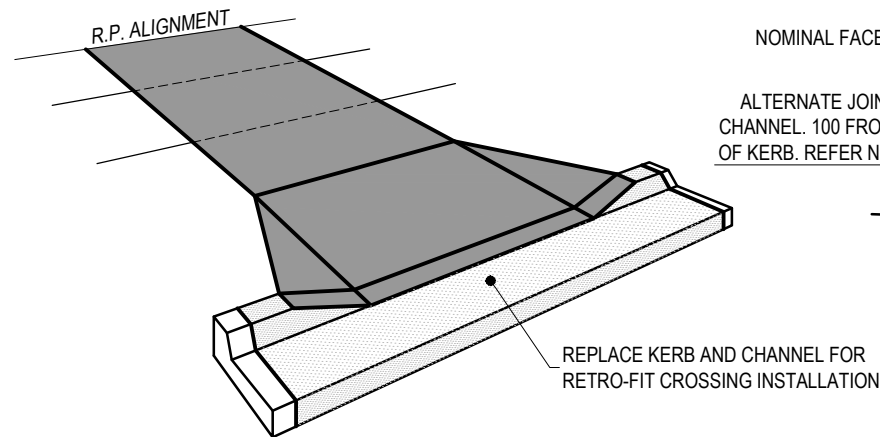
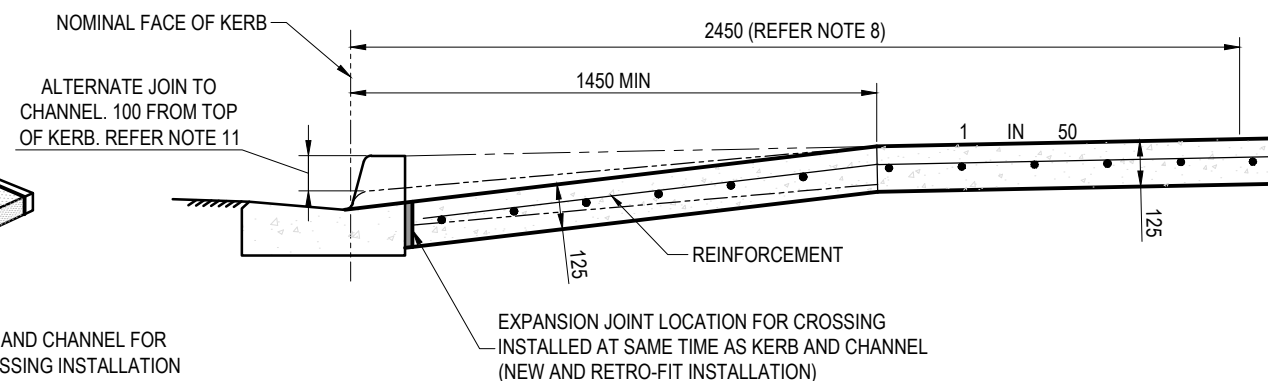


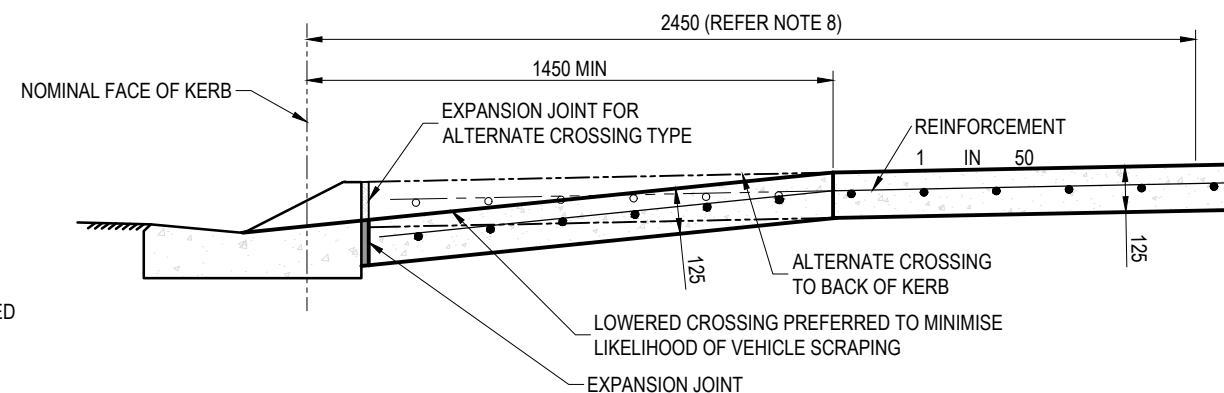
**SECTION A-A  
(FOR TYPE 'E' K&C)**



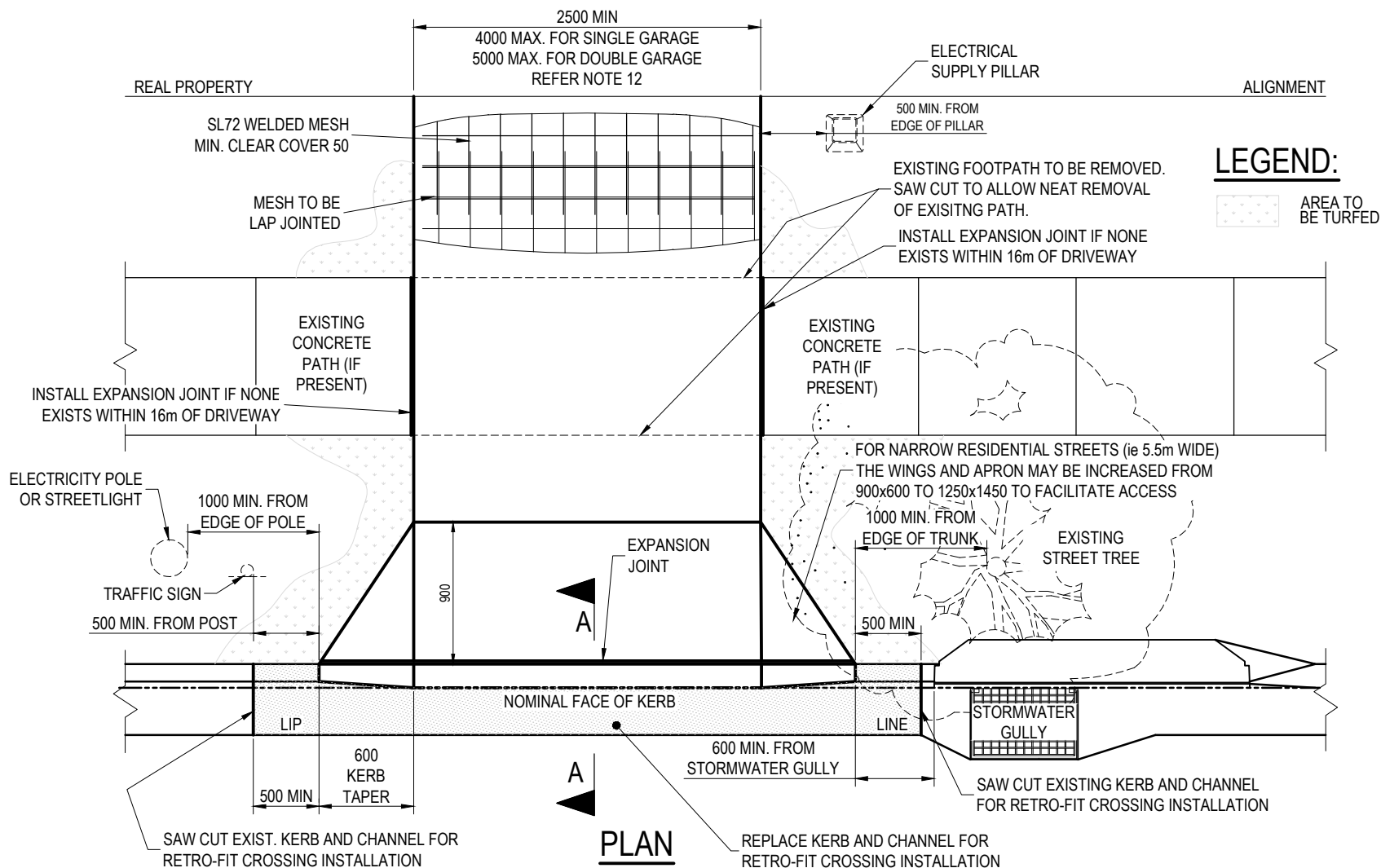
**PERSPECTIVE VIEW**



**SECTION (WITH TYPE 'E' K&C)**



**SECTION (WITH TYPE 'D' K&C)**



**PLAN**

**NOTES:**

1. THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES FOR DETAIL (REFER BSD-0015 FOR REQUIREMENTS).
2. THIS CROSSING IS NOT FOR COMMERCIAL VEHICLES.
3. ALL CONCRETE TO BE GRADE N32.
4. ALL CONCRETE TO BE BROOM FINISHED. FOR SLIP RESISTANCE REQUIREMENTS REFER SPECIFICATION S150 ROADWORKS.
5. EXPANSION JOINTS TO BE FULL DEPTH 10 THICK CLOSED CELL CROSS LINKED POLYETHYLENE FOAM (85-150kg/m<sup>3</sup>). SEAL SURFACE OF JOINT WITH A SUITABLE POLYURETHANE SEALANT.
6. THE THICKNESS OF DECORATIVE SURFACING WHERE APPROVED IS ADDITIONAL TO THE THICKNESS SHOWN.
7. PERMITS RELATING TO ROADS AND DRAINAGE MUST BE OBTAINED FROM COUNCIL (EITHER FROM REGIONAL BUSINESS CENTRES OR [www.brisbane.qld.gov.au](http://www.brisbane.qld.gov.au)) TO SEEK APPROVAL OF LOCATION AND LEVELS PRIOR TO ANY EXCAVATION.
8. 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 THE MANAGER, CITY ASSETS BRANCH OR HIS DELEGATE.
9. 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.
10. 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.
11. INVERT CHANNEL LIP MAY 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.
12. NARROW LOT FRONTAGE CROSSOVER MAXIMUM WIDTHS
  - FRONTAGE ≥7.5m BUT <10m: 4.0m;
  - FRONTAGE <7.5m: 3.5m.
13. ON MINOR ROADS CROSSOVER TO BE A MINIMUM:
  - 10m FROM A MINOR INTERSECTION;
  - 20m FROM A MAJOR INTERSECTION.
14. DIMENSIONS IN MILLIMETRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
D	Notes 12 & 13 Added, Offsets From Roadside Features Added	JAN '19	APR '19	APR '19
C	Drawing Title Amended	JAN '16	JUL '16	JUL '16
B	Driveway from Type 'D' Kerb Amended	MAR '15	SEP '15	SEP '15
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

<b>DRAWING AUTHORISED FOR PUBLICATION</b>			
B.BALL SIGNATURE ON ORIGINAL DATED 29/6/01 R.P.E.Q: 3 8 5 2	DESIGN	Std Dwg's WG	DATE April '01
ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT	DRAWN	CPO - P&D	DATE April '01
<b>DESIGN APPROVED</b>	CHECKED	M.STEER	DATE May '01
B.HANSON SIGNATURE ON ORIGINAL DATED 27/6/01	DRAWING FILENAME	BSD-2022 (D) Vehicle crossing (driveway) - Single dwelling.dwg	
PRINCIPAL ASSET OFFICER ROADS & DRAINAGE	ASSOCIATED PLANS	SUPERSEDES UMS-223	

	<b>BRISBANE CITY COUNCIL STANDARD DRAWING</b>	
	SCALE NOT TO SCALE DWG No. BSD-2022 ORIGINAL SIZE A3 REVISION D	
	<b>VEHICLE CROSSING (DRIVEWAY) SINGLE DWELLING</b>	