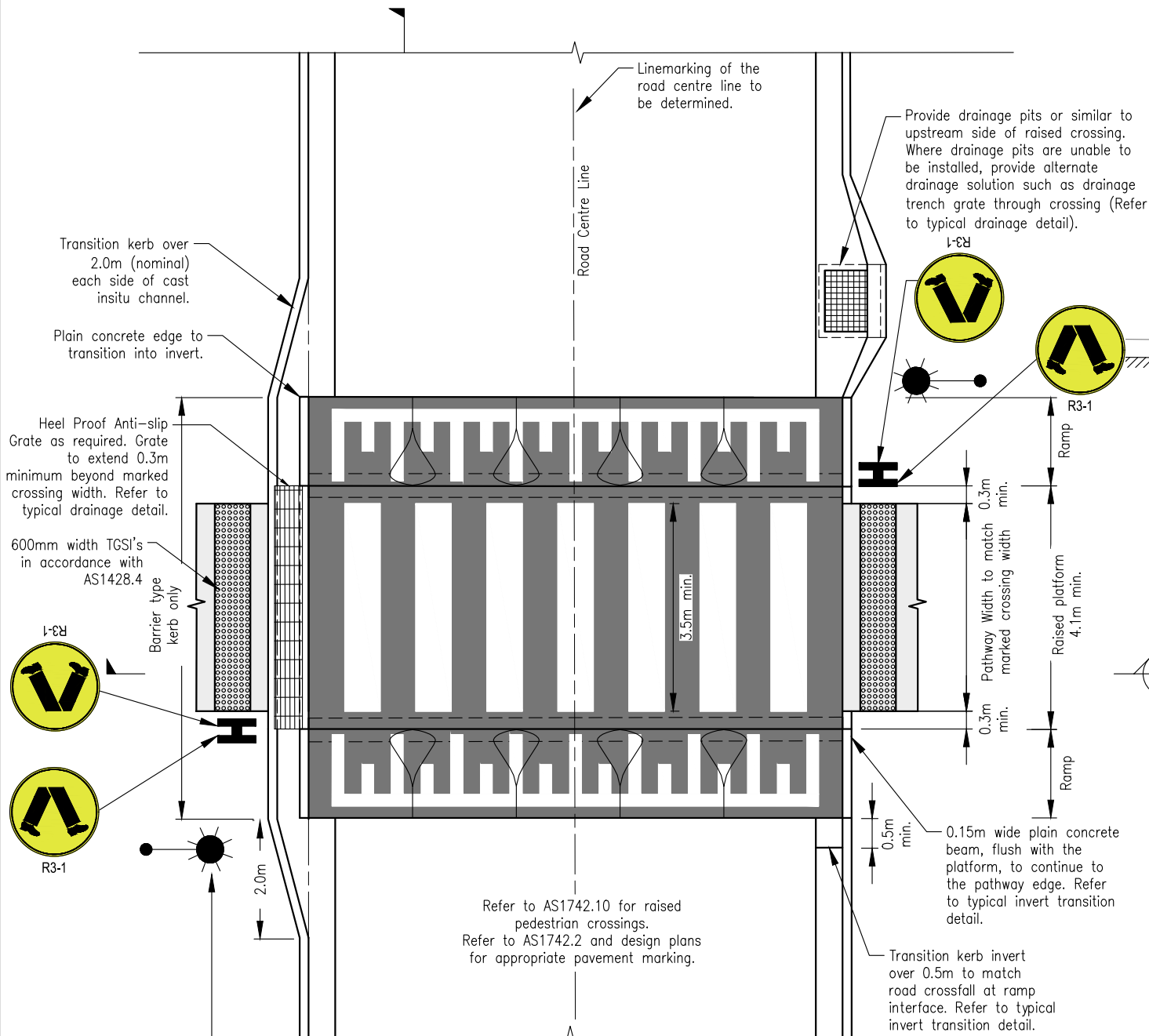


The purpose of this Standard Drawing is to provide typical details only. The fitness for purpose of all crossings for specific projects should be assessed and accepted by a Registered Professional Engineer of Queensland (RPEQ).

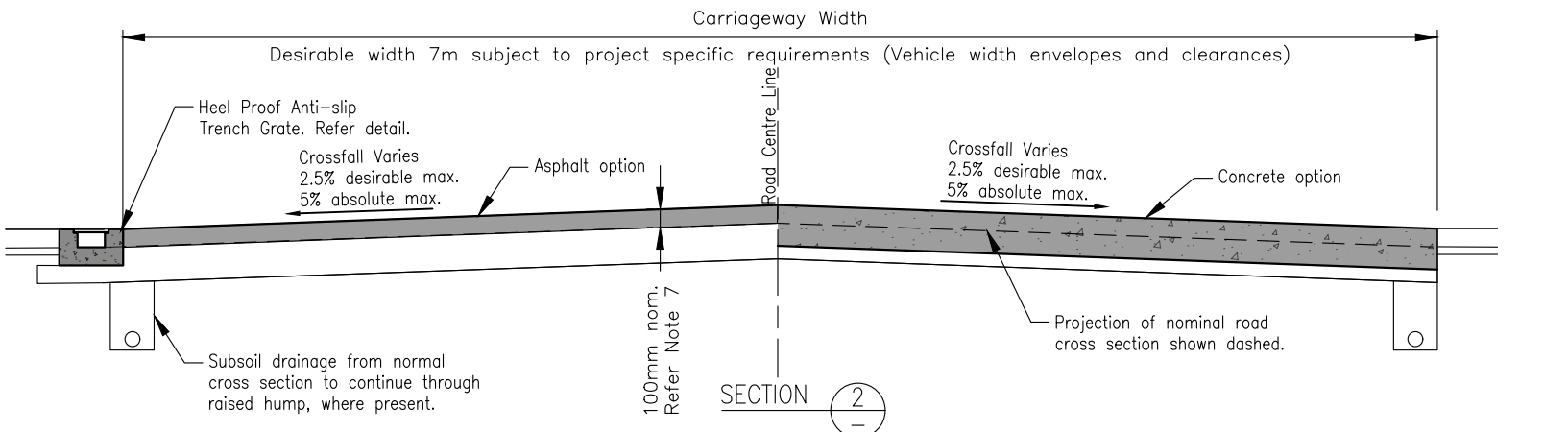
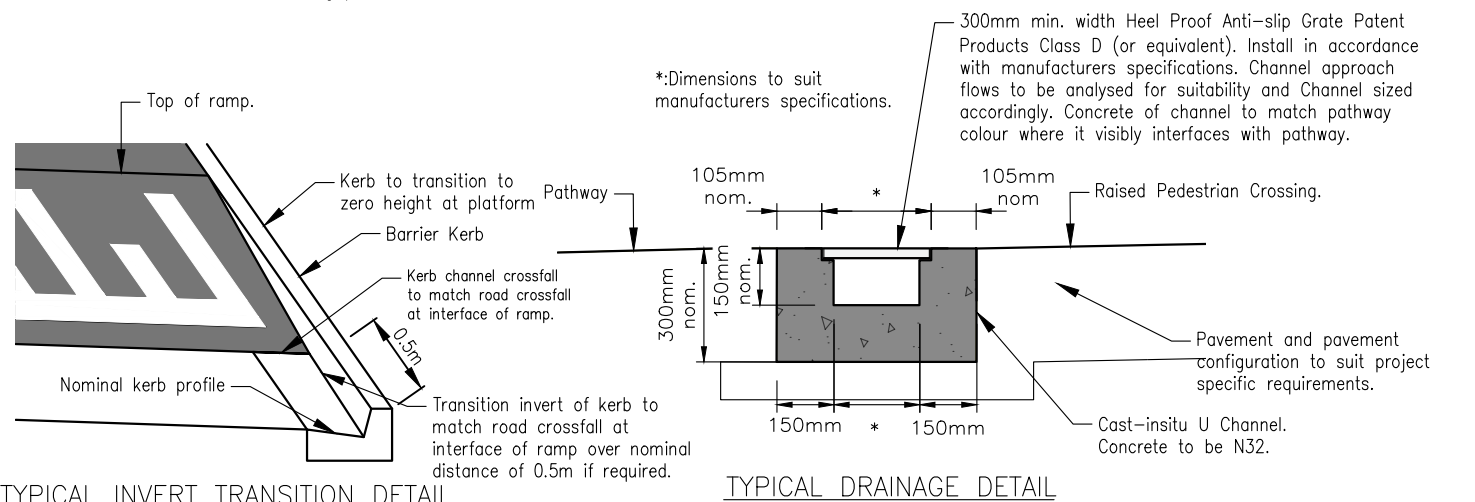
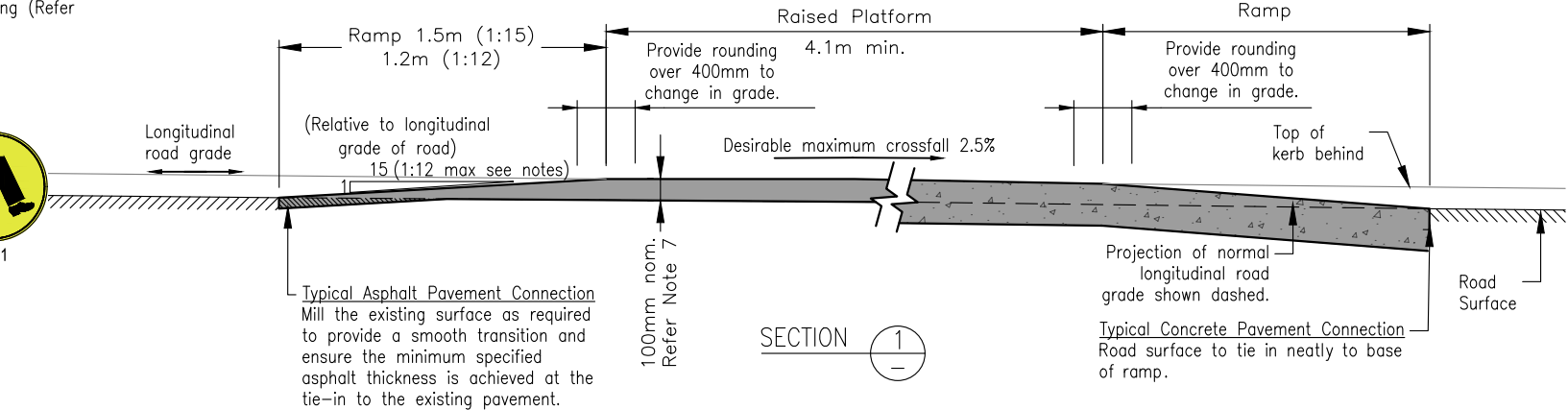


Refer to AS1742.10 for raised pedestrian crossings.
Refer to AS1742.2 and design plans for appropriate pavement marking.

RAISED ZEBRA CROSSING PLAN

Refer AS/NZS 1158.4:2015 Section 3.2, Table 3.1 and Table 3.2 for minimum lighting requirements. Refer SCC Urban lighting master plan and AS4282 for Obtrusive Lighting Standards (spill light, glare, overhanging vegetation etc.).

- NOTES:
1. Subsoil Drainage to be in accordance with IPWEAQ standard drawing RDS-801.
 2. Kerb types to be considered in accordance with IPWEAQ standard drawing RDS-200. Relevant TMR Standards to be alternatively used on Main Roads.
 3. Pathways to be considered in accordance with IPWEAQ standard drawing PCD-101.
 4. All parking, infrastructure and vegetation to remain clear of applicable pedestrian/road users sight lines.
 5. The ramps and raised platforms to be of black asphalt or the blackest available CCS concrete colour types, for example CCS V00D00 87. Structural pavement design (asphalt or concrete) to be undertaken by an appropriately qualified Engineer. In precinct areas, aesthetically coloured or finished concretes can be considered. Colour/finish selection to be in accordance with Council Landscape Infrastructure Manual (LIM) and/or in liaison with the Landscape Architectural Services (LAS). The colours are to achieve maximum luminance contrast with the white line markings, for example CCS WALNUT ; where a coloured concrete platform is issued, the approaching pathway should be the same finish to clearly delineate continuation for the pedestrian.
 6. Desirable platform height 100mm. Lower platform height may be considered where site constraints (ie.drainage) and traffic composition (ie. emergency vehicles) suggests a lower height profile is suitable. Such reduction in platform height to be assessed by an appropriately qualified engineer.
 7. All linemarking and signage in accordance with AS1742.
 8. Linemarking to be in accordance with MRTS45 and product manufactures guidelines. Where applied to concrete pavements, a minimum 28 days curing period must be observed and surface preparation must include physical abrasive means such as grinding or blasting to remove curing compounds prior to the applications of linemarking.
 9. Refer Austroads guide to road design Part 4A for the application of pedestrian sight line assessment.
 10. Vehicle Turn-paths to be utilised to ensure parking activities can occur without conflict of the crossing operation.
 11. On bus routes, a minimum 6m platform width should be used.
 12. Reduction in platform height may be considered in an emergency vehicle route to be undertaken by an appropriately qualified Engineer.
 13. Grades depicted on this drawing are based on flat terrain. If section of road is on an incline or decline, then the grade of the ramp will need to be appropriately adjusted to achieve an equivalent change in grade. Appropriate vertical vehicle template checks may be required for any non-typical profile.
 14. Construction tolerances: height of platform tolerance -6mm to +6mm for both concrete and asphalt (tolerance for asphalt may vary as specified by site superintendent).
 15. Ramp gradient range from 1:15 to 1:12 max. Vehicle speeds and traffic composition of the route, both current and future to be considered in the selection of ramp grades. Ramp grades to be assessed by a suitably qualified engineer.



A	28/07/25	ORIGINAL ISSUE	SCC	SCC	
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