

NOTES:

- 1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.10 AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
- 2. TIMES OF OPERATION MAY BE SPECIFIED BY USE OF SIGN R5-36 IF REQUIRED.
- 3. WHERE STATIONARY VEHICLES NEAR A CROSSING SERIOUSLY LIMIT VISIBILITY BETWEEN DRIVERS AND PEDESTRIANS, AN INCREASE IN THESE DISTANCES MAY BE REQUIRED.
- 4. ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES.
 5. A LINE (100mm WIDE AND PAINTED IN 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 THE KERB OR A DISTANCE OF 3-6m I.E. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
- 6. KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMP (AS INDICATED (i)) IF NO FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
- 7. THE CHILDREN SIGN (TC1193) WITH CROSSING AHEAD SIGN (W8-22) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THIS DISTANCE MAY BE REDUCED TO 30m MINIMUM IN LOW SPEED ENVIRONMENTS.
- 8. FOR CARRIAGEWAYS 10.8m WIDE AND OVER, INTEGRATED OR NON-INTEGRATED KERB BUILD-OUTS ARE DESIRABLE REFER
- 9. FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
- 10. ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
- 11. ALL DIMENSIONS IN METRES (U.N.O.).



