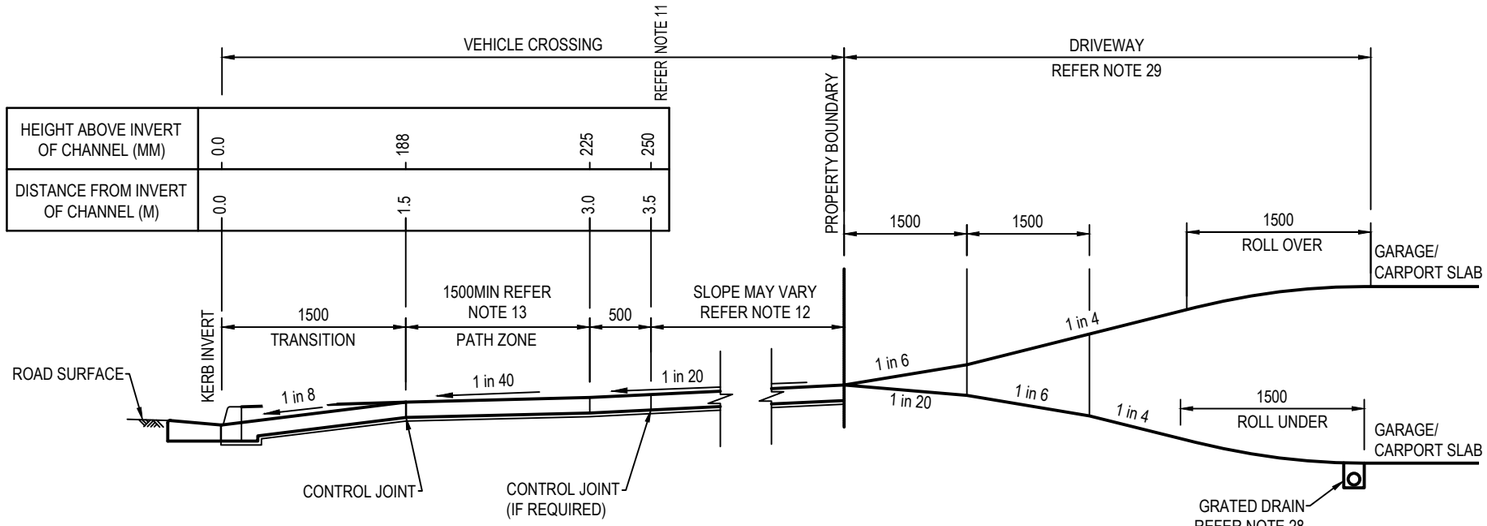


BREAKOUT TYPE SECTION 1 RSD100



TYPICAL PROFILE VEHICLE CROSSING/DRIVEWAY ACCESS SECTION 2 RSD100

NOTES:

1. ALL APPROPRIATE PERMITS MUST BE OBTAINED FROM RELEVANT COUNCIL, SPECIFYING CROSSING TYPE, CONSTRUCTION MATERIALS, LOCATION, LEVELS, SURFACE FINISHES AND DIMENSIONS, PRIOR TO ANY EXCAVATION.
2. ALTERNATIVE MATERIALS FOR CONSTRUCTION, OTHER THAN REINFORCED CONCRETE, REFER TO RELEVANT COUNCIL FOR APPROVAL.
3. CROSSING TO BE CONSTRUCTED SQUARE TO THE STREET ALIGNMENT, WHOLLY CONTAINED WITHIN THE SITE FRONTAGE FROM INVERT OF CHANNEL TO PROPERTY BOUNDARY.
4. ONE ACCESS TO BE CONSTRUCTED PER ALLOTMENT UNLESS OTHERWISE APPROVED BY RELEVANT COUNCIL.
5. TO REDUCE IMPACT ON AVAILABLE STREET PARKING, CONSIDERATION IS TO BE GIVEN TO VISITOR'S AND NEIGHBOURING PROPERTY'S PARKING NEEDS WHEN SELECTING A CROSSING LOCATION.
6. CROSSING TO BE LOCATED CLEAR OF EXISTING GULLY PITS. WHERE THIS CANNOT BE ACHIEVED, THE GULLY PIT AND PIPEWORK MAY BE RELOCATED AT THE PROPERTY OWNER'S EXPENSE, SUBJECT TO APPROVAL OF THE RELEVANT COUNCIL.
7. CROSSING TO BE LOCATED CLEAR OF ALL SERVICE AUTHORITY'S FITTINGS, MANHOLES AND PITS. SUBJECT TO RELEVANT COUNCIL APPROVAL, WHERE THIS CANNOT BE ACHIEVED, EXISTING SERVICE PITS ARE TO BE CONTAINED WITHIN THE AREA OF NEW DRIVEWAY, PIT SURFACE TO MATCH APPROVED DRIVEWAY FINISHED LEVELS.
8. KERB ADAPTORS AND ASSOCIATED ROOFWATER DRAINAGE TO BE LOCATED CLEAR OF CROSSINGS.
9. COUNCIL WILL NOT RELOCATE TRAFFIC ISLANDS OR PROVIDE BREAKS IN TRAFFIC ISLANDS TO ALLOW DRIVEWAY ACCESS.
10. FOR WATER SENSITIVE URBAN DESIGN VERGES, THE CROSSING IS SUBJECT TO RELEVANT COUNCIL DESIGN AND APPROVAL.
11. CROSSING MUST ACHIEVE A HIGH POINT OF 250MM ABOVE INVERT OF KERB TO ENSURE STORMWATER IS CONTAINED WITHIN THE ROAD RESERVE AS PER REQUIREMENT OF Q.U.D.M. (QUEENSLAND URBAN DRAINAGE MANUAL). THIS CONSTRAINT MAY BE VARIED UPON THE APPROVAL OF THE RELEVANT COUNCIL.
12. UNDER SPECIAL CIRCUMSTANCES COUNCIL MAY APPROVE A RISING GRADE OF 1:6 MAX OR FALLING GRADE OF 1:20 MIN LONGITUDINAL GRADES ALONG PROPERTY BOUNDARY MUST ALLOW FOR FREE DRAINAGE AND PEDESTRIAN SAFETY.
13. PATH ZONE WIDTH MAY VARY TO MATCH EXISTING CONCRETE PATHWAYS AND VERGE PROFILES. EARTHWORKS ADJOINING CONCRETE MUST BE WELL COMPACTED.
14. EARTHWORKS CUT AND FILL BATTERS FROM EDGE OF CROSSING TO NATURAL SURFACE TO BE MAXIMUM GRADE AT 1 IN 10 AND FULLY TURFED PRIOR TO COUNCIL INSPECTION.
15. EXISTING PATH TO BE LONGITUDINALLY TRANSITIONED TO NEW CROSSING AT A MAXIMUM GRADE OF 1 IN 10.
16. PLAIN CONCRETE SURFACES TO BE HEAVY BROOM FINISHED.
17. DECORATIVE SURFACES ARE SUBJECT TO RELEVANT COUNCIL APPROVAL, WHERE APPROVED, TO HAVE A 5MM MAX DEPTH VARIATION IN THE FINISHED SURFACE PROFILE.
18. EXPANSION JOINTS TO BE 10MM THICK FULL DEPTH CLOSED CELL CROSS LINKED POLYETHYLENE FOAM (85 - 150 KG/M), OR 8.5MM THICK BITUMEN IMPREGNATED COMPRESSED GRANULATED CORKBOARD, INSTALLATION TO MANUFACTURERS' INSTRUCTIONS. SEAL SURFACE OF JOINT WITH A SUITABLE POLYURETHANE SEALANT.
19. CONCRETE SURFACE TOLERANCE TO BE, +5MM - 0MM OVER 3 METRE SECTIONS.
20. CONCRETE TO BE MINIMUM GRADE N32 IN ACCORDANCE WITH AS 1379, AS 3600 , AS4671, AS4586, AS 4663.
21. CONCRETE CONSTRUCTION TO COMPLY WITH THE REQUIREMENTS OF AS 3600, CONCRETE CODE.
22. REINFORCEMENT FABRIC TO AS 4671 STEEL REINFORCING MATERIALS, 50 TOP AND EDGE COVER, LAP FABRIC 250.
23. CONTROL JOINTS ARE TO BE SEALED WITH A LOW MODULUS SELF PRIMING SEALANT TO THE MANUFACTURERS SPECIFICATION. REFER PCD-101.
24. FORMWORK AND REINFORCEMENT SHALL BE IN PLACE AND INSPECTED AND APPROVED BY THE RELEVANT COUNCIL PRIOR TO PLACEMENT OF CONCRETE.
25. MAINTENANCE OF THE CROSSINGS ARE THE RESPONSIBILITY OF THE PROPERTY OWNER.
26. DRAWING TO BE READ IN CONJUNCTION WITH RSD-100.
27. CROSS FALL OF EXISTING PAVEMENT ADJACENT TO THE CROSSING TO BE CHECKED. IF CROSS FALL EXCEEDS 3%, RELEVANT COUNCIL WILL DECIDE IF CROSSING NEEDS TO BE RE-DESIGNED TO ENSURE SATISFACTORY CLEARANCE FOR VEHICLES.
28. CONSTRUCT GRATED DRAIN TO PREVENT WATER ENTERING GARAGE/CARPORT SLAB.
29. DRIVEWAYS TO BE CONSTRUCTED IN ACCORDANCE WITH QUEENSLAND DEVELOPMENT CODE NMP 1.1 - DRIVEWAYS (HOWEVER, DRAWINGS RSD-100 AND RSD-101 TAKE PRECEDENCE IN THE EXTENT OF ANY INCONSISTENCY).
30. ALL SURFACES WILL MEET EITHER AS/NZS 4586 - SLIP RESISTANCE CLASSIFICATION OF NEW PEDESTRIAN SURFACE MATERIALS OR, AS/NZS 4663 - SLIP RESISTANCE MEASUREMENT OF EXISTING PEDESTRIAN SURFACES AS APPROPRIATE.
31. AVOID EXISTING SERVICES INCLUDING WATER METERS AND ELECTRICITY PILLARS.
32. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.

The fitness for purpose of these drawings for a specific project shall be determined and certified by a Registered Professional Engineer of Queensland (RPEQ).
The user is responsible for ensuring the relevant council has adopted the drawing prior to its use.

VEHICLE CROSSINGS	QUEENSLAND NORTHERN TERRITORY IPWEA INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALASIA	
RESIDENTIAL DRIVEWAYS SHEET 2 OF 2	SIZE A3	DRAWING No. RSD-101
	NOT TO SCALE	REV DATE: 07/23 A REV.

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