



DETAIL 'A'

NOTES:

1. POSTS ARE TO BE AS SHOWN ON DESIGN PLAN (NOT LESS THAN 0.8m FROM NOMINAL FACE OF KERB).
2. DIMENSIONS SHOWN ARE NOMINAL ONLY.
3. KERB RAMPS TO BE BUILT IN ACCORDANCE WITH BCC STANDARD DRAWING BSD-5231.
4. REFER TO BCC STANDARD DRAWINGS BSD-3151 TO BSD-3163, AS1742 AND/OR THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR LINEMARKING DETAILS.
5. REFER TO BCC STANDARD DRAWINGS BSD-5102 TO BSD-5105 BICYCLE LANES MARKING DETAILS.
6. PAVEMENT MARKING TO COMPLY WITH BCC REFERENCE SPECIFICATION S155 - ROAD PAVEMENT MARKINGS.
7. TOE LINES ARE TO BE A LINE (APPROXIMATELY 100mm WIDE AND PAINTED YELLOW) TO BE PAINTED ON THE FOOTPATH 1m BEHIND THE FACE OF THE KERB (THIS MAY BE REDUCED TO 0.5m MIN. WHERE FOOTPATH WIDTH AND VISIBILITY ARE LIMITED) - TO INDICATE THE POSITION WHERE PEDESTRIANS SHOULD WAIT UNTIL DIRECTED TO CROSS THE CARRIAGEWAY, OR IF UNSUPERVISED A SUITABLE GAP IN TRAFFIC OCCURS IN WHICH TO SAFELY CROSS THE TRAFFIC. THIS LINE EXTENDS THE WIDTH OF THE SEALED APRON CONNECTING THE FOOTPATH AND KERB OR A DISTANCE OF 3-6m i.e. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
8. KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMP IF NO CONCRETE FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP.

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



BRISBANE CITY COUNCIL STANDARD DRAWING

TYPICAL PAVEMENT MARKINGS - SIGNALISED INTERSECTION CROSSING

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