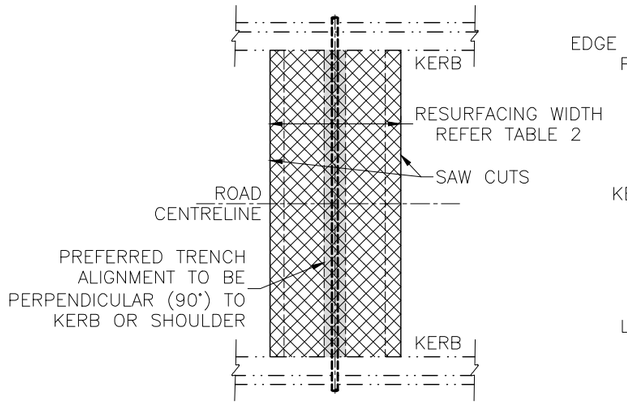
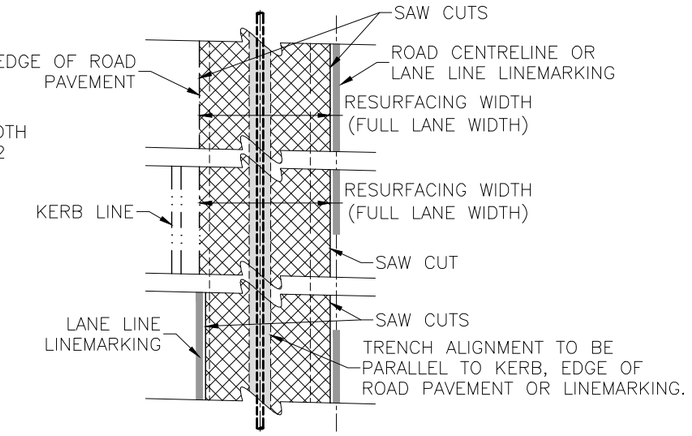
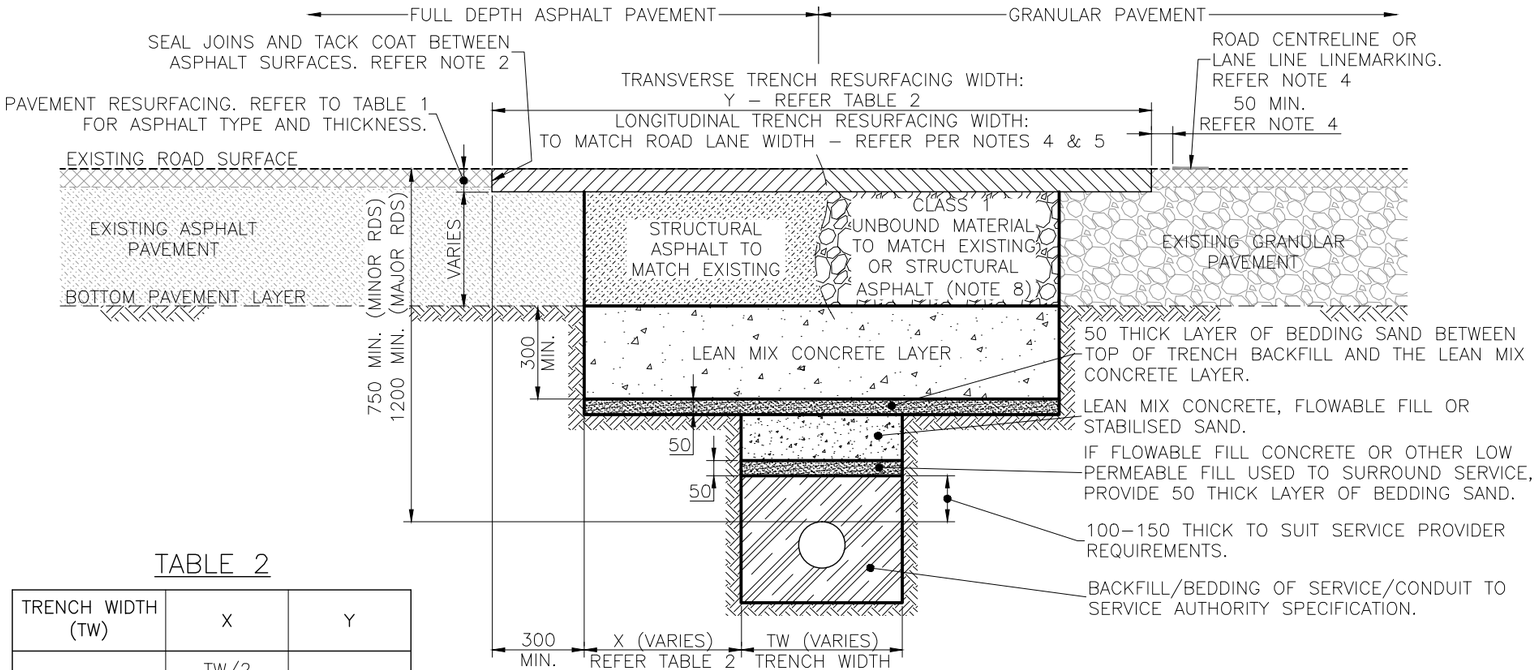


TYPICAL PLAN VIEW –
TRANSVERSE TRENCH



TYPICAL PLAN VIEW –
LONGITUDINAL TRENCH
(REFER NOTE 4)



TYPICAL TRENCH REINSTATEMENT
CROSS–SECTION

TABLE 2

TRENCH WIDTH (TW)	X	Y
<600	TW/2 (150 MIN.)	1500 MIN.
>600	300 MIN.	2200 MIN.

TABLE 1 – SURFACE LAYER

	ASPHALT MIX		SURFACE THICKNESS (EXCLUDING PAVEMENT)	
LOCATION	BCC	DTMR	EACH LAYER	TOTAL SURFACE THICKNESS
MINOR ROAD	TYPE 2	DG10	25–40mm	MIN. 50mm OR ADJACENT ASPHALT THICKNESS, WHICHEVER IS GREATER
MAJOR ROAD	TYPE 3	DG14	50–60mm	MIN. 100mm OR ADJACENT ASPHALT THICKNESS, WHICHEVER IS GREATER

NOTES:

1. TRENCHLESS TECHNOLOGY TECHNIQUES ARE THE PREFERRED METHOD FOR ROAD CROSSING SERVICES CONDUITS IN EXISTING ROADWAYS.
2. ASPHALT TO ASPHALT JOINT – SAW CUT EXISTING AC WHERE SHOWN OR AS AGREED WITH COUNCIL REPRESENTATIVE ON SITE TO PROVIDE CLEAN CUT AND SEAL WITH BITUMEN EMULSION CRACK SEALANT. APPLY BITUMEN EMULSION TACK COAT TO ALL OTHER NEWLY EXPOSED ASPHALT SURFACES PRIOR TO PLACEMENT OF REINSTATED ASPHALT PAVEMENT OR SURFACE.
3. ALL EXPOSED FACES OF GRAVEL PAVEMENT TO BE TO BE PRIMED DURING SEALING OPERATIONS.
4. WHERE THE TRENCH HAS BEEN CONSTRUCTED LONGITUDINALLY IN THE ROAD, THEN THE FINAL SURFACE REPAIR WIDTH IS TO MATCH THE EXISTING LANE WIDTH AND TERMINATE 50mm CLEAR OF THE ROAD CENTRELINE OR LANE LINE LINE MARKING TO ALLOW FOR THE BITUMEN EMULSION JOINT SEAL. REINSTATEMENT OF SURFACE ADJACENT TO THE KERB OR ROAD PAVEMENT EDGE TO EXTEND FULLY TO THE KERB LINE OR EDGE OF PAVEMENT.
5. A PART LANE RESURFACING MAY BE APPROVED WHERE THE FULL REINSTATEMENT IS ABLE TO BE COMPLETED BETWEEN THE INNER AND/OR OUTER EDGE AND CENTRE OF THE LANE. WHERE THIS IS TO OCCUR THE RESURFACING MAY EXTEND 300 BEYOND THE CENTRE OF THE LANE.
6. THE VERTICAL DEVIATION FROM A 3m STRAIGHT EDGE PARALLEL TO THE CENTRE LINE OF THE EXISTING ROAD IS NOT TO EXCEED 5mm.
7. ASPHALT SURFACE REPAIRS ARE TO BE UNDERTAKEN WITHIN 24 HOURS UNLESS APPROVED OTHERWISE BY COUNCIL. FINAL ASPHALT LAYERS TO BE PLACED BY PAVING MACHINE.
8. WHERE STRUCTURAL ASPHALT IS USED TO REINSTATE EXISTING GRANULAR PAVEMENT, SUBSOIL DRAINAGE (AS PER BSD–2041) IS TO BE INSTALLED ON THE UPHILL SIDE OF THE TRENCH UNLESS APPROVED OTHERWISE BY COUNCIL.
9. STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS:
   - S140: EARTHWORKS;
   - S145: INSTALLATION AND MAINTENANCE OF UTILITY SERVICES;
   - S300: QUARRY PRODUCTS;
   - S310: SUPPLY OF DENSE GRADED ASPHALT;
   - S320: LAYING OF ASPHALT.
10. FOR BACKFILL REQUIREMENTS FOR STORMWATER DRAINAGE PIPES, REFER TO STANDARD DRAWING BSD–8011.
11. FOR LOCATION OF MARKER TAPE AND COVER STRIP FOR TRAFFIC SIGNAL CONDUITS, REFER TO STANDARD DRAWINGS BSD–4015 & BSD–4016.
12. ALL DIMENSIONS ARE IN MILLIMETRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
B	Drawing Title Amended	JAN '16	JUL '16	JUL '16
A	Drawing Converted from UMS Series April 2014	APR '14	APR '14	APR '14

DRAWING AUTHORISED FOR PUBLICATION
G.R.BLAKEY SIGNATURE ON ORIGINAL – AUGEST 2012
ASSET ENGINEERING MANAGER
STRATEGIC ASSET MANAGEMENT

DESIGN APPROVED
INGA CONDRIC (RPEQ. 08591) SIGNATURE ON ORIGINAL – AUGEST 2012
PRINCIPAL ENGINEER
STRATEGIC ASSET MANAGEMENT PLANNING

DESIGN	AM Branch	DATE	Jan '12
DRAWN	AM Branch (DL)	DATE	Jan '12
CHECKED	Am Branch (GS)	DATE	Jun '12
DRAWING FILENAME	BSD-2042 (B) Trench restoration - Road crossing - Flexible pavements.dwg		
ASSOCIATED PLANS	SUPERSEDES UMS-281		

BRISBANE CITY

BRISBANE CITY COUNCIL STANDARD DRAWING

TRENCH RESTORATION ROAD CROSSING FLEXIBLE PAVEMENTS

SCALE: NOT TO SCALE
DWG No.: BSD–2042
ORIGINAL SIZE: A3
REVISION: B