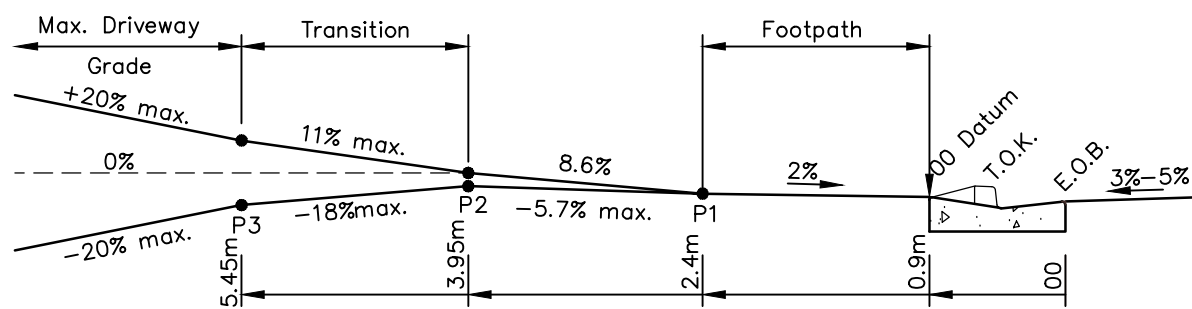
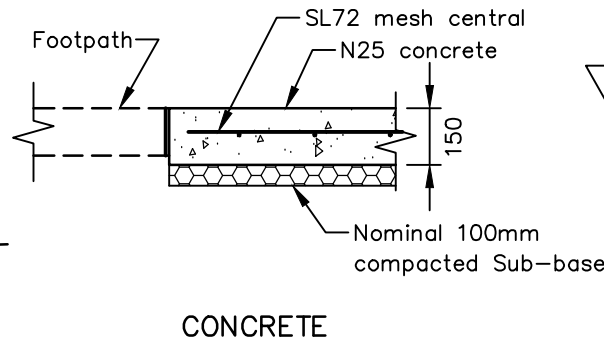


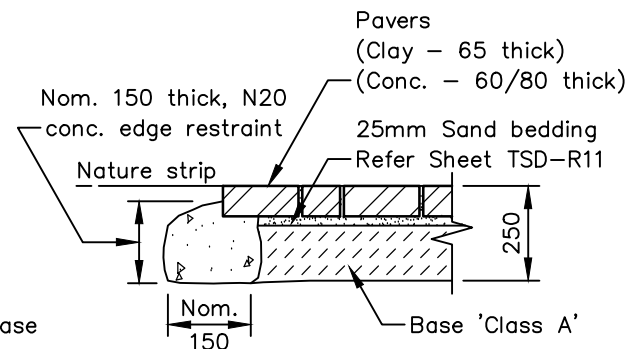
TYPICAL PLAN (DOMESTIC)
(‘TYPE KC’ KERB SHOWN)



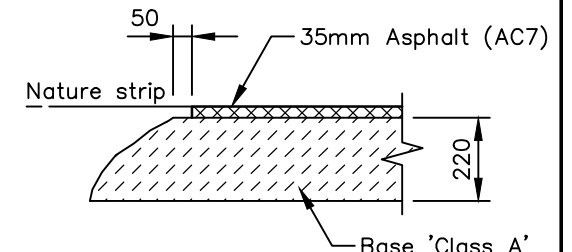
TYPICAL DRIVEWAY PROFILE
SUITS ‘B85’ / ‘B99’ VEHICLES
(‘TYPE KC’ KERB / FOOTPATH AT KERB SHOWN)



CONCRETE



SEGMENTAL PAVERS



ASPHALT

PAVEMENT DETAILS

(For Sub-grade C.B.R. \geq 4.0%)

CONSTRUCTION NOTES

1. Concrete surfaces – Edge tooled, broom finish.
2. The Principal may increase depth of base course(s) for subgrade strength (C.B.R. < 4.0%)
3. Extend 10mm compressible joint filler through concrete footpaths only (Refer sheet TSD-R11, Footpaths).

DESIGN NOTES

4. Design driveway profiles (tabulated) are in accordance with the requirements of ‘AS/NZS 2890.1 : 2004’ using ‘Standard Design Vehicles’:
 - B85 Vehicle – Domestic driveways (including 1 – 2 units)
 - B99 Vehicle – Light commercial, large unit development.
5. An approved engineering design is required for varying site conditions and for driveways used by ‘Non Standard’ vehicles, detailing the structural, plan geometry and vertical profile requirements.

DIMENSION TABLE – PLAN VIEW		
Dim.	Description	Notes
A	Boundary Offset	New Subdivisions – 1000mm min. Established areas – Match existing
B	Transition (Wing)	Types ‘KC’ and ‘KCM’: B = 1000mm
C	Min. kerb Length	Delete transitions and construct continuous crossing if ‘C’ IS < 500mm

SCALES: AS SHOWN
(All scales are correct at A3)

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REFERENCES

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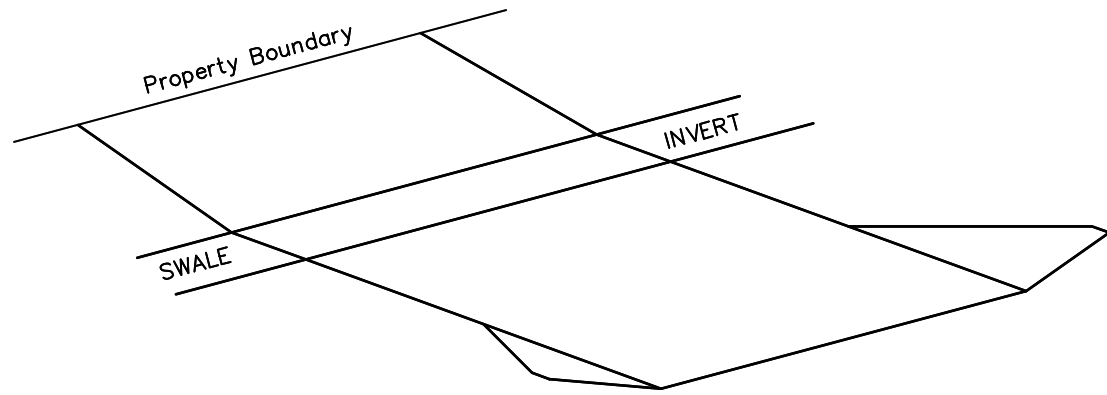
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STANDARD DRAWING
URBAN ROADS
DRIVEWAYS

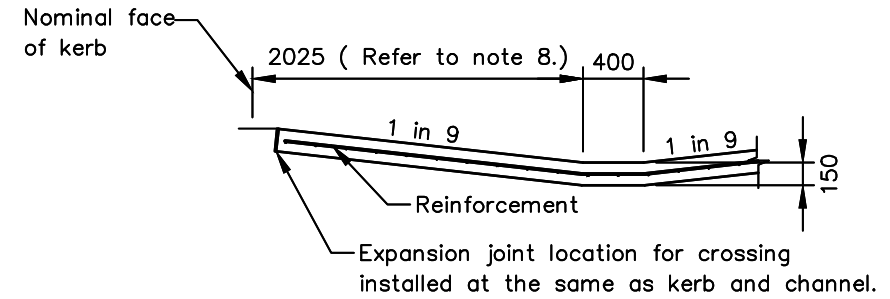
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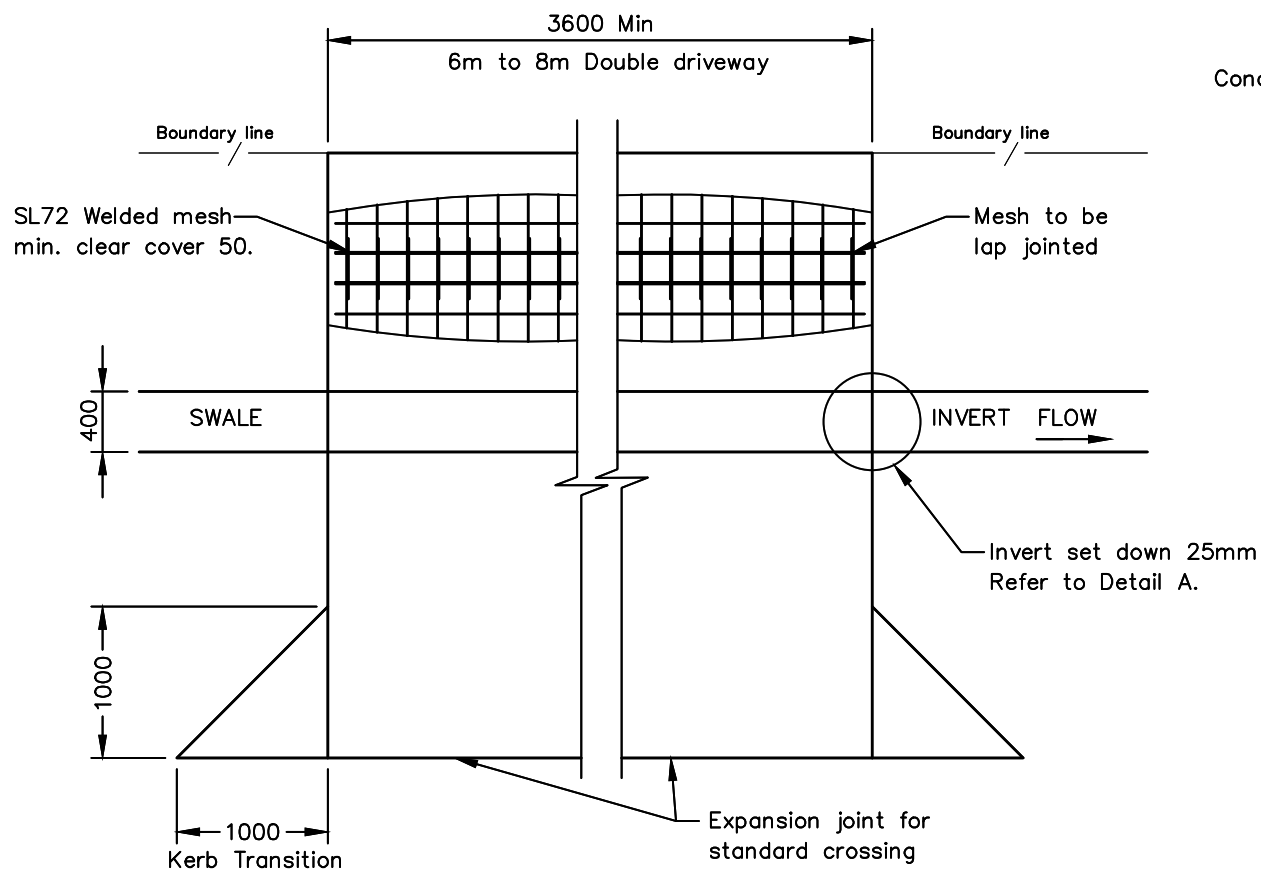
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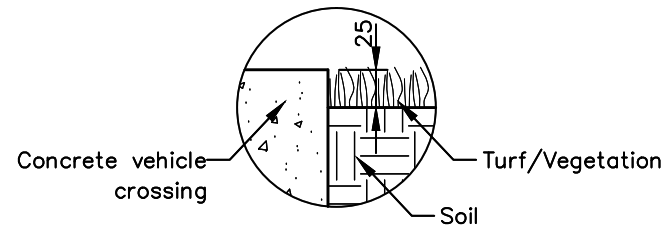
PERSPECTIVE VIEW



TYPICAL SECTION (DOMESTIC)



PLAN



DETAIL A

CONSTRUCTION NOTES

1. Concrete surfaces – Edge tooled, broom finish.
2. The Principal may increase depth of base course(s) for subgrade strength (C.B.R. < 4.0%)
3. Extend 10mm compressible joint filler through concrete footpaths only (Refer sheet TSD-R11, Footpaths).
4. The thickness of decorative surfacing, where approved, is additional to thickness shown.
5. An approved engineering design is required for varying site conditions and for driveways used by 'Non Standard' vehicles, detailing the structural, plan geometry and vertical profile requirements.
6. This crossing is not for commercial vehicles.
7. All concrete to be grade N25 (min)
8. Distance from nominal face of kerb may vary with swale width. Grades are recommended maximums for vehicle access.
9. Dimensions in millimetres (U.N.O)

SCALES: AS SHOWN
(All scales are correct at A3)

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STANDARD DRAWING
URBAN ROADS DRIVEWAYS
WATER SENSITIVE DESIGN

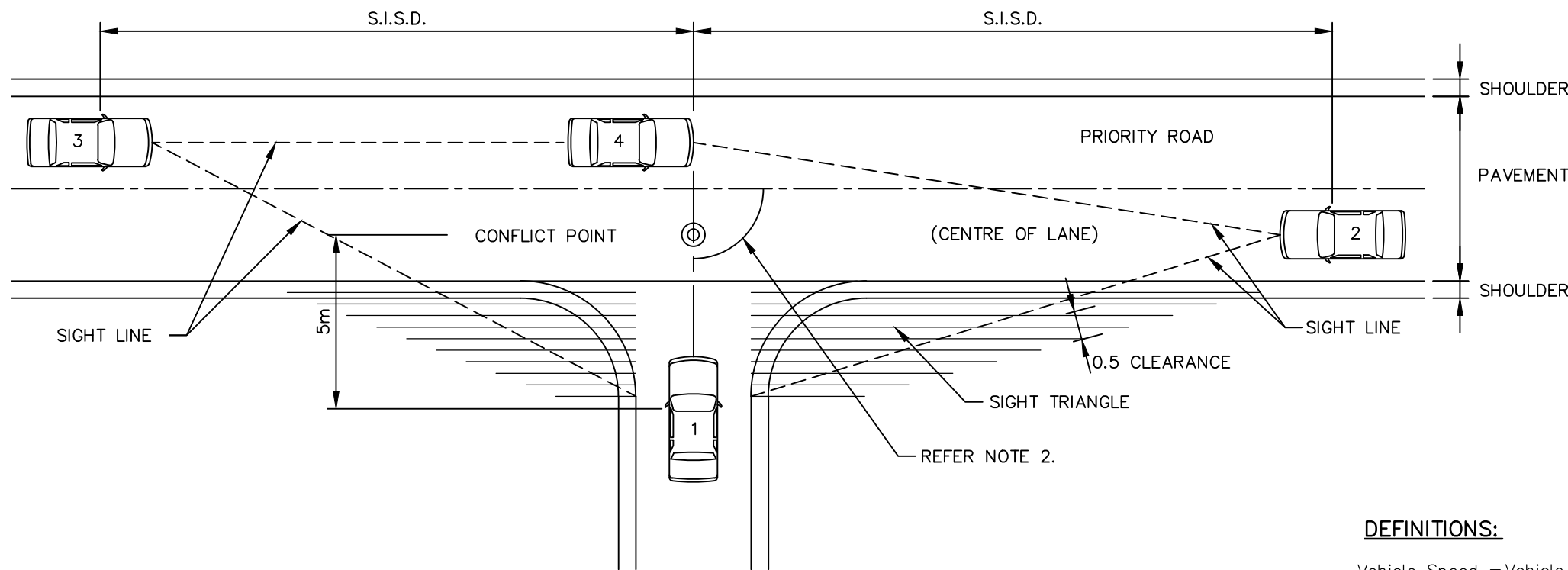
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SIGHT DISTANCES

(2 LANE ROAD ONLY)



PLAN

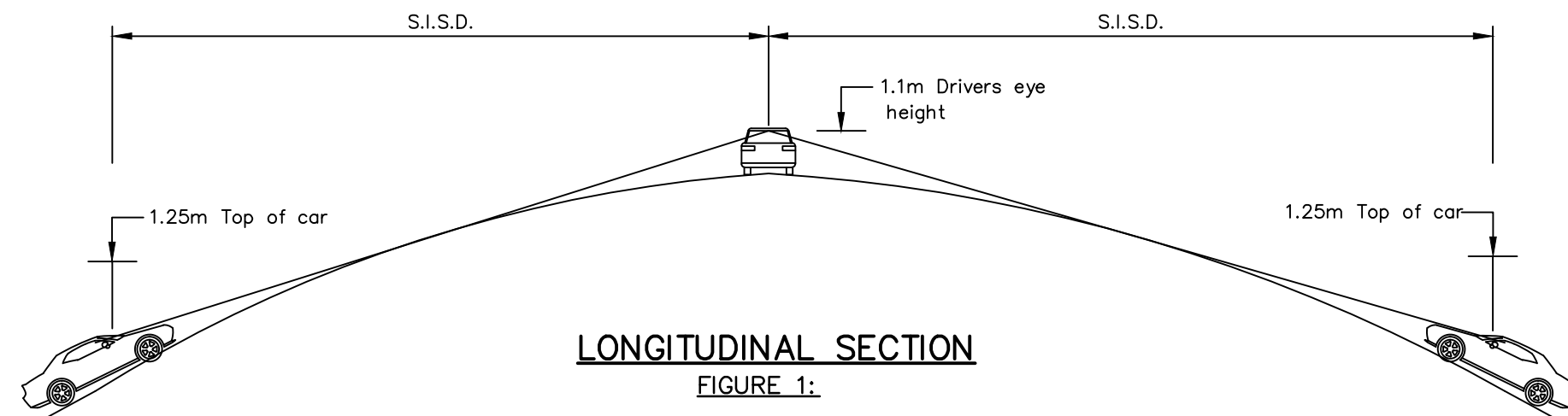


FIGURE 1:

VEHICLE SPEED (km/h)	SAFE INTERSECTION SIGHT DISTANCE METRES, FOR SPEED LIMITS OF:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

NOTES:

- For maximum driveway access slopes refer TSD-R04
- The angle of intersection should be between 70° and 90° to the major road.
- Shall be the posted speed limit for assessment of access driveways.
- Refer to AGRD04A – Part 4A Unsignalised and Signalised Intersection.

DEFINITIONS:

Vehicle Speed = Vehicle speed is the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel.

S.I.S.D = Safe Intersection Sight Distance.

- Provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a driveway approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point.
- Is viewed between two points to provide inter-visibility between drivers and vehicles on the major road and minor road approaches. It is measured from a driver eye height of 1.1m above the road to points 1.25m above the road which represents drivers seeing the upper part of cars as illustrated on Figure 1.
- Assumes that the driver on the minor road is situated at a distance of 5m (minimum of 3m) from the lip of the channel or edge line projection of the major road. SISD allows for a 3s observation time for a driver on the priority legs of the intersection to detect the problem ahead, (e.g. car from driveway stalling on through lane) plus the SSD.
- Provides sufficient distance for a vehicle to cross the non-terminating movement on two-lane two way roads, or undertake two-stage crossing of dual carriageways, including those with vehicle speeds of 80 km/h or more.
- Should also be provided for drivers stored in the centre of the road when undertaking a crossing or right-turning movement.
- Enables approaching drivers to see an articulated vehicle, which has properly commenced a manoeuvre from a leg without priority, but its length creates an obstruction.
- Is measured along the carriageway from the approaching vehicle to the conflict point, the line of sight having to be clear to a point 5m (3m minimum) back from the holding line or stop line on the side road.

SCALES: AS SHOWN
(All scales are correct at A3)

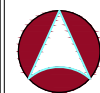
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STANDARD DRAWING GUIDE TO INTERSECTION AND DOMESTIC ACCESS SIGHT DISTANCE REQUIREMENTS

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