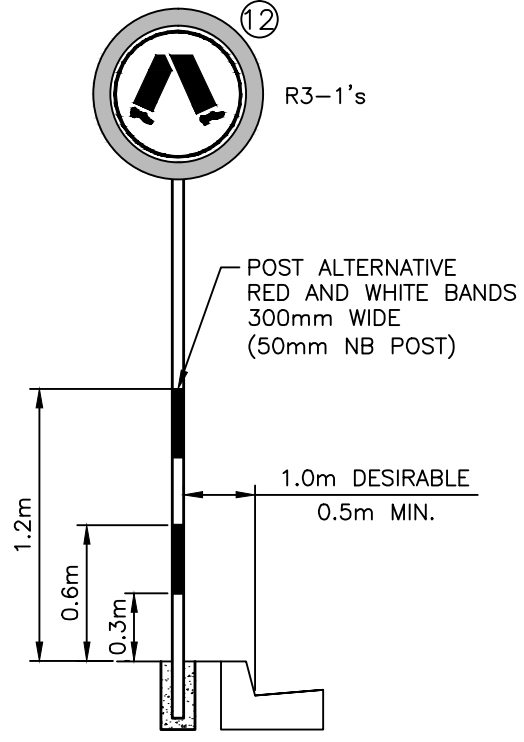
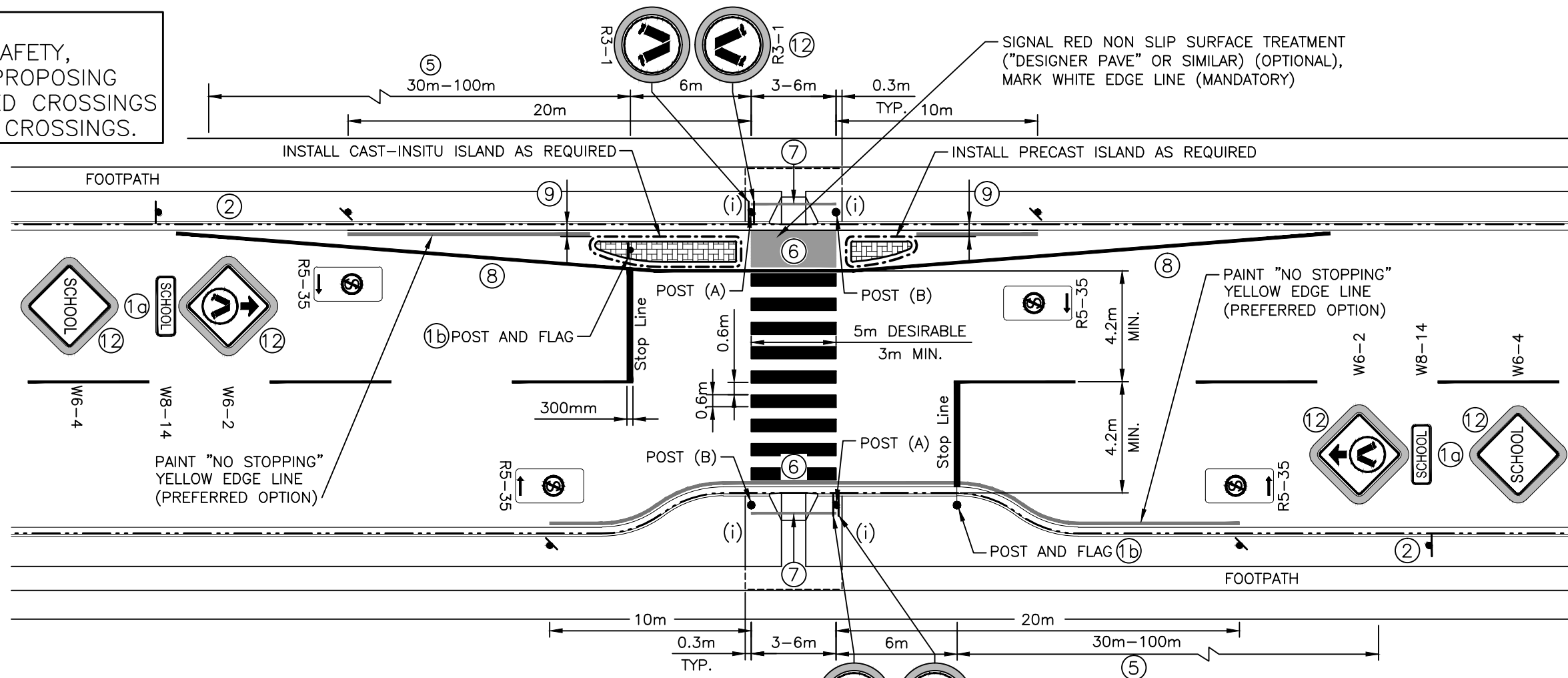
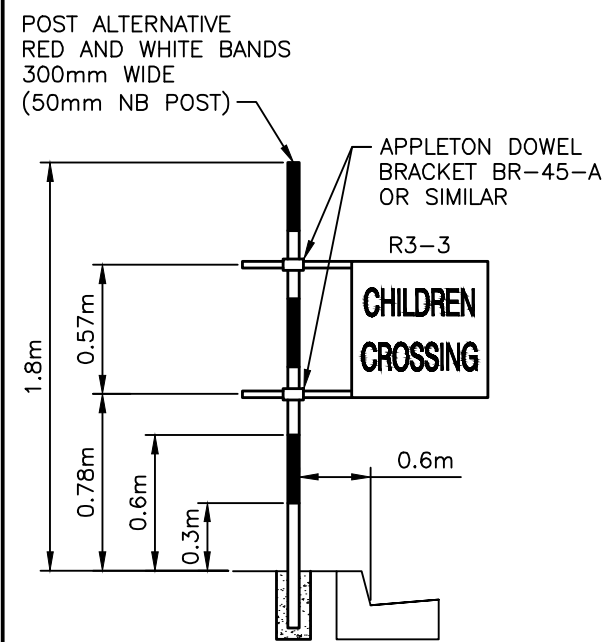


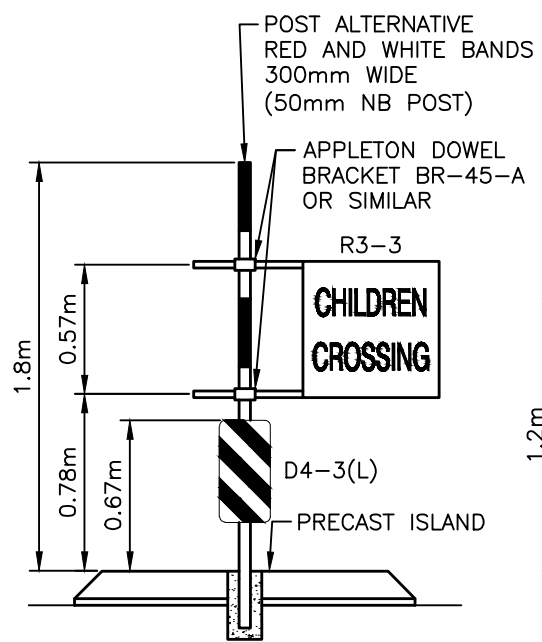
NOTE:
CONSULT WITH MANAGER-ROAD SAFETY,
QUEENSLAND TRANSPORT WHEN PROPOSING
CHANGES TO EXISTING SUPERVISED CROSSINGS
OR INSTALLING NEW SUPERVISED CROSSINGS.



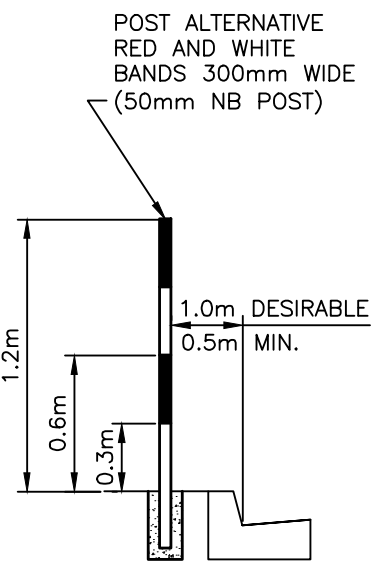
POST (A)



**POST AND FLAG
(INTEGRATED KERB BUILD-OUT)**



**POST AND FLAG
(NON-INTEGRATED KERB BUILD-OUT)**



POST (B)

NOTES:

- CHILDREN'S CROSSING AND PEDESTRIAN CROSSING (ZEBRA) SUPERVISED.
 - THE PEDESTRIAN CROSSING AHEAD SIGN (W6-2) MAY BE SUPPLEMENTED WITH A SCHOOL PLATE (W8-14), OR SCHOOL WARNING SIGN (W6-4) SHALL BE ERECTED IN ADVANCE OF THE PEDESTRIAN CROSSING AHEAD (W6-2) SIGN.
 - A CHILDREN CROSSING FLAG (R3-3) SHALL BE MOUNTED AS SHOWN WHILE CROSSING IS SUPERVISED AND HAND STOP BANNERS (R6-7) SHALL BE USED BY THE SUPERVISORS.
- THE PEDESTRIAN CROSSING AHEAD SIGN (W6-2) IS ALWAYS USED IN ADVANCE OF PEDESTRIAN CROSSINGS. THE SIGN MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES (SEE CLAUSE 11.5 - M.U.T.C.D.).
- ADVANCE SIGNS MAY BE SUPPLEMENTED WITH ADVANCE PAVEMENT MESSAGES (SEE CLAUSE 11.5 - M.U.T.C.D.).
- WHERE THERE IS SIGNIFICANT NIGHT TIME USE, STREETLIGHTING SHOULD BE PROVIDED (SEE CLAUSE 14 - M.U.T.C.D.).
- THE PEDESTRIAN CROSSING AHEAD SIGN (W6-2) SHOULD BE LOCATED 80-100m IN ADVANCE OF THE CROSSING. THE DISTANCE MAY BE REDUCED TO 30m 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.
- 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 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 3-6m I.E. BETWEEN THE CROSSING POSTS (WITHOUT FLAGS).
- WHITE EDGELINES PAINTED AS SHOWN WITH A 1 IN 15 TAPER.
- LONGITUDINAL DRAINAGE GAP 600mm DESIRABLE (450mm MINIMUM). DESIGNER TO CONSIDER EFFECTS OF LOCALISED ROADWAY FLOODING ON ADJACENT PROPERTIES.
- FOR DESIGN NOTES, CONSTRUCTION NOTES AND LEGEND REFER TO UMS 901.
- ALL CONCRETE TO BE GRADE N25 AND BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS.
- ALL 'W6-2' AND 'R3-1' SIGNS ARE TO BE FITTED WITH FLUORO ORNAGE TARGET BOARDS.

| ISSUE | AMENDMENT | DRAWN DATE | CHK'D DATE | APPR'D DATE |
|-------|--|------------|------------|-------------|
| C | NEW ISSUE - ORIGINAL UMS 994 NOW UMS 999 | Aug '10 | Aug '10 | Sept '10 |
| B | NOTE 7 ADDED & HALF ROAD PLAN DELETED | May '07 | May '07 | May '07 |
| A | ORIGINAL ISSUE | May '06 | June '06 | Aug '06 |

| DESIGN | STANDARDS WORKING GROUP | DATE |
|------------------|-------------------------|---------------|
| DRAWN | CITY DESIGN | DATE May '06 |
| CHECKED | D Maher | DATE June '06 |
| DRAWING FILENAME | UMS 994 | |
| ASSOCIATED PLANS | | |

DESIGN AUTHORISED FOR ISSUE
P COTTON SIGNATURE ON ORIGINAL
DATED 06/09/06
MANAGER CITY ASSETS, R.P.E.O.: 2 5 4 6
DESIGN APPROVED
V NASH SIGNATURE ON ORIGINAL
SENIOR PROGRAM OFFICER - ROAD NETWORK



BRISBANE CITY COUNCIL STANDARDS DRAWING

ROAD NETWORK GUIDELINES
CHILDREN'S CROSSING WITH PEDESTRIAN CROSSING (ZEBRA)
SUPERVISED - WITH INTEGRATED OR NON-INTEGRATED KERB BUILD-OUTS

SCALE: NOT TO SCALE
DWG No. **UMS 994**
ORIGINAL SIZE: A3 REVISION: C