CONSULT WITH QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS WHEN PROPOSING CHANGES TO EXISTING SUPERVISED CROSSINGS OR INSTALLING NEW SUPERVISED CROSSINGS.

NOTES:
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1741 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (UTC) PART 10 (HARNESSING). WHERE EDGE LINES PAINTED AS SHOWN WITH A 1 IN 15 TAPER.
2. CONSTRUCTION DRAWING GAP 600mm DESIRABLE (850mm MINIMUM). DESIGNER TO CONSIDER EFFECTS OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
3. ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE MESSAGE SIGNS.
4. 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 50mm WIDE 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 SEALING APRON CONNECTING THE FOOTPATH AND THE KERB OR A DISTANCE OF 3m (MIN) BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
5. COLOURED PAVEMENT TREATMENT TO BE COMPLETED IN TYPE 1 COLOURED PAVEMENT TREATMENT AS PER BCC REFERENCE SPECIFICATION 515 ROAD PAVEMENT MARKING.
6. KERB Ramps installed to BSD-5231 and should be installed with concrete pads on each side of ramp (as indicated in BSD-5231 if no footpath install concrete apron behind kerb ramp, refer BSD-5231 for kerb ramp details).
7. THE CHILDREN’S CROSSING (FC511B) WITH CROSSING AHEAD BNX1512 should be located 80-100m in advance of the crossing.
8. ALL CONCRETE TO BE GRADE 100 AND SPOX FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
9. ALL DIMENSIONS IN METRES (M).