

ZEBRA CROSSING - MID BLOCK

NOT TO SCALE

**FOR USE ON LOCAL COMMUNITY ROUTES
SUBURBAN OR INNER-URBAN LAND USE - ESTATE DEVELOPMENT OR RETROFIT**


VISIBILITY SPLAY DIMENSIONS IN ESTATE DEVELOPMENT AND RETROFIT (WITH RAISED PAVEMENT PLATFORM)			
KERB EXTENSION WIDTH	ROAD APPROACH (m)	ROAD DEPARTURE (m)	PATH APPROACH (m)
No Kerb Extension	20	10	6
>2.5m	9	5	4

Retrofit Zebra crossings installed without platforms in inner urban land use locations may use the above table in lower speed environments

VISIBILITY SPLAY DIMENSIONS IN RETROFIT (NO RAISED PAVEMENT PLATFORM)			
85th PERCENTILE SPEED	ROAD APPROACH (m)	ROAD DEPARTURE (m)	PATH APPROACH (m)
30 km/h	20	10	6
40 km/h	25	15	7
50 km/h	30	20	8
> 60 km/h	35	25	9

NOTES


- The application of visibility splays for Zebra crossings with recommended distances for approach and departure are designed to take account of cyclists approaching the zebra crossing at 10km/h. This is a result of changes in the ACT Road Rules permitting cyclists to use Zebra crossings.
- Zebra crossings are to be installed in accordance with AS1742.10, MIS05 Section 4.7.3 with pavement markings and signage as detailed on ACTSD-3530.
- Lighting is to be installed in accordance with AS1158.4 and improved in retrofit to meet this Standard.
- The area within the visibility splay is to be planted with ground cover vegetation with a maximum growth height of 150mm and maintained to this height.
- Service poles and mature trees are permitted in the splay area provided trees are kept trimmed to min 3.0m from ground and signage is mounted above 2.0m height.
- The path approach dimension on the visibility splay is always measured from the permanent kerb alignment.
- Only applicable for streets with maximum one travel lane in each direction. Crossings of wider streets should use signalised crossings.
- Approach speed mitigation measures, if warranted, are to be as detailed on ACTSD-0523.
- Paint RHM on each approach ramp. Refer ACTSD-3532.
- Raised platform details (refer to ACTSD-3531, -3532 and -3533) are to meet minimum requirements for bus traffic when installed on bus routes.
- In Estate Development, stormwater drainage is to be installed to provide the crossing with a continuous grade between verges. In Retrofit, raised platform may be constructed with continuity of the existing gutter tray.
- When the platform substrate is concrete, the concrete is batch mixed with 'Brick Red' oxide to provide contrast to the crossing markings. Refer to ACTSD-3530 and -3531 for crossing set out details and ACTSD-3531, -3532 and -3533 for platform and signage details. For Bicycle-Only Priority Crossing refer to ACTSD-3534 for set-out and platform details and ACTSD-0505 - 0509 for general details and signage.



**ACT
Government**

STANDARD DRAWING

**ZEBRA CROSSINGS
- VISIBILITY SPLAY
AND OTHER DETAILS**

Authorised: 

Latest Revision Details		
Rev	Amendment	Date
2	Platform now asphalt. Note 12 added.	31/05/21
1	Table note - retrofit use without platform	09/11/20
0	First issue	28/09/18

Drawing No. **ACTSD-0522** Revision **2**