## 8-60000 Series

### TRAFFIC CONTROL

<table>
<thead>
<tr>
<th>DRAWING</th>
<th>AMEND</th>
<th>DESCRIPTION</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-60001</td>
<td>-</td>
<td>Manoeuvring Template - Small Car 5.1m.</td>
<td>06/1995</td>
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<tr>
<td>8-60002</td>
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<td>Manoeuvring Template - Medium Car 6.1 m.</td>
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<tr>
<td>8-60003</td>
<td>A</td>
<td>Manoeuvring Template - Large Car 6.4 m.</td>
<td>02/2005</td>
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<tr>
<td>8-60004</td>
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<td>Turning Template - car and trailer 10mt.</td>
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<td>8-60005</td>
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<td>Manoeuvring Template - Car &amp; Trailer 7.5 m.</td>
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<tr>
<td>8-60006</td>
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<td>Turning Template - Van 8 m.</td>
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<td>8-60007</td>
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<td>Manoeuvring Template - Van 7 m.</td>
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<td>8-60008</td>
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<td>Turning Template - Small Rigid Vehicle - 10m.</td>
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<td>Manoeuvring Template - Small Rigid Vehicle 7.1m.</td>
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<td>Turning Template - Medium Rigid Vehicle 11m.</td>
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<tr>
<td>8-60011</td>
<td>A</td>
<td>Manoeuvring Template - Medium Rigid Vehicle 8.5m.</td>
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<tr>
<td>8-60012</td>
<td>A</td>
<td>Turning Template - Heavy Rigid Vehicle 12.5m.</td>
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</tr>
<tr>
<td>8-60013</td>
<td>A</td>
<td>Manoeuvring Template - Heavy Rigid Vehicle 11.0 m.</td>
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<tr>
<td>8-60014</td>
<td>A</td>
<td>Turning Template - Commercial Collection Vehicle 12.5m.</td>
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<tr>
<td>8-60015</td>
<td>A</td>
<td>Manoeuvring Template - Commercial Collection Vehicle 11.8m.</td>
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<tr>
<td>8-60016</td>
<td>A</td>
<td>Turning Template - Coach (Tourist Bus) 12.5m.</td>
<td>02/2005</td>
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<tr>
<td>8-60017</td>
<td>A</td>
<td>Manoeuvring Template - Coast (Tourist Bus) 11.5m.</td>
<td>02/2005</td>
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<tr>
<td>8-60018</td>
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<td>Turning Template - Articulated Vehicle 12.5m.</td>
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<td>8-60019</td>
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<td>Manoeuvring Template - Articulated Vehicle 11.0m.</td>
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<tr>
<td>8-60020</td>
<td>A</td>
<td>3 Point Turn Manoeuvre - Articulated Vehicle</td>
<td>02/2005</td>
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<tr>
<td>8-60021</td>
<td>A</td>
<td>Manoeuvring Template - Domestic Collection vehicle 9.2m.</td>
<td>02/2005</td>
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<td>8-60022</td>
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<td>Turning Template - Large Car 8.0m.</td>
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<td>DRAWING</td>
<td>AMEND</td>
<td>DESCRIPTION</td>
<td>DATE</td>
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<td>-------</td>
<td>-----------------------------------------------------------------------------</td>
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<td>Turning Template - Domestic Collection Vehicle 11m.</td>
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<td>8-60024</td>
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<td>Turning Template - Domestic Collection Vehicle 15m.</td>
<td>02/2005</td>
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<td>8-60025</td>
<td>-</td>
<td>Turning Template - Heavy Rigid Vehicle 15m.</td>
<td>04/1996</td>
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<td>8-60026</td>
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<td>Turning Template - Coach (Tourist Bus) 15m.</td>
<td>04/1996</td>
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<td>Turning Template - Articulated Vehicle 15m.</td>
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<tr>
<td>8-60028</td>
<td>A</td>
<td>Standard Watts Profile - Road Hump for Existing Roads Only</td>
<td>12/2004</td>
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<tr>
<td>8-60029</td>
<td>B</td>
<td>Standard Flat Top Road Hump for Existing Roads Only</td>
<td>12/2004</td>
</tr>
<tr>
<td>8-60030</td>
<td>B</td>
<td>Standard Splitter Island for Existing Roads Only</td>
<td>07/2003</td>
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<tr>
<td>8-60031</td>
<td>A</td>
<td>Standard Blister Island for Existing Roads Only</td>
<td>02/2003</td>
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<tr>
<td>8-60032</td>
<td>C</td>
<td>Standard Pedestrian Refuge for Existing Roads Only</td>
<td>12/2004</td>
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<tr>
<td>8-60033</td>
<td>A</td>
<td>Standard 3 Rail Chicane Treatment for Bike/Footways</td>
<td>02/2005</td>
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<tr>
<td>8-60034</td>
<td>A</td>
<td>Standard Bike / Footway Termination at Roads of Collector Standard or Greater</td>
<td>02/2005</td>
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<tr>
<td>8-60035</td>
<td>A</td>
<td>Standard Bike / Footway Direct Road Crossing</td>
<td>02/2005</td>
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<tr>
<td>8-60036</td>
<td>A</td>
<td>Standard Bike / Footway Chicane Barrier Types and Installation</td>
<td>02/2005</td>
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<tr>
<td>8-60037</td>
<td>-</td>
<td>Typical Signing Treatment of Combined Bicycle/Footway at Roadway Crossings</td>
<td>08/1999</td>
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<tr>
<td>8-60038</td>
<td>A</td>
<td>Bike / Footways Beside Roads Kerb Ramp Locations at Intersections</td>
<td>06/2001</td>
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<tr>
<td>8-60039</td>
<td>A</td>
<td>Splitter Islands Type 3 for Existing Roads greater than 10m Wide</td>
<td>02/2003</td>
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<tr>
<td>8-60040</td>
<td>-</td>
<td>Manoeuvring Template – Domestic Collection Vehicle 8.5m</td>
<td>11/2004</td>
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<tr>
<td>8-60041</td>
<td>-</td>
<td>Manoeuvring Template – Crane Truck 7.5m</td>
<td>11/2004</td>
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<tr>
<td>8-60042</td>
<td>-</td>
<td>Standard Two Lane Threshold Type 1</td>
<td>11/2004</td>
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<tr>
<td>8-60043</td>
<td>-</td>
<td>Standard Single Lane Threshold</td>
<td>11/2004</td>
</tr>
<tr>
<td>8-60044</td>
<td>-</td>
<td>Standard Single Lane Slowpoint</td>
<td>11/2004</td>
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</tbody>
</table>
Allow Working Clearance of 0.3m

Clearance Height = 2.3 m
Source = B.C.C. Small Car
Allow Working Clearance of 0.3m

NOT TO SCALE

DETAILS

ATRACK Version: ATR003
Min. Radius: 6.1m
Lock to Lock Time: 4.0sec
Design Speed: 5.0Kph
Source: A.S.2890.1 (modified)
NOTES
Design based on AUSTROADS
Design Vehicle and created
by Auto Track 4.

Allow working clearance
of 0.3m

Overall Width 1.90m
Track Width 1.55m
Lock to Lock Time 4.0sec
Max Steering Angle 34.5°
Design Speed 5.0km/h
Allow Working Clearance of 0.5m

Clearance Height = 2.3m (trailer varies)
Source = NAASRA Car and Caravan
Allow Working Clearance of 0.3m

Clearance Height = 2.3m (trailer varies)
Source = NAASRA Car and Caravan

PINE RIVERS SHIRE COUNCIL
MANOEUVRING TEMPLATE
CAR AND TRAILER
7.5mR
Allow Working Clearance of 0.5m

1.00 3.07 1.39

5.37 1.96

Source = A.S.2890.1 (Modified)
Source = A.S.2890.1 (Modified)
NOTES
Design based on AS 2890.2
and created by Auto Track 4.
ALLOW WORKING CLEARANCE OF 0.5m

NOTES
Design based on AUSTROADS
Design Vehicle and created by Auto Track 4.

Overall Width: 2.50m
Track Width: 2.50m
Lock to Lock Time: 4.0sec
Kerb to Kerb Turning Radius: 9.546m
Design Speed: 5.0km/h
NOTES
Design based on AUSTROADS
Design Vehicle and created by Auto Track 4.

Overall Width: 2.50m
Track Width: 2.50m
Lock to Lock Time: 4.0sec
MIN Kerb to Kerb Turning Radius: 9.546m
Design Speed: 5.0km/h
NOTES
Design based AS 2890.2 and created by Auto Track 4.

Overall Width = 2.45m
Track Width = 2.45m
Lock to Lock Time = 6.0sec
Kerb to Kerb Turning Radius = 11m
Design Speed = 5.0km/h

Allow working clearance of 0.5m

R12.5m

10.70

1.40 5.60 1.40
NOTES
Design based AS 2890.2 and created by Auto Track 4.

Overall Width: 2.45m
Track Width: 2.45m
Lock to Lock Time: 6.0sec
Kerb to Kerb Turning Radius: 11m
Design Speed: 5.0km/h
ALLOW WORKING CLEARANCE OF 0.5m

Clearance Height 4.5m

Operating Clearance Heights
- Front Load 6.1m
- Side Load 6.7m
- Rear (Roll-off) 7.1m

NOTES
Design based Mack Industrial Refuse Vehicle and created by Auto Track 4.

- Overall Width 2.50m
- Track Width 2.50m
- Lock to Lock Time 6.0sec
- Kerb to Kerb Turning Radius 12.50m
Clearance Height 4.5m

Operating Clearance Heights
- Front Load 6.1m
- Side Load 6.7m
- Rear (Roll-off) 7.1m

NOTES
- Design based Mack Industrial
- Refuse Vehicle and created by Auto Track 4.

Overall Width 2.50m
Track Width 2.50m
Lock to Lock Time 6.0sec
Kerb to Kerb Turning Radius 12.50m

1:250
NOTES
Design based on AUSTROADS
Design Vehicle and created
by Auto Track 4.

Overall Width 2.50m
Track Width 2.50m
Lock to Lock Time 6.0sec
Kerb to Kerb Turning Radius 12.262m
Design Speed 5.0km/h
NOTES
Design based on AUSTROADS Design Vehicle and created by Auto Track 4.

Overall Width 2.50m
Track Width 2.50m
Lock to Lock Time 6.0sec
MIN Kerb to Kerb Turning Radius 12.262m
Design Speed 5.0km/h

PINE RIVERS SHIRE COUNCIL
MANOEUVRING TEMPLATE
SINGLE UNIT TRUCK/ BUS
12.5mR

Mayor
Director A & I

C.E.O

Date.

1: 250
NOTES
Design based on AUSTROADS
Design Vehicle and created
by Auto Track 4.

Overall Width 2.50m
Track Width 2.50m
Lock to Lock Time 6.0sec
Kerb to Kerb Turning Radius 8.354m
Design Speed 5km/h

PINE RIVERS SHIRE COUNCIL

TURNING TEMPLATE
ARTICULATED VEHICLE
12.5mR
NOTES
Design based on Austroads Design Vehicle and created by Auto Track 4.

Overall Width: 2.50m
Track Width: 2.50m
Lock to Lock Time: 6.0sec
Kerb to Kerb Turning Radius: 8.354m
Design Speed: 5.0km/h
NOTES
Design based on
AUSTROADS Design
Vehicle and created
by Auto Track 4.

Overall Width: 2.50m
Track Width: 2.50m
Lock to Lock Time: 6.0 sec
Kerb to Kerb Turning Radius: 8.354 m
Design Speed: 5.0 km/h
DETAILS

Min. Radius: 9.2 m
Lock To Lock Time: 5.0 sec
Design Speed: 5.0 Kph
Source: J J Richards FL80
Refuse Vehicle

NOT TO SCALE

PINE RIVERS SHIRE COUNCIL
MANOEUVRING TEMPLATE
DOMESTIC COLLECTION VEHICLE
9.2mR
Allow Working Clearance of 0.6m

996  3070  1300

5370  1960  1560

DETAILS
ATRACK
Version: ATR003
Radius: 8m
Source: A.S.2890.1 (modified)

NOT TO SCALE
DETAILS

Min. Radius: 11.0 m
Lock To Lock Time: 5.0 sec
Source: J J Richards FL80 Refuse Vehicle

NOT TO SCALE
DETAILS

Min. Radius: 15.0 m
Lock To Lock Time: 5.0 sec
Source: J J Richards FL80 Refuse Vehicle

Allow Working Clearance of 0.3m

15.0mR

1.10  6.20  2.50

9.80  2.45

NOT TO SCALE
Allow Working Clearance of 0.6m

15.0mR

1.40

5.60

3.70

10.70

2.45

DETAILS
ATRACK
Version: ATR003
Radius: 15m
Source: A.S.2890.1 (modified)
Allow Working Clearance of 0.6m

2.4  5.95  1.3  2.55

12.2

2.5

15mR

DETAILS
ATRACK
Version: ATR003
Radius: 15m
Source: AUSTROADS
Intercity Tourist Bus

TURNING TEMPLATE
COACH (TOURIST–BUS)
15mR
Allow Working Clearance of 0.6m

15mR

1.6  4.10  9.00  2.80

17.50

DETAILS
ATRACK
Version: ATR003
Radius: 15m
Source: NAASRA
NOTES:

1. The first hump should be within 50m of the start of the street but should be clear of intersections so that it does not interfere with turning movements from the intersecting road.

2. Edge of hump to be a minimum of 5m from edge of nearest driveway.

3. Sight distance is to be in accordance with Council's design standards for Residential Streets.

4. Humps are to be installed at right angles to the direction of traffic.

5. Hump spacing is to be between 80m and 120m.

6. Hump is to extend laterally across the full width of road pavement available to traffic.

7. The roads on which humps are to be installed shall be in accordance with Council's requirements for Street Lighting.

8. Sign W3-4 is used in advance of an isolated hump installations. Sign W8-17-2 is added if it is the first hump in a series. Sign W5-10 and W8-2 are used at an isolated hump.

9. Sign W3-4, and sign assemblies W5-10/W8-2 and W8-17-2 are not required when the treatment is part of an area-wide scheme, or a clearly defined segment of a staged construction scheme.

10. Signs and Line Marking are to be placed in accordance with the M.U.T.C.D.
NOTES:—
1. Minimum length of platform shall be 8.0m when installed on a designated bus route, otherwise minimum length shall be 2.0m.
2. Sign W3-4 is used in advance of isolated hump installations. Sign W8-17-2 is added if it is the first hump in a series. Sign W5-10 and W8-2 is used at an isolated hump.
3. Sign W3-4 and sign assemblies W5-10/W8-2 and W3-4/W8-17-2 are not generally required when the treatment is part of an area-wide scheme, or a clearly defined segment of a staged construction scheme.
4. Sight distance is to be in accordance with Council’s design standards for Residential Streets.
5. The roads on which humps are to be installed shall be in accordance with Council’s requirements for street lighting.
6. Humps are to be clear of driveway entrances.
7. Hump spacing is to be between 80m and 120m.
8. The first hump should be within 50m of the start of the street but should be clear of intersections so that it does not interfere with turning movements from the intersecting road.
9. Where the road contains a designated bicycle lane the suitability of the road hump is to be further investigated.
10. Signs and Line Marking are to be installed in accordance with the M.U.T.C.D.
TABLE A

<table>
<thead>
<tr>
<th>DESIGN SPEED</th>
<th>CHEVRON LENGTH</th>
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<tbody>
<tr>
<td>40 to 60</td>
<td>10m</td>
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<tr>
<td>60 to 80</td>
<td>20m</td>
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TABLE B

<table>
<thead>
<tr>
<th>DESIGN SPEED</th>
<th>DIMENSION &quot;b&quot;</th>
</tr>
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<tbody>
<tr>
<td>LESS THAN 60km/h</td>
<td>8.0m</td>
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<tr>
<td>60 to 80km/h</td>
<td>12.0 to 20m</td>
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AS CONSTRUCTED INFORMATION

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<tr>
<th>CIRCLE TREATMENT TYPE USED</th>
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<th>2</th>
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<tbody>
<tr>
<td>&quot;a&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;b&quot;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTES
1. MINIMUM WIDTH "a" WHERE ISLAND CAN BE INSTALLED IS 7.0m MEASURED BETWEEN KERB HOSES.
2. IF DIMENSION "a" IS GREATER THAN 10m, TREATMENT TYPE 3 AS PER P.R.S.C. STD. DWG. 8-60039 IS TO BE USED.
3. DIMENSION "b" WILL VARY ACCORDING TO TABLE B.
4. NOSE OF ISLAND TO BE SET BACK A MINIMUM OF 0.6m FROM THE NOMINAL KERB LINE OF THE THROUGH ROAD AND 2.5m MINIMUM FROM THE EDGE OF THE NEAREST DRIVEWAY. ISLAND TO BE PAINTED USING GLASS EMBOSSED REFLECTIVE PAINT.
5. RAISED RETRO-REFLECTIVE PAVEMENT MARKERS ARE TO BE INSTALLED AT 5.0m SPACING TO ISLAND AND CHEVRON.
6. IF PEDESTRIAN ACCESS IS REQUIRED REFER TO P.R.S.C. STD. DWG. 8-60038 FOR OPENING LOCATION AND CONSTRUCTION INFORMATION.
7. SIGNS AND LINEMARKING ARE TO BE PLACED IN ACCORDANCE WITH THE M.U.T.C.D.

As Constructed

PINE RIVERS SHIRE COUNCIL

SPLITTER ISLANDS
TYPE 1 AND 2
FOR EXISTING ROADS 7m - 10m WIDE

As constructed
MID-BLOCK TREATMENT

NOTES:
1. Dimension 'b' to be a minimum of 1.0m.
2. Dimension 'c' to be 1.0m unless on a designated bicycle route.
3. Nose of island to be a minimum of 2.5m from the nearest edge of driveway.
4. Noses of islands to be painted using glass embedded reflective white paint.
5. Curve radii on islands to be 0.3m.
6. Sign D4-3A(L) to be installed on first island only, if directed by Council's Engineer.
7. Standard height to top of sign to be 1400mm from road surface. Standard height, longitudinal and lateral position subject to change where visibility would be compromised.
8. Line Marking is to be in accordance with the M.U.T.C.D.

INTERSECTION TREATMENT

PINE RIVERS SHIRE COUNCIL

STANDARD BLISTER ISLAND FOR EXISTING ROADS ONLY

AS CONSTRUCTED INFORMATION

Lot .... RP ....
House No. .......

Lot .... RP ........
House No. .......... a .... Distance to property bdy
b .... Width of blister island.

Lot .... RP ..........
House No. .......... a .... Distance to property bdy
b .... Width of blister island.

Lot .... RP ........
House No. .......... a .... Distance to property bdy
b .... Width of blister island.

Lot .... RP ........
House No. .......... a .... Distance to property bdy
b .... Width of blister island.

Lot .... RP ........
House No. .......... a .... Distance to property bdy
b .... Width of blister island.

Lot .... RP ........
House No. .......... a .... Distance to property bdy
b .... Width of blister island.

As Constructed
NOTES:—

1. On two lane roads, the minimum distance between kerb faces is to be 3.3m. For four lane roads, the minimum distance between kerb faces is to be 5.0m.

2. Sign (1) to be installed at distance 'x' shown in Table A.

3. Pointed median is preceded by barrier line extending for a distance 'y' shown in Table A.

4. Nose of island to be a minimum of 2.5m from edge of nearest driveway.

5. Where isolated refuges are used, W6-1 or W6-3, as appropriate, are erected together with W6-25 in advance of the refuge.

6. Raised retroreflective pavement markers to be installed at 5.0m spacings.

7. Pedestrian assist handrails may be provided on the island if required. Handrails to be in accordance with AS 1428 — Design for Access and Mobility.

8. Kerb ramps to be constructed in accordance with PRSC Standard Drawing No. 8-10043.

9. Standard height to top of sign (2) to be 1500mm from road surface. Standard height, longitudinal and lateral position subject to change where visibility is compromised.

10. When used at intersections, the length of the island closest to the intersecting street may be reduced to accommodate turning traffic. Minimum overall length is 1.8 metres.

11. Street lighting should be in accordance with Council's Street Lighting requirements and AS 1158.1

12. Double barrier lines to be broken opposite access driveways to permit crossing.

13. Noses of islands to be painted using glass embedded reflective white paint.

14. Keep Left signs may be mounted on bollards as directed by Engineer.

15. Sight distance is to be in accordance with Council’s design standards for Residential Streets.

16. Signs and Line Marking are to be placed in accordance with the M.U.T.O.D.

17. Holding rails are to be installed where directed by the Engineer on shared use paths. Holding rails are to be placed at the back of the kerb on the island and generally constructed and installed as per Dwg. No. 8-60036, Type "A" treatment.

**TABLE A**

<table>
<thead>
<tr>
<th>Design Speed</th>
<th>X</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;75</td>
<td>80–120</td>
<td>30</td>
</tr>
<tr>
<td>75–90</td>
<td>120–180</td>
<td>60</td>
</tr>
<tr>
<td>&gt;90</td>
<td>180–250</td>
<td>100</td>
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**TABLE B**

<table>
<thead>
<tr>
<th>Design Speed</th>
<th>Chevron Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;60</td>
<td>20m</td>
</tr>
<tr>
<td>60–90</td>
<td>25m</td>
</tr>
<tr>
<td>&gt;90</td>
<td>30m</td>
</tr>
</tbody>
</table>
NOTES
1. BARRIERS ARE TO BE PROVIDED WHERE SHOWN ON ALL BIKE/FOOTWAYS AT ROAD JUNCTIONS, AND ON ALL MAJOR FOOTPATHS EXITING ONTO ROADS OF COLLECTOR STANDARD OR GREATER.
2. BIKE/FOOTWAYS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH P.R.S.C. STD. DWG. 8–10036.
3. THIS DRAWING TO BE READ IN CONJUNCTION WITH COUNCIL’S BIKEWAYS PLAN.
4. SIGNS ARE TO BE INSTALLED ON BIKE/FOOTWAY AS PER P.R.S.C. STD. DWG. 8–60036.
5. FOR BIKEPATH/FOOTWAY WIDTHS REFER TO TABLE ON P.R.S.C. STD. DWG. 8–10036.
6. FOR CHICANE BARRIER TYPES AND INSTALLATION REFER TO P.R.S.C. STD. DWG. 8–60036.
7. CHICANE BARRIERS TO BE ARRANGED SO THAT THE USERS LAST MANOEUVRE FACES THEM TOWARDS ONCOMING ROAD VEHICLES.
8. WIDTH OF CHICANE IS TO BE 4000.
9. WHERE REMAINING UNFENCED AREA OF FRONTAGE IS LESS THAN 6M THEN THE LENGTH OF THESE BARRIERS CAN BE REDUCED.
10. CENTRE BARRIER TO BE REMOVABLE, FOR MOWING ACCESS. BARRIER TO BE INSTALLED AS PER REMOVABLE BARRIER DETAIL ON P.R.S.C. STD. DWG. 8–60036. BARRIER TO BE LOCKED IN PLACE WITH A MINIMUM OF ONE LOCKING PIN AND PADLOCK.

SECTION A

STANDARD CONSTRUCTION BETWEEN PROPERTIES

ALTERNATIVE CONSTRUCTION BETWEEN PROPERTIES

CONCRETE TO SLOPE TO CENTRE OF PATH AS SHOWN.

PROPERTY BOUNDARY

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NOTES
1. TYPE C BARRIER AT KERB LINE TO BE INSTALLED WHERE APPROACH DOWNGRADE OF BIKE/FOOTWAY IS IN EXCESS OF 5% OR WHERE DISTANCE FROM PROPERTY BOUNDARY TO KERB LINE IS IN EXCESS OF 5 METRES. FOR DETAILS OF BARRIER TREATMENT TO BE CONSTRUCTED AT KERB LINES REFER TO P.R.S.C. STD. DWG. B-80036.
2. CHICANE BARRIERS TO BE ARRANGED SO THAT THE USER'S LAST MANOEUVRE FACES THEM TOWARDS ONGOING ROAD VEHICLES.
3. WIDTH OF CHICANE IS TO BE 4000.
4. FOR BIKEPATH/FOOTWAY WOTHS, REFER TO TABLE ON P.R.S.C. STD. DWG. B-10036.
5. FOR CHICANE BARRIER TYPES AND INSTALLATION REFER TO P.R.S.C. STD. DWG. B-80036.
6. BARRIERS ARE TO BE PROVIDED WHERE SHOWN ON ALL BIKEWAYS/FOOTWAYS AT ROAD JUNCTIONS, AND ON MAJOR FOOTPATHS EXITING INTO ROADS OF COLLECTOR STANDARD OR GREATER.
7. BIKEWAYS/FOOTWAYS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH P.R.S.C. STD. DWG. B-10036.
8. THIS DRAWING TO BE READ IN CONJUNCTION WITH COUNCIL’S BIKEWAYS PLAN.
9. SIGNS ARE TO BE INSTALLED ON BIKEWAY/FOOTWAY AS PER P.R.S.C. STD. DWG. B-80037.
10. KERB RAMP TO BE INSTALLED TO THE APPROACHING TRAFFIC SIDE OF THE CHICANE. FOR CONSTRUCTION DETAILS REFER TO P.R.S.C. STD. DWG. B-80045.

BIKE/FOOTWAY EXITS TO ROADS WITH KERB AND CHANNEL

BIKE/FOOTWAY EXITS TO ROADS WITHOUT KERB AND CHANNEL
1. CHICANE BARRIERS TO BE ARRANGED SO THAT THE USER'S LAST MANOEUVRE FACES THEM TOWARDS ONCOMING ROAD VEHICLES.
2. WIDTH OF CHICANE IS TO BE 4000.
3. FOR BIKEPATH/FOOTWAY WIDTHS, REFER TO TABLE ON P.R.S.C. STD. DWG. B-10036.
4. FOR CHICANE BARRIER TYPES AND INSTALLATION REFER TO P.R.S.C. STD DWG 8-60033.
5. BARRIERS ARE TO BE PROVIDED ON ALL BIKEPATH/FOOTWAY INTERSECTIONS WITH ROAD JUNCTIONS, AND ON MAJOR FOOTPATHS EXITING ONTO ROADS OF COLLECTOR STANDARD OR GREATER.
6. BIKE/FOOTWAYS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH P.R.S.C. STD. DWG. B-10036.

7. STANDARD PEDESTRIAN REFUSE ISLAND TO BE INSTALLED WHERE DIRECTED BY THE ENGINEER. FOR CONSTRUCTION INFORMATION REFER TO P.R.S.C. STD. DWG. B-60032.
8. THIS DRAWING TO BE READ IN CONJUNCTION WITH COUNCIL'S BIKEWAYS PLAN.
9. SIGNAGE AND LINEMARKING TO BE INSTALLED AS PER P.R.S.C. STD. DWG. B-60032.
10. SIGNS ARE TO BE INSTALLED ON BIKE/FOOTWAY AS PER P.R.S.C. STD. DWG. B-60037.
11. WHERE THE WIDTH BETWEEN KERBS IS LESS THAN 7.5M, PAINTED LINEMARKING IS TO BE OMITTED UNLESS DIRECTED OTHERWISE.

LINEMARKING DETAIL
TO BE INSTALLED WHEN DIRECTED

FOR USE IN ROADS GREATER THAN COLLECTOR STANDARD

FOR USE IN ROAD OF COLLECTOR STANDARD OR LESSER

PINE RIVERS SHIRE COUNCIL
STANDARD BIKE/FOOTWAY DIRECT ROAD CROSSING

Ammended
Original issue
2/05
8/99
Revisions
Apd.
Date

NOT TO SCALE
Dimensions in mm.

Director Assets & Infrastructure

Mayor

Chief Executive Officer

Date

Drivn. M.P.C. Trpadd R/CAD
Cheque R/Acm.
Approved P. H.
Date

RON TENNS
400/26
Sheet 1 of 1 Sheets
NOTES

1. The fence or barrier is used to delineate curve in bicycle path and forces cyclists to use the designated crossing. Refer to P.R.S.C. Standard Drawing No. 8-60033 to 36.

2. Possible pedestrian refuge location. Refer to P.R.S.C. Standard Drawing No. 8-60032.


4. Selection of signage is dependant on road classification. All signs are to be installed with the exception of the following which may be omitted under the conditions stated—

(a) signs W6-7 & WB-23 need only be installed on roads of collector standard or greater, unless otherwise directed by Council’s Engineer. The signs are not required where a permanent marked or signalised crossing exists.

(b) signs R7-6-1 need only to be installed where the bikeway ends at a pedestrian facility crossing the road (eg. zebra, school or signalised crossing).

(c) sign W6-8 to be installed where necessary, as directed by Council’s Engineer.

5. All signs are to be in accordance with the Manual of Uniform Traffic Control Devices.
NOTES
1. KERB RAMP TO BE POSITIONED AT ALTERNATIVE LOCATION SHOWN WHERE THE LENGTH OF THE SPLITTER ISLAND (DIMENSION "B") IS LESS THAN 8 METRES.

2. BIKE/FOOTWAY WIDTH AND LOCATION WILL VARY ACCORDING TO ROAD CLASSIFICATION.

3. THIS DRAWING TO BE READ IN CONJUNCTION WITH COUNCIL'S BIKEWAYS DOCUMENT.

4. SIGNS ARE TO BE INSTALLED AS REQUIRED AS PER STD. DWG. NO. 8-60037.

5. ALL CONCRETE PATHS ARE TO BE INSTALLED AS PER STD. DWG. 8-10035.

6. REFER TO P.R.S.C. STD. DWG. 8-60030 AND 8-60039 FOR ISLAND LOCATION AND INFORMATION.

7. WIDTH OF OPENING IN ISLAND TO BE CONSISTENT WITH BIKE/FOOTWAY WIDTH.

8. LOCATION OF OPENING IN ISLAND TO BE IN LINE WITH KERB RAMPS.

ISLANDS CONSTRUCTED OVER PAVEMENTS
ISLANDS SET INTO PAVEMENTS
SIDES OF ISLAND OPENING TO BE SMOOTHLY SHAPE TO MATCH MOUNTABLE KERR PROFILE

SLOPE INFILL TO AID SURFACE DRAINAGE
JOIN SMOOTHLY TO ROADWAY - NO UP

100mm THICK AC OR CONCRETE INFILL TO ISLAND OPENING

AC CORRECTION IF REQUIRED TO AID SURFACE DRAINAGE OR CORRECT SURFACE FINISH

20mm
2.5%

20mm
2.5%

CROSS SECTION THROUGH ISLAND OPENING

BIKE/FOOTWAY AS REQUIRED PARALLEL TO KERB LINE

CONSTRUCT STD. KERB RAMP. REFER TO P.R.S.C. STD. DWG. 8-10045

PROPERTY BOUNDARY

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NOTES
Design based on JJ Richards
FL80 Refuse Vehicle and
created by Auto Track 4.

Overall Width 2.45m
Track Width 2.45m
Lock to Lock Time 6.0sec
Kerb to Kerb Turning Radius 15.00m
Design Speed 5.0km/h
NOTES
Design based on measurements taken from Council's crane truck and created by Auto Track 4.

Overall Width: 2.20m
Track Width: 2.20m
Lock to Lock Time: 6.0sec
MIN Kerb to Kerb Turning Radius: 7.25m
1. All dimensions are in millimeters unless noted otherwise.
NOTE:
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.

PINE RIVERS SHIRE COUNCIL

STANDARD SINGLE LANE
THRESHOLD

Director Assets & Infrastructure

Mayor

Chief Executive Officer

Drew

长大

Revision

Sheet 1 of 1 Sheets
NOTE:
FOR SLOW POINTS THAT ARE ON BUS ROUTES WHERE THE ROAD WIDTH IS LESS THAN
8m DIMENSIONS OF THE DEVICE ARE TO BE CHECKED IN EACH CASE