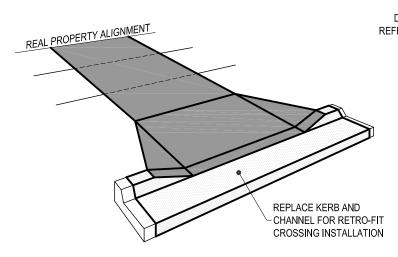


(FOR TYPE 'E' K&C)

(INVERT LIP DETAIL - WHERE REQUIRED)



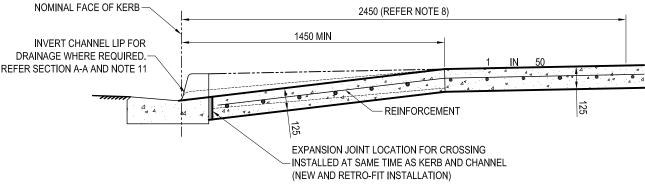
## PERSPECTIVE VIEW

2500 MIN 4000 MAX. FOR SINGLE GARAGE **ELECTRICAL** 5000 MAX, FOR DOUBLE GARAGE SUPPLY PILLAR **REFER NOTE 12** REAL PROPERTY ALIGNMENT 500 MIN. FROM SL72 WELDED MESH EDGE OF PILLAR MIN. CLEAR COVER 50 EXISTING FOOTPATH TO BE REMOVED. SAW CUT TO ALLOW NEAT REMOVAL MESH TO BE OF EXISITING PATH. LAP JOINTED INSTALL EXPANSION JOINT IF NONE EXISTS WITHIN 16m OF DRIVEWAY **EXISTING EXISTING** CONCRETE CONCRETE PATH (IF PATH (IF PRESENT) PRESENT) INSTALL EXPANSION JOINT IF NONE EXISTS WITHIN 16m OF DRIVEWAY ŢFŎŖŇĂŖŘOŴ RESIDENTIAL STREETS (i.e. 5.5m WIDE) THE WINGS AND APRON MAY BE INCREASED **ELECTRICITY POLE** FROM 900x600 TO 1250x1450 TO FACILITATE ACCESS OR STREETLIGHT 1000 MIN FROM EDGE OF POLE EXISTING 2000 MIN. FROM TREE **EXPANSION** REFER TREE OFFSET NOTE STREET TREE JOINT AND NOTE 14 TRAFFIC SIGN 500 MIN. FROM POST √500 MIN 1 NOMINAL FACE OF KERB STORMWATER LINE GULLY 600 MIN. FROM STORMWATER GULLY KFRB SAW CUT EXISTING KERB AND CHANNEL 500 MIN TAPER FOR RETRO-FIT CROSSING INSTALLATION SAW CUT EXIST, KERB AND CHANNEL FOR REPLACE KERB AND CHANNEL FOR RETRO-FIT CROSSING INSTALLATION RETRO-FIT CROSSING INSTALLATION

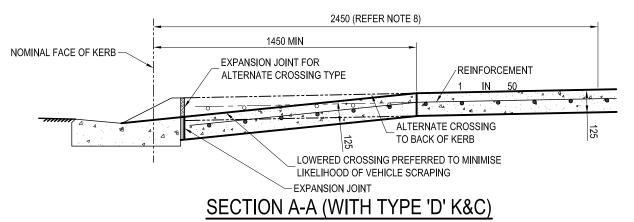
# LEGEND:

#### TREE OFFSET NOTE (REFER NOTE 14)

- 2000 MIN, FROM TRUNK OF 'TREE OF CYLINDRICAL FORM'
- BUTTRESS TREES REQUIRE A GREATER CLEARANCE TO DRIVEWAYS. APPLICANTS MUST SUBMIT A VEHICLE CROSSING/DRIVEWAY PROPOSAL PLAN TO COUNCIL SHOWING ADEQUATE CLEARANCE TO BUTTRESSED ROOTS TO THE SATISFACTION OF SUITABLY QUALIFIED ARBORIST OR COUNCIL DELEGATE.

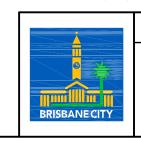


### SECTION A-A (WITH TYPE 'E' K&C)



#### NOTES:

- THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES FOR DETAIL (REFER BSD-0015 FOR REQUIREMENTS).
- THIS CROSSING IS NOT FOR COMMERCIAL VEHICLES.
- ALL CONCRETE TO BE GRADE N32.
- ALL CONCRETE TO BE BROOM FINISHED. FOR SLIP RESISTANCE REQUIREMENTS REFER SPECIFICATION \$150 ROADWORKS.
- EXPANSION JOINTS TO BE FULL DEPTH 10 THICK CLOSED CELL CROSS LINKED POLYETHYLENE FOAM (85-150kg/m3), SEAL SURFACE OF JOINT WITH A SUITABLE POLYURETHANE SEALANT.
- THE THICKNESS OF DECORATIVE SURFACING WHERE APPROVED IS ADDITIONAL TO THE THICKNESS SHOWN.
- PERMITS RELATING TO ROADS AND DRAINAGE MUST BE OBTAINED FROM COUNCIL (EITHER FROM REGIONAL BUSINESS CENTRES OR www.brisbane.qld.gov.au) TO SEEK APPROVAL OF LOCATION AND LEVELS PRIOR TO ANY EXCAVATION.
- A 1:50 SLOPE UPWARDS FROM THE TOP OF KERB FOR A MIN DISTANCE OF 2450mm IS NECESSARY TO PROTECT PROPERTIES FROM STORMWATER OVERFLOW FROM THE ROAD PAVEMENT. THIS CONSTRAINT MAY BE VARIED WITH THE APPROVAL FROM COUNCIL.
- WHEN CROSSING IS RETRO-FITTED TO EXISTING KERB AND CHANNEL, THE EXISTING KERB AND CHANNEL IS TO BE REMOVED USING A SAW CUT AND NEW KERB AND CHANNEL CONSTRUCTED AS PART OF NEW CROSSING, REFER BSD-2001 FOR STANDARD KERB PROFILES.
- FOR RETRO-FITTED CROSSINGS EXISTING ROAD PAVEMENT TO BE SAW CUT TO ALLOW CLEAN REMOVAL OF EXISTING KERB AND CHANNEL, REINSTATE ROAD PAVEMENT AFTER CONSTRUCTION OF NEW CROSSING
- INVERT CHANNEL LIP ONLY TO BE PROVIDED ON BOTH TYPE 'D' AND TYPE 'E' KERB AND CHANNEL TYPES TO PREVENT WATER FLOW INGRESS ON FLAT OR NEGATIVE VERGE CROSSFALLS, LIP TO BE 100mm FROM TOP OF KERB.
- NARROW LOT FRONTAGE CROSSOVER MAXIMUM WIDTHS
  - FRONTAGE ≥7.5m BUT <10m: 4.0m;</li>
  - FRONTAGE <7.5m; 3.5m.
- 13. ON MINOR ROADS CROSSOVER TO BE A MINIMUM:
  - 10m FROM A MINOR INTERSECTION;
  - 20m FROM A MAJOR INTERSECTION
- TREE OF CYLINDRICAL FORM IS A TREE WITH A ROUND STEM WITH NO ADJOINING TREE ROOTS ABOVE THE GROUND SURFACE. BUTTRESS TREES ARE TREES WITH A ROUND STEM WITH ABOVE GROUND BUTTRESSED ROOTS (i.e. LARGE, WIDE ROOTS ON ALL SIDES OF A SHALLOWLY ROOTED TREE). TREE SPECIES WITH BUTTRESSED ROOTS INCLUDE FIG TREES AND POINCIANAS.
- 15. DIMENSIONS IN MILLIMETRES (U.N.O.).



BRISBANE CITY COUNCIL STANDARD DRAWING

VEHICLE CROSSING (DRIVEWAY) -SINGLE DWELLING

NOV 2019 NOT TO SCALE DRAWING NUMBER BSD-2022 ORIGINAL SIZE