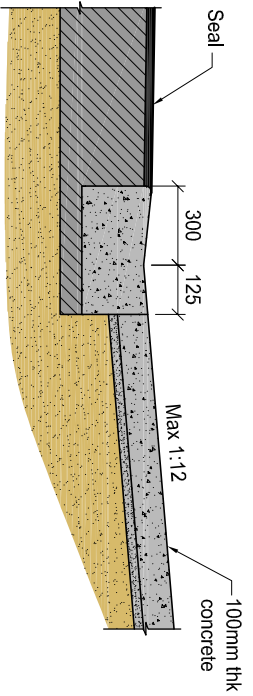
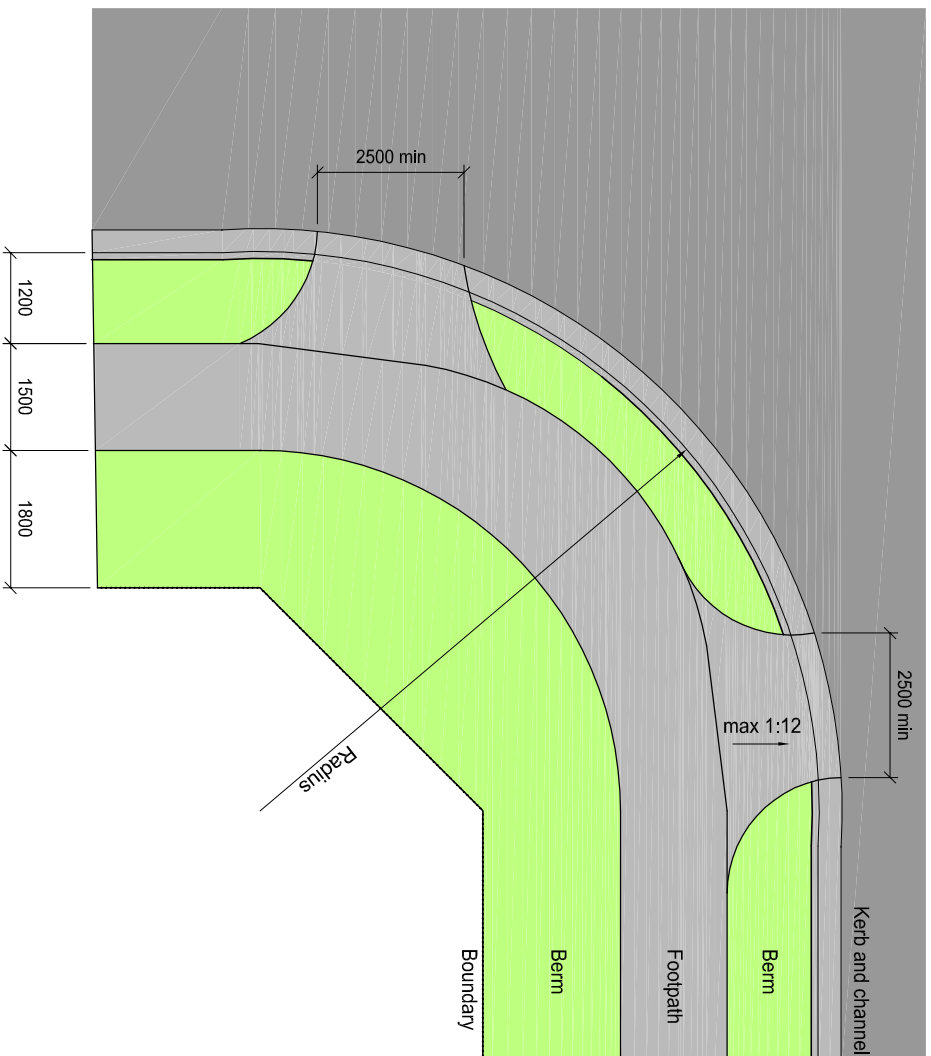
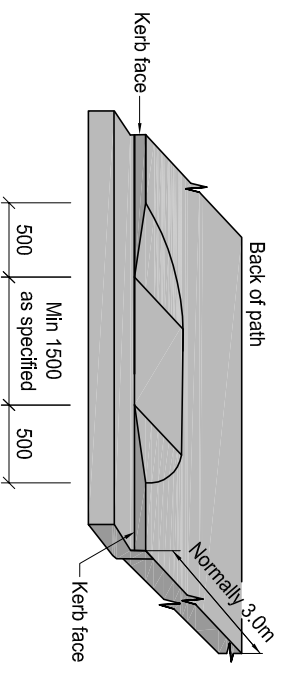


NOTES:

1. Concrete to be ordinary grade 20 MPa @ 28 days.
2. Location of crossings may vary according to specific design.



SECTION THROUGH CROSSING



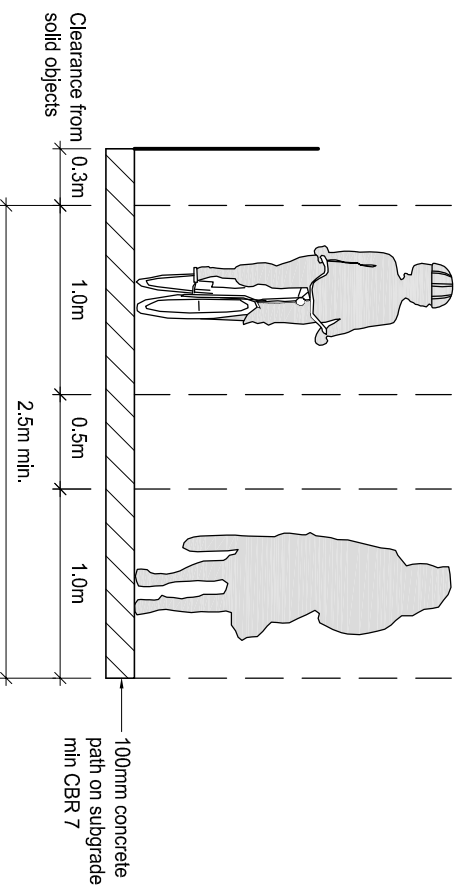
BERM FEATURES
MOBILITY PRAM KERB CROSSING

W445

DEVELOPMENT CODE

VERSION 1
AUG 09

1



BERM FEATURES
PEDESTRIAN & CYCLE PATHWAY

W446

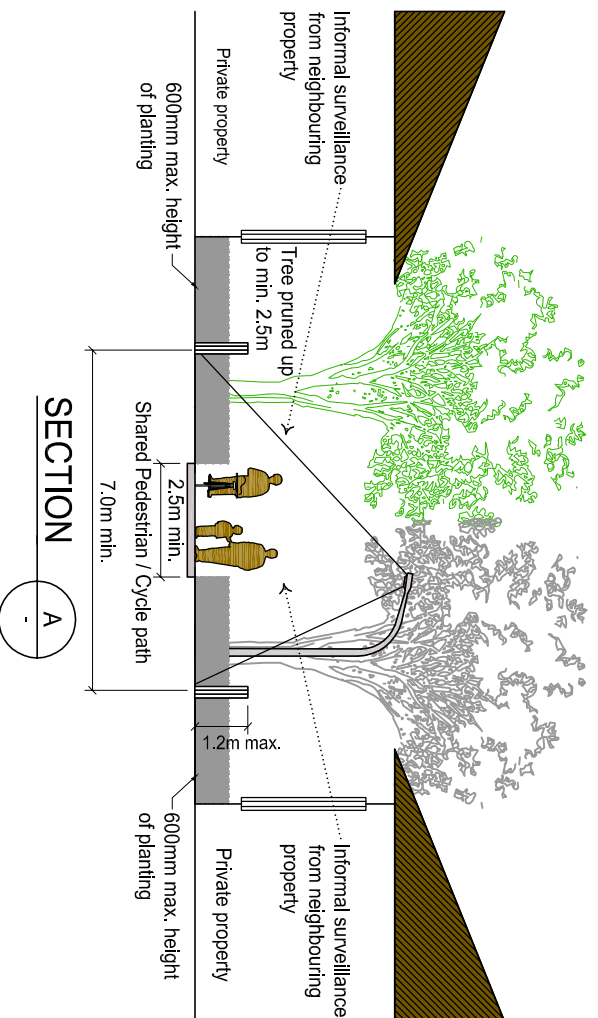
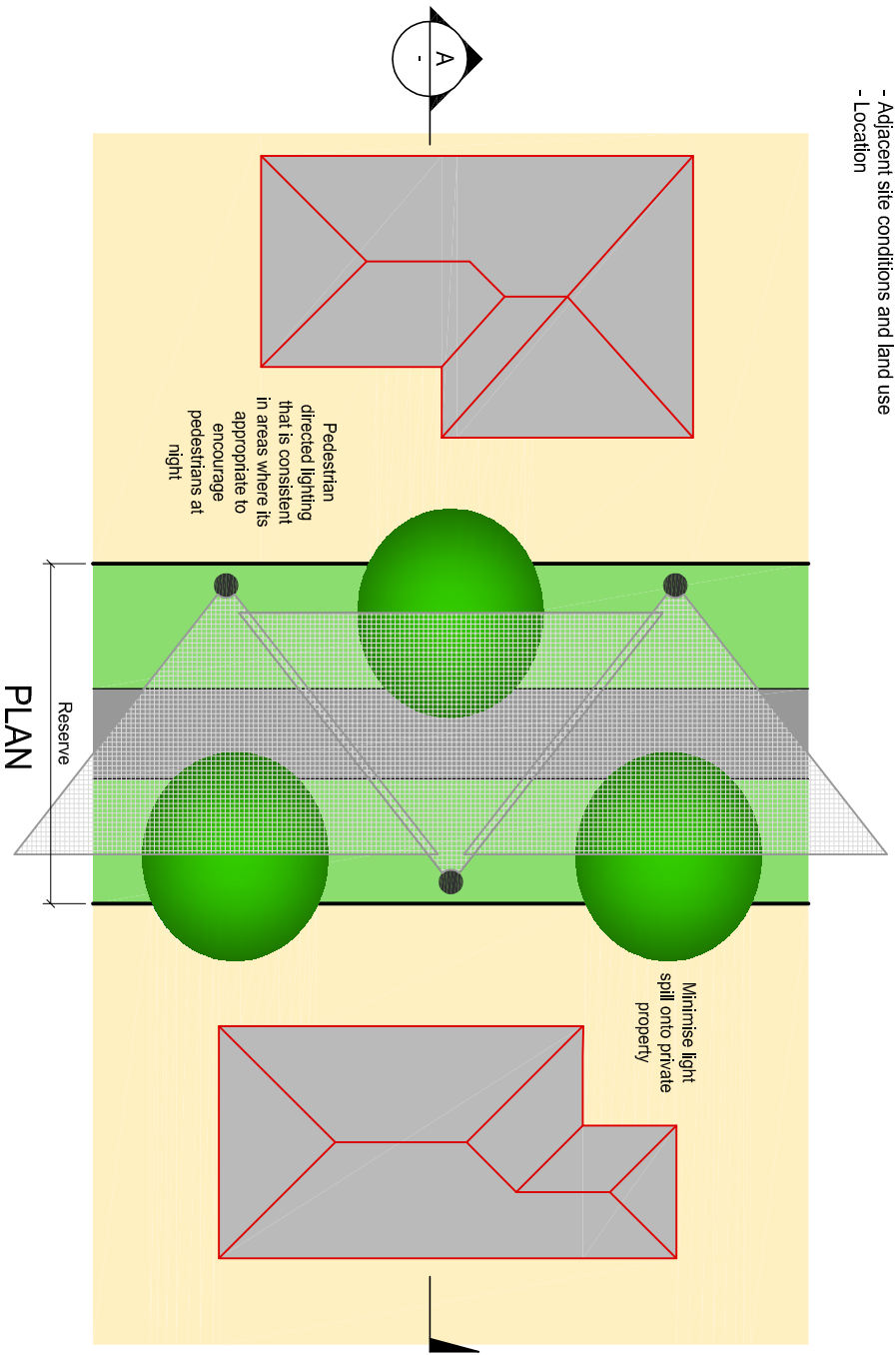
DEVELOPMENT CODE

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NOTES:

1. Ensure:
 - Good sightlines are maintained through the accessway i.e. no bends/blind corners, obstructions such as planting, sudden changes in grade, or areas where people could conceal themselves
2. The accessway is wide enough for strangers to pass each other comfortably and maintain some distance from neighbouring properties to lessen their potential impact on them i.e. noise, loss of privacy.
3. Informal surveillance from adjacent properties i.e. people using the walkway are visible from windows, gardens and other well used areas of neighbouring properties.
4. Variation to width dependent on factors such as:
 - Length
 - Adjacent site conditions and land use
 - Location



WALKWAY/ACCESSWAY & PEDESTRIAN/CYCLE PATHWAY

W449

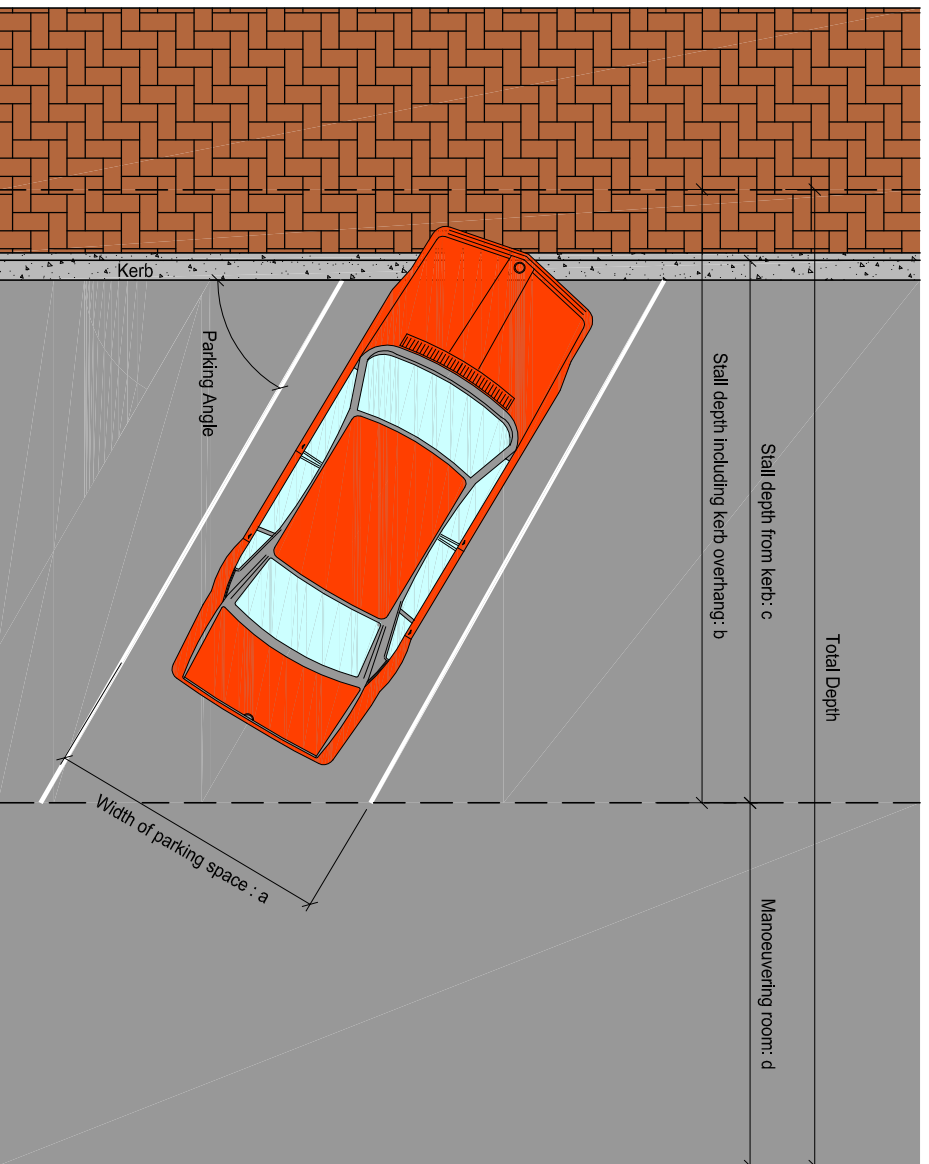
DEVELOPMENT CODE

VERSION 1
AUG 09

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NOTES:

1. These standards are based on AS 2890.1 : 1993 table 1 and Fig. 2.2 for a Class 2 facility (Long Term Casual Parking). Full range of dimensions for Class 1 - 4 given in AS 2890.1 : 1993.

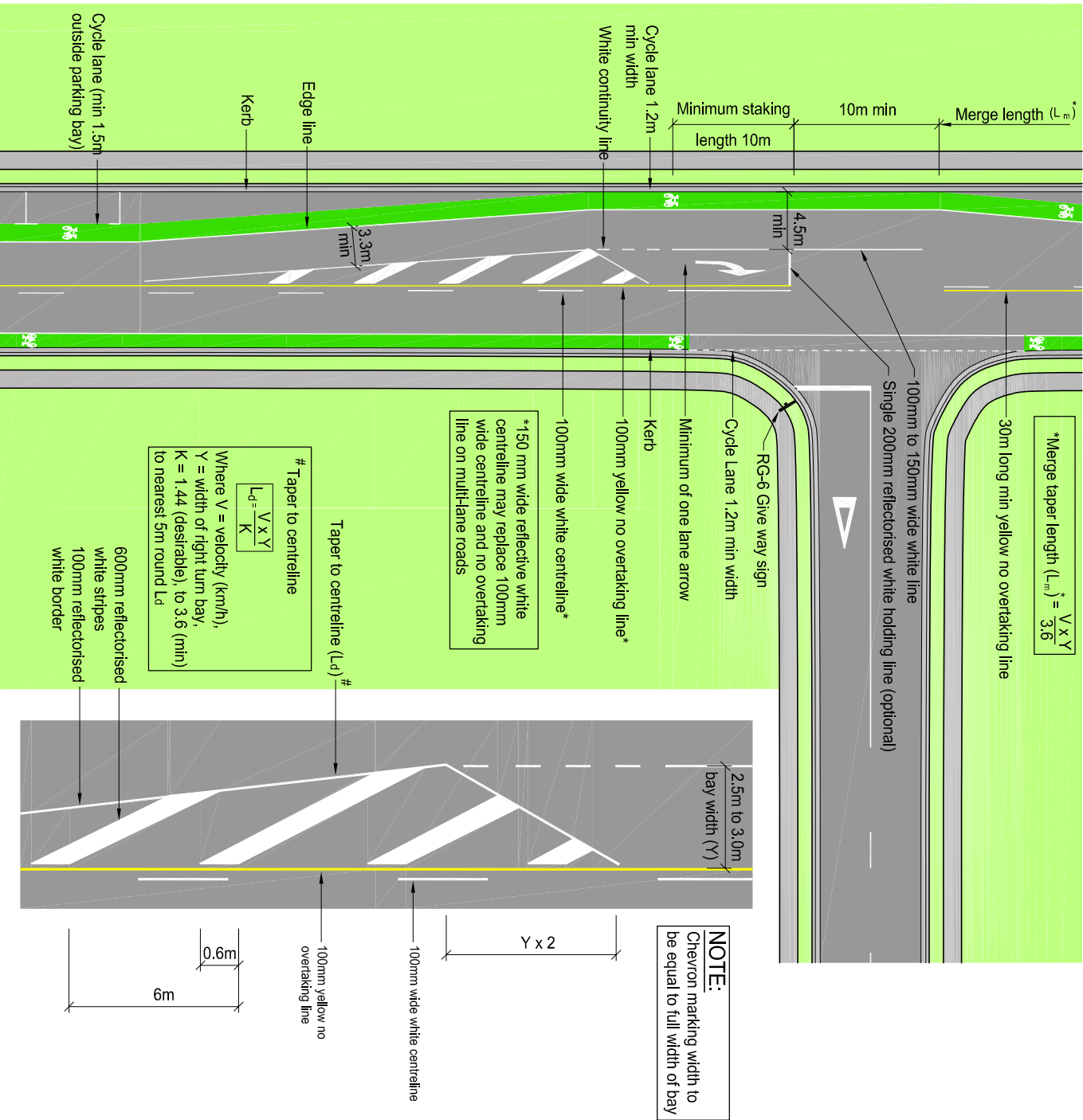


Type of Parking	Stall Width: a	Stall Depth for Wall: b	Stall Depth for Kerb: c	Length	Aisle Width: d	Total Depth One Row	Total Depth Two Rows
Parallel	2.5m	-	-	6.0m	-	-	-
45°	2.5m	5.2m	4.8m	-	3.7m	8.9m	14.1m
60°	2.5m	5.4m	5.1m	-	4.6m	10.6m	16.0m
90°	2.5m	5.2m	4.8m	-	5.8m	10.6m	16.0m

ROAD MARKING

PARKING DIMENSIONS

W460



*Merge taper length (L_m) = $\frac{V \times Y}{3.6}$

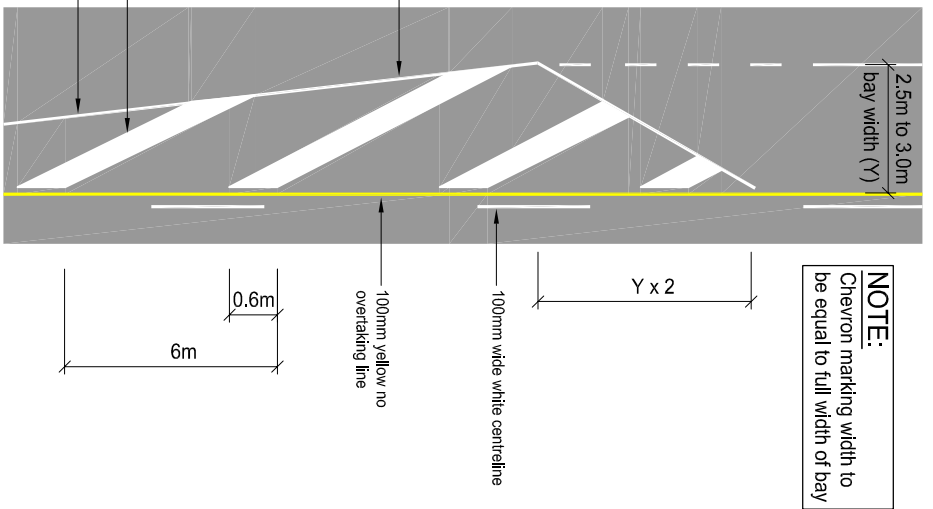
*150 mm wide reflective white centreline may replace 100mm wide centreline and no overtaking line on multi-lane roads

Taper to centreline

$$L_d = \frac{V \times Y}{K}$$

Where V = velocity (km/h),
 Y = width of right turn bay,
 K = 1.44 (desirable), to 3.6 (min)
 to nearest 5m round L_d

ALL ROAD MARKINGS TO CONFORM WITH MOTSAM



NOTE:
Chevron marking width to be equal to full width of bay

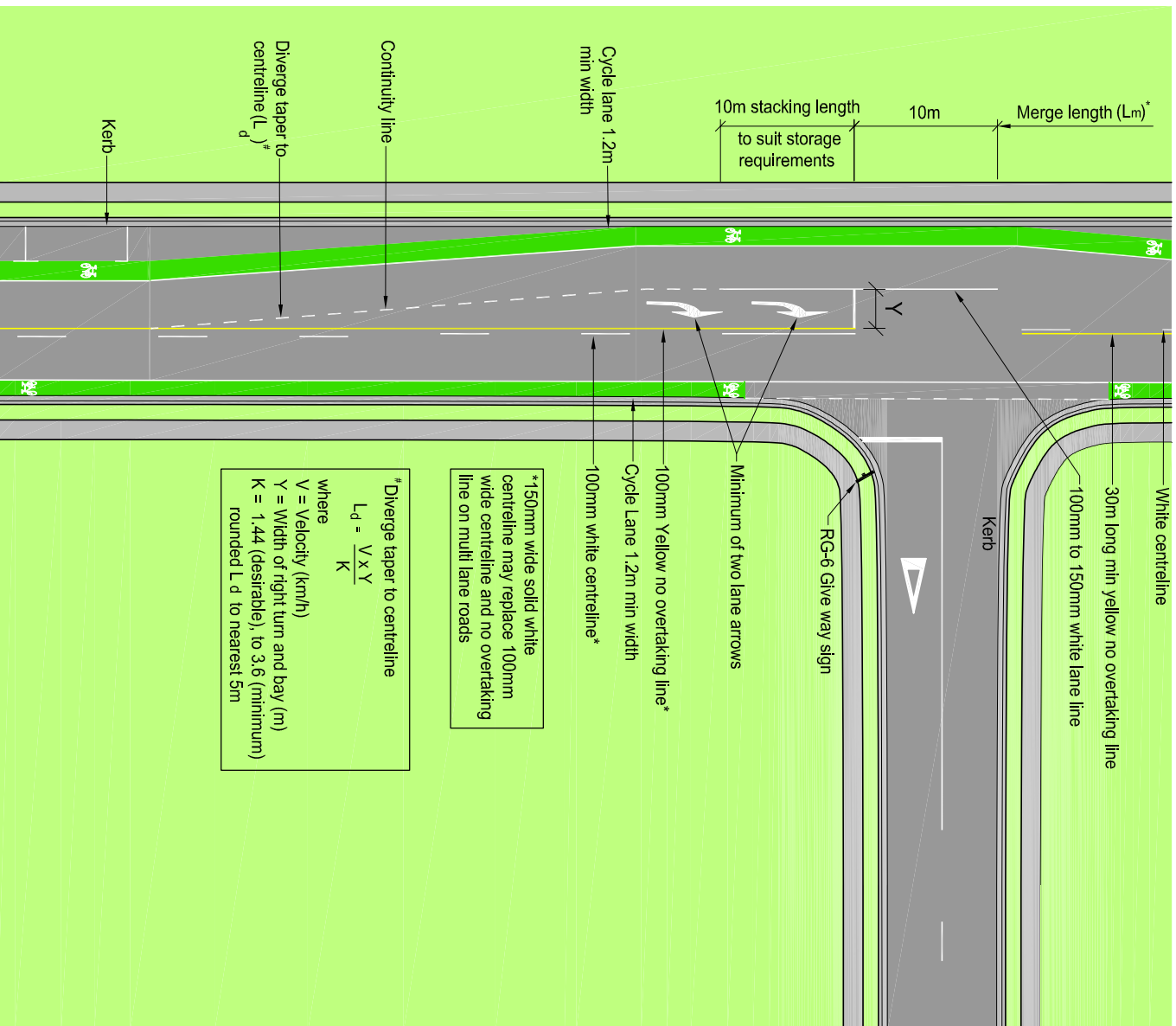
ROAD MARKING
 URBAN RIGHT TURN BAY (OPTION A)

DEVELOPMENT CODE

W461

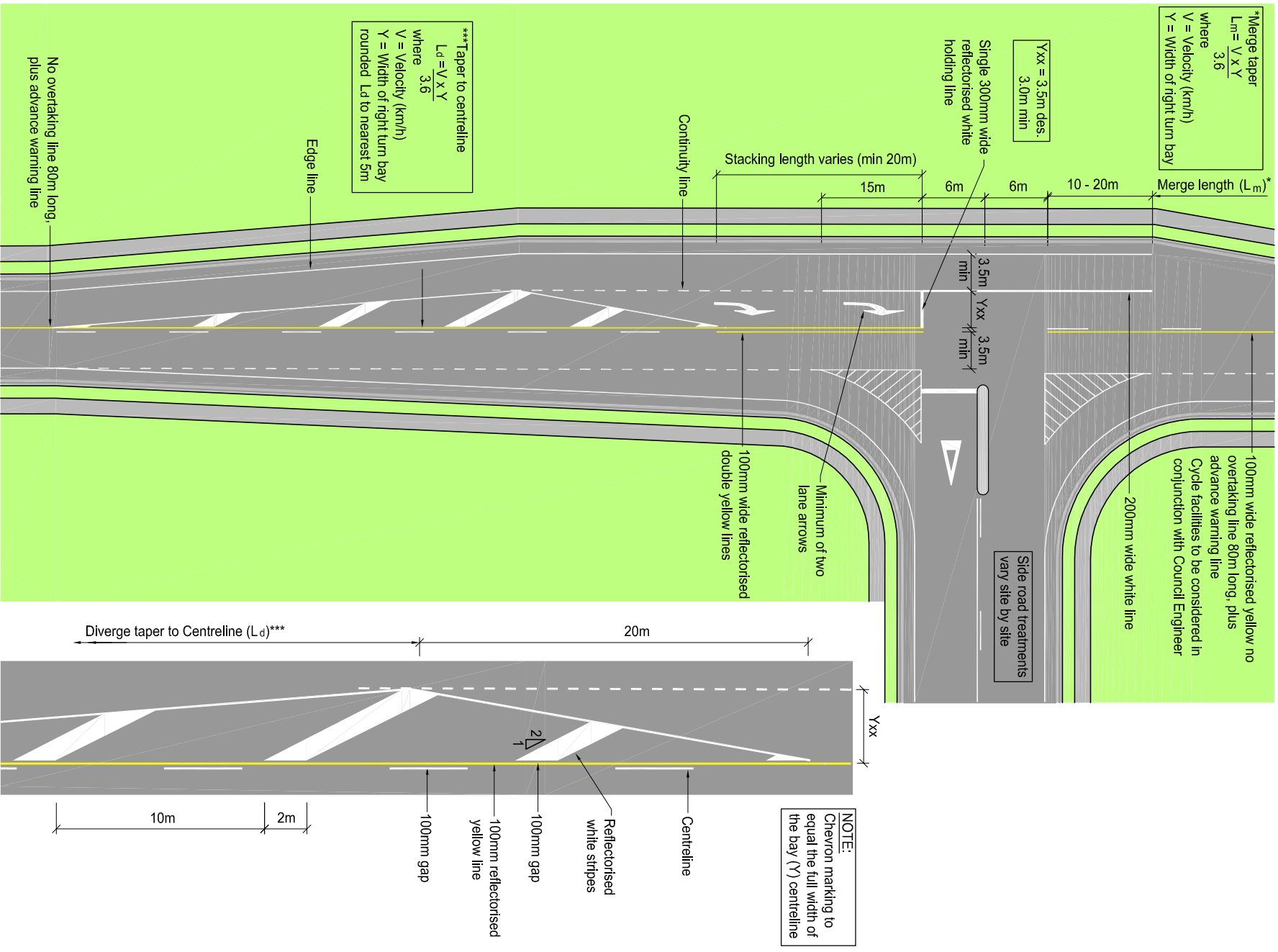
VERSION 1
 AUG 09

*Merge Length
 $L_m = \frac{V \times Y}{3.6}$
 where
 $V = \text{Velocity (km/h)}$
 $Y = \text{Width of right turn bay}$



* Diverge taper to centreline
 $L_d = \frac{V \times Y}{K}$
 where
 $V = \text{Velocity (km/h)}$
 $Y = \text{Width of right turn and bay (m)}$
 $K = 1.44$ (desirable), to 3.6 (minimum)
 rounded L_d to nearest 5m

*150mm wide solid white centreline may replace 100mm wide centreline and no overtaking line on multi lane roads



ROAD MARKING
 RURAL RIGHT TURN BAY


W463

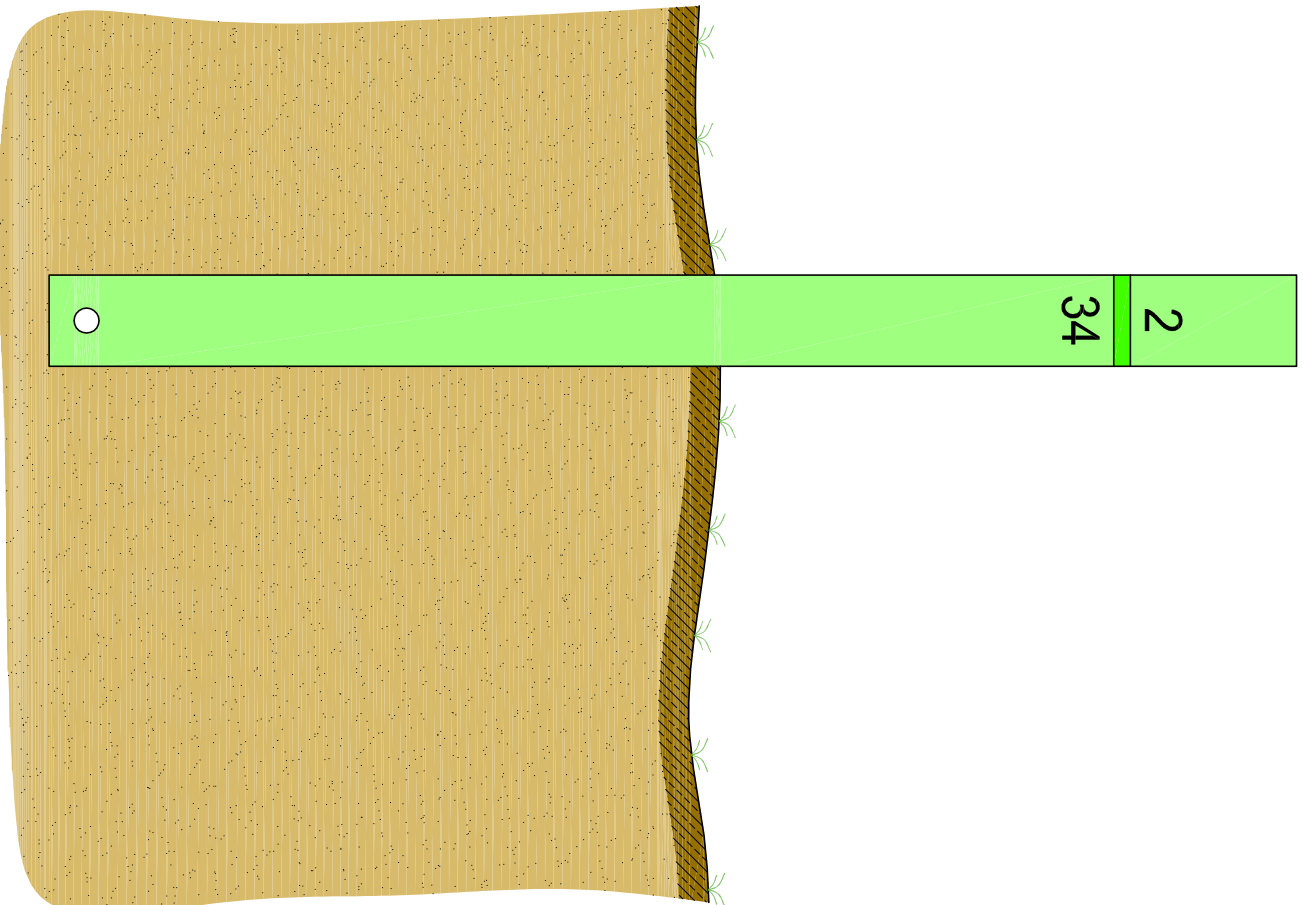
DEVELOPMENT CODE

VERSION 1
 AUG 09

1

NOTES:

1. Reflector - Green
Numbers - Black numbers
Marker post - Pale green
2.  Marking Indicates a culvert at route station 2.34km



ROAD MARKING
CULVERT MARKER

W464

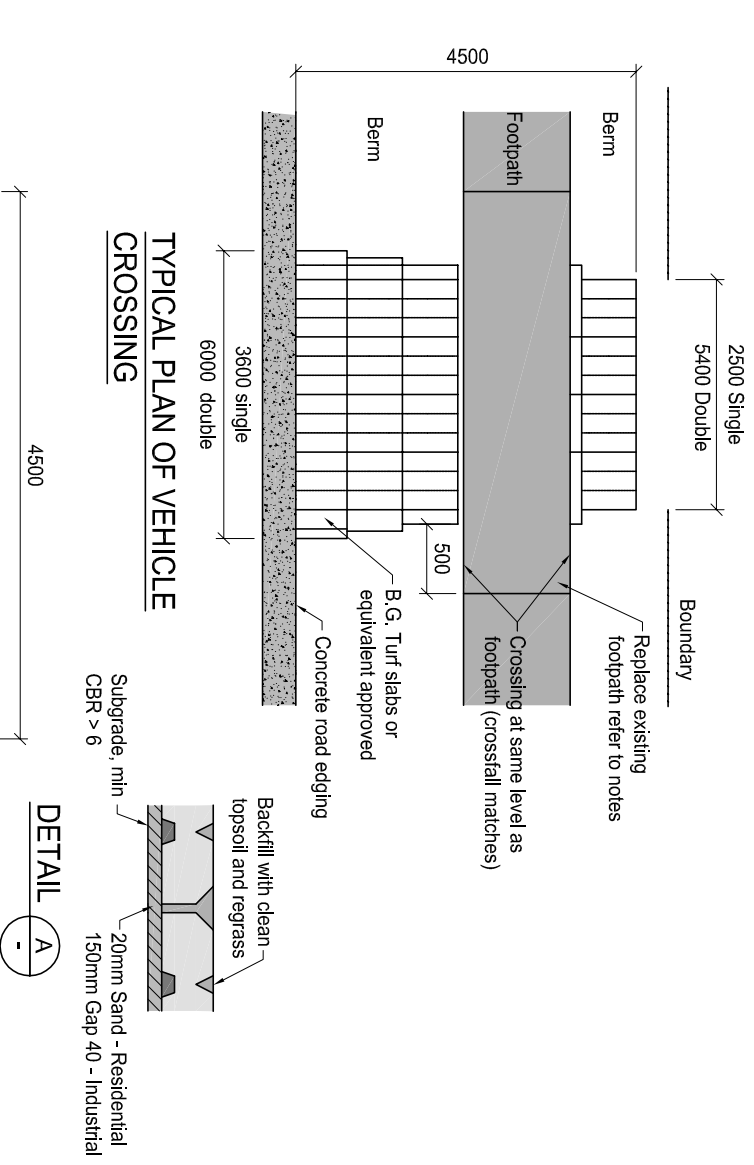
DEVELOPMENT CODE

VERSION 1
AUG 09

1

NOTES:

1. The construction of B.G. Turf slab vehicle crossings is only permitted in Pio Shores where no kerb and channel and swale drainage system exists. Refer to typical section.
2. A vehicle crossing shall be provided between the road edge and the boundary at the entrance to all access strips to rear lots, driveways and service lanes and at any other places where the location of the future driveway to a section can be determined.
3. The existing footpath shall be saw cut, removed and reinstated to a depth of 120mm residential and 150mm Industrial with HRC 685 mesh or equivalent.
4. Visibility - Refer to the sight distance and line of clear sight diagrams.
5. All concrete to be 20 MPa @ 28 Days.
6. The subgrade shall have a min CBR of 6 and shall be measured with a scale penetrometer with a max allowable penetration shown as 30mm/blow.



PIO SHORES URBAN VEHICLE CROSSING

W468

DEVELOPMENT CODE

VERSION 1
AUG 09

1