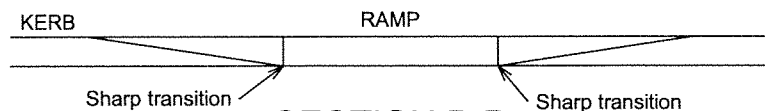
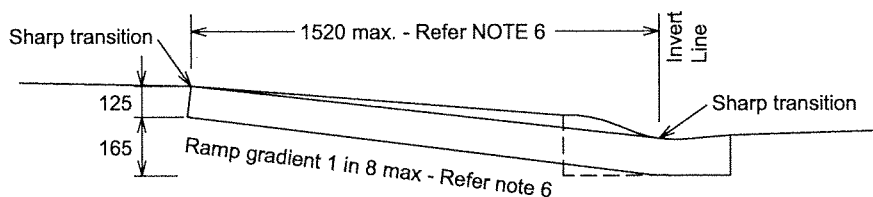


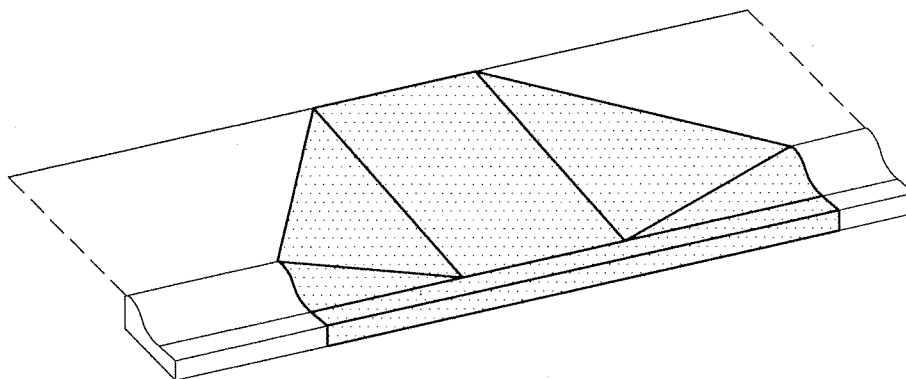
PLAN



SECTION B-B



SECTION A-A



PERSPECTIVE VIEW

(STANDARD M3 TYPE KERB)

NOTES

- Kerb ramps shall be provided at approved sites at intersection corners and established mid block sites.
- The number and exact positions shall be determined with regard to the location of existing or proposed traffic signal posts, drainage structures and pedestrian desire lines. Ramp is to be located 1.0m minimum clear of obstructions.
- The location of kerb ramps should be carefully planned to ensure that users are not put at risk from traffic of any kind, bearing in mind that a person with a disability may have a reaction time greater than that of a person having full mobility.
- Kerb ramps should be installed in the kerb in a manner which will direct the user (particularly people with a vision disability) across the adjacent roadway by the most direct route.
- The sides of the kerb ramp shall be graded plane surfaces.
- The maximum gradient of a ramp exceeding 1520mm in length shall be 1:14.
- Wherever possible discharge point from kerb ramps should be located so as to integrate use by both people with a disability and able bodied persons.
- The ramp and sloping sides should be slip resistant.
- Concrete to be N32.
- Refer STD dwg 01-75 for approved kerb ramp location and configurations.
- KERB RAMP WINGS** - The required kerb ramp wing angle is 45°. Subject to the approval of the superintendent, wings may be angled at less than 45° if pedestrians do not walk over the side of the ramp and the wing is required to be clear of traffic signals hardware, other kerb ramp wings or utility pits/manholes. Kerb Ramp wing angle may also be reduced at obtuse angled intersections. Wings shall have a width between 600mm and 1200mm. A max slope of 1 in 4 (25%) is to be maintained on the wings at the kerb face (ie 600mm wide wing for a 150mm kerb).

*** TACTILE INDICATORS SHALL BE INSTALLED AS PER AS 1428.4 -2002 AS ADVISED ***

SCALE: N.T.S

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



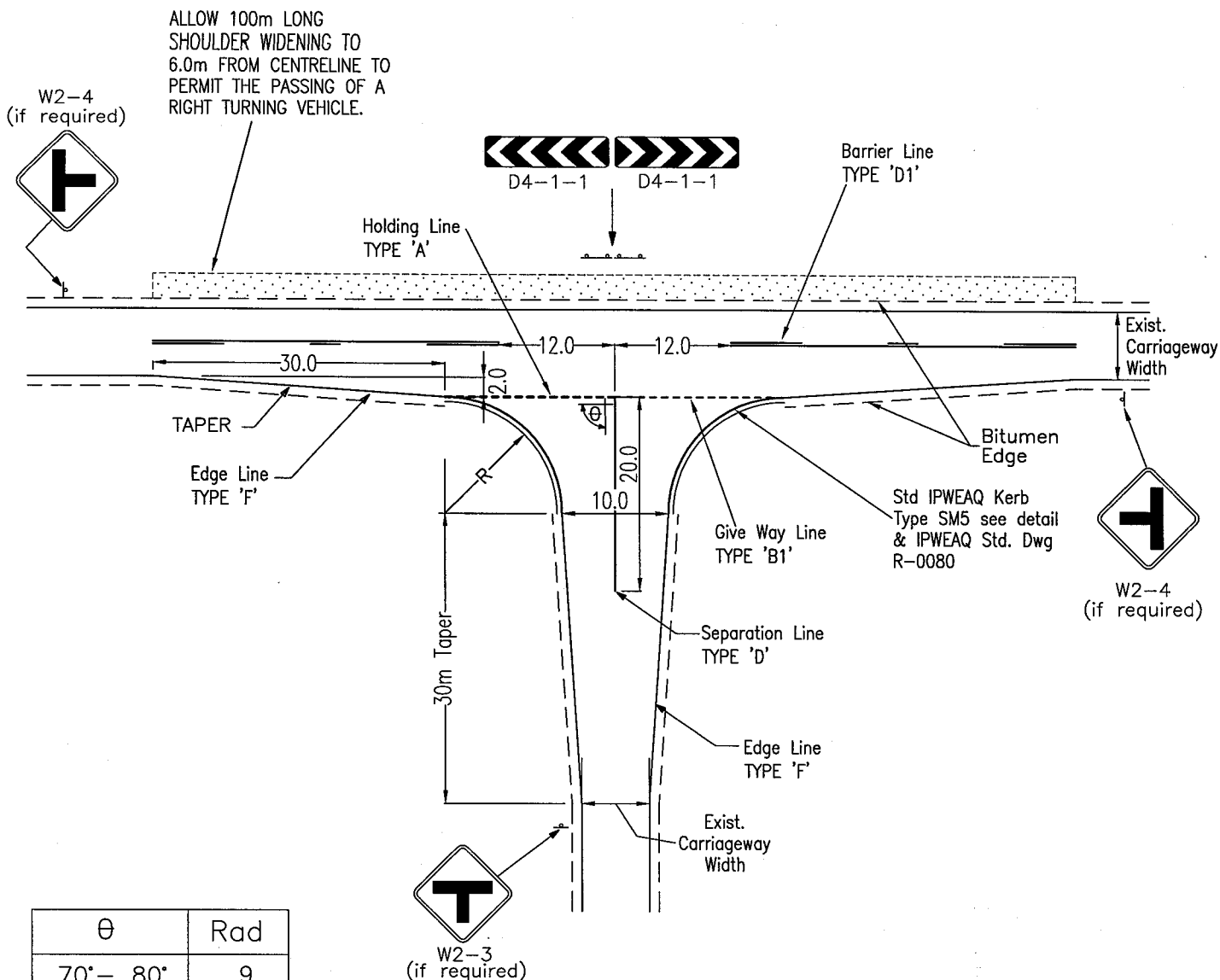
**CABOOLTURE
SHIRE
COUNCIL**

KERB RAMP

DRAWING No. **01-15** REV. **H**

ORIGINAL SHEET SIZE **A4**

REVISIONS		DRAWN	DATE		
H	NOTES AMENDED	J.N.	08/07	 Design Office Co-Ordinator	Field Book
F	PERSPECTIVE VIEW ADDED	J.N.	03/05		Level Book
E	MISC. CHANGES		04/04		Job File No.
X	ORIGINAL ISSUE				Survey File
				 Engineer	Road No.
				 Manager(s)	

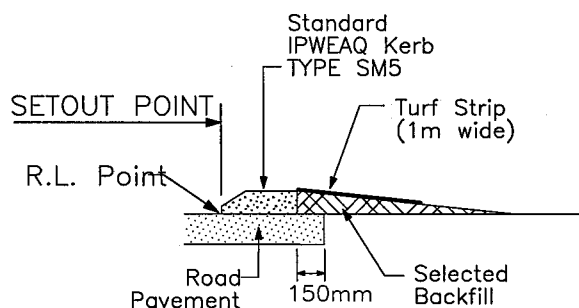


TURNOUT RADIUS

SETOUT PLAN

NOTES

1. SIZE AND POSITION OF WARNING SIGNS TO BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. ALLOW DRAINAGE THROUGH MEDIAN KERB AT LOW POINTS IF REQUIRED



DETAIL

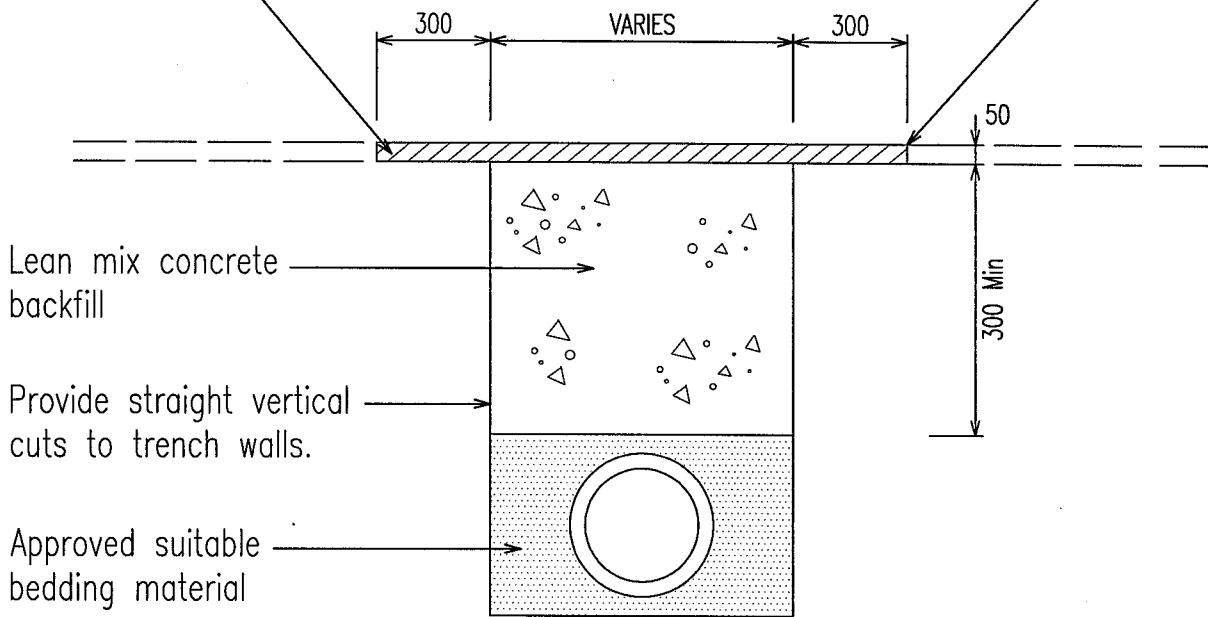
SCALE N.T.S.

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

 27/5/2004 Manager Transport Planning	 5/04 Engineer	 Chief Draftsman Designed	 CABOOLTURE SHIRE COUNCIL	INTERSECTION TREATMENT FOR RURAL ROAD	04/04 08/03	Linemarking Changes VARIOUS CHANGES	B A
					DATE	REVISION	NO.
					STANDARD DRAWING NO. 01-18 B		

50mm Asphalt Surfacing, BCC TYPE 2
(Premix is permitted as a substitute
where hot asphalt is not available)
over the application of Emulsion Seal
or Bitumen Tack Coat.

All broken edges are to be
saw cut square and straight
before resurfacing

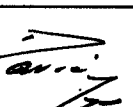
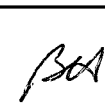

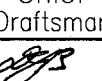



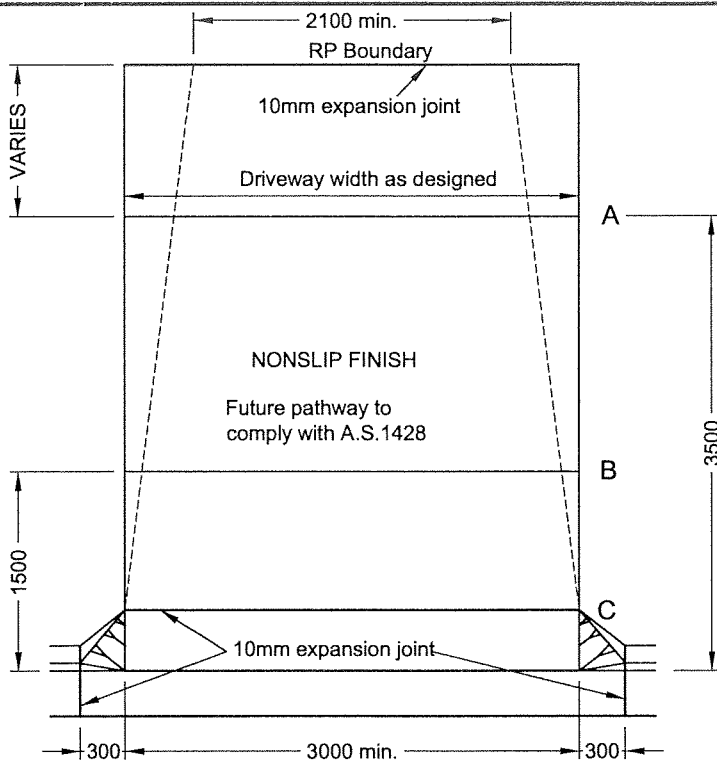
NOTE:
Restoration is to be from tabledrain to
tabledrain for rural roads.

Sawcut trench prior to excavation.

SCALE N.T.S.

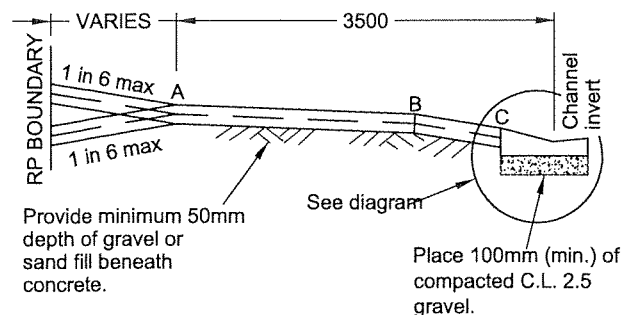
CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

 2.03 Manager Transport Planning	 11/03 Engineer	 10/03 Chief Draftsman  9/03 Designed	 CABOOLTURE SHIRE COUNCIL	OPEN TRENCH CROSSING BITUMEN SURFACED ROAD	<table><tr><td>08/03</td><td>Various Changes</td><td>B</td></tr><tr><td>05/02</td><td>Tack Seal</td><td>A</td></tr><tr><td>09/99</td><td>ORIGINAL ISSUE</td><td></td></tr><tr><td>DATE</td><td>REVISION</td><td>NO.</td></tr></table>	08/03	Various Changes	B	05/02	Tack Seal	A	09/99	ORIGINAL ISSUE		DATE	REVISION	NO.
08/03	Various Changes	B															
05/02	Tack Seal	A															
09/99	ORIGINAL ISSUE																
DATE	REVISION	NO.															
					STANDARD DRAWING NO. 01-22 B												

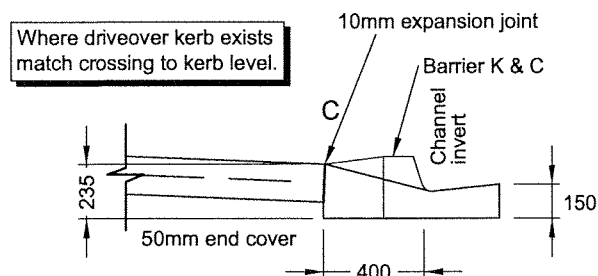


PLAN

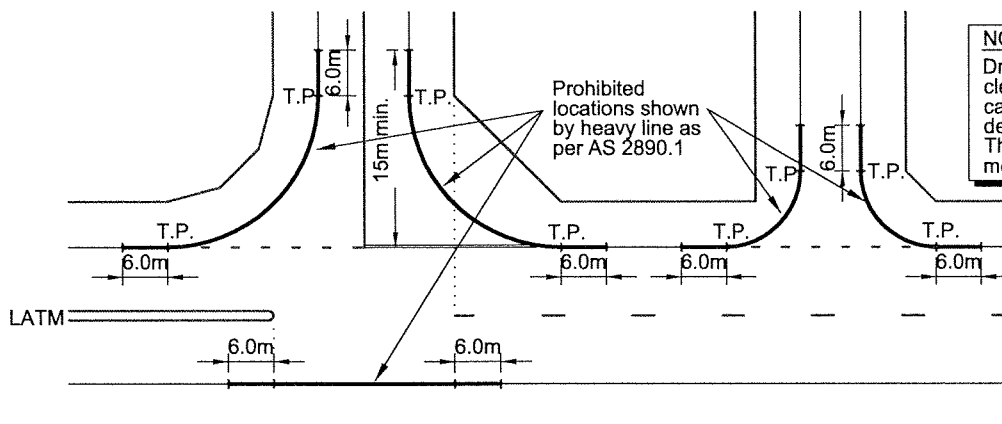
- Grade invert to match levels of channel at both ends.
- Kerb and channel to be saw cut at each end and broken out over this area to allow crossing to be constructed. Where driveover kerb exists match crossing to kerb level.
- Provide 1 in 10 batter from driveway to natural surface level.
- Wheel tracks will be accepted between point A and the RP boundary for residential crossings.



CROSS SECTION



DIAGRAM



NOTE:
Driveways also to be kept clear of stormwater catchpits and LATM devices. These devices will not be moved for driveways.

T.P. = Tangent point of kerb return.

*PROHIBITED LOCATION OF DRIVEWAYS

METHOD OF CONSTRUCTION

1. Driveway is to be constructed in two sections with an expansion joint along Line C. Joint to be 10mm wide and filled with mastic.
2. Measure back 400mm from existing channel invert to establish Line C. Excavate and place form boards so that board at LINE C is 110mm above the invert of the kerb and channel.
3. Measure back 1.5m from existing channel invert to establish Line B. Excavate and place form boards so that board at LINE B is 40mm above the existing top of kerb.
4. Measure back 3.5m from existing channel invert to establish Line A. Excavate and place form boards so that board at LINE A is 90mm above the existing top of kerb.
5. Place required mesh with 40mm top cover.
6. Concrete to be 125 thick and have SL72 mesh as a minimum.
7. Remove existing kerb and channel for width of driveway plus 300mm each side. Provide a 10mm expansion joint at each join.
8. Council Officer is to inspect boxing and reinforcement before concrete is placed, however, Engineers Certification may be required in lieu of this inspection. Telephone 07 54200100 to arrange this inspection. 48hrs notice is required.
9. Concrete strength to be N32 minimum
Width of invert - 3.6 min.
- 6.0 max.
10. Crossfall of existing road pavement adjacent to driveway is to be checked. If crossfall exceeds 3%, driveway may have to be redesigned to ensure satisfactory clearance for vehicles.

SCALE: N.T.S

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



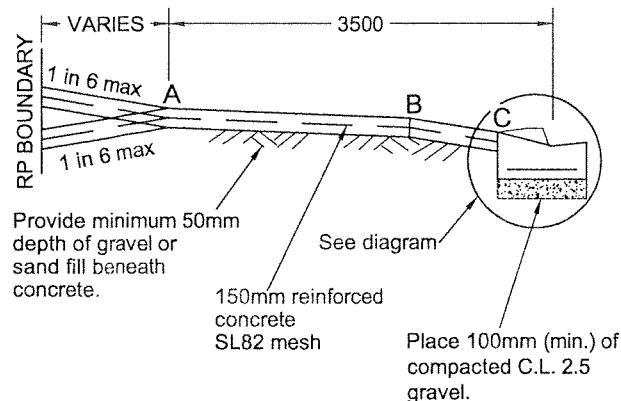
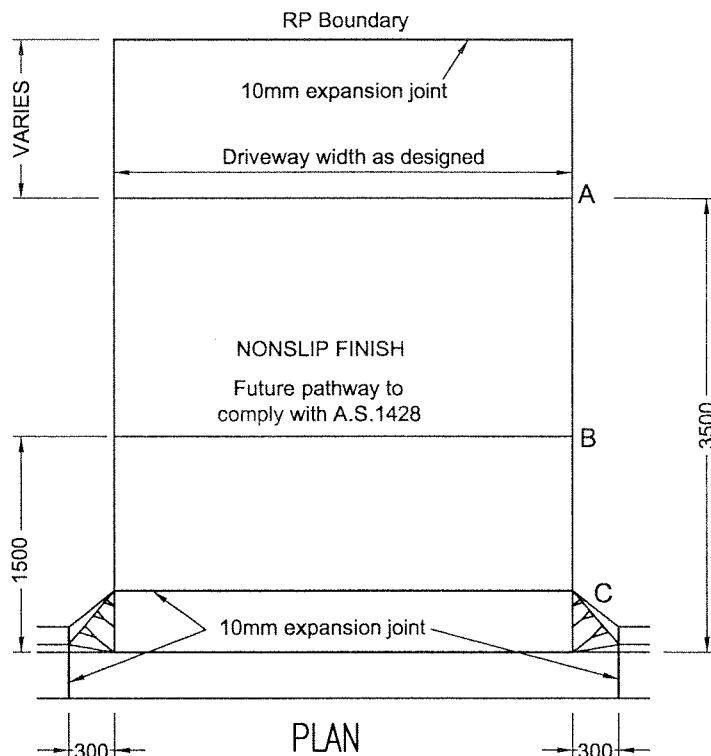
RESIDENTIAL AND MULTI-RESIDENTIAL CROSSINGS

FOR FOOTPATHS LESS THAN 5.0m IN WIDTH

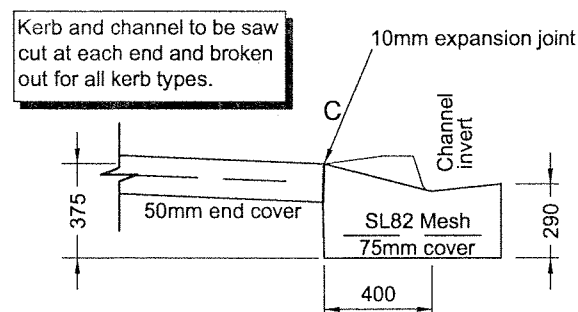
DRAWING No.	REV.
01-43	F
ORIGINAL SHEET SIZE A4	
Field Book	
Level Book	-
Job File No.	
Survey File	
Road No.	

REVISIONS	DRAWN	DATE
D CONSTRUCTION DETAIL CHANGES	J.N.	08/07
E PROHIBITED LOCATIONS ADDED		08/03
F DIMENSIONS CHANGED		07/00
ORIGINAL ISSUE		

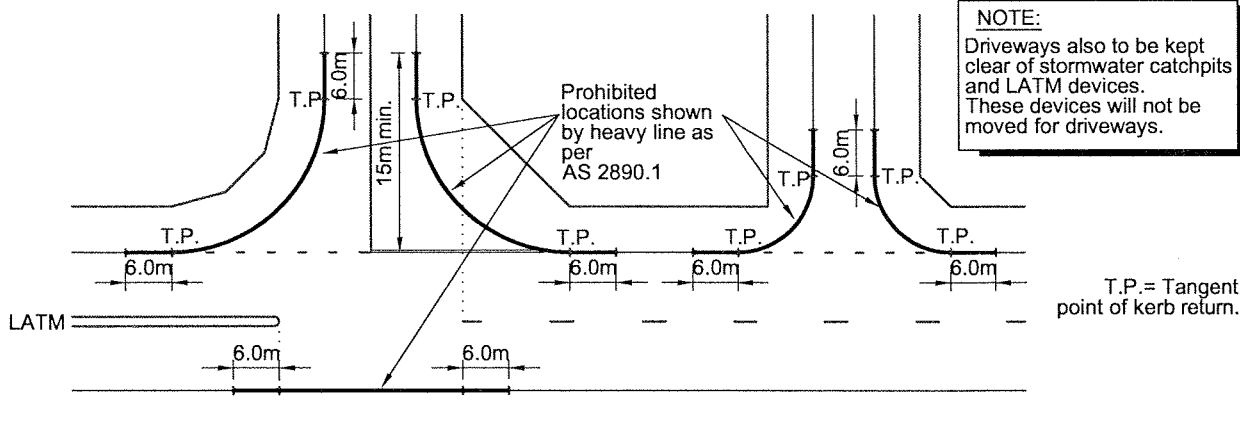
Tech. Officer	Design Office Co-Ordinator	Engineer	Manager(s)



CROSS SECTION



- Grade invert to match levels of channel at both ends.
- Kerb and channel to be saw cut at each end and broken out over this area to allow crossing to be constructed.
- Provide 1 in 10 batter from driveway to natural surface level.



*PROHIBITED LOCATION OF DRIVEWAYS

METHOD OF CONSTRUCTION

1. Driveway is to be constructed in two sections with an expansion joint along Line C. Joint to be 10mm wide and filled with mastic.
2. Measure back 400mm from existing channel invert to establish Line C. Excavate and place form boards so that board at LINE C is 110mm above the invert of the kerb and channel.
3. Measure back 1.5m from existing channel invert to establish Line B. Excavate and place form boards so that board at LINE B is 40mm above the existing top of kerb.
4. Measure back 3.5m from existing channel invert to establish Line A. Excavate and place form boards so that board at LINE A is 90mm above the existing top of kerb.
5. Remove existing kerb and channel for width of driveway plus 300mm each side. Provide a 10mm expansion joint at each joint.
6. Council Officer is to inspect boxing and reinforcement before concrete is placed however Engineers Certification may be required in lieu of this inspection. Telephone 07 54200100 to arrange this inspection. 48hrs. notice is required.
7. The concrete is to conform with the following requirements :
 Thickness - 150mm
 Strength - N32 minimum
 Reinforcing - SL82 mesh placed with 40mm topcover
8. Crossfall of existing road pavement adjacent to driveway is to be checked. If crossfall exceeds 3%, driveway may have to be redesigned to ensure satisfactory clearance for vehicles.

SCALE: N.T.S

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



INDUSTRIAL CROSSING / INVERT

FOR FOOTPATHS LESS THAN 5.0m IN WIDTH

DRAWING No.	REV.
01-44	E
ORIGINAL SHEET SIZE A4	
Field Book	
Level Book	-
Job File No.	
Survey File	
Road No.	

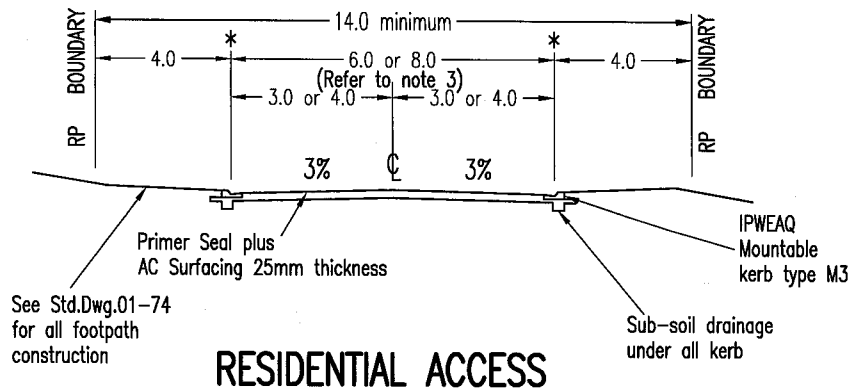
CABOOLTURE
SHIRE
COUNCIL

REVISIONS		DRAWN	DATE
E	NOTE CHANGED	J.N.	08/07
D	PROHIBITED LOCATIONS ADDED		08/03
C	NOTE CHANGED		06/00
X	ORIGINAL ISSUE		

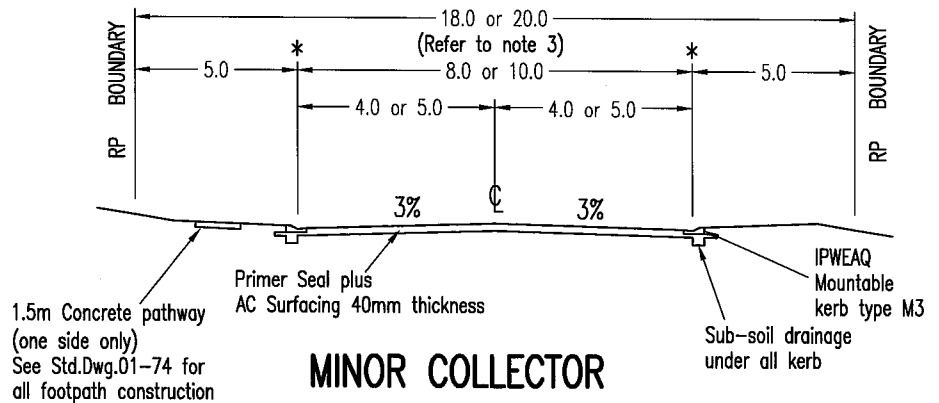
J.N.	JRC	BH	MS
29/11/07	29/11/07	11/07	29/11/07
Tech. Officer	Design Office Co-Ordinator	Engineer	Manager(s)

NOTES:

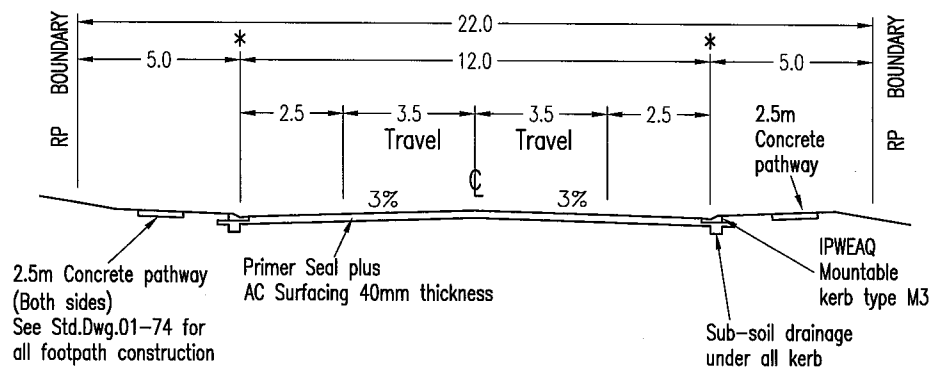
1. Provide 75mm topsoil and turf to all footpaths and batters up to 1 in 4 slope.
In areas greater than 1 in 4 slope, grouted stone pitching is required unless otherwise approved by the Manager of Engineering Planning.
2. Extend Sub base class 2.3 min. 150mm behind kerb.
125mm min. depth under kerb and channel.
3. Refer to Caboolture Shire Council, Design and Development Manual for details on appropriate lane widths.
4. Pavement depths to be determined by approved pavement design based on subgrade soil tests.
(min. 200mm).



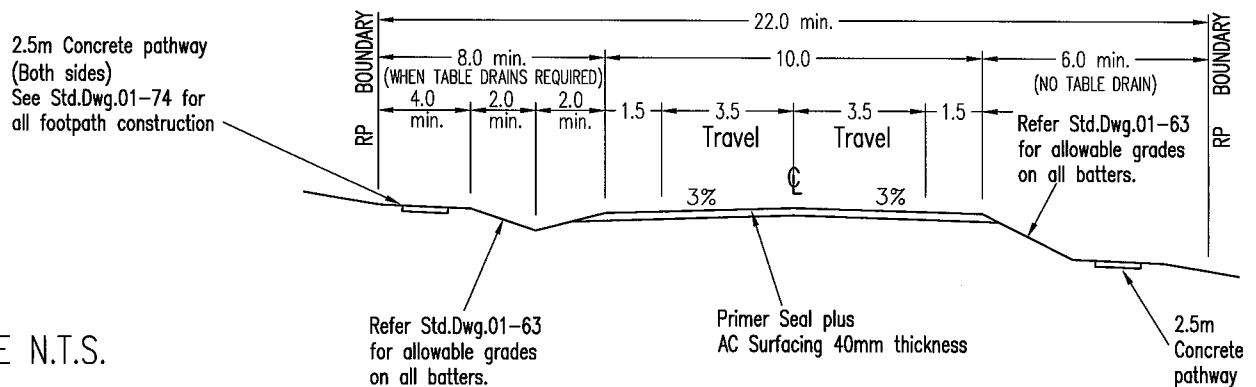
RESIDENTIAL ACCESS



MINOR COLLECTOR



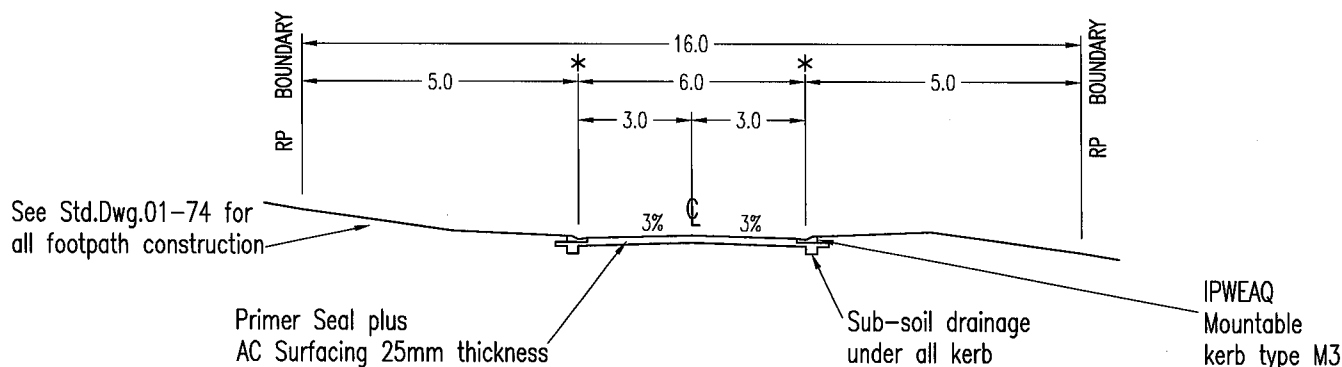
RESIDENTIAL COLLECTOR (with access)



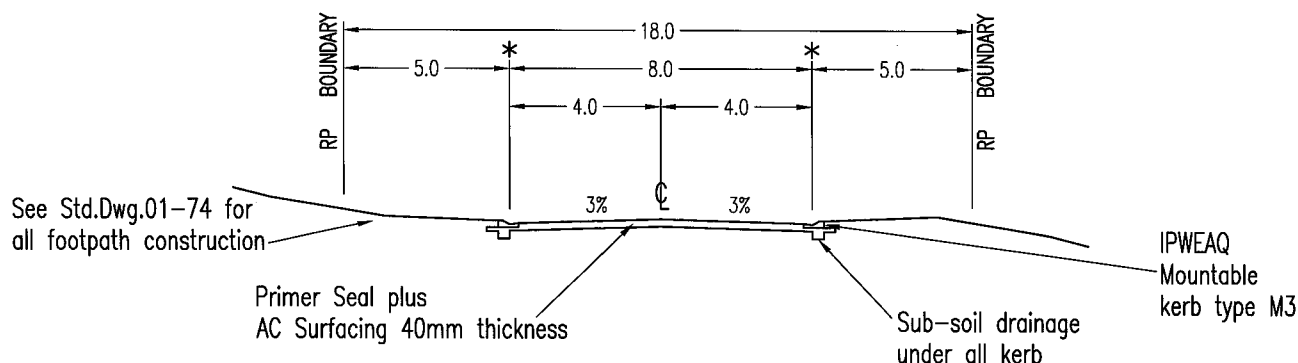
RESIDENTIAL COLLECTOR (without access)

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

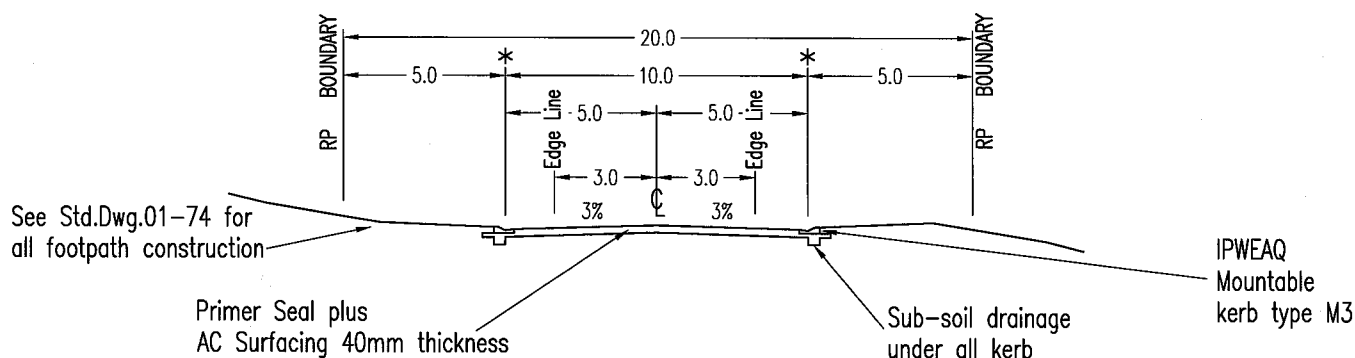
<p>Manager(s)</p>	<p>Engineer</p>	<p>Tech. Officer</p>	<p>CABOOLTURE SHIRE COUNCIL</p>	<p>CROSS SECTIONS RESIDENTIAL ACCESS MINOR COLLECTOR RESIDENTIAL COLLECTOR</p>	<p>11/05 08/03 06/99 09/99</p>	<p>Detail Added Various Changes Footpath grade revised ORIGINAL ISSUE</p>	<p>C B A</p>
					DATE	REVISION	NO.
					STANDARD DRAWING NO. 01-45 C		



RURAL RESIDENTIAL ACCESS



RURAL RESIDENTIAL MINOR COLLECTOR



RURAL RESIDENTIAL COLLECTOR

NOTES:

Provide 75mm topsoil and turf to all footpaths

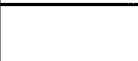





Extend Sub base class 2.3 min. 150mm behind kerb.
125mm min. depth under kerb and channel.

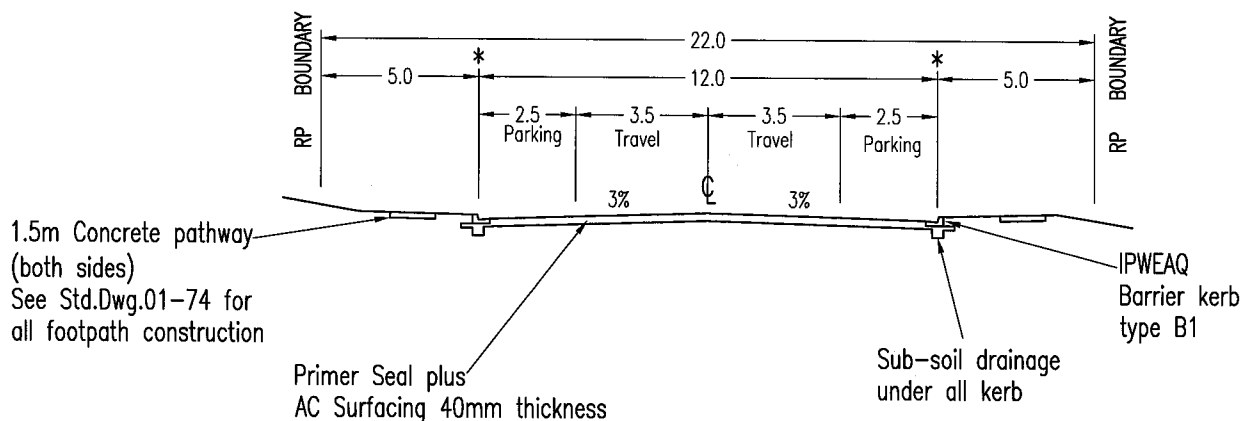
Pavement depths to be determined by approved pavement design based on subgrade soil tests. (min. 200mm)

* Kerb invert for set out

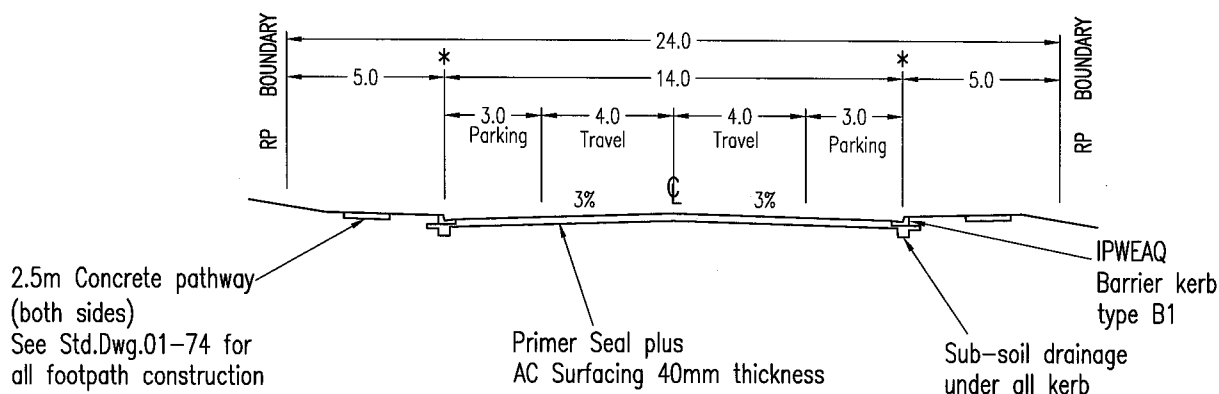
SCALE N.T.S.

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

 16.11.05 Manager(s)	 11/05 Engineer	 11/05 Design Office Co-ordinator	  CABOOLTURE SHIRE COUNCIL	CROSS SECTIONS RURAL RESIDENTIAL ACCESS RURAL RESIDENTIAL COLLECTOR	11/05 08/03 06/99 09/99	Notes Updated Various Changes Grades Modified ORIGINAL ISSUE	C B A
		 11/05 Tech. Officer			DATE	REVISION	NO.
					STANDARD DRAWING NO. 01-46 C		



INDUSTRIAL ACCESS



INDUSTRIAL COLLECTOR

NOTES:

Provide 75mm topsoil and turf to all footpaths

Extend Sub base class 2.3 min. 150mm behind kerb.
125mm min. depth under kerb and channel.

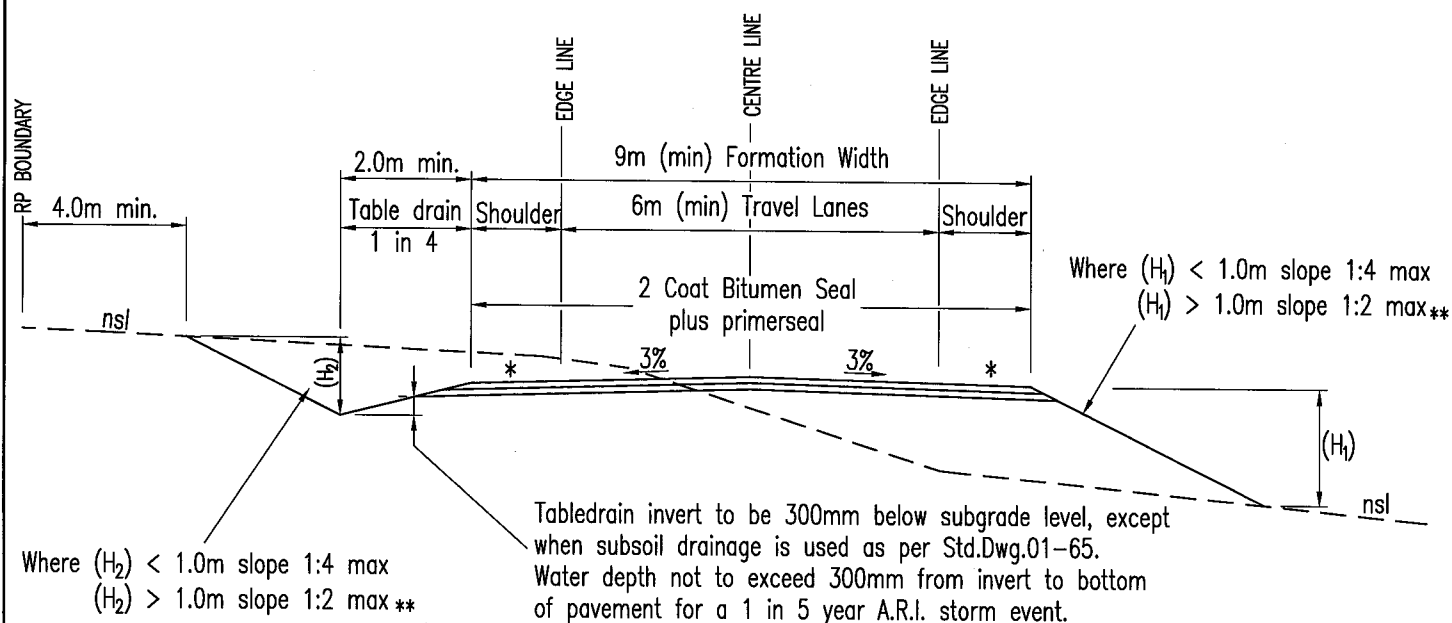
Pavement depths to be determined by approved pavement design based on subgrade soil tests.
(200mm min. for Industrial Access & 250mm min. for Industrial Collector).

* Kerb invert for set out

SCALE N.T.S.

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

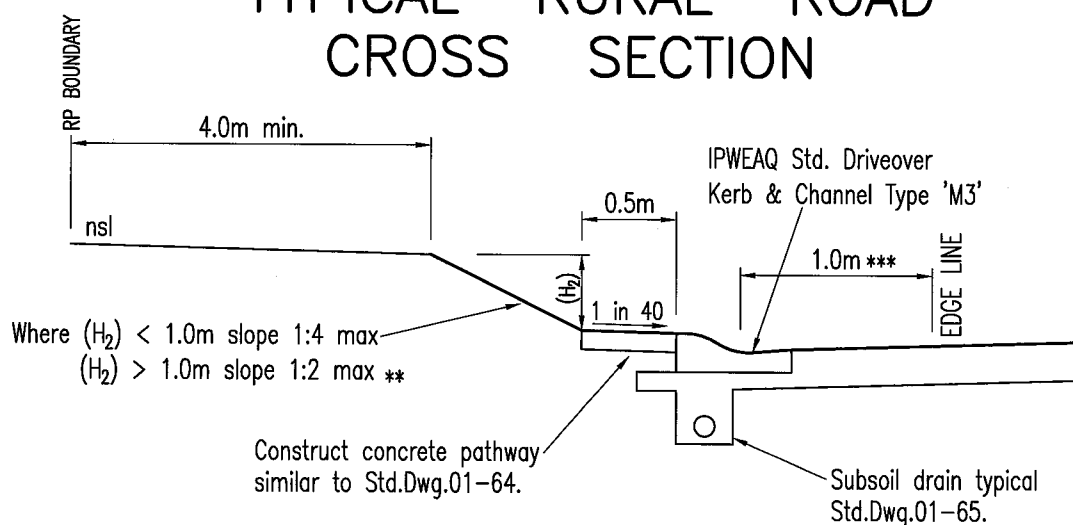
<div>M/S 16.11.05 Manager(s)</div>	<div>BA 16/11/05 Engineer</div>	<div><div><div><div></div><div>16/11/05</div><div>Design Office Co-ordinator</div></div><div><div></div><div></div><div></div></div></div></div>	<div><div><div></div><div>CSC</div><div></div></div><div>CABOOLTURE SHIRE COUNCIL</div></div>	<div>CROSS SECTIONS INDUSTRIAL ACCESS INDUSTRIAL COLLECTOR</div>	<div>11/05 08/03 05/99 09/99</div>	<div>Footpath Details Various Changes Grades Modified ORIGINAL ISSUE</div>	<div>C B A</div>
		<div>DATE</div>			<div>REVISION</div>	<div>NO.</div>	
					<div>STANDARD DRAWING NO. 01-48 C</div>		



- * A shoulder is to be constructed to full width using base and sub base materials and thickness identical to pavement design. Alternatively subsoil drainage is to be provided as per Std.Dwg.01-65.
- ** Provide 75mm topsoil and turf or hydromulch to all footpaths and batters up to 1 in 4 slope. In areas greater than 1 in 4 slope, grouted stone pitching is required unless otherwise approved by the Manager of Engineering Planning.
- *** Unless otherwise advised.

NOTES: A safety barrier is to be provided as dictated by A.S. 3845 in particular clause 1.6, also refer Main Roads, Road Design Manual Part 8.
 Pavement depths to be determined by approved pavement design based on subgrade soil tests. (min. 200mm).
 Road is to be located centrally within the Road Reserve.
 Formation width may be reduced to 7m for roads serving up to 15 lots.

TYPICAL RURAL ROAD CROSS SECTION

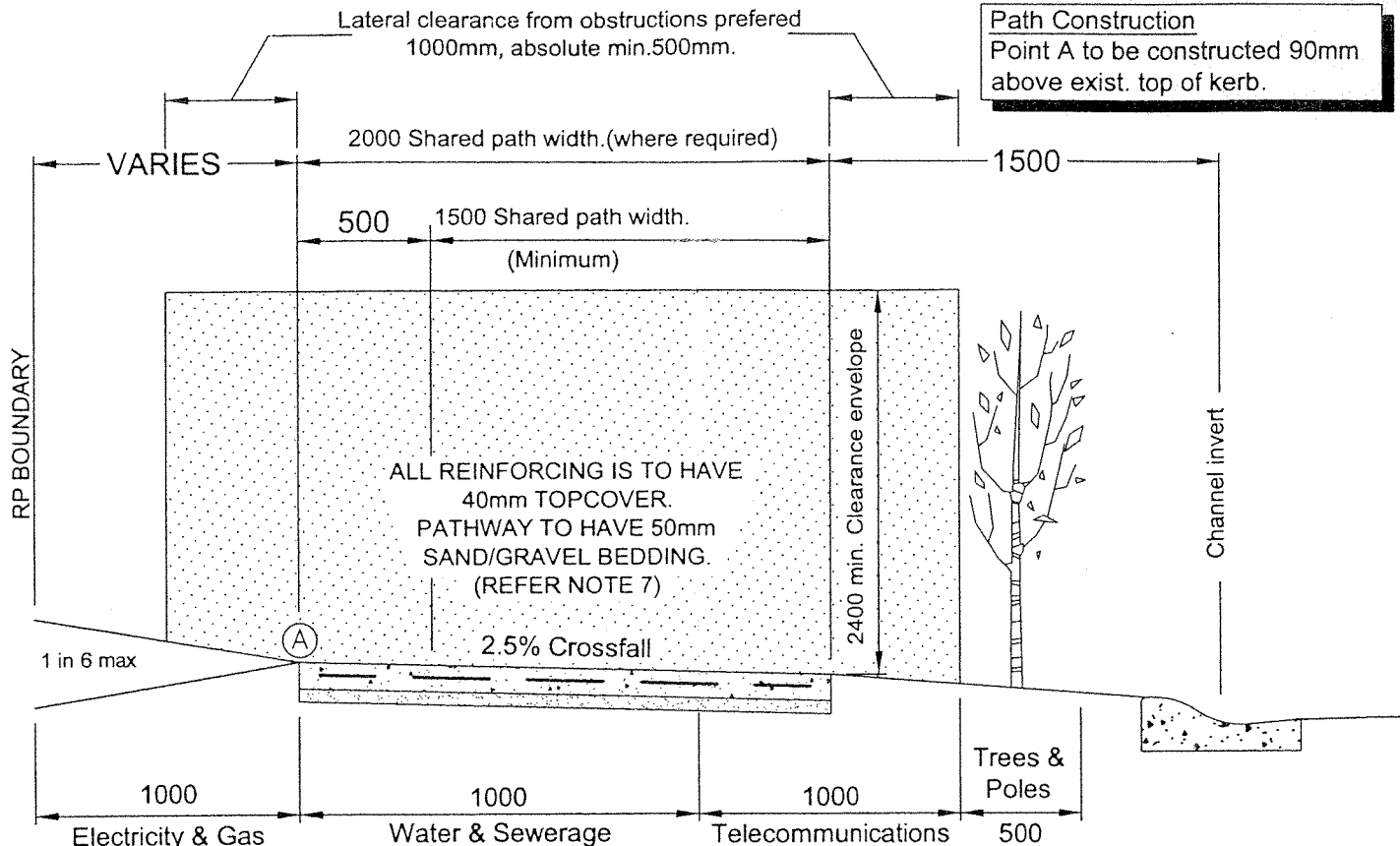


SCALE N.T.S.

ALTERNATE CUTTING TREATMENT

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

				<div>RURAL ROAD & RURAL RESIDENTIAL (without kerb, No Lot Access.) CROSS SECTION</div>	11/05 Changes to Batters	D
16.11.05	11/05	Design Office Co-ordinator			08/03 Various Changes	C
Manager(s)	Engineer	Tech. Officer	CABOOLTURE SHIRE COUNCIL		12/99 Various Changes	B
					04/99 Various Changes	A
					ORIGINAL ISSUE	
					DATE	REVISION
						NO.
					STANDARD DRAWING NO.	
					01-63 D	



TYPICAL CROSS SECTION - STANDARD PATHWAY

PATHWAY CONSTRUCTION DETAILS

STANDARD PATHWAY	125mm THICK N32 CONCRETE WITH SL72 REINFORCING
PATHWAYS ADJACENT RESIDENTIAL LOTS CONTAINING EXISTING DWELLINGS AND LANDSCAPING. (DRIVEWAYS MUST USE THE HIGHER STANDARD)	100mm THICK N32 CONCRETE WITH SL62 REINFORCING
WHERE FOOTPATH CROSSES COMMERCIAL OR INDUSTRIAL DRIVEWAY. (REFER CSC STANDARD DRAWING 01-44)	150mm THICK N32 CONCRETE WITH SL82 REINFORCING
AC AND GRAVEL PATH LOCATIONS AND DEPTHS TO BE APPROVED BY MANAGER ENGINEERING PLANNING IN LOCATIONS WITHOUT KERB AND CHANNEL	25mm AC ON APPROVED DEPTH CL 2.3 GRAVEL

NOTES:

- Provide tooled joint every 2.5m. Provide Connelly Key Joint or equivalent at all construction joints. Provide 10mm expansion joint at 10m maximum spaces.
- Expansion joints to be filled with approved filler and provided with 12mm dia. plain galv. dowels at 300 centres with 20mm O.D. greased P.V.C. sleeve and end cap at one end.
- Expansion joints are to be provided in concrete pathway adjacent to all concrete property crossings and where any variations occur.
- Ensure Service boxes etc. are modified to finish flush with top of path surface.
- Pathway grades are to comply with the requirements of AS1428.1 where practical.
- Pathway widths less than 2.00m are to be approved by the Manager of Engineering Planning.
- 50mm sand / gravel bedding may be removed, as approved by superintendent.

*** TACTILE INDICATORS SHALL BE INSTALLED AS PER AS 1428.4 -2002 ***

SCALE: N.T.S

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



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FOOTPATH CONSTRUCTION

INCLUDING ALLOCATION FOR PUBLIC UTILITIES
FOR FOOTPATHS LESS THAN 5.0m IN WIDTH

DRAWING No. 01-64 REV. F

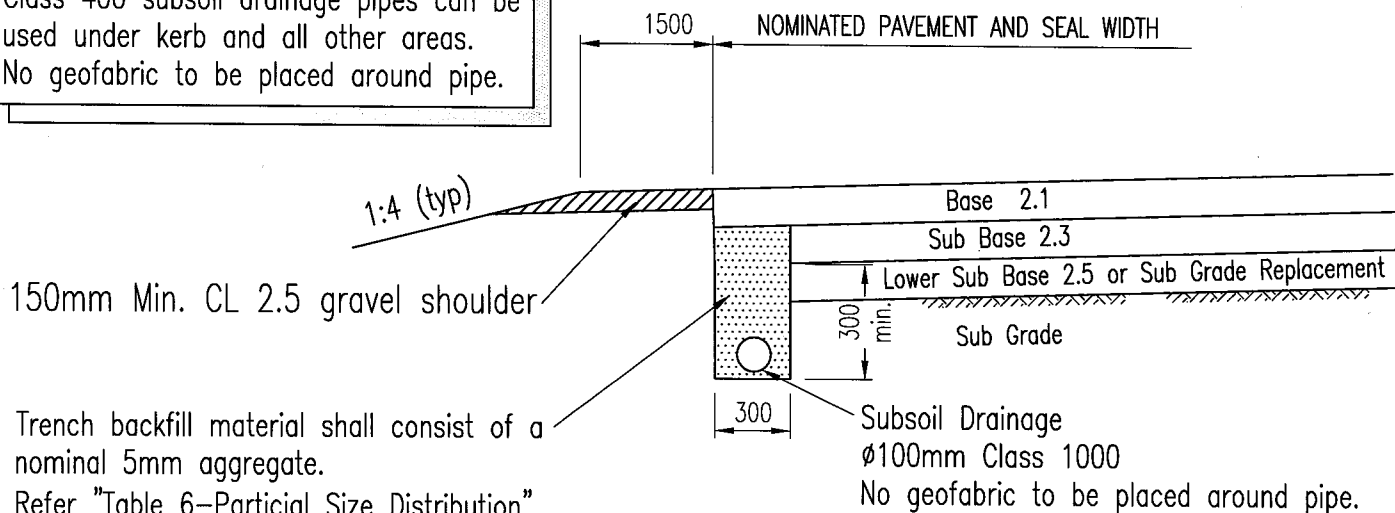
ORIGINAL SHEET SIZE A4

REVISIONS	DRAWN	DATE	DESIGN OFFICE	CO-ORDINATOR	ENGINEER	MANAGER(S)
F REINFORCING DETAILS AMENDED	J.N.	08/07	JRC	8/07	8/07	24.8.07
E CONCRETE DETAILS AMENDED		11/05				
D REINFORCING DETAILS AMENDED		11/05				
X ORIGINAL ISSUE						

Note: Subsoil Drainage Class

Class 1000 subsoil drainage pipes to be used under all sealed surfaces.
Class 400 subsoil drainage pipes can be used under kerb and all other areas.
No geofabric to be placed around pipe.

PREFERRED

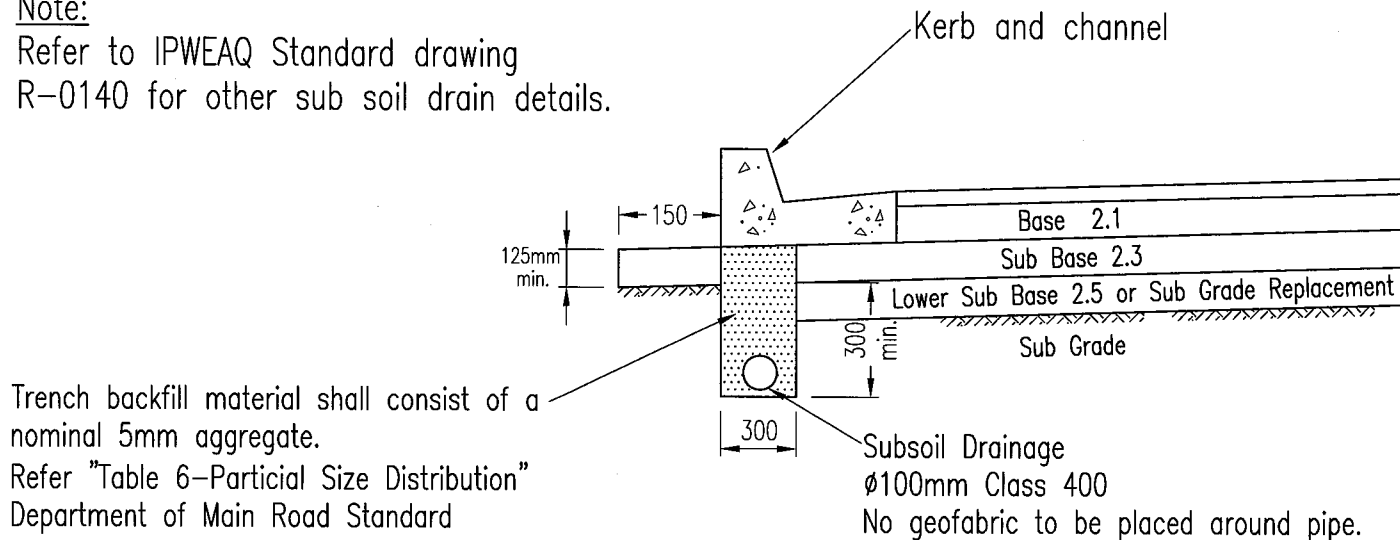


ALTERNATIVE

RURAL – Without kerb and channel

Note:




Refer to IPWEAQ Standard drawing R-0140 for other sub soil drain details.



URBAN – With kerb and channel

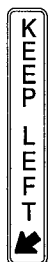
SCALE N.T.S.

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

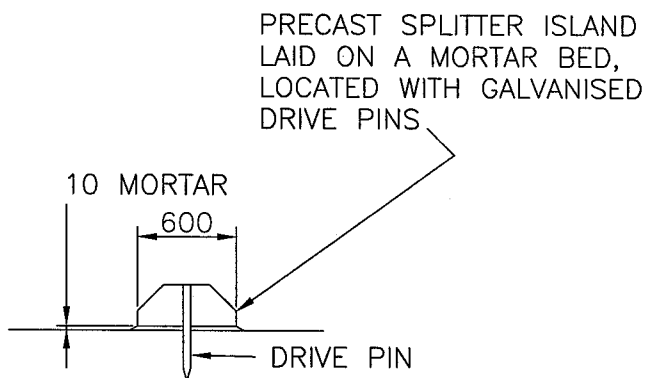
<div> 15.11.05 Manager(s)</div>	<div><div>BH</div><div>15/11/05</div> Engineer</div>	<div><div>TP</div><div>11/05</div><div>Design Office</div><div>Co-ordinator</div></div>	<div>  CABOOLTURE SHIRE COUNCIL</div>	<div>SUBSOIL DRAINAGE ARRANGEMENT</div>			<div>11/05</div> <div>08/03</div> <div>07/01</div>	<div>Subsoil Drain Location</div> <div>Various Changes</div> <div>Shoulder added</div> <div>ORIGINAL ISSUE</div>	<div>C</div> <div>B</div> <div>A</div>
		<div>TP</div> <div>4/05</div> <div>Tech.Officer</div>					<div>DATE</div>	<div>REVISION</div>	<div>NO.</div>
<div>STANDARD DRAWING NO.</div>							<div>01-65 C</div>		

NOTES:

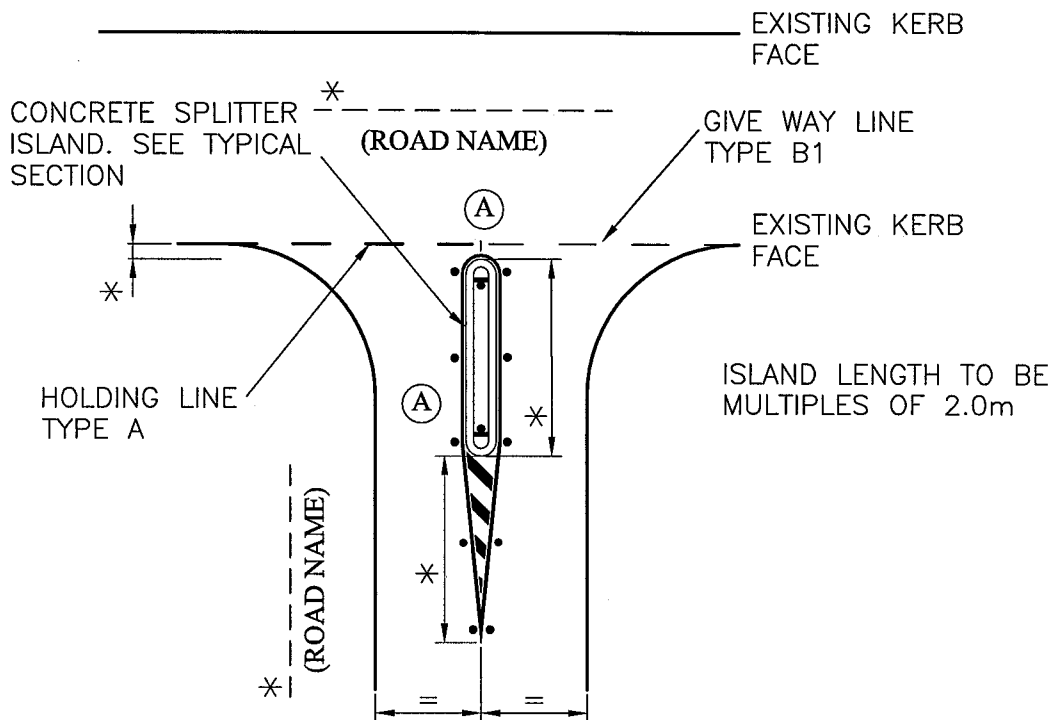
1. RAISED RETRO-REFLECTIVE PAVEMENT MARKERS ARE TO BE INSTALLED AT 5.0m SPACING.
2. SIGNS AND LINE MARKING ARE TO BE PLACED IN ACCORDANCE WITH THE M.U.T.C.D. & STD.DWG.01-41.



TC9265



**PRE-CAST ISLAND
TYPICAL SECTION**

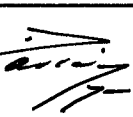
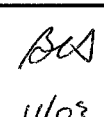




* DETAILS TO BE COMPLETED FOR EACH PROJECT

**600mm WIDE RAISED CONCRETE
SPLITTER ISLAND**

SCALE N.T.S.

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

 Manager Transport Planning	 11/03 Engineer	 10/03 Chief Draftsman	 CABOOLTURE SHIRE COUNCIL	PRECAST SPLITTER ISLAND 600 WIDE. 600 WIDE. FOR EXISTING ROADS ONLY	08/03	Various Changes	A
					10/99		
					DATE	REVISION	NO.
					STANDARD DRAWING NO. 01-68 A		

NOTES:

1. RAISED RETRO-REFLECTIVE PAVEMENT MARKERS ARE TO BE INSTALLED AT 5.0m SPACING.
2. SIGNS AND LINE MARKING ARE TO BE PLACED IN ACCORDANCE WITH THE M.U.T.C.D. & STD.DWG.01-41.
3. COLOURING AGENTS TO BE PREVENTED FROM ENTERING STORMWATER.



R2-3(L)



CONCRETE SPLITTER ISLAND. SEE TYPICAL SECTION

(ROAD NAME)

HOLDING LINE TYPE A

(ROAD NAME)

EXISTING KERB FACE

EXISTING KERB FACE

GIVE WAY LINE TYPE B1

* DETAILS TO BE COMPLETED FOR EACH PROJECT

1.2m CAST-IN SITU CONCRETE SPLITTER ISLAND

100mm/N25 FULL DEPTH COLOURED STAMPED CONCRETE

12mm COMPRESSIBLE FILLER BETWEEN KERB & CONCRETE BOTH SIDES. FORM 12mm EXPANSION JOINTS AT 3m INTERVALS IN INFILL CONCRETE

HIGH PROFILE MEDIAN KERB IPWEAQ TYPE B5 WITH EXPANSION JOINTS AT 20m MAX. CENTERS MIN. 1 JOINT EACH SIDE OF ISLAND.

SECTIONAL ELEVATION

75mm BEDDING SAND

EXIST. BITUMEN SURFACE

STAMPED COLOURED INFILL

PRECAST OR CAST INSITU SOLID CONCRETE MEDIAN NOSE GROUTED TO ROAD SURFACE.

Ø12/300 GALV. DOWELS CAST INTO MEDIAN NOSE. ONE END OF DOWEL TO BE SLEEVED TO ALLOW EXPANSION.

EXPANSION JOINT BETWEEN NOSE AND INFILL/KERBS.

PLAN

SCALE N.T.S.

TYPICAL SECTION TROUGH TRAFFIC ISLAND

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

CAST-IN SITU
SPLITTER ISLAND
1.2m WIDE

08/03 10/99	Various Changes ORIGINAL ISSUE	A
DATE	REVISION	NO.

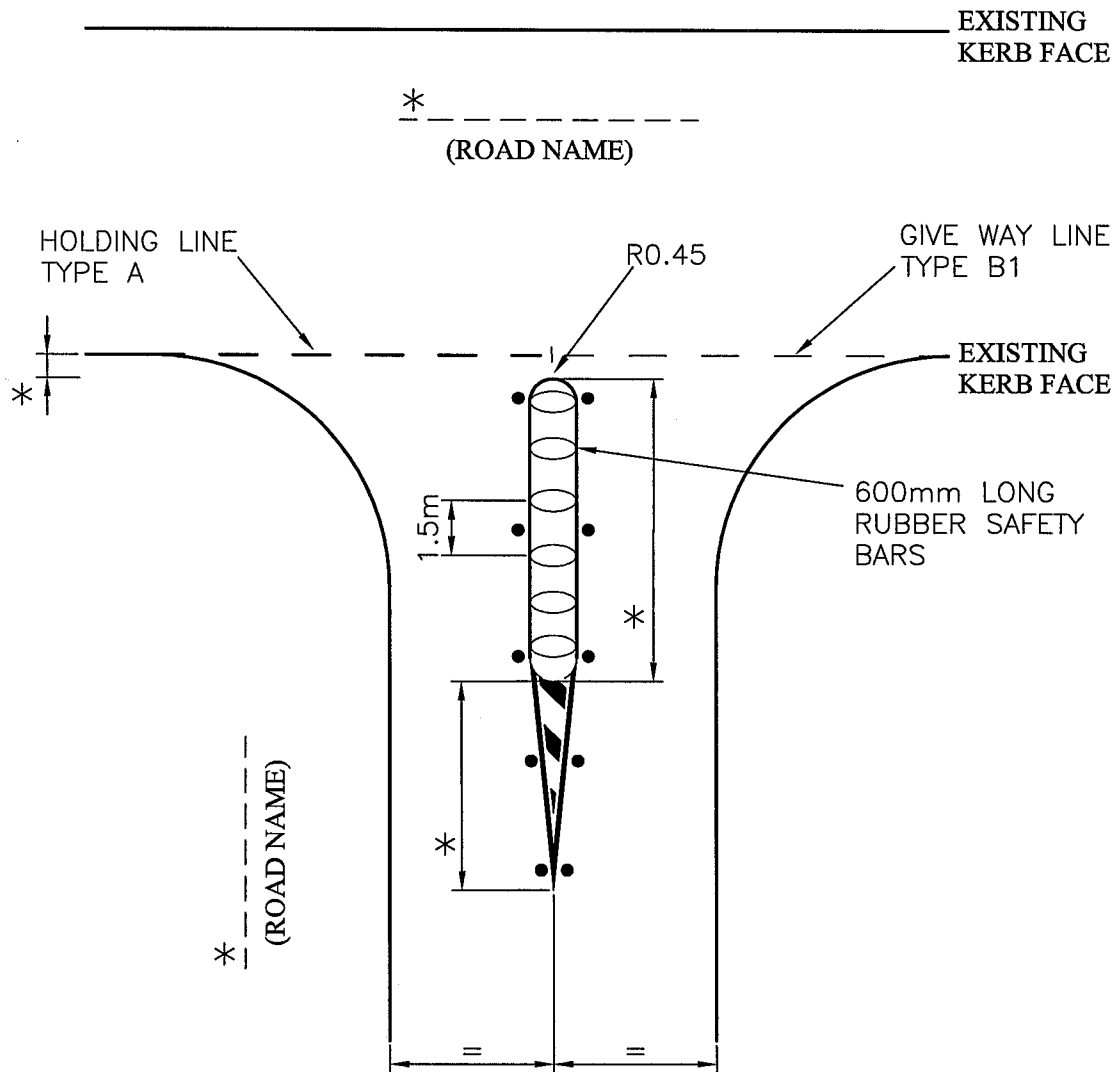
STANDARD DRAWING NO.
01-69 A

Manager Transport Planning	Chief Draftsman	Designed
2.63	12/03	28/1/03

CABOOLTURE SHIRE COUNCIL

NOTES:-

1. RAISED RETRO-REFLECTIVE PAVEMENT MARKERS ARE TO BE INSTALLED AT 5.0m SPACING.
2. LINE MARKING TO BE IN ACCORDANCE WITH THE M.U.T.C.D. & C.S.C. STD.DWG.01-41



* DETAILS TO BE COMPLETED FOR EACH PROJECT

RUBBER SAFETY BAR
SPLITTER ISLAND

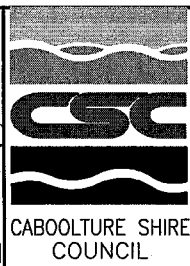
SCALE N.T.S.

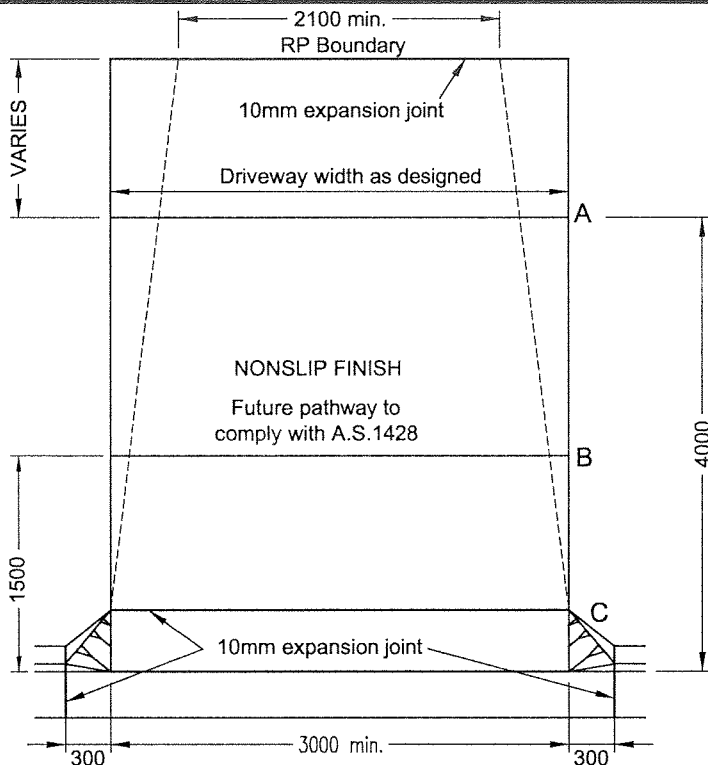
CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

**RUBBER SAFETY
BAR SPLITTER ISLAND
FOR EXISTING
ROADS ONLY**

08/03	Various Changes	A
10/99	ORIGINAL ISSUE	
DATE	REVISION	NO.
STANDARD DRAWING NO.		
01-70 A		

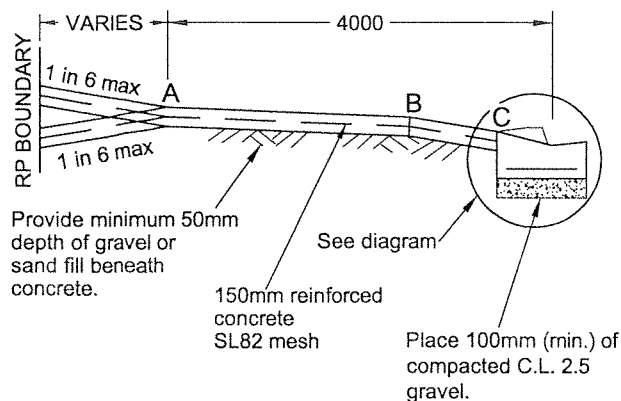
Manager Transport Planning	Engineer	Chief Draftsman
		2/10/03 Designed



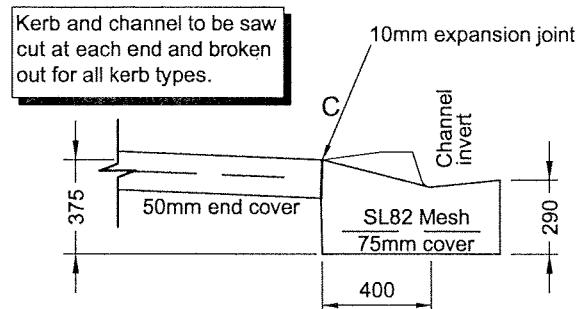


PLAN

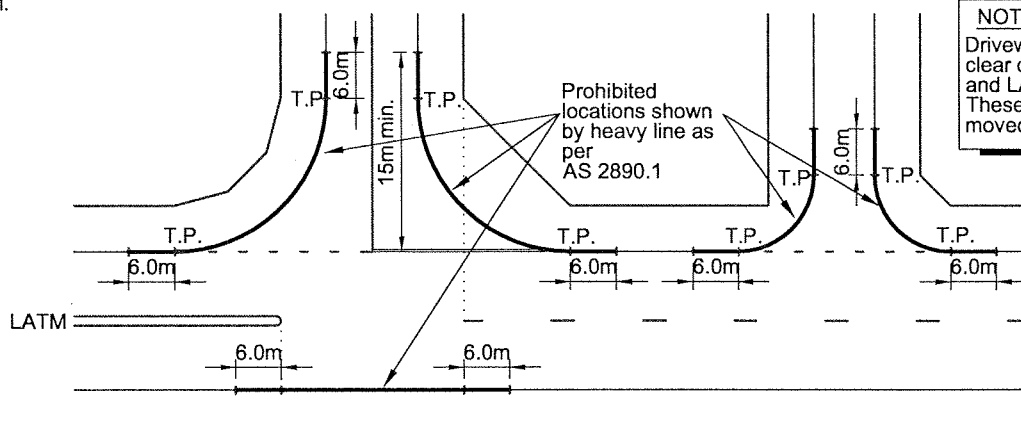
- Grade invert to match levels of channel at both ends.
- Kerb and channel to be saw cut at each end and broken out over this area to allow crossing to be constructed.
- Provide 1 in 10 batter from driveway to natural surface level.



CROSS SECTION



DIAGRAM



NOTE:
Driveways also to be kept clear of stormwater catchpits and LATM devices. These devices will not be moved for driveways.

T.P. = Tangent point of kerb return.

METHOD OF CONSTRUCTION

*PROHIBITED LOCATION OF DRIVEWAYS

1. Driveway is to be constructed in two sections with an expansion joint along Line C. Joint to be 10mm wide and filled with mastic.
2. Measure back 400mm from existing channel invert to establish Line C. Excavate and place form boards so that board at LINE C is 110mm above the invert of the kerb and channel.
3. Measure back 1.5m from existing channel invert to establish Line B. Excavate and place form boards so that board at LINE B is 40mm above the existing top of kerb.
4. Measure back 4.0m from existing channel invert to establish Line A. Excavate and place form boards so that board at LINE A is 100mm above the existing top of kerb.
5. Place required mesh with 40mm top cover.
6. Concrete to be 125 thick and have SL72 mesh as a minimum.
7. Remove existing kerb and channel for width of driveway plus 300mm each side. Provide a 10mm expansion joint at each join.
8. Council Officer is to inspect boxing and reinforcement before concrete is placed, however, Engineers Certification may be required in lieu of this inspection. Telephone 07 54200100 to arrange this inspection. 48hrs notice is required.
9. Concrete strength to be N32 minimum
Width of invert - 3.6 min.
- 6.0 max.
10. Crossfall of existing road pavement adjacent to driveway is to be checked. If crossfall exceeds 3%, driveway may have to be redesigned to ensure satisfactory clearance for vehicles.

SCALE: N.T.S

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



RESIDENTIAL AND MULTI-RESIDENTIAL CROSSINGS

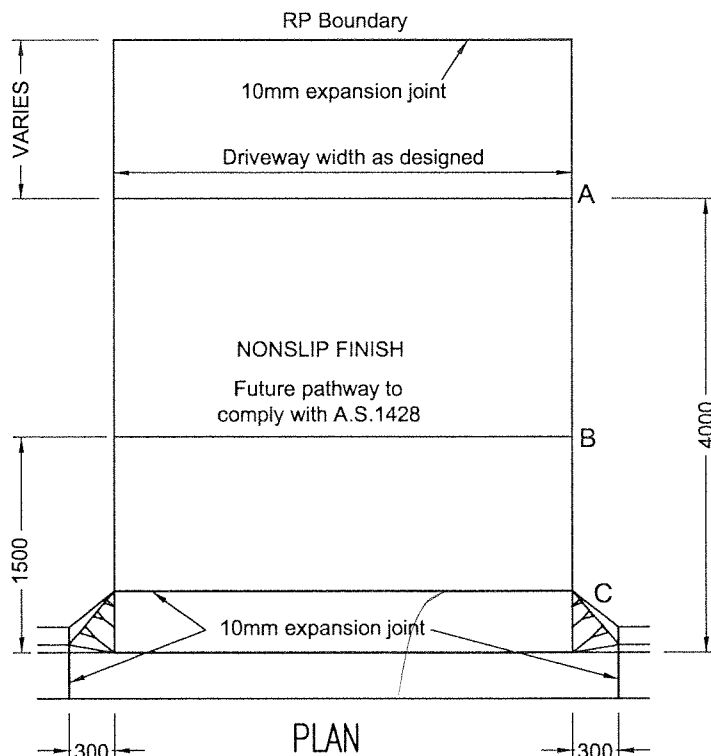
FOR FOOTPATHS 5.0m OR GREATER IN WIDTH

REVISIONS	DRAWN	DATE
A	NOTES CHANGED	J.N. 08/07
X	ORIGINAL ISSUE	

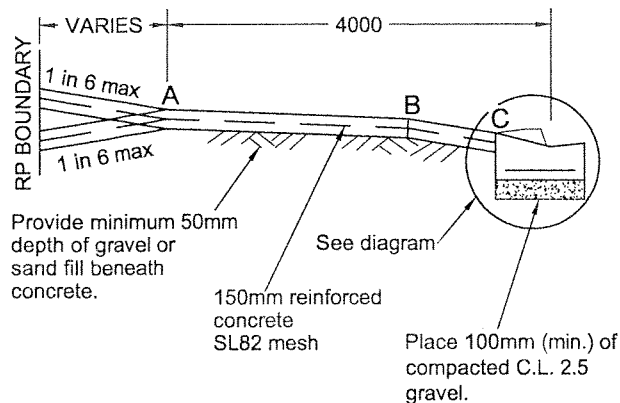
Tech. Officer	Design Office Co-Ordinator	Engineer	Manager(s)
Field Book	Level Book	Job File No.	Survey File
Road No.			

DRAWING No. 01-72 REV. A

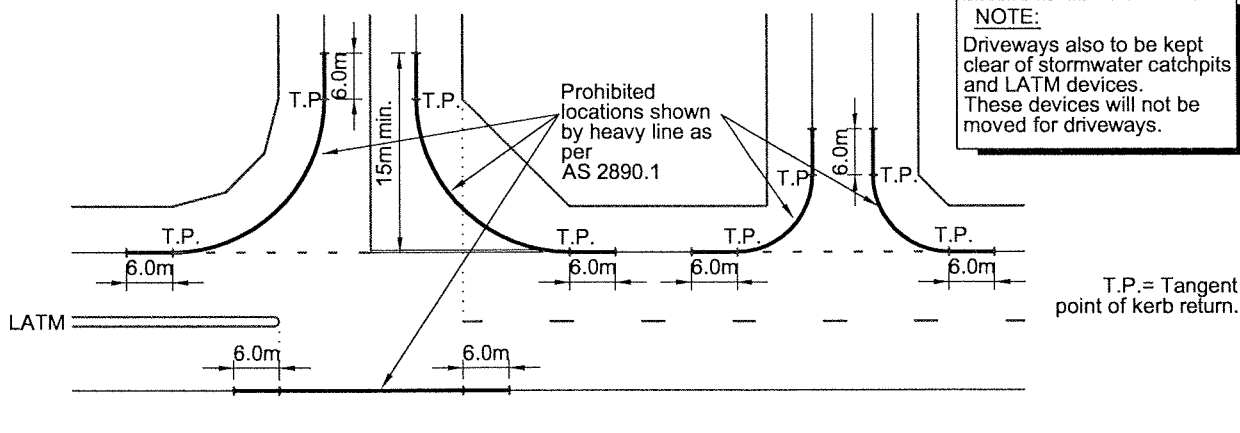
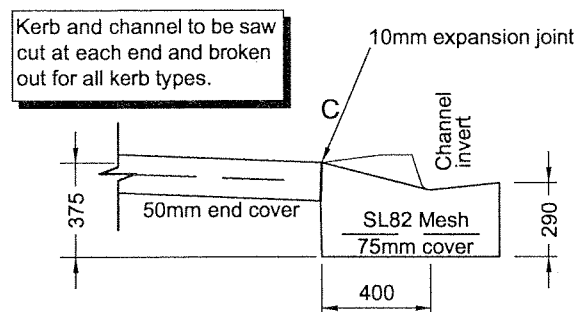
ORIGINAL SHEET SIZE A4



- Grade invert to match levels of channel at both ends.
- Kerb and channel to be saw cut at each end and broken out over this area to allow crossing to be constructed.
- Provide 1 in 10 batter from driveway to natural surface level.



CROSS SECTION



*PROHIBITED LOCATION OF DRIVEWAYS

METHOD OF CONSTRUCTION

1. Driveway is to be constructed in two sections with an expansion joint along Line C. Joint to be 10mm wide and filled with mastic.
2. Measure back 400mm from existing channel invert to establish Line C. Excavate and place form boards so that board at LINE C is 110mm above the invert of the kerb and channel.
3. Measure back 1.5m from existing channel invert to establish Line B. Excavate and place form boards so that board at LINE B is 40mm above the existing top of kerb.
4. Measure back 4.0m from existing channel invert to establish Line A. Excavate and place form boards so that board at LINE A is 90mm above the existing top of kerb.
5. Remove existing kerb and channel for width of driveway plus 300mm each side. Provide a 10mm expansion joint at each join.
6. Council Officer is to inspect boxing and reinforcement before concrete is placed however Engineers Certification may be required in lieu of this inspection. Telephone 07 54200100 to arrange this inspection. 48hrs. notice is required.
7. The concrete is to conform with the following requirements :
 Thickness - 150mm
 Strength - N32 minimum
 Reinforcing - SL82 mesh placed with 40mm topcover
8. Crossfall of existing road pavement adjacent to driveway is to be checked. If crossfall exceeds 3%, driveway may have to be redesigned to ensure satisfactory clearance for vehicles.

SCALE: N.T.S

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



CABOOLTURE SHIRE COUNCIL

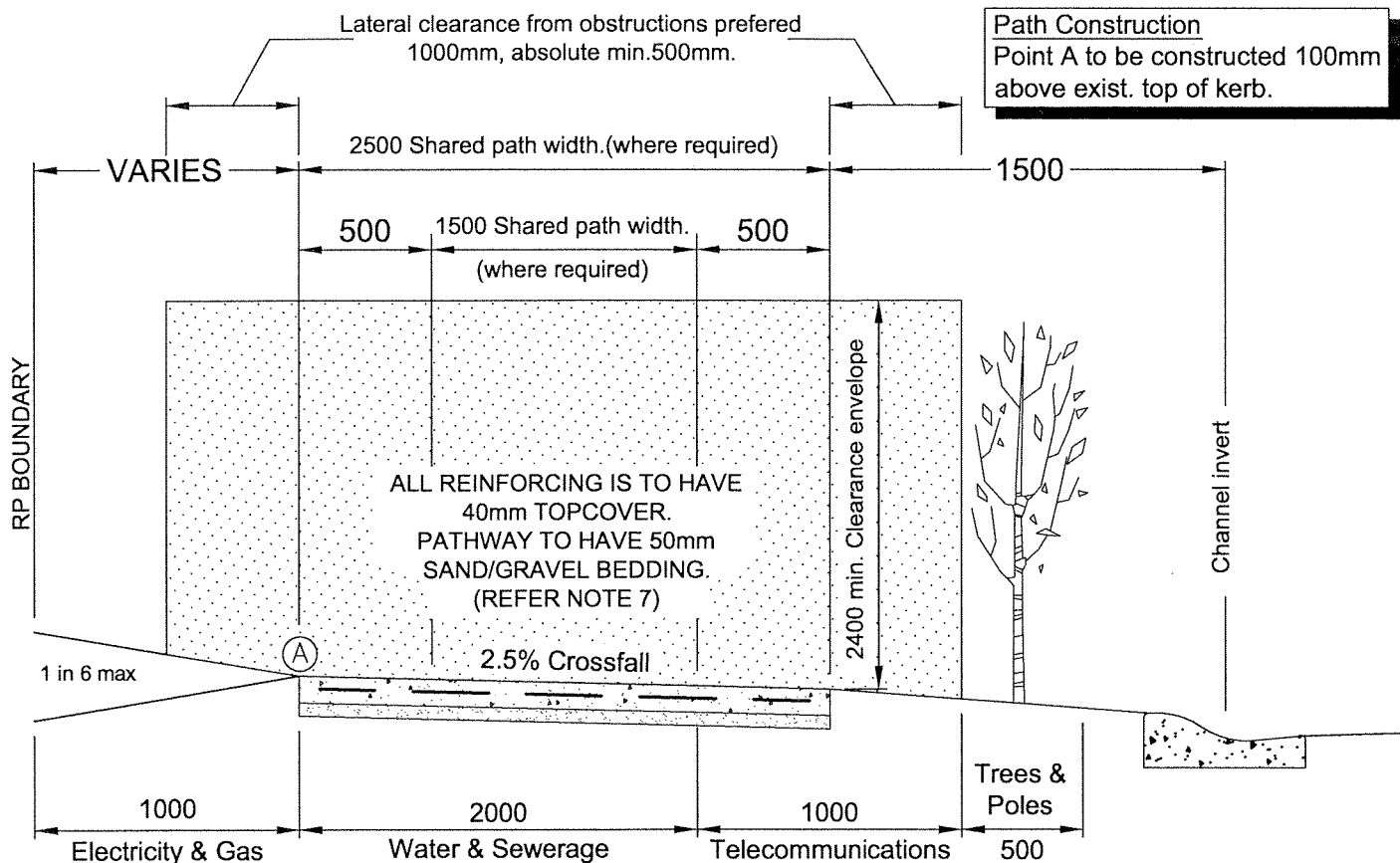
INDUSTRIAL CROSSING / INVERT

FOR FOOTPATHS 5.0m OR GREATER IN WIDTH

DRAWING No.	REV.
01-73	A
ORIGINAL SHEET SIZE A4	
Field Book	
Level Book	-
Job File No.	
Survey File	
Road No.	

REVISIONS	DRAWN	DATE
A	NOTES CHANGED	J.N. 08/07
X	ORIGINAL ISSUE	

J.N.	J.R.C.	B.W.	M.S.
29/10/07	11/07	29 Nov 07	
Tech. Officer	Design Office Co-Ordinator	Engineer	Manager(s)



TYPICAL CROSS SECTION - STANDARD PATHWAY

PATHWAY CONSTRUCTION DETAILS

STANDARD PATHWAY	125mm THICK N32 CONCRETE WITH SL72 REINFORCING
PATHWAYS ADJACENT RESIDENTIAL LOTS CONTAINING EXISTING DWELLINGS AND LANDSCAPING. (DRIVEWAYS MUST USE THE HIGHER STANDARD)	100mm THICK N32 CONCRETE WITH SL62 REINFORCING
WHERE FOOTPATH CROSSES COMMERCIAL OR INDUSTRIAL DRIVEWAY. (REFER CSC STANDARD DRAWING 01-44)	150mm THICK N32 CONCRETE WITH SL82 REINFORCING
AC AND GRAVEL PATH LOCATIONS AND DEPTHS TO BE APPROVED BY MANAGER ENGINEERING PLANNING IN LOCATIONS WITHOUT KERB AND CHANNEL	25mm AC ON APPROVED DEPTH CL 2.3 GRAVEL


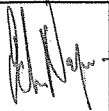



NOTES:

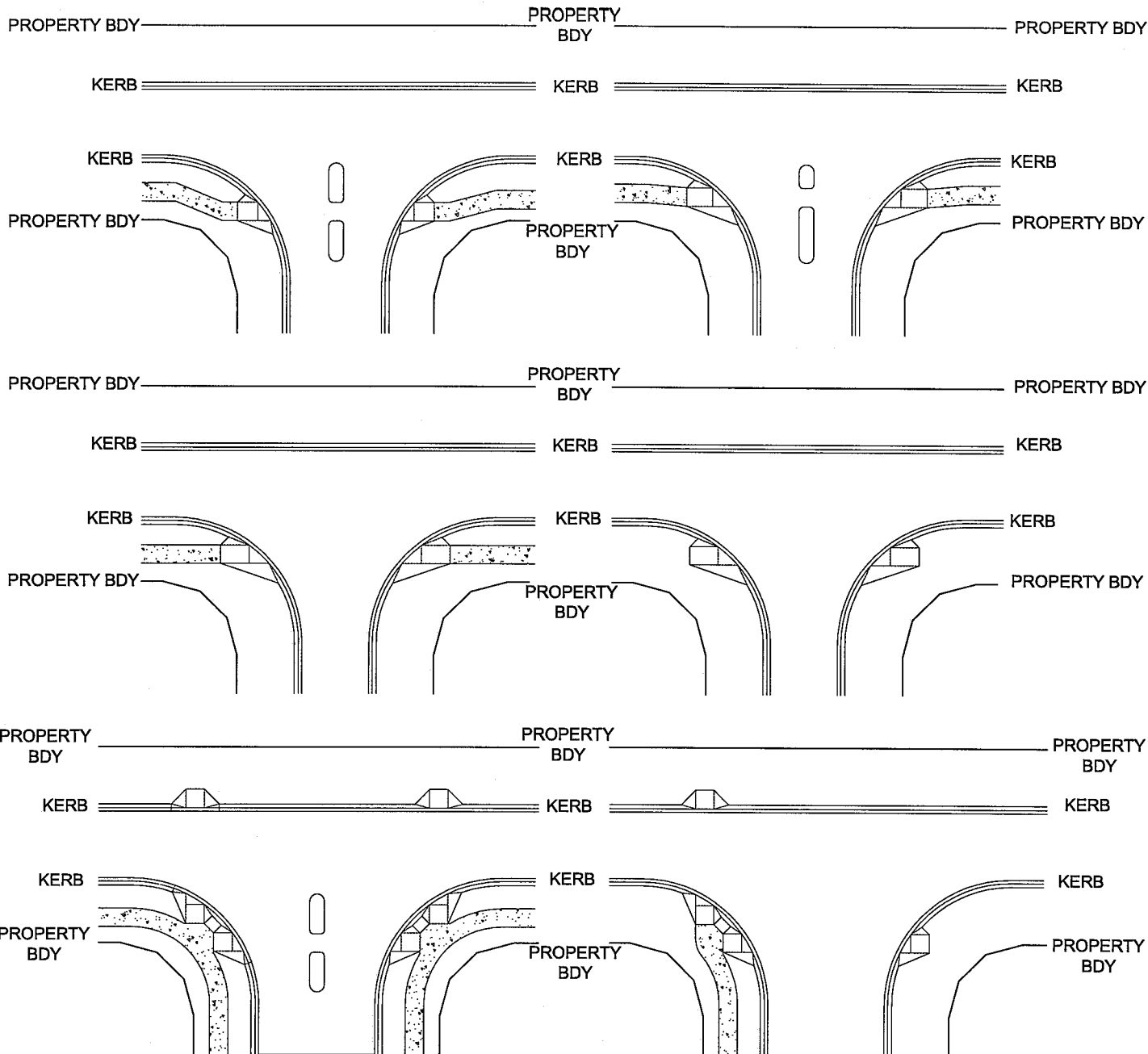
1. Provide tooled joint every 2.5m. Provide Connelly Key Joint or equivalent at all construction joints. Provide 10mm expansion joint at 10m maximum spaces.
2. Expansion joints to be filled with approved filler and provided with 12mm dia. plain galv. dowels at 300 centres with 20mm O.D. greased P.V.C. sleeve and end cap at one end.
3. Expansion joints are to be provided in concrete pathway adjacent to all concrete property crossings and where any variations occur.
4. Ensure Service boxes etc. are modified to finish flush with top of path surface.
5. Pathway grades are to comply with the requirements of AS1428.1 where practical.
6. Pathway widths less than 2.00m are to be approved by the Manager of Engineering Planning.
7. 50mm sand / gravel bedding may be removed, as approved by superintendent.

*** TACTILE INDICATORS SHALL BE INSTALLED AS PER AS 1428.4 -2002 ***

SCALE: N.T.S

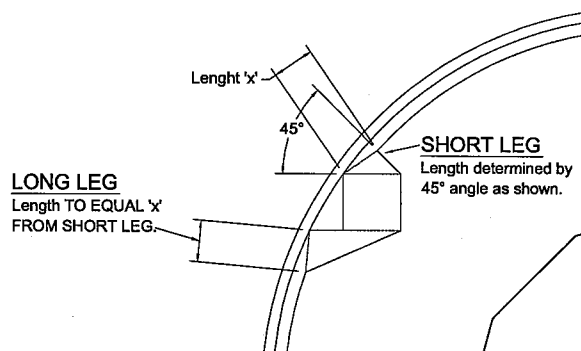
CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

 CABOOLTURE SHIRE COUNCIL	FOOTPATH CONSTRUCTION INCLUDING ALLOCATION FOR PUBLIC UTILITIES FOR FOOTPATHS 5.0m OR GREATER IN WIDTH				DRAWING No. 01-74		REV. B	
					ORIGINAL SHEET SIZE A4			
	REVISIONS				DRAWN		DATE	
B REINFORCING DETAILS AMENDED				J.N.		08/07		 Tech. Officer
A REINFORCING DETAILS AMENDED						11/05		
X ORIGINAL ISSUE						10-03		
				 Design Office Co-Ordinator		 Engineer		 Manager(s)



NOTE: KERB RAMP MUST ALWAYS FACE THE OPPOSITE KERB RAMP.

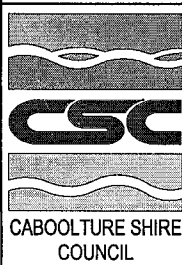
THIS STANDARD HAS BEEN PREPARED IN ACCORDANCE WITH THE INTENT OF THE CABOOLTURE SHIRE COUNCIL GUIDELINES FOR ACCESSIBILITY (FEBRUARY 2002)



RECOMMENDED LENGTH OF TRANSITION.

SCALE: 1:500

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



APPROVED KERB RAMP LOCATIONS & CONFIGURATION

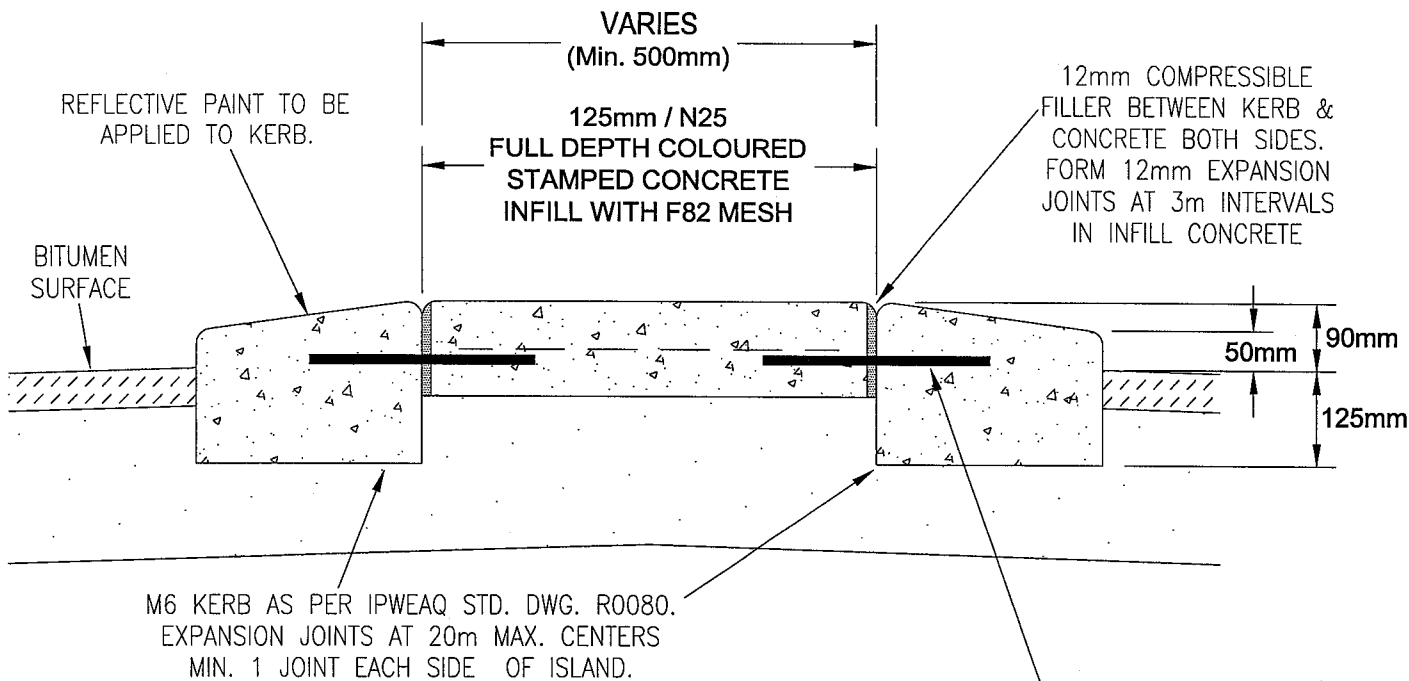
DRAWING No.

01-75

DATE: 01/05

REVISIONS	DRAWN	DATE	DESIGNED	CHECKED	DATE
ORIGINAL ISSUE	D.B.	01/05	Manager	Engineer	Design Office Co-Ordinator
					Designed
					Road No.

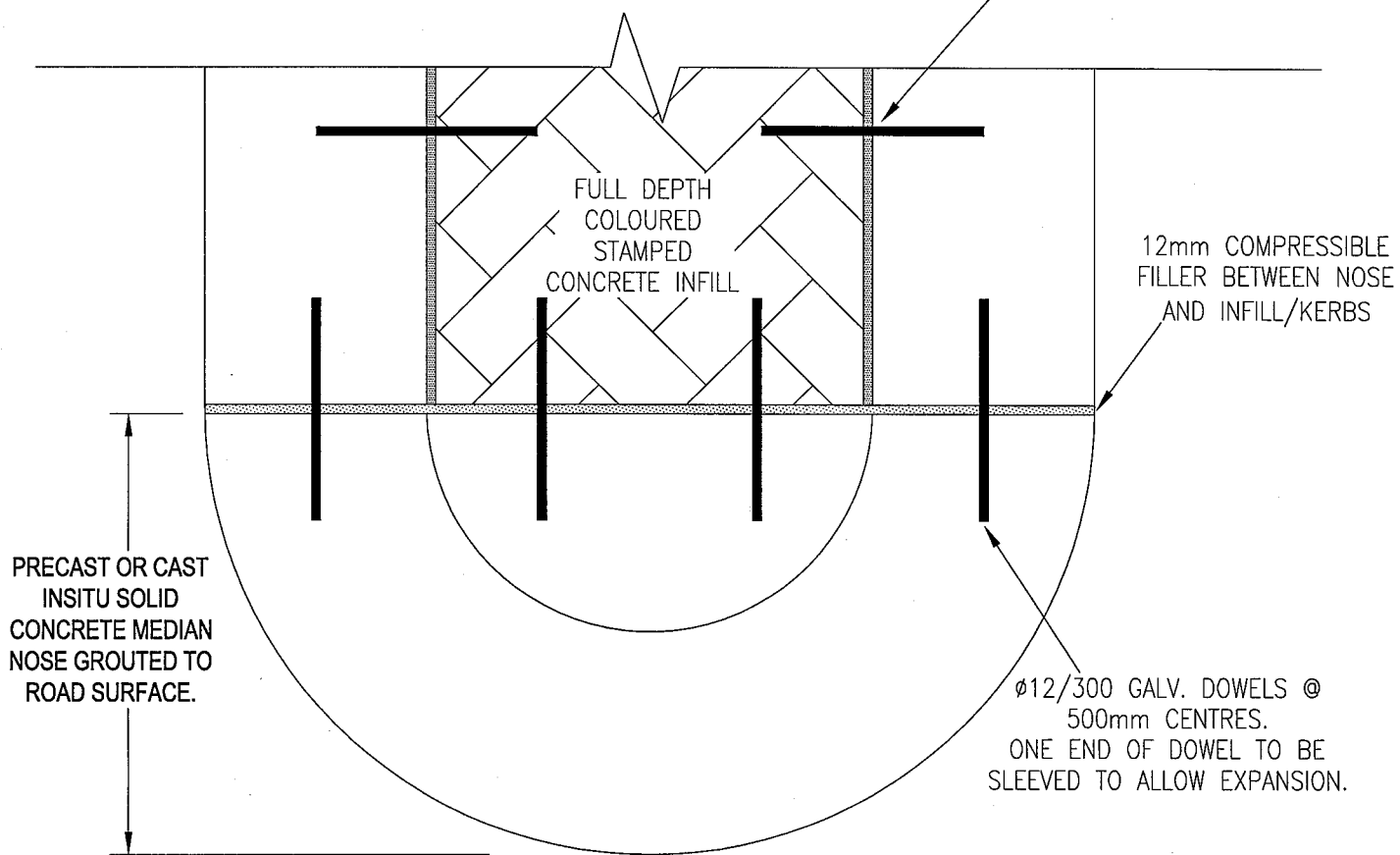
Field Book
Level Book
Job File
Survey File
Road No.



SECTIONAL ELEVATION

SCALE 1:10

Ø12/300 GALV. DOWELS @
500mm CENTRES.
ONE END OF DOWEL TO BE
SLEEVED TO ALLOW EXPANSION.



PLAN

SCALE 1:10

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

MOUNTABLE TRAFFIC ISLAND

DRAWING No.

01-76

DATE:

Field Book

Level Book

Job File

Survey File

Road No.

REVISIONS

DRAWN

DATE

MS
1 Feb 05

BA
2/05

RY
1/05

JB
2/05

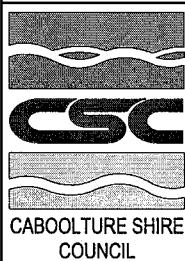
Manager

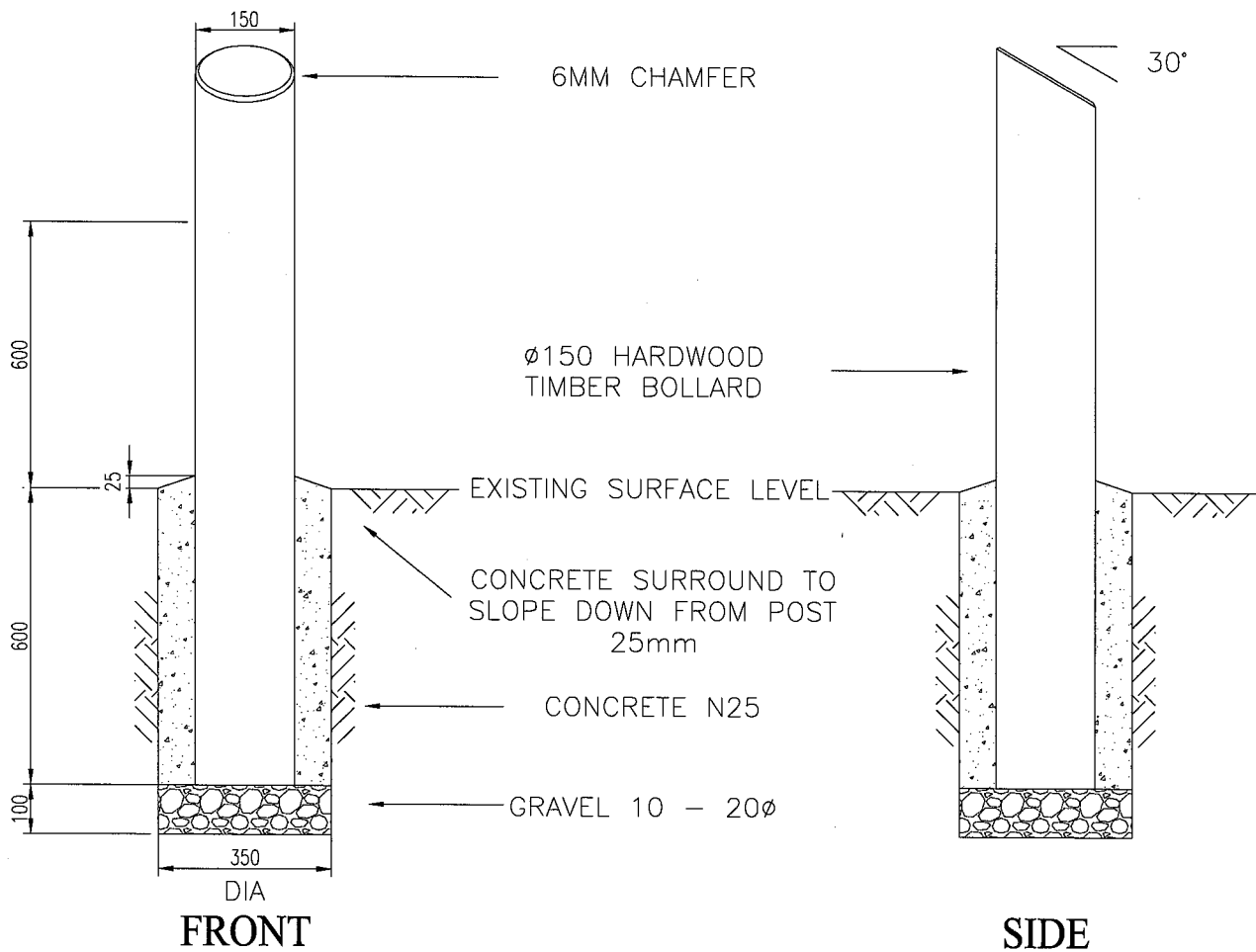
Engineer

Design Office
Co-Ordinator

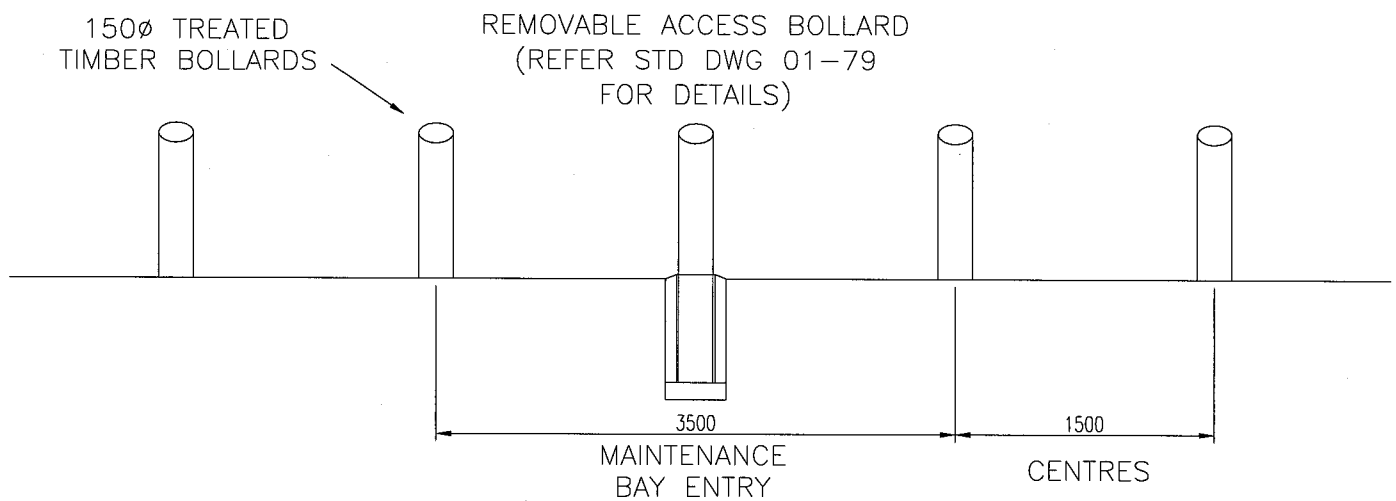
Designed

ORIGINAL ISSUE





TYPICAL TIMBER BOLLARD



STANDARD TIMBER BOLLARD LAYOUT

SCALE: N.T.S.

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



TYPICAL TIMBER BOLLARD

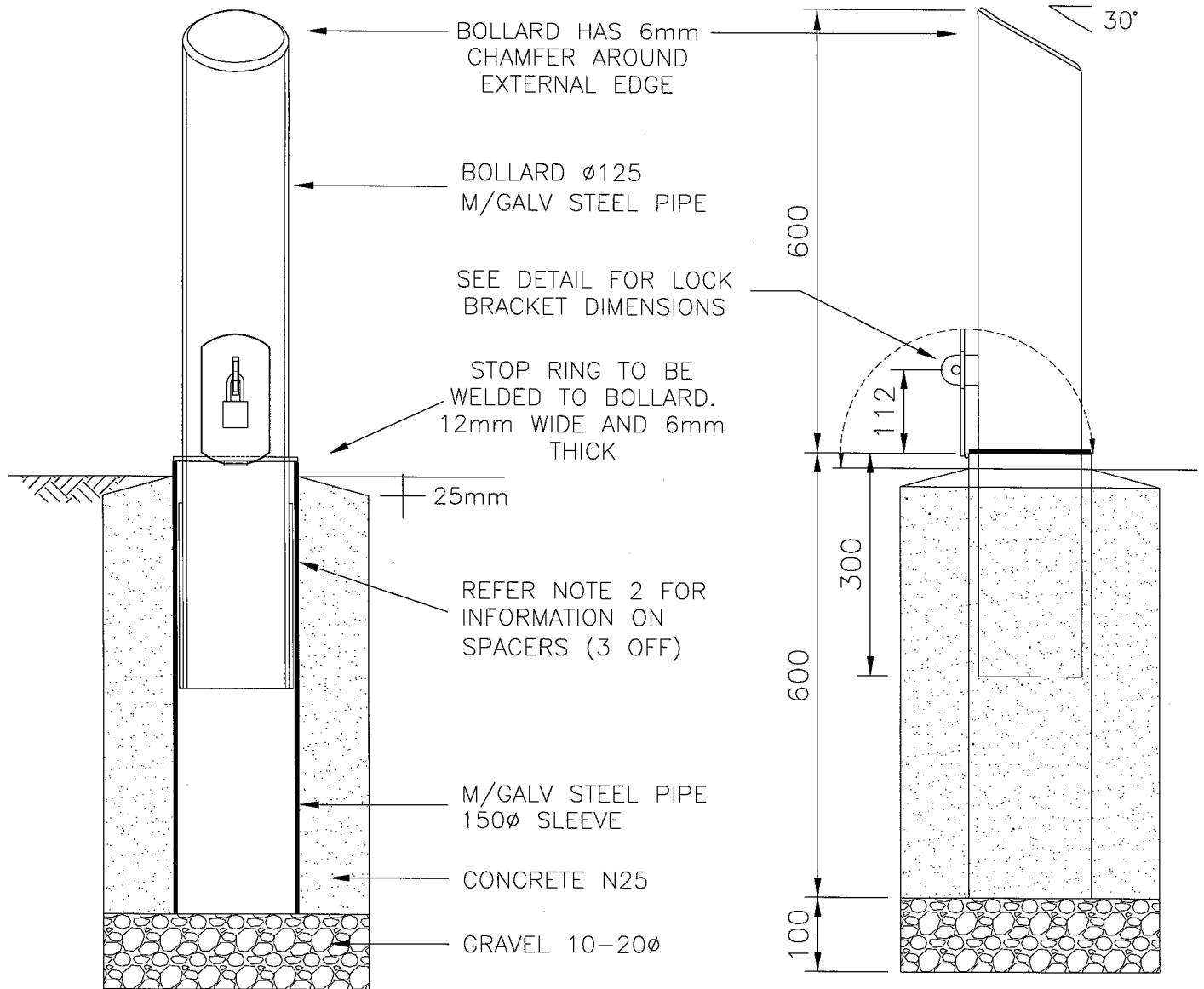
DRAWING No.

01-78

DATE: 02/03/2005

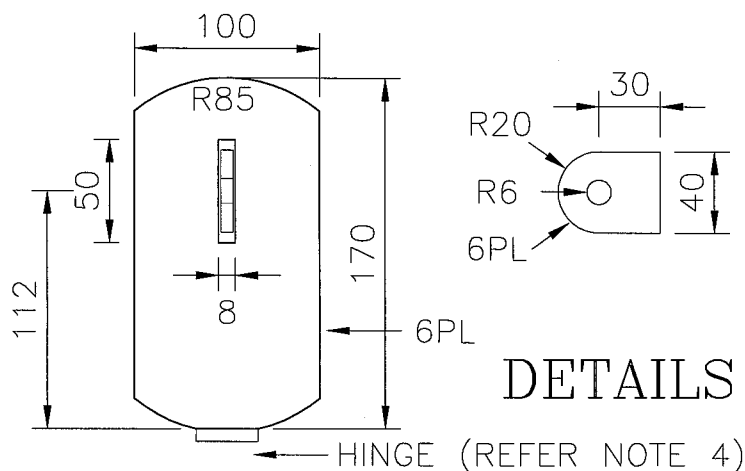
REVISIONS	DRAWN	DATE	Manager	Engineer	Design Office Co-Ordinator	Designed
		20.6.05				
ORIGINAL ISSUE	J.N	02/03/05				

Field Book	
Level Book	
Job File	
Survey File	
Road No.	



SECTIONAL VIEW

SIDE VIEW



DETAILS

NOTES:

- 1 ACCESS BOLLARD 125 ϕ STEEL, 900mm LONG.
- 2 SPACERS (3 OFF) 6PL 250mm LONG, WELDED TO BOLLARD FOR UPRIGHT SUPPORT.
- 3 BOLLARDS APPROX 18KG'S EACH.
- 4 HINGE FOR THE LOCK BRACKET TO BE SPECIFIED BY DESIGNER TO SUIT CONDITIONS OF INSTALLATION.
- 5 ALL HOT DIPPED GALVANISED AFTER FABRICATION
- 6 FOR PLACEMENT DETAILS AND STANDARD BOLLARD SEE STANDARD DRAWING 01-78
- 7 TIMBER BOLLARD MAY BE USED INSTEAD OF GALV BOLLARD IF APPROVED

SCALE: 1:1000

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



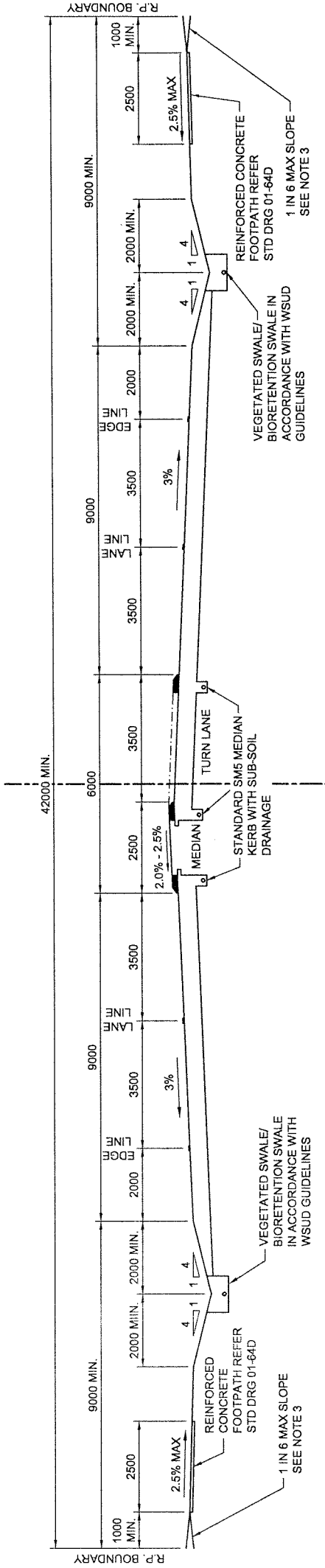
REMOVABLE ACCESS BOLLARD

DRAWING No.

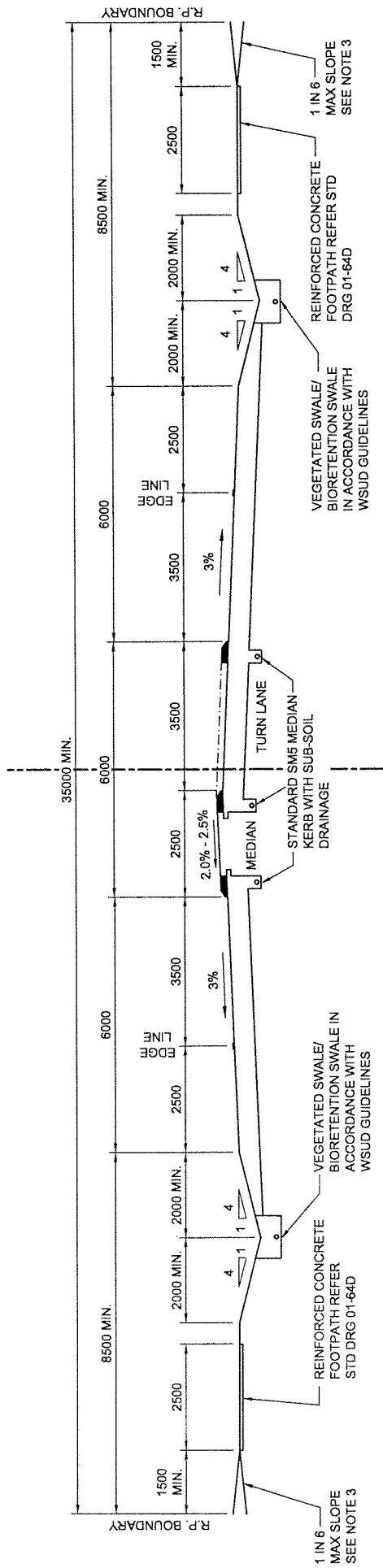
01-79

DATE: 14/11/2005

REVISIONS	DRAWN	DATE	Manager	Engineer	Design Office Co-Ordinator	Designed	Field Book
							Level Book
							Job File
							Survey File
							Road No.
ORIGINAL ISSUE	J.N	14/11/05					



FOUR LANE ROAD
NOT TO SCALE



TWO LANE ROAD
NOT TO SCALE

NOTES

- 1 PAVEMENT DEPTH TO BE DETERMINED DURING DESIGN
- 2 EXTRA WIDTH MAY BE NEEDED TO ACCOMMODATE SIDE SLOPE
- 3 SLOPE TO BE FULLY CONTAINED WITHIN ROAD RESERVE

SCALE: NTS

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



REVISIONS	DRAWN	DATE
A CROSS SECTIONS AMENDED	J.N.	16-08-07
ORIGINAL ISSUE	J.N.	06/05

Tech. Officer	Design Office	Co-Ordinator
	10/07	11-10-07

Engineer	Manager(s)

TWO AND FOUR LANE
SUB ARTERIAL AND ARTERIAL ROAD

TYPICAL CROSS-SECTION

REV.	A
DRAWING No.	01-81
ORIGINAL SHEET SIZE	A4

AC SURFACING FOR ACCESS ROADS (25mm MIN)
AND COLLECTORS BCC MIX TYPE 2 (40mm MIN)
COMPACTION 92%

AC SURFACING OTHER ROADS DMR
DG10 (MIN 40mm)
COMPACTION CV >92%

DOS PRIOR TO
SURFACING <65%

MIN 102% STANDARD

TYPE 2.1

BASE

MIN 100% STANDARD

TYPE 2.3

UPPER SUB BASE#

MIN 100% STANDARD

TYPE 2.5

LOWER SUBBASE

MIN 100% STANDARD

SUBGRADE

STABILISED PAVEMENT
100% STANDARD

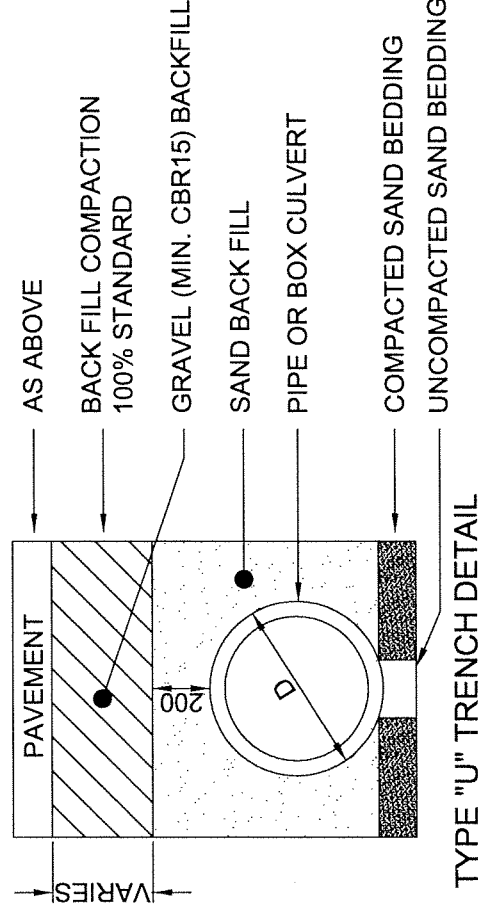
WHERE A SINGLE SUBBASE
LAYER IS NOMINATED, TYPE 2.3
MATERIAL SHALL BE UTILISED

ALL WORKS SHALL BE CONSTRUCTED IN ACCORDANCE
WITH MAIN ROADS SPECIFICATIONS FOR ROADWORKS
WITH THE EXCEPTION OF ASPHALT SURFACING FOR
ACCESS AND COLLECTOR ROADS WHICH SHALL BE IN
ACCORDANCE WITH BRISBANE CITY COUNCIL
SPECIFICATIONS 5310 (SUPPLY OF DENSE GRADED
ASPHALT) AND 5320 (LAYING OF ASPHALT)

NOTE: WHERE DISCREPANCY OCCURS BETWEEN THE
DESIGN AND DEVELOPMENT MANUAL AND THE ABOVE
SPECIFICATIONS, THE PROVISIONS OF THE DESIGN
MANUAL SHALL APPLY

CV = CHARACTERISTICS VALUE

DOS = DEGREE OF SATURATION FOR BASE (FINAL) LAYER



TYPE "U" TRENCH DETAIL

SCALE: 1:1000

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PERSONS WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



REVISIONS	DRAWN	DATE
A	J.N.	16-08-07
CONSTRUCTION CRITERIA CHANGES	J.N.	11-05-06
ORIGINAL ISSUE	J.N.	11-05-06

TECH. OFFICER	DESIGN OFFICE	ENGINEER	MANAGER(S)
J.N.	J.N.	J.N.	J.N.

ROAD CONSTRUCTION CRITERIA

TYPICAL CROSS SECTION

DRAWING No.	01-83	REV.	A
ORIGINAL SHEET SIZE	A4		








Technical drawing of a mechanical part with dimensions and labels:

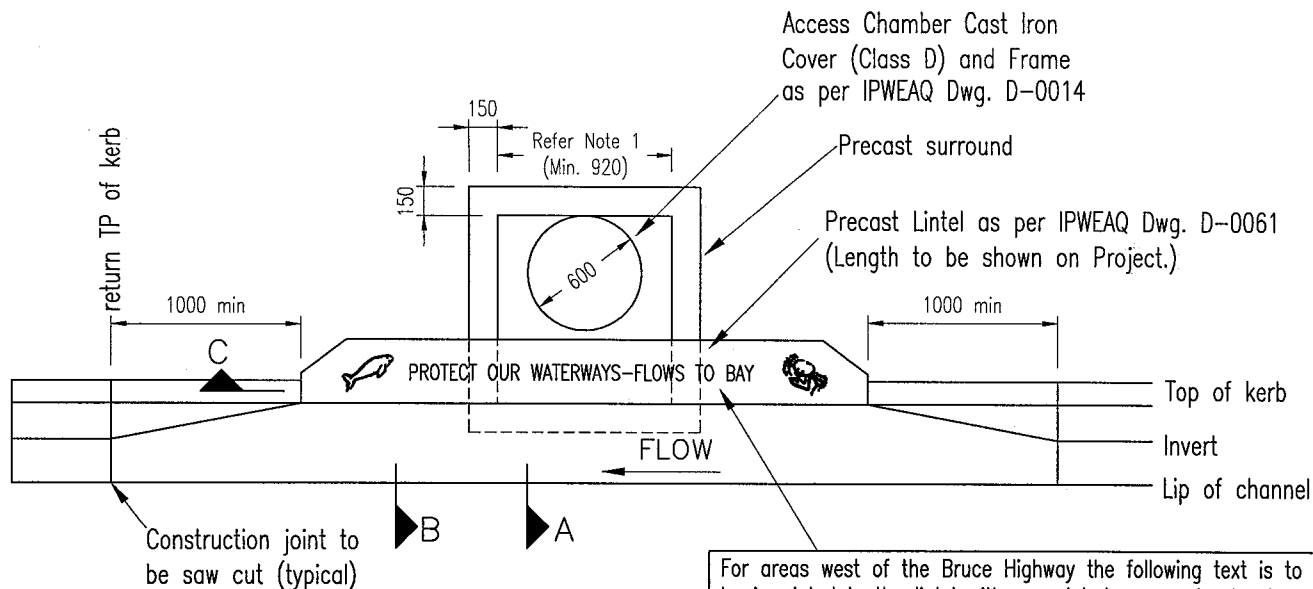
- Dimensions:**
 - Horizontal dimensions: 150, 225, 100, 00.
 - Vertical dimension: 50 Radius.
 - Label: "Varies" with a vertical arrow indicating a variable dimension.
- Labels:**
 - * NOM kerb line

SECTION B

1. Dimensions of pit to suit precast components and may vary to suit manufacturers.
2. For barrier kerb the precast lintel is to be aligned with face of kerb.
3. Concrete N32 in accordance with AS 1379 and AS 3600.

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

 M/S 31/8/2004 Manager Transport Planning	 BOL 8/04 Engineer	 Design Office Co-Ordinator  Designed	 CABOULTURE SHIRE COUNCIL	BACK ENTRY CATCH PIT WITH PRECAST EXTENDED KERB INLET (on grade conditions)	08/04 Various Changes C 12/03 Various Changes B 08/03 Various Changes A 09/99 ORIGINAL ISSUE	
					DATE REVISION NO.	STANDARD DRAWING NO. 02-11 C

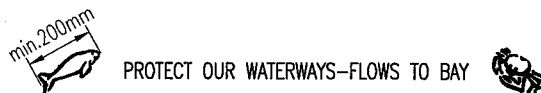


PLAN

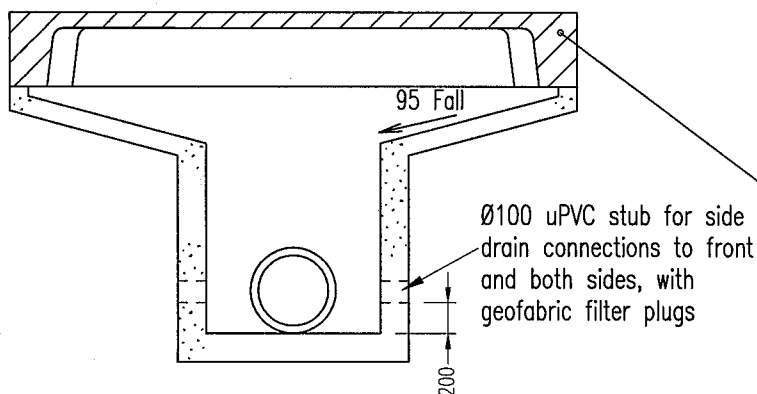
For areas west of the Bruce Highway the following text is to be imprinted in the lintel with associated approved artwork.



For areas east of the Bruce Highway the following text is to be imprinted in the lintel with associated approved artwork.

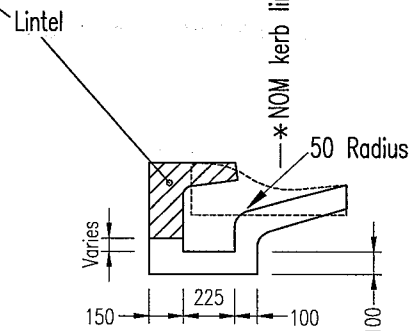


Text to be 40mm high letters imprinted 5mm into concrete. Artwork to be a minimum of 200mm in length and imprinted 5mm into concrete.

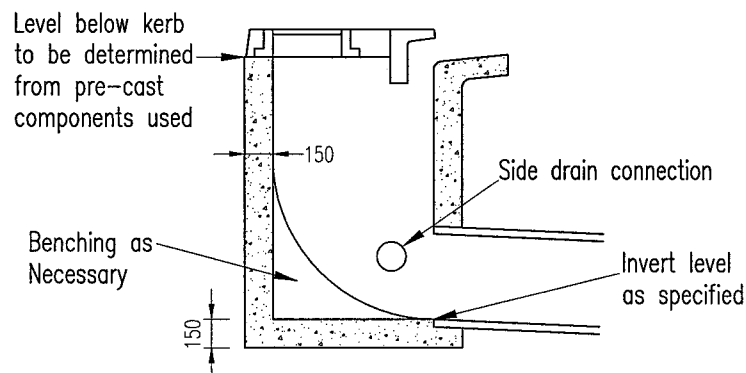


SECTION C

Sag point configuration



SECTION B







SECTION A

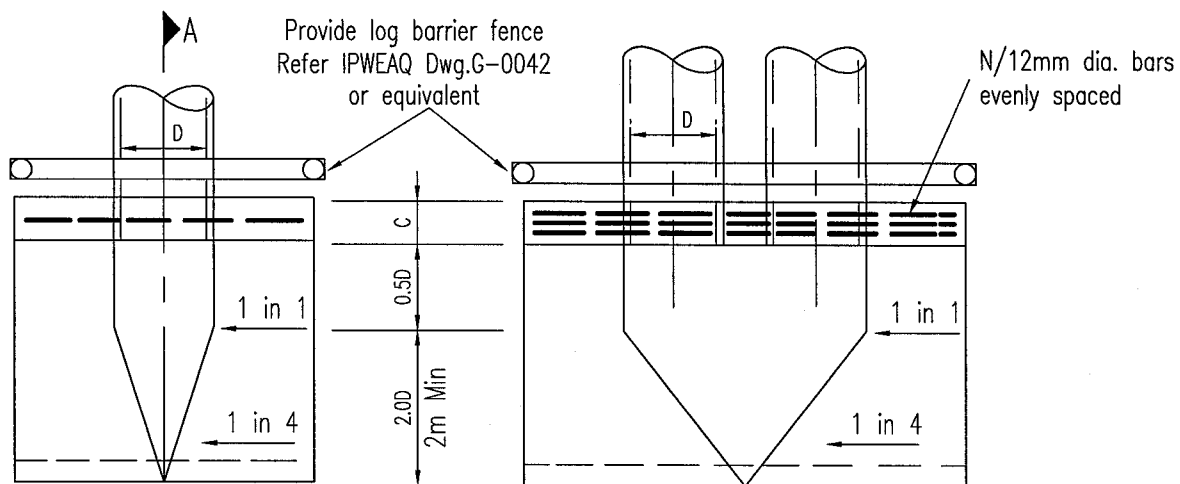
NOTES:

1. Dimensions of pit to suit precast components and may vary to suit manufacturers.
2. For barrier kerb the precast lintel is to be aligned with face of kerb.
3. Concrete N32 in accordance with AS 1379 and AS 3600.

SCALE N.T.S.

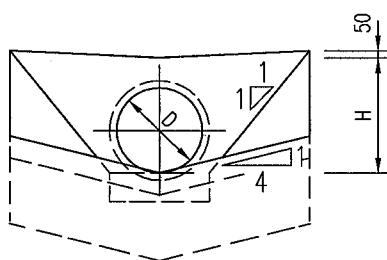
CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.

 31/8/2004 Manager Transport Planning	 8/04 Engineer	 8/04 Design Office Co-Ordinator	 CABOOLTURE SHIRE COUNCIL	BACK ENTRY CATCH PIT WITH PRECAST EXTENDED KERB INLET (sag condition)	08/04 Various Changes C
					12/03 Various Changes B
					08/03 Various Changes A
					08/03 Various Changes
					09/99 ORIGINAL ISSUE
					DATE REVISION NO.
					STANDARD DRAWING NO.
					02-18 C

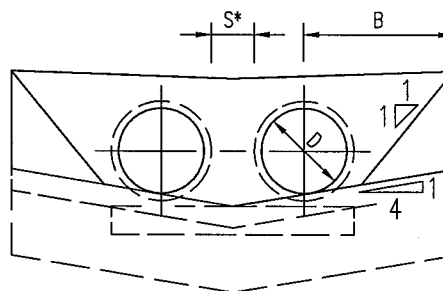


PLAN

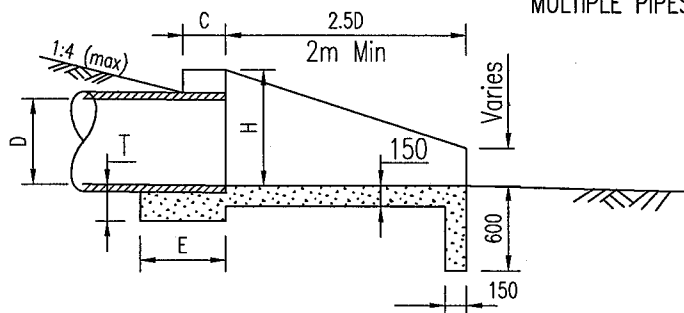
PLAN
MULTIPLE PIPES



ELEVATION



ELEVATION
MULTIPLE PIPES



SECTION A-A

SCALE: N.T.S.

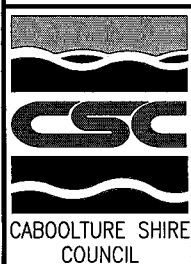
NOTES:

- Concrete to be Class N20.
- Reinforcing to be plain steel reinforcing bars in accordance with AS 1302 for structural grade steel. Clear cover to be 50mm minimum.
- Weepholes at 1200 c/s maximum. No fines concrete block 300x300x150 at each weephole.
- S* dimension for multiple R.C. Pipes for any method of laying is :
300 for D = 600 or less
600 for D greater than 600
- Taper from downstream end of concrete apron to match concrete lined open drain, where applicable.

DIMENSIONS															
DIMENSIONS	PIPE DIAMETER 'D'														
	375	450	525	600	675	750	825	900	1050	1200	1350	1500	1650	1800	
B	760	875	995	1115	1240	1380	1520	1660	1890	2130	2365	2600	2840	3075	
C	230	230	300	300	300	350	350	350	350	400	400	400	450	450	
E	450	450	600	600	600	750	750	750	750	900	900	900	1000	1000	
H	570	650	730	810	900	1000	1100	1200	1360	1520	1680	1840	2000	2160	
T	180	190	190	200	200	230	240	240	260	260	310	340	380	410	
N	1	2	2	2	3	3	3	3	3	4	4	4	4	4	

Use 375mm dia. dimensions for 300mm dia.

CABOOLTURE SHIRE SUPPORTS FACILITIES AND ACCESS FOR PEOPLE WITH A DISABILITY. PLEASE ENSURE PROVISION AND/OR REINSTATEMENT OF FACILITIES.



PIPE CULVERT INLET & OUTLET PLAN & ELEVATIONS

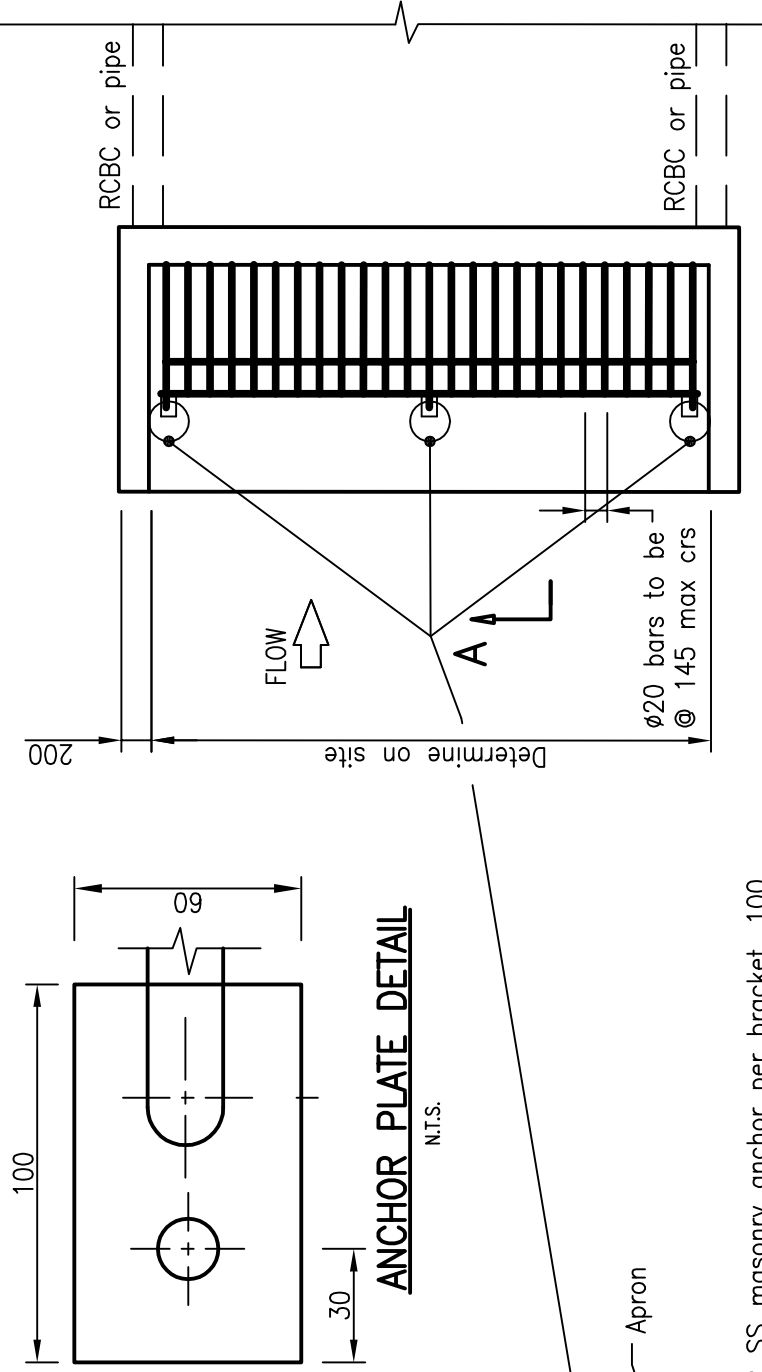
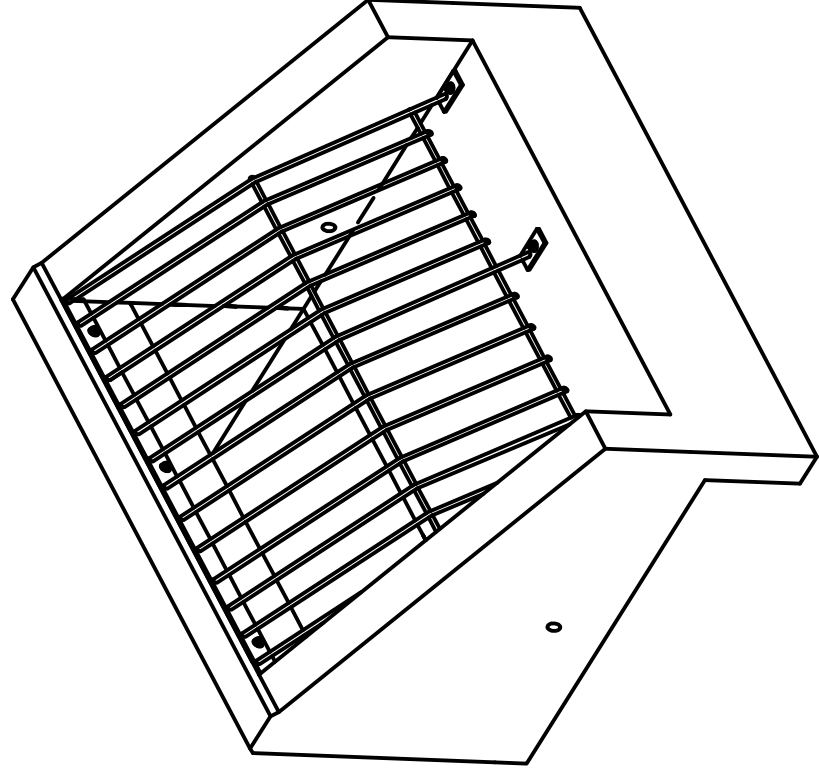
STANDARD DRAWING No.

02-22B

DATE: 09/99

REVISIONS	DRAWN	DATE	Manager	Engineer	Chief Draftsman	Designed
B VARIOUS CHANGES						
A VARIOUS CHANGES						
X ORIGINAL ISSUE						

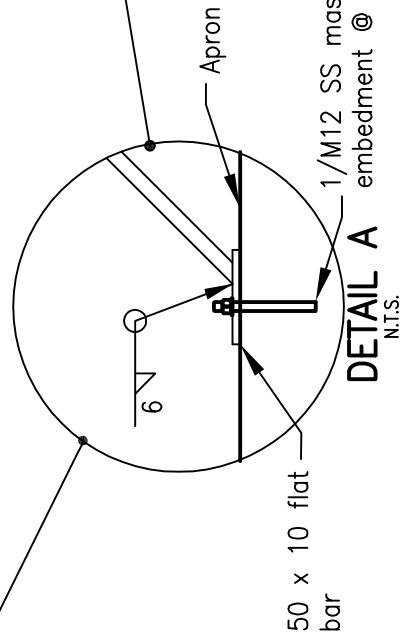
Field Book	
Level Book	
Job File	
Survey File	
Road No.	



0

ANCHOR PLATE DETAIL

CULVERT HEIGHT	A	B	C	SCREEN HEIGHT H
375	500	613	884	630
450	575	671	988	742
525	650	746	1104	854
600	725	821	1220	966
675	800	897	1341	1078
750	875	972	1462	1190
825	950	1048	1583	1302
900	1025	1123	1704	1414
975	1100	1200	1825	1526
1050	1175	1275	1946	1638
1125	1250	1350	2067	1750
1200	1325	1425	2188	1862
1275	1400	1500	2309	1974
1350	1475	1575	2430	2086
1425	1550	1650	2551	2198
1500	1625	1725	2672	2310
1575	1700	1800	2793	2422
1650	1775	1875	2914	2534
1725	1850	1950	3035	2646
1800	1925	2025	3156	2758
1875	2000	2100	3277	2870
1950	2075	2175	3398	2982
2025	2150	2250	3519	3094
2100	2225	2325	3640	3206
2175	2300	2400	3761	3318
2250	2375	2475	3882	3430
2325	2450	2550	4003	3542
2400	2525	2625	4124	3654
2475	2600	2700	4245	3766
2550	2675	2775	4366	3878
2625	2750	2850	4487	3990
2700	2825	2925	4608	4102
2775	2900	3000	4729	4214
2850	2975	3075	4850	4326
2925	3050	3150	4971	4438
3000	3125	3225	5092	4550
3075	3200	3300	5213	4662
3150	3275	3375	5334	4774
3225	3350	3450	5455	4886
3300	3425	3525	5576	4998
3375	3500	3600	5697	5110
3450	3575	3675	5818	5222
3525	3650	3750	5939	5334
3600	3725	3825	6060	5446
3675	3800	3900	6181	5558
3750	3875	3975	6302	5670
3825	3950	4050	6423	5782
3900	4025	4125	6544	5894
3975	4100	4200	6665	6006
4050	4175	4275	6786	6118
4125	4250	4350	6907	6230
4200	4325	4425	7028	6342
4275	4400	4500	7149	6454
4350	4475	4575	7270	6566
4425	4550	4650	7391	6678
4500	4625	4725	7512	6790
4575	4700	4800	7633	6902
4650	4775	4875	7754	7014
4725	4850	4950	7875	7126
4800	4925	5025	7996	7238
4875	5000	5100	8117	7350
4950	5075	5175	8238	7462
5025	5150	5250	8359	7574
5100	5225	5325	8480	7686
5175	5300	5400	8601	7798
5250	5375	5475	8722	7910
5325	5450	5550	8843	8022
5400	5525	5625	8964	8134
5475	5600	5700	9085	8246
5550	5675	5775	9206	8358
5625	5750	5850	9327	8470
5700	5825	5925	9448	8582
5775	5900	6000	9569	8694
5850	5975	6075	9690	8806
5925	6050	6150	9811	8918
6000	6125	6225	9932	9030
6075	6200	6300	10053	9142
6150	6275	6375	10174	9254
6225	6350	6450	10295	9366
6300	6425	6525	10416	



DETAIL A
N.T.S.
embedment @ 1m max. crs.

PLAN
N.T.S.

[illegible]

- NOTES:

1. For Wingwall and Headwall details and reinforcement, refer MRD Std Drg 1303
2. For Apron details and reinforcement, refer MR Std Drg 1318 (Type 3 Apron)
3. Concrete to be Class N32/20
4. All cover to reinforcement to be 50mm min.
5. Cover in aggressive environments refer MRD Std Drg 1303.
6. All sections to be grade 300 and all bar to be grade 400.
7. All welds to conform to AS1554 and be 6m continuous fillet welds unless otherwise noted.
8. All steelwork to be hot dip galvanised after fabrication to AS1560.
9. All nuts, bolts and washers to be stainless steel grade 316. with isolation washers.
10. Refer to MRD Standards for safe distances to carriageways.