



TABLE 1: MINIMUM CLEARANCES

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BETWEEN CROSSOVERS	7 METRES AT KERB
DRAINAGE PITS	0.75 METRES (WITHIN 0.75m - INSTALL CLASS D PIT LID)
TRAFFIC MANAGEMENT DEVICES	1 METRE
UTILITY SERVICE ASSETS	1 METRE
STREET LIGHT	1 METRE
INTERSECTIONS	6 METRES FROM TANGENT POINT AND CLEAR OF SPLITTER ISLANDS
PRAM CROSSING	2 METRES AT KERB
TREES	2.5 METRES
FIRE HYDRANT	1 METRE
LEGAL POINT OF DISCHARGE	1 METRE

NOTES:

- NO BULLNOSE IN THE INVERT OF KERB.
- CONCRETE TO BE LIGHT BROOM FINISH WITH EDGES AND JOINTS NEATLY TOOLED AFTER THE BROOM IS APPLIED.
- ALL FINISHED SURFACES TO COMPLY WITH AS4586 - SLIP RESISTANT CLASSIFICATION OF NEW PEDESTRIAN SURFACE MATERIALS.
- WIDTH OF CROSSING (W) 3500 UNLESS SHOWN OTHERWISE ON APPROVED PLANS.
- SUBJECT TO COUNCIL APPROVAL, IF A PROPERTY HAS A FRONTAGE OF 10m OR LESS, A CROSSOVER MAY BE CONSTRUCTED WITH A REDUCED WIDTH (W) OF 3000 AT THE BOUNDARY. THE REDUCED WIDTH CROSSOVER MUST ABUT A CROSSOVER ON AN ABUTTING PROPERTY.
- WHERE CONCRETE PAVING CROSSES SERVICE, SEWER AND DRAINAGE TRENCHES, THE TRENCHES TO BE BACKFILLED WITH COMPACTED 20mm CLASS 3 CRUSHED ROCK OR CLASS 3 CRUSHED CONCRETE.
- WHERE VEHICLE CROSSING IS RETROFITTED THE EXISTING KERB AND CHANNEL IS TO BE REMOVED AND A NEW LAYBACK CONSTRUCTED ON MIN 100mm THICK CLASS 3 CRUSHED ROCK OR CRUSHED CONCRETE BASE.
- IF THE EXISTING FOOTPATH IS LESS THAN 125mm THICK - ONE BAY OF PATH (TYPICAL 1500 WIDE) ON EITHER SIDE OF THE CROSSING IS TO BE REMOVED, REPLACED WITH 125mm THICK CONCRETE FOOTPATH AND JOINED TO THE EXISTING PATH WITH AN EXPANSION JOINT, REFER FIGURE SD320.
- WHERE VEHICLE CROSSING CONNECTS TO SHARED USER PATH, FOOTPATH SECTION TO BE CONSTRUCTED AS PER SD325 AND CONNECTED WITH A CONSTRUCTION JOINT (C.J.)

RESIDENTIAL VEHICLE CROSSING - DOUBLE
NOT TO SCALE

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AMENDMENTS		INITIALS
DATE	DETAILS	
AUG 2023	INITIAL HUME STANDARDS UPDATE	N.A



RESIDENTIAL VEHICULAR CROSSING - DOUBLE

VERSION: A

DRAWING NO:

SD305