS WITH CHEVRONS MAY BE USED ON MINOR LEG APPROACHES WHERE ISLANDS ARE NOT ACHIEVABLE DUE TO INTERSECTION GEOMETRY.
8. ISLAND WIDTH TO BE 1.2m MINIMUM. ISLAND WIDTH WHERE PEDESTRIAN WALK THROUGH GAPS IS REQUIRED TO BE 1.5m MINIMUM.
9. THIS PLAN TO BE READ IN CONJUNCTION WITH AS1742.13, FIGURE 3.10 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 13 (HARMONISED).
10. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.



PLAN
N.T.S.

					DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 29/06/01 – R.P.E.Q. 2546	DESIGN	Std Dwgs WG	DATE	MAY '06		BRISBANE CITY COUNCIL STANDARD DRAWING		
					ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT	DRAWN	CITY DESIGN	DATE	MAY '06		SCALE	NOT TO SCALE	
C	Application Note Added, Traffic Island/Median Surface Finish Updated	JAN '19	APR '19		DESIGN APPROVED	CHECKED	D. MAHER	DATE	JUNE '06		DWG No.	BSD-3213	
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16	V NASH SIGNATURE ON ORIGINAL	DRAWING FILENAME	BSD-3213 (C) Local traffic area - Intersection priority change -General design criteria.dwg				ORIGINAL SIZE	REVISION	
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14	SENIOR PROGRAM OFFICER ROAD NETWORK	ASSOCIATED PLANS	SUPERSEDES UMS-931				A3	C	
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE							LOCAL TRAFFIC AREA INTERSECTION PRIORITY CHANGE GENERAL DESIGN CRITERIA		



PLAN

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

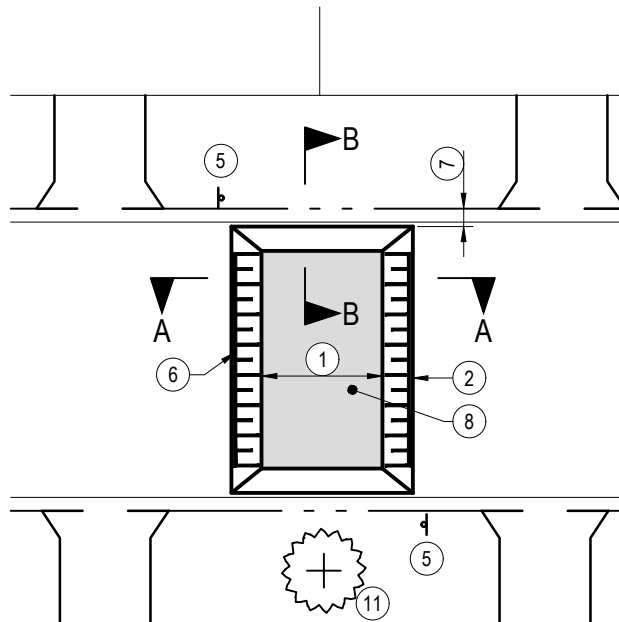
NOTE:
FIGURES ONLY APPLY TO ISLANDS LOCATED CENTRALLY
TO ROAD CENTRELINE

APPLICATION NOTE:
THIS DRAWING IS ONLY TO BE APPLIED TO
ROADS ON AN ESTABLISHED ROAD NETWORK.
IT IS NOT TO BE APPLIED TO ANY ROAD WITH A
CARRIAGEWAY WIDTH ≤7.5m.

NOTES

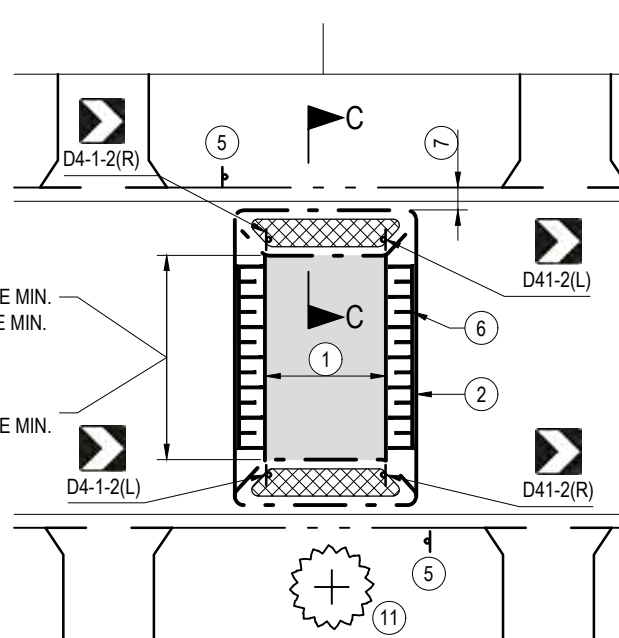
- PRECAST TRAFFIC ISLANDS AS PER BSD-2061 & BSD-2062 TO BE USED AT PEDESTRIAN REFUGES.
 - DESIRABLE WIDTH 2.4m. WIDTH (BETWEEN PAINTED ISLAND LINES) TO BE 2.8m MINIMUM.
 - DESIRABLE MINIMUM WIDTH 2.0m. WIDTH (BETWEEN PAINTED ISLAND LINES) TO BE 2.4m MINIMUM.
 - ABSOLUTE MINIMUM WIDTH 1.5m. WIDTH (BETWEEN 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.
- 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 AS1158.
- 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.

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



SPEED PLATFORM

SCALE 1:250



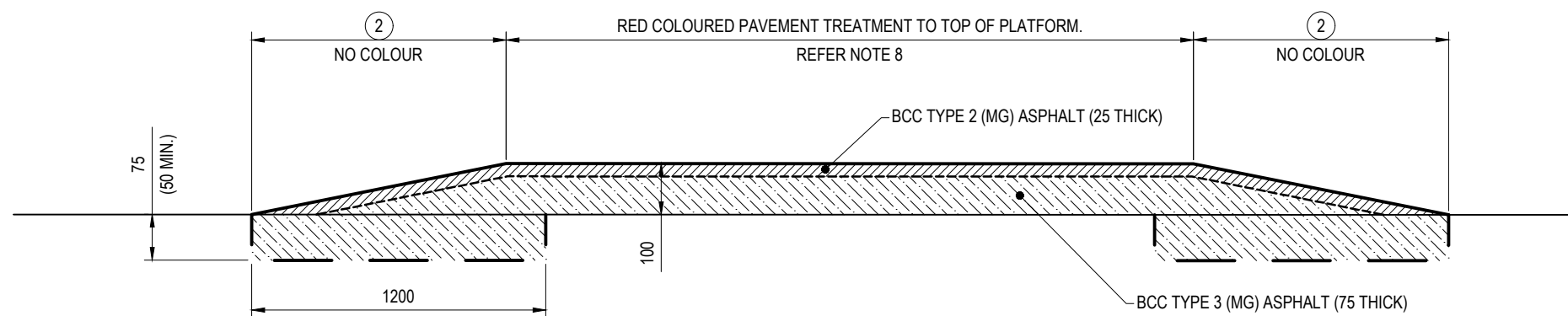
SPEED PLATFORM

WITH LANDSCAPED ISLANDS

SCALE 1:250

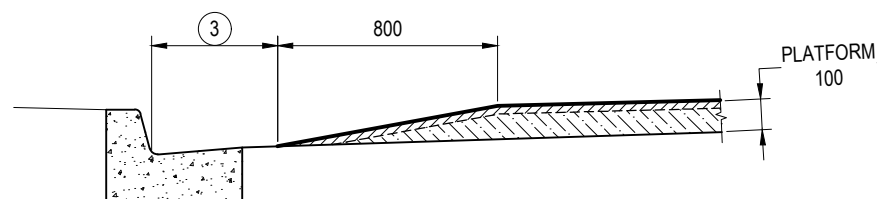
NOTES:

1. MINIMUM 4.0m FOR GENERAL TRAFFIC USE (INCLUDING REFUGE VEHICLES). MINIMUM 6.0m FOR BUSES (8.0m FOR ARTICULATED BUSES).
2. RAMP 1 in 10 FOR GENERAL TRAFFIC USE (INCLUDING REFUSE VEHICLES). RAMP 1 in 15 FOR BUSES (INCLUDING ARTICULATED BUSES).
3. LONGITUDINAL DRAINAGE GAP 600mm DESIRABLE (450mm MINIMUM). DESIGNER TO CONSIDER EFFECT OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
4. SIDE RAMP MAXIMUM SLOPE 1 in 8 FOR KERBSIDE PARKING.
5. FOR RECOMMENDED USE OF WARNING SIGNS, REFER TO:
 - AS1742.13, FIGURE 3.3, NOTE 2;
 - AS1742.13, FIGURE 3.6, NOTE 1; AND
 - THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) (HARMONISED).
6. ROAD HUMPS MARKINGS AS PER AS1742.13, CLAUSE 4.6.6 AND FIGURE 4.3 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) (HARMONISED)
7. LONGITUDINAL DRAINAGE GAP 750mm DESIRABLE (600mm MINIMUM). DESIGNER TO CONSIDER EFFECT OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
8. COLOURED PAVEMENT TREATMENT TO TOP OF PLATFORM (IF SPECIFIED) TO REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155 TRAFFIC SIGNS AND PAVEMENT MARKING.
9. NOTE REMOVED FROM DRAWING.
10. THIS PLAN TO BE READ IN CONJUNCTION WITH AS1742.13, FIGURES 3.3, 3.6 AND APPENDIX C, CLAUSE C2 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 13 (HARMONISED) .
11. STREET TREES, AS SPECIFIED, TO PROVIDE NOISE AND VISUAL BUFFERING WHERE REQUIRED.
12. BACKFILL WITH CONCRETE OR ASPHALT AS DIRECT BY THE SUPERINTENDENT.
13. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
14. ALL DIMENSIONS IN MILLIMETRES (U.N.O.)



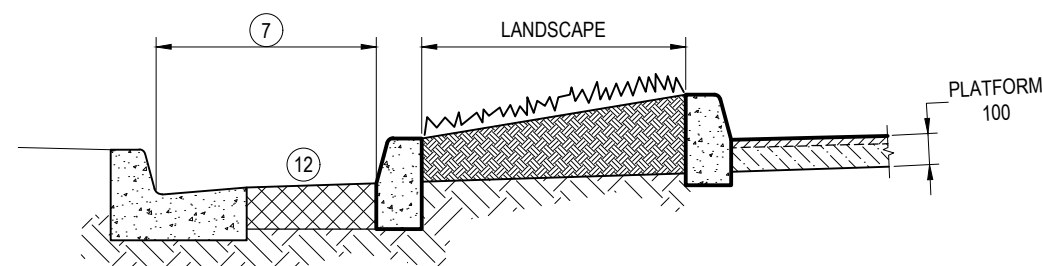
SECTION A-A

NOT TO SCALE



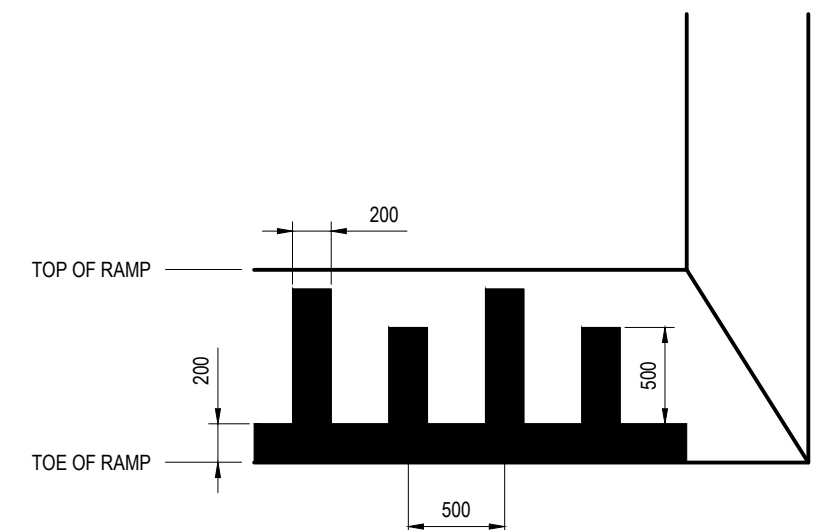
SECTION B-B

NOT TO SCALE




SECTION C-C

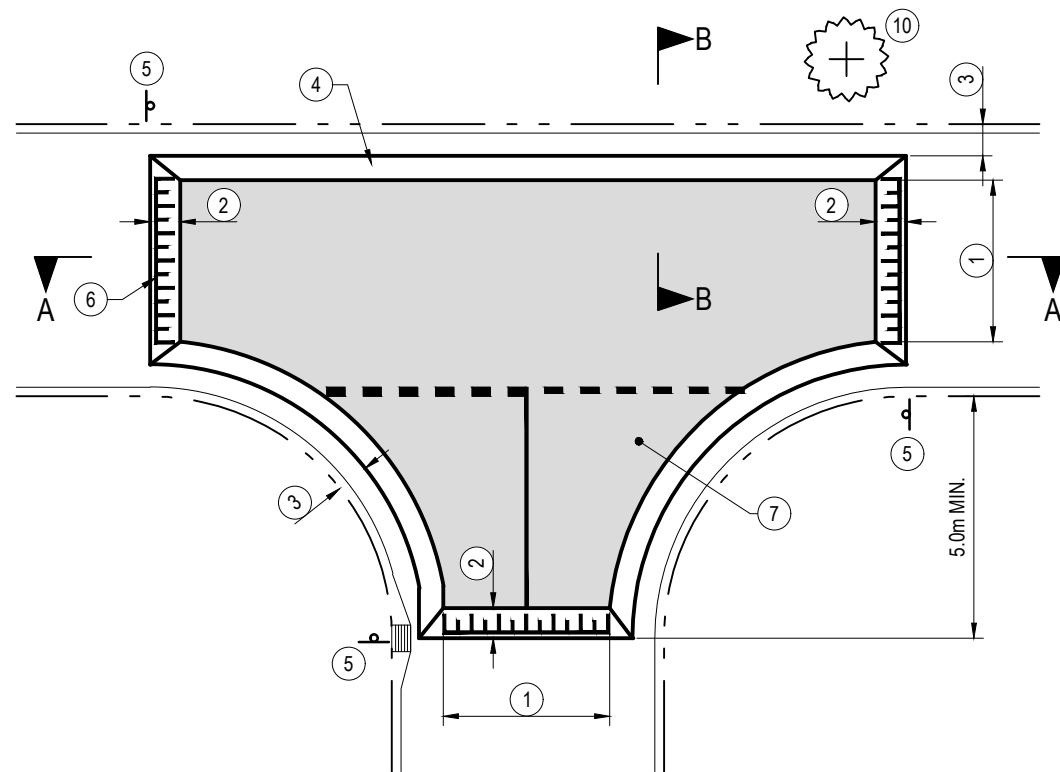
NOT TO SCALE



DETAIL A

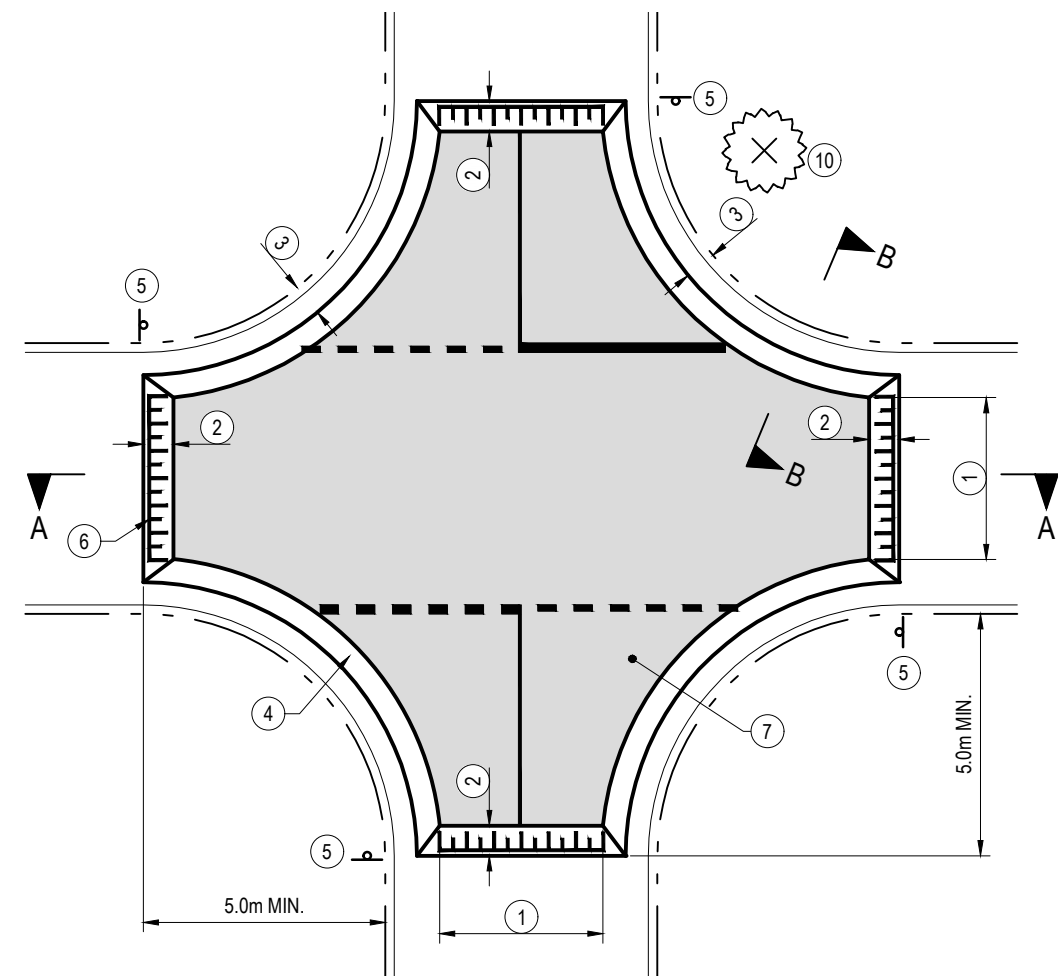
PAVEMENT MARKINGS TO RAMP

						<div>DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 06/09/06 MANAGER CITY ASSETS, R.P.E.Q. 2 5 4 6</div>	DESIGN	STANDARD WORKING	DATE	May '06		BRISBANE CITY COUNCIL STANDARD DRAWING		
C	Note 9 & Armour Stud Req. Rem., Notes 5, 6 & 10 Ref.Updated to AS1742, Signs Reviewed & Updated	NOV '18	APR '19	APR '19		DRAWN	CITY DESIGN	DATE	May '06	LOCAL TRAFFIC AREA SPEED PLATFORM - MID BLOCK GENERAL DESIGN CRITERIA		SCALE NOT TO SCALE		
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16		CHECKED	D Maher	DATE	June '06			DWG No. BSD-3216		
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		DRAWING FILENAME	BSD-3216 (C) Local traffic area - Speed platform - Mid Block - General design criteria.dwg					ORIGINAL SIZE A3		
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE		ASSOCIATED PLANS	SUPERSEDES UMS-941			REVISION C				



SPEED PLATFORM - 'T' INTERSECTION

SCALE 1:250

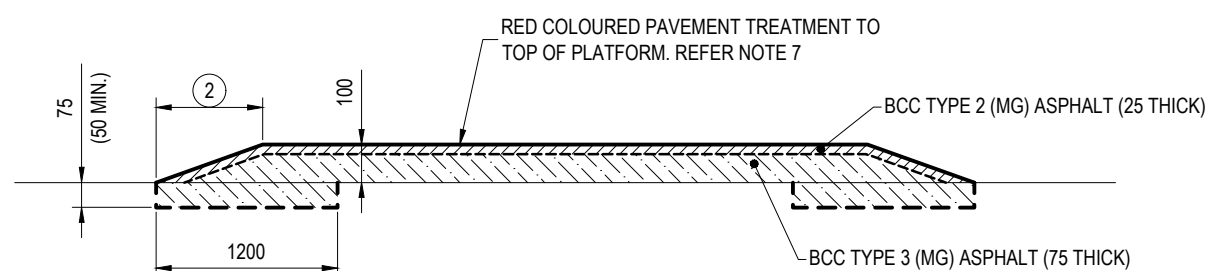


SPEED PLATFORM - FOUR WAY INTERSECTION

SCALE 1:250

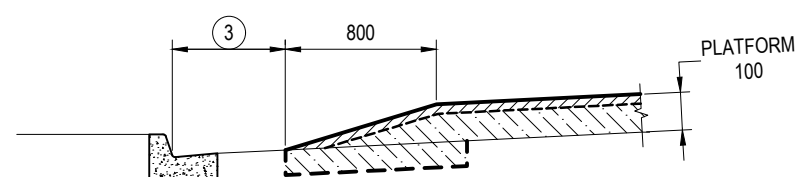
NOTES:

1. WIDTH VARIES - DETERMINED BY LOCATION.
2. RAMP 1 in 10 FOR GENERAL TRAFFIC USE (INCLUDING REFUSE VEHICLES). RAMP 1 in 15 FOR BUSES (INCLUDING ARTICULATED BUSES).
3. LONGITUDINAL DRAINAGE GAP 600mm DESIRABLE (450mm MINIMUM). DESIGNER TO CONSIDER EFFECT OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
4. SIDE RAMP MAXIMUM SLOPE 1 in 8 FOR KERBSIDE PARKING.
5. FOR RECOMMENDED USE OF WARNING SIGNS, REFER TO:
 - AS1742.13, FIGURE 3.3, NOTE 2;
 - AS1742.13, FIGURE 3.6, NOTE 1; AND
 - THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) (HARMONISED).
6. ROAD HUMPS MARKINGS AS PER AS1742.13, CLAUSE 4.6.6 AND FIGURE 4.3 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) (HARMONISED)
7. COLOURED PAVEMENT TREATMENT TO TOP OF PLATFORM (IF SPECIFIED) TO REFERENCE SPECIFICATION FOR CIVIL ENGINEERING WORKS S155 TRAFFIC SIGNS AND PAVEMENT MARKING.
8. NOTE REMOVED.
9. THIS PLAN TO BE READ IN CONJUNCTION WITH AS1742.13, FIGURES 3.3, 3.6 AND APPENDIX C, CLAUSE C2 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 13 (HARMONISED).
10. STREET TREES, AS SPECIFIED, TO PROVIDE NOISE AND VISUAL BUFFERING WHERE REQUIRED.
11. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
12. ALL DIMENSIONS IN MILLIMETRES (U.N.O.)



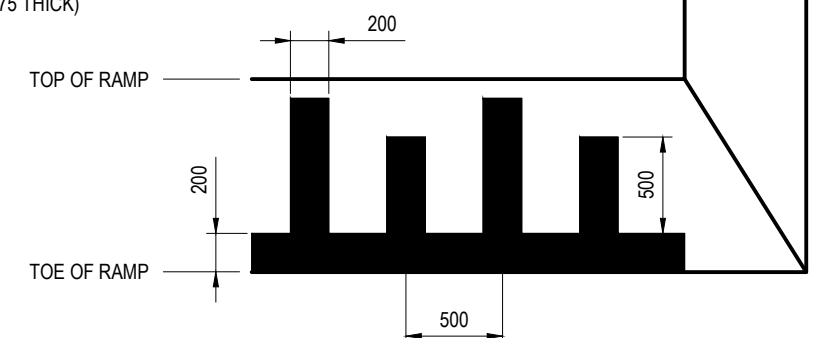
SECTION A-A

NOT TO SCALE



SECTION B-B

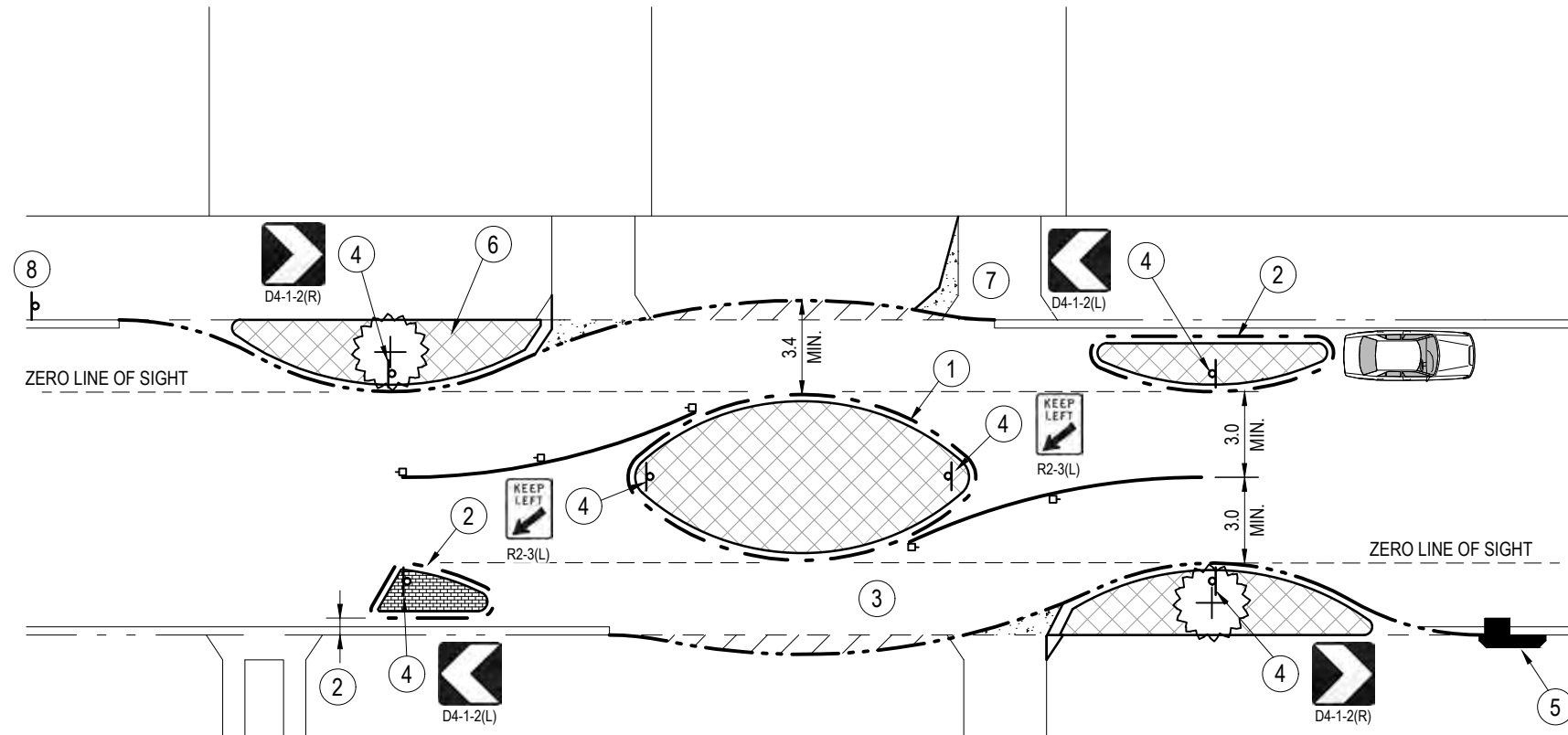
NOT TO SCALE



DETAIL A

PAVEMENT MARKINGS TO RAMP

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

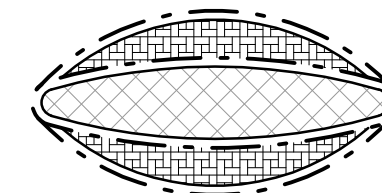


PLAN


APPLICATION NOTE:
THIS DRAWING IS ONLY TO BE APPLIED TO
ROADS ON AN ESTABLISHED ROAD NETWORK.
IT IS NOT TO BE APPLIED TO ANY ROAD WITH A
CARRIAGEWAY WIDTH $\leq 7.5\text{m}$.

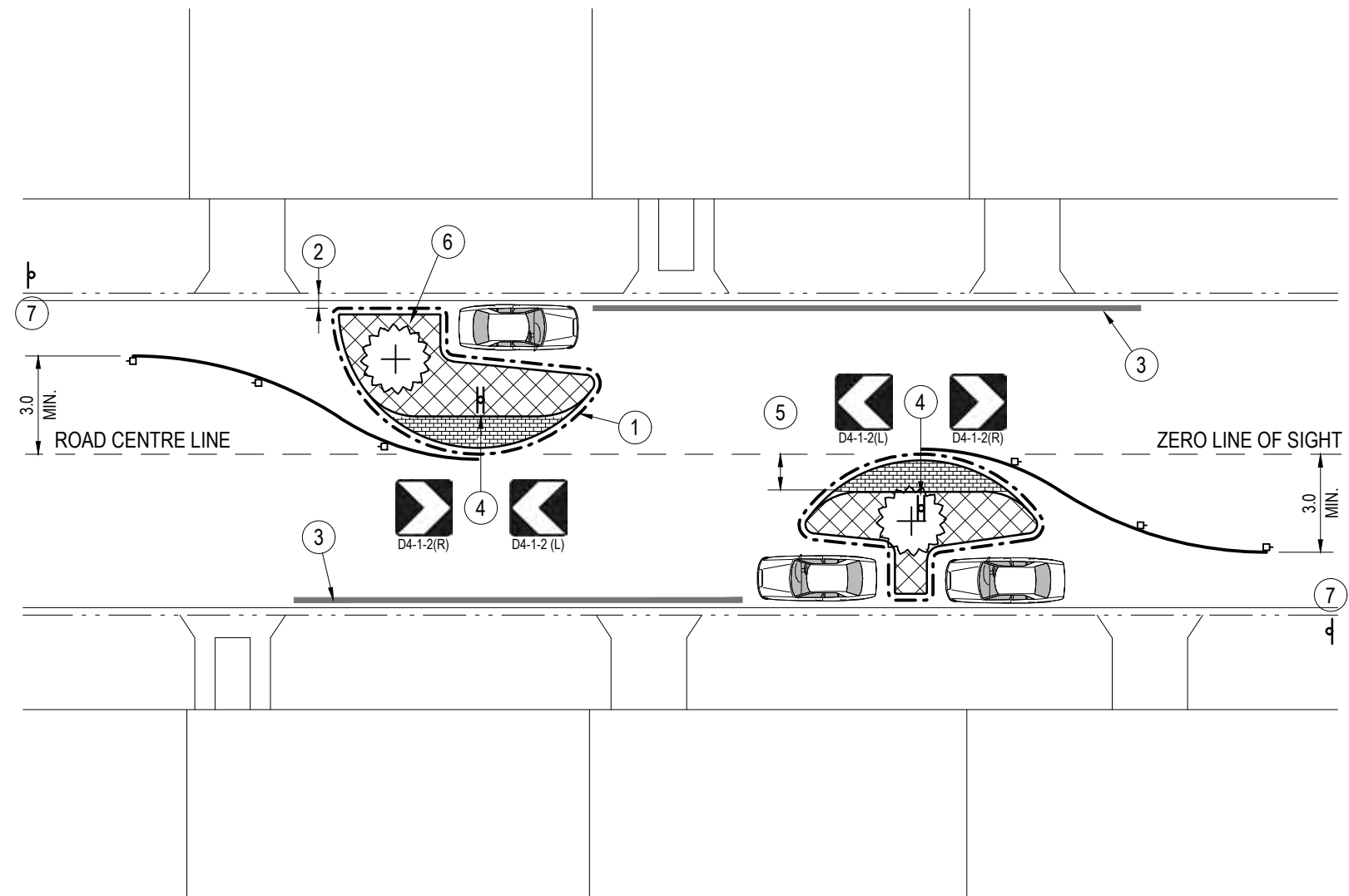
NOTES:

1. MOUNTABLE KERB TO ISLANDS. LANDSCAPING TO BE PROVIDED ON CENTRAL ISLAND WHERE POSSIBLE, WITH CONSIDERATION GIVEN TO REINFORCED CONCRETE APRON TO ACCOMMODATE MOVEMENT OF LARGE VEHICLES (REFER DETAIL A).
2. PRECAST ISLANDS OR SEGREGATED BUILDOUTS TO BE CONSIDERED TO REDUCE DRAINAGE COST. (LONGITUDINAL DRAINAGE GAP 750mm DESIRABLE - 600mm MINIMUM). DESIGNER TO CONSIDER EFFECTS OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
3. PAVEMENT WIDENING AS REQUIRED. DESIGNER TO CONSIDER ALTERNATIVES TO PAVEMENT WIDENING WHERE POSSIBLE TO REDUCE CONSTRUCTION COST.
4. DELINEATION REQUIRED TO CENTRE MEDIAN, BUILDOUTS AND ISLANDS BY USE OF:
 - KEEP LEFT SIGN (R2-3(L)) TO CENTRE MEDIAN;
 - HAZARD MARKER (D4-1-2(L/R)) IN PAIRS AT THE NARROWEST POINT OF THE DEVICE ENTRANCE; AND
 - PAVEMENT MARKING WITH RAISED REFLECTIVE PAVEMENT MARKERS.
5. STORMWATER DRAINAGE REQUIRED TO NEW LOW POINTS AT BUILDOUTS.
6. LANDSCAPING TO BE LOW LEVEL GROUND COVER (0.6m MAX) WITH ADVANCED, CLEAR TRUNKED STREET TREE AS SPECIFIED.
7. PROPERTY ACCESS TO BE MAINTAINED WHERE POSSIBLE. DRIVEWAYS TO BE RECONSTRUCTED AS REQUIRED, TO ACCOMMODATE TURNING MOVEMENTS.
8. THIS PLAN TO BE READ IN CONJUNCTION WITH AS1742.13 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 13 (HARMONISED).
9. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
10. THIS DRAWING IS NOT TO BE APPLIED TO NEW ROADS IN GREENFIELD AREAS WITH CARRIAGEWAY WIDTHS OF 5.5M OR 7.5M
11. ALL DIMENSIONS IN METRES (U.N.O.).



DETAIL A


					DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 06/09/06 MANAGER CITY ASSETS, R.P.E.Q. 2 5 4 6	DESIGN	STANDARDS WORK	DATE	May '06		BRISBANE CITY COUNCIL STANDARD DRAWING		
D	Note 8 Updated - Reference to MUTCD	JAN '19	APR '19	RPEQ 16110 '19		DRAWN	CITY DESIGN	DATE	May '06		SCALE NOT TO SCALE		
C	Sign Requirements Reviewed and Clarified, Note 10 Added	DEC '17	JUN '18	NOV '18		CHECKED	D Maher	DATE	June '06		DWG No. BSD-3218		
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16		DRAWING FILENAME	BSD-3218 (D) Local traffic area - Diamond slow way - General design criteria.dwg				ORIGINAL SIZE A3		
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		ASSOCIATED PLANS	SUPERSEDES UMS-951				REVISION D		
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE	V NASH SIGNATURE ON ORIGINAL SENIOR PROGRAM OFFICER ROAD NETWORK						LOCAL TRAFFIC AREA DIAMOND SLOW WAY GENERAL DESIGN CRITERIA		



NOTES:


1. MOUNTABLE KERB TO ISLANDS. SHAPE OF ISLAND TO BE DESIGNED SUCH THAT ON-STREET PARKING AVAILABILITY IS MAXIMISED. PARKING SPACE DESIRABLY LOCATED ON DEPARTURE SIDE OF ISLAND, WITH LANDSCAPING ON APPROACH SIDE.
2. LONGITUDINAL DRAINAGE GAP 750mm DESIRABLE (600mm MINIMUM). DESIGNER TO CONSIDER EFFECTS OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
3. EXTENT OF YELLOW 'NO STOPPING' LINE TO ALLOW FOR MANOEUVRING OF LARGEST DESIGN VEHICLE.
4. DELINEATION REQUIRED TO BUILDOUTS AND ISLANDS BY USE OF:
 - HAZARD MARKERS (D4-1-2) BACK-TO-BACK; AND
 - PAVEMENT MARKING WITH RAISED RETROREFLECTIVE PAVEMENT MARKERS.
5. LANDSCAPING TO BE SET BACK TO ACCOMMODATE ROAD FURNITURE, 1.2m (OR AS REQUIRED).
6. LANDSCAPING TO BE LOW LEVEL GROUNDCOVER (0.6m MAX) WITH ADVANCED, CLEAR TRUNKED STREET TREE AS SPECIFIED.
7. THIS PLAN TO BE READ IN CONJUNCTION WITH AS1742.13, FIGURE 3.8 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 13 (HARMONISED) .
8. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
9. THIS DRAWING IS NOT TO BE APPLIED TO NEW ROADS IN GREENFIELD AREAS WITH CARRIAGEWAY WIDTHS OF 5.5m OR 7.5m.
10. ALL DIMENSIONS IN METRES (U.N.O.).

APPLICATION NOTE:
THIS DRAWING IS ONLY TO BE APPLIED TO ROADS ON AN ESTABLISHED ROAD NETWORK. IT IS NOT TO BE APPLIED TO ANY ROAD WITH A CARRIAGEWAY WIDTH $\leq 7.5\text{m}$.

					DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 06/09/06 MANAGER CITY ASSETS, R.P.E.Q: 2 5 4 6	DESIGN	STANDARDS WORK	DATE	May '06		BRISBANE CITY COUNCIL STANDARD DRAWING			
D	Title Updated, Application Note Added,, Note 7 Updated (Ref. to MUTCD)	JAN '19	APR '19	APR '19		DRAWN	CITY DESIGN	DATE	May '06		SCALE	NOT TO SCALE		
C	Sign Requirements Reviewed and Clarified, Note 9 Added	NOV '17	JUN '18	NOV '18		CHECKED	D Maher	DATE	Jun '06		DWG No.	BSD-3219		
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16		DRAWING FILENAME	BSD-3219 (D) Local traffic area - Angled slow way 1 lane 2 way - Retrofit Sites - General design criteria Sheet 1 of 2.dwg					ORIGINAL SIZE	REVISION	
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		ASSOCIATED PLANS	SUPERSEDES UMS-961					A3	D	
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE	DESIGN APPROVED V NASH SIGNATURE ON ORIGINAL SENIOR PROGRAM OFFICER ROAD NETWORK							LOCAL TRAFFIC AREA ANGLED SLOW WAY 1 LANE 2 WAY - RETROFIT SITES - GENERAL DESIGN CRITERIA		



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 AVAILABLE 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.

					<div>DRAWING AUTHORISED FOR PUBLICATION P COTTON SIGNATURE ON ORIGINAL DATED 06/09/06 MANAGER CITY ASSETS, R.P.E.Q. 2 5 4</div> <div>DESIGN APPROVED V NASH SIGNATURE ON ORIGINAL</div> <div>SENIOR PROGRAM OFFICER ROAD NETWORK</div>	DESIGN	STANDARDS WORKING GROUP	DATE	May '06		BRISBANE CITY COUNCIL STANDARD DRAWING			
C	Traffic Island/Median Surface Infill Pattern, Note 3 MUTCD Reference Updated	NOV '18	APR '19	APR '19		DRAWN	CITY DESIGN	DATE	May '06		LOCAL TRAFFIC AREA PERIMETER GATEWAY GENERAL DESIGN CRITERIA		SCALE NOT TO SCALE	
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16		CHECKED	D Maher	DATE	June '06		DWG No. BSD-3221			
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14		DRAWING FILENAME	BSD-3221 (C) Local traffic area - Perimeter gateway - General design criteria.dwg				ORIGINAL SIZE A3		REVISION C	
ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE		ASSOCIATED PLANS	SUPERSEDES UMS-971							