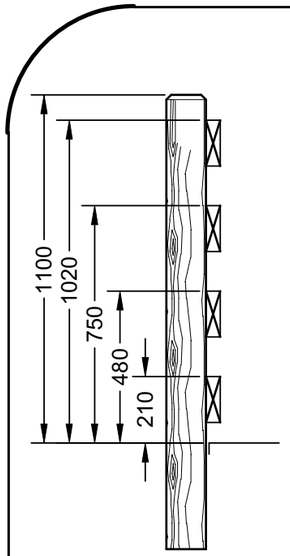
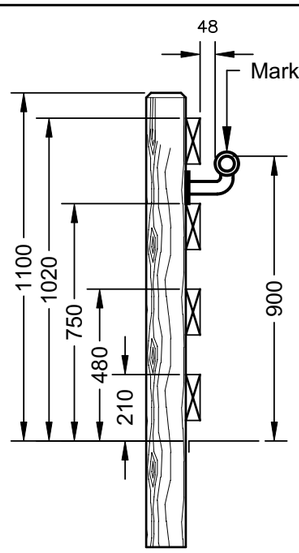


P1



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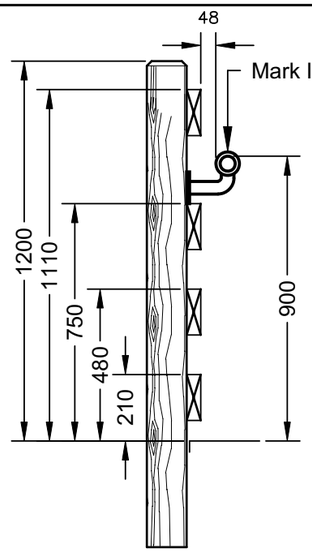
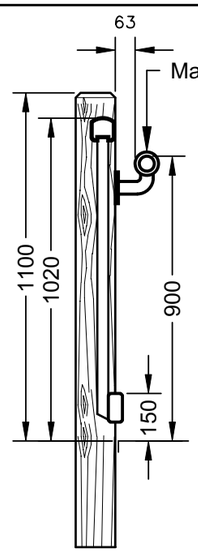
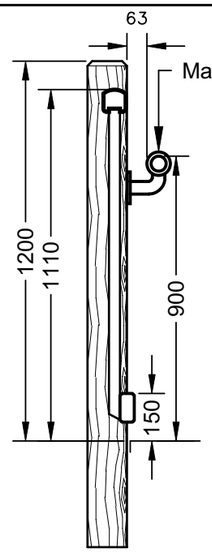


P3



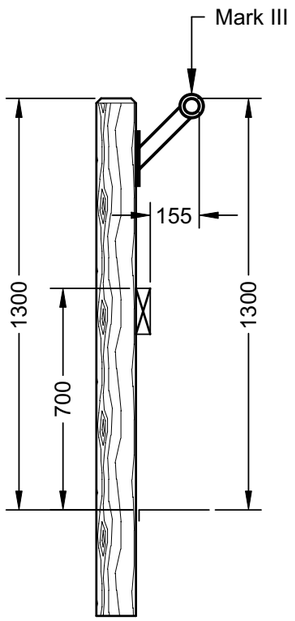
P4



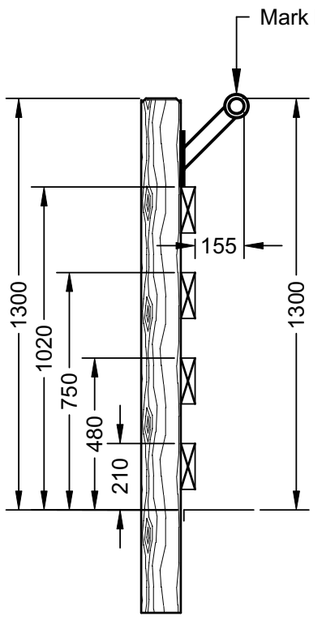
P5

VIEW 1/1 PEDESTRIAN RAILS

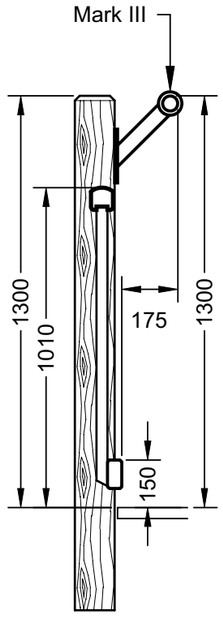
Scale: 1:20



C1



C2



C3

VIEW 2/1 CYCLEWAY RAILS

Scale: 1:20

CODE COMPLIANCE MATRIX

Mark	Style	Offset Rail Mark	BCA	Bridge	Tracks	Bicycle	Number of Panels	No of terminations (typically 4)
P1	Lockyer Standard	N/A	Fall height to 4m	N/A	Type 'B'	N/A		
P2	Lockyer + handrail	I	Fall height to 4m	N/A	Type 'B	N/A		
P3	Lockyer + handrail	I	Fall height to 4m	N/A	Type 'B	N/A		
P4	Queenslander + Handrail	II	all fall heights	N/A	Type 'A'	N/A		
P5	Queenslander + Handrail	II	all fall heights	all fall heights	Type 'A'	N/A		
C1	Partial Rail	III	Fall height to 1m	N/A	Type 'D'	Fall hts to 2m		
C2	Lockyer + cycle rail	III	Fall height to 4m	N/A	Type 'B'	Fall hts to 2m		
C3	Queenslander + cycle rail	III	all fall heights	all fall heights	Type 'A'	all fall heights		

'Heights' refer to fall heights from deck level to ground. (See Walking Track Infrastructure Code for its definition of Effective Fall Height)
N/A means this railing is does NOT meet some requirements of the Code listed. The Bridge Code does not recognize a reduction in barrier design for ANY fall height while the BCA does not address the concept of 'effective' fall height, just fall height.

Note that the Queenslander with the cycle rail is the only barrier system shown here that complies with all the (current 2007) listed Codes.

BCA denotes Building Code of Australia
Bridge Code denotes AUSTROADS Bridge Design AS 5100 - 2004.
Tracks denotes Walking Track Part 2: Infrastructure Design AS 2156.2-2001
Bicycles denotes Guide to Engineering Practice Bicycles Part 14 - Bicycles SAA HB69.14-1999

Specifiers should check that the version of the appropriate Code is still current.

Brackets have been designed for 1.5 kN/m transient load along the rail. Panic loadings have **not** been considered.
Based on J1 hardwood posts & coachscrews being installed as per Timber Code.
All CHS 48.3 x 3.2 grade 250 HDG (40NB medium) to maximum span of 2m and arranged in no less than 2 span continuous.

Post centres Maximum
Lockyer 2m
Queenslander 1.5m
Lockyer timber rails all 145x45 min.

SYM	Description	Date
A	Altered Geometry & Offset Rail Brackets	23-4-2008

REVISIONS

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PROPOSED BARRIERS FOR PEDESTRIAN & CYCLEWAY BRIDGES
1 OF 3

Approved	RPEQ 1135	A
Created	29–10–03	Orig
Scales	1:20	A3
Dwg No.	03–56–1	