

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



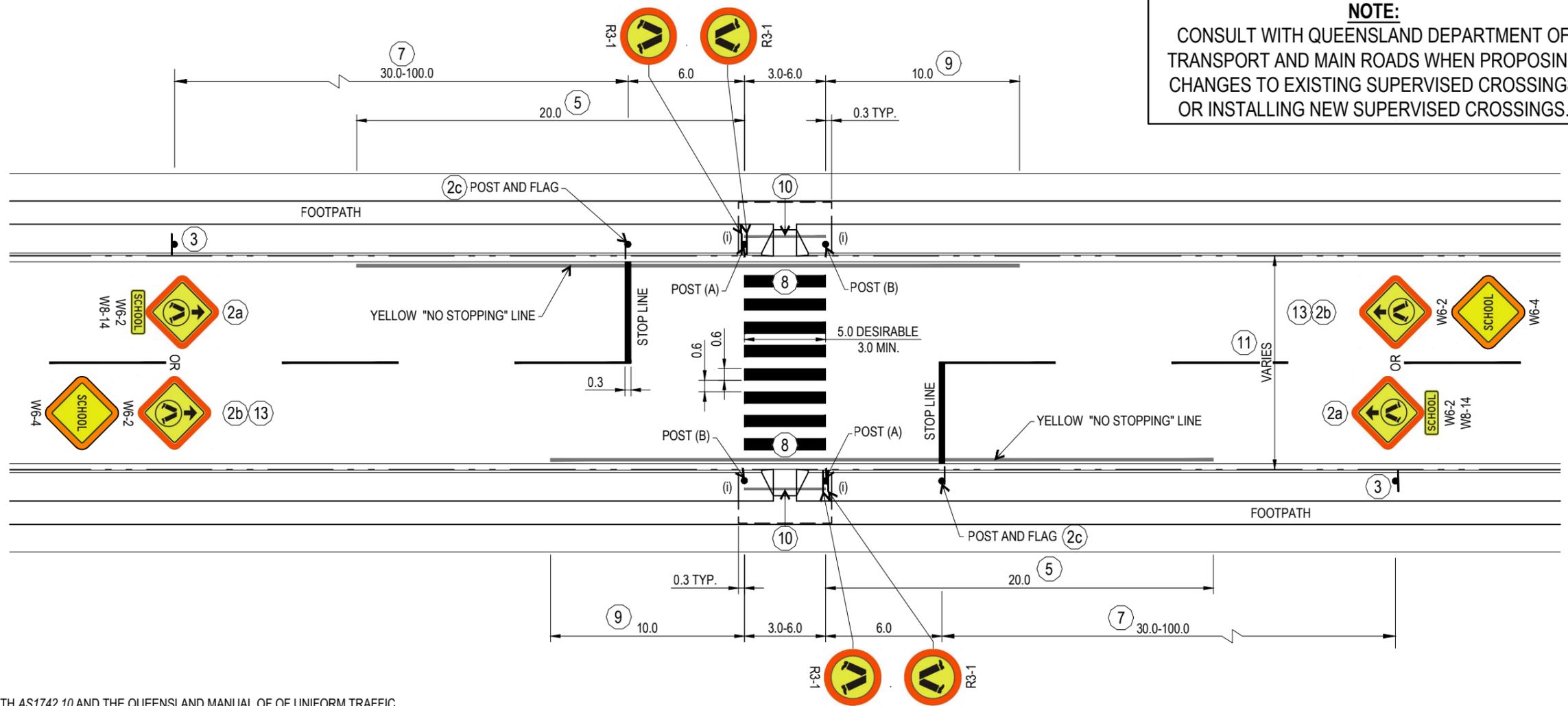
R3-1
(BACK TO BACK)

POST ALTERNATIVE RED AND WHITE BANDS 300mm WIDE (50mm NB POST)

1.0 DESIRABLE
0.5 MIN.

NOMINAL FACE OF KERB

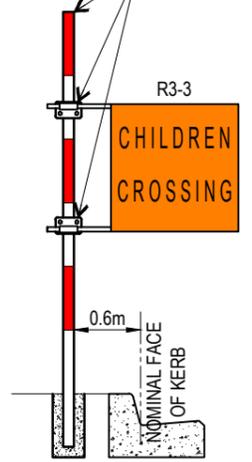
POST (A)



NOTES:

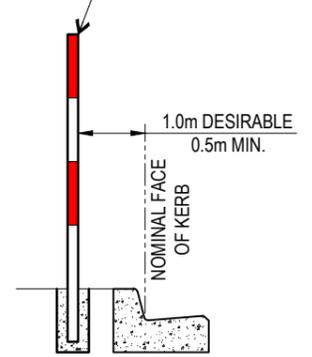
- THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.10 AND THE QUEENSLAND MANUAL OF OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 10 (HARMONISED).
- CHILDREN'S CROSSING AND PEDESTRIAN CROSSING (ZEBRA) SUPERVISED SIGANCE.
WARNING SIGNS:
(a) THE PEDESTRIAN CROSSING AHEAD (WITH FLUORESCENT ORANGE TARGET BOARD AS PER MUTCD PART 1)/SCHOOL SIGN COMBINATION (W6-2/W8-14); OR
(b) A STAND-ALONE PEDESTRIAN CROSSING AHEAD (W6-2) SIGN WITH SCHOOL WARNING SIGN (W6-4) SHALL BE ERECTED IN ADVANCE OF THE R3-3 SIGN.
CHILDREN CROSSING FLAG:
(c) A CHILDREN CROSSING FLAG (R3-3) SHALL BE MOUNTED AS SHOWN WHILE THE CROSSING IS SUPERVISED AND HAND STOP BANNERS (R6-7) SHALL BE USED BY THE SUPERVISORS.
- THE PEDESTRIAN CROSSING AHEAD (W6-2 WITH FLUORESCENT ORANGE TARGET BOARD) IS ALWAYS USED IN ADVANCE OF PEDESTRIAN CROSSINGS.
- ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES.
- IN 'CENTRAL TRAFFIC AREAS' THE APPROACH 'NO STOPPING' ZONE MAY BE MAY BE REDUCED TO 9.0m.
- WHERE USAGE OF THE FACILITY WILL BE EXPECTED AT NIGHT, LIGHTING OF THE PEDESTRIAN CROSSING SHOULD BE PROVIDED IN ACCORDANCE WITH AS/NZS1158.4 IN ACCORDANCE WITH AS1742.10 AND THE QUEENSLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - PART 10: PEDESTRIAN CONTROL AND PROTECTION.
- THE PEDESTRIAN CROSSING AHEAD SIGN COMBINATION (TC1194) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THE DISTANCE MAY BE REDUCED TO 30.0m MINIMUM IN LOW SPEED ENVIRONMENTS.
- KERB RAMPS SHOULD BE INSTALLED WITH CONCRETE PADS ON EACH SIDE OF RAMPS (AS INDICATED (i)) IF NO CONCRETE FOOTPATH, INSTALL CONCRETE APRON BEHIND KERB RAMP. REFER BDS-5231 FOR KERB RAMP DETAILS.
- IN 'CENTRAL TRAFFIC AREAS' THE DEPARTURE 'NO STOPPING' ZONE MAY BE REDUCED TO 6.0m.
- A LINE (APPROXIMATELY 100mm WIDE AND PAINTED YELLOW) TO BE PAINTED ON THE FOOTPATH - 1.0m 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, OF 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 3.0-6.0m, i.e. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
- FOR CARRIAGEWAYS 10.8m WIDE AND OVER, INTEGRATED OR NON-INTEGRATED KERB BUILDOUTS ARE DESIRABLE - REFER BSD-5255.
- FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO BSD-3201.
- ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
- W6-2 AND W6-4 SIGNS ARE TO BE FITTED WITH FLUORO ORANGE TARGET BOARDS.
- R3-1 SIGNS TO BE FLUORESCENT YELLOW GREEN WITH FLUORESCENT ORANGE TARGET BOARD.
- ALL DIMENSIONS IN METRES (U.N.O.).

POST AND SIGN BRACKETS AS PER BSD-5251



POST AND FLAG (1b)

POST AS PER BSD-5251



POST (B)

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

CHILDREN'S CROSSING WITH PEDESTRIAN CROSSING (ZEBRA) SUPERVISED

PUBLISH DATE		JUN 2023	
SCALE		NOT TO SCALE	
DRAWING NUMBER		BSD-5254	
ORIGINAL SIZE	REVISION		
A3	C		