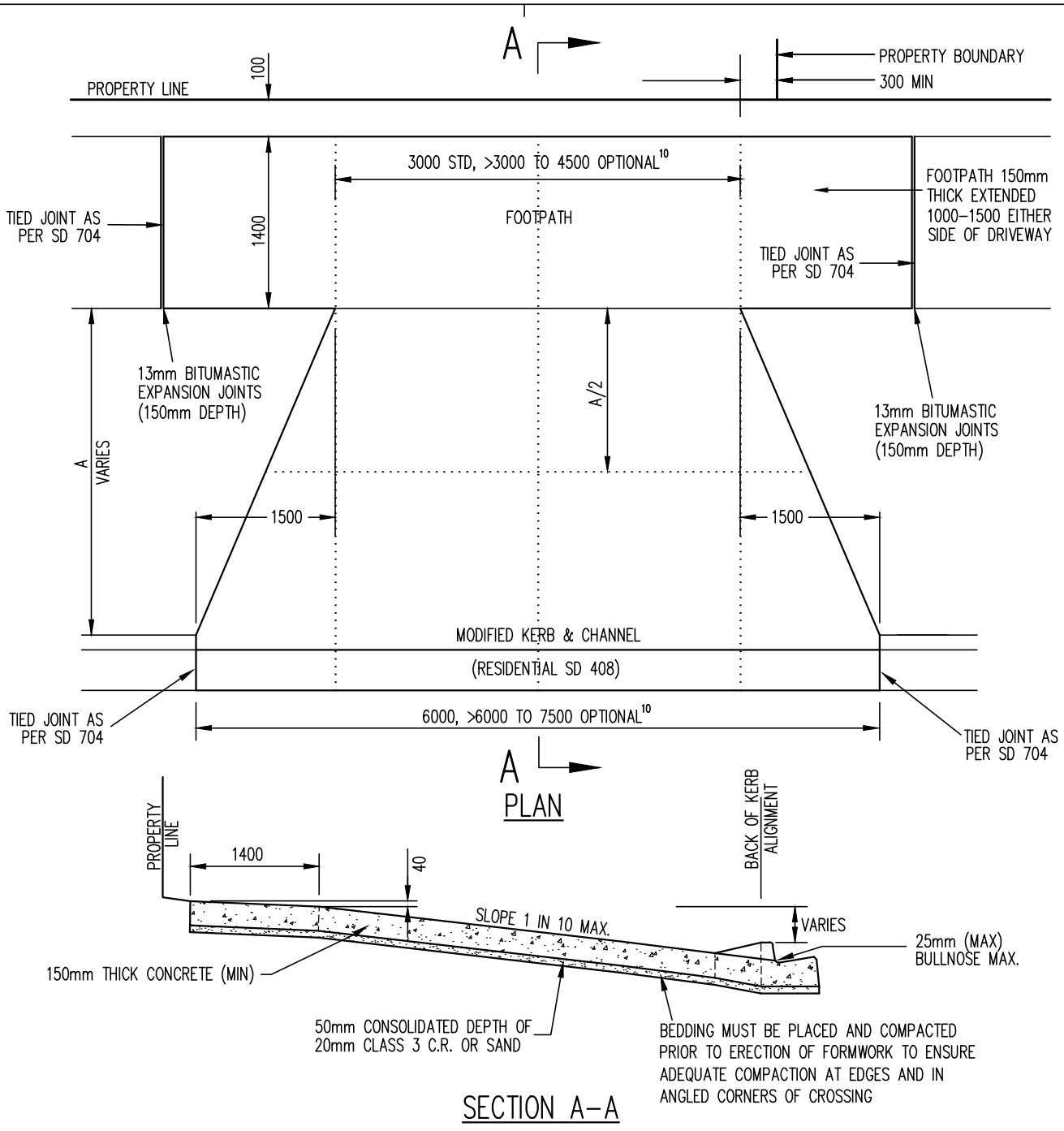


SECTION A–A

NOTES

1. CONCRETE STRENGTH TO BE F'C=25MPa, SLUMP = 80mm MAX.
2. CROSSING TO HAVE A NON–SLIP FINISHED SURFACE.
3. DOUBLE DRIVEWAY IS TWO DRIVEWAYS WITH INNER SPLAYS DELETED AND 600 WIDE GAP INFILLED WITH CONCRETE AND CAST INTEGRALLY WITH ENTIRE CROSSING
4. IF A>2000mm PROVIDE CONSTRUCTION JOINT AT A/2.
5. EXPANSION MATERIAL TO BE BIFB OR SEMI–RIGID CCPF (150mm DEPTH).
6. IF SIDE BOUNDARY IS AT AN ANGLE THEN CENTRELINE OF CROSSING IS TO BE PARALLEL TO SIDE BOUNDARY WITH JOINTS ADJUSTED AS REQUIRED (EXCEPT EXPANSION JOINTS)
7. WHERE NO FOOTPATH IS CONSTRUCTED, DRIVEWAY SET OUT IS NOT VARIED.
8. CONTRACTION JOINTS LOCATIONS SHOWN THUS ·
9. FOOTPATH AND INFILL TO BE FORMED AND POURED AS AN INTEGRAL UNIT.
10. WIDTHS >THAN STANDARD REQUIRE SPECIAL COUNCIL APPROVAL
11. FOR CROSSINGS WITH REVERSE FALL SEE SD 305 FOR MAX. LONGITUDINAL GRADE & DRAINAGE REQUIREMENTS

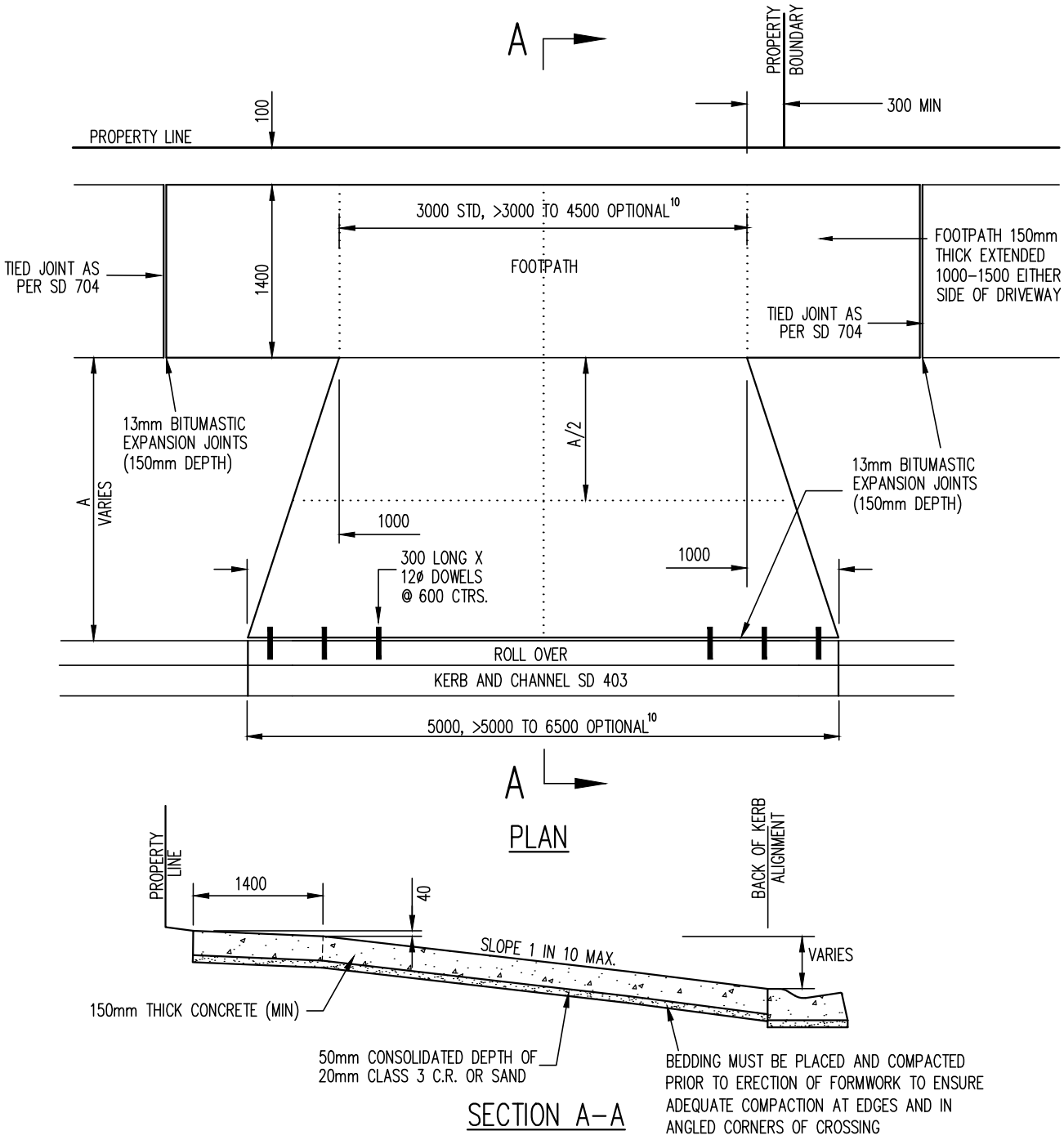
GREATER DANDENONG

VEHICLE CROSSING DETAIL
RESIDENTIAL
BARRIER KERB AND CHANNEL SD 400

LAST UPDATED – APRIL 2015

INFRASTRUCTURE PLANNING

SD 300–D



SECTION A–A

NOTES

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11. FOR CROSSINGS WITH REVERSE FALL SEE SD 305 FOR MAX. LONGITUDINAL GRADE & DRAINAGE REQUIREMENTS

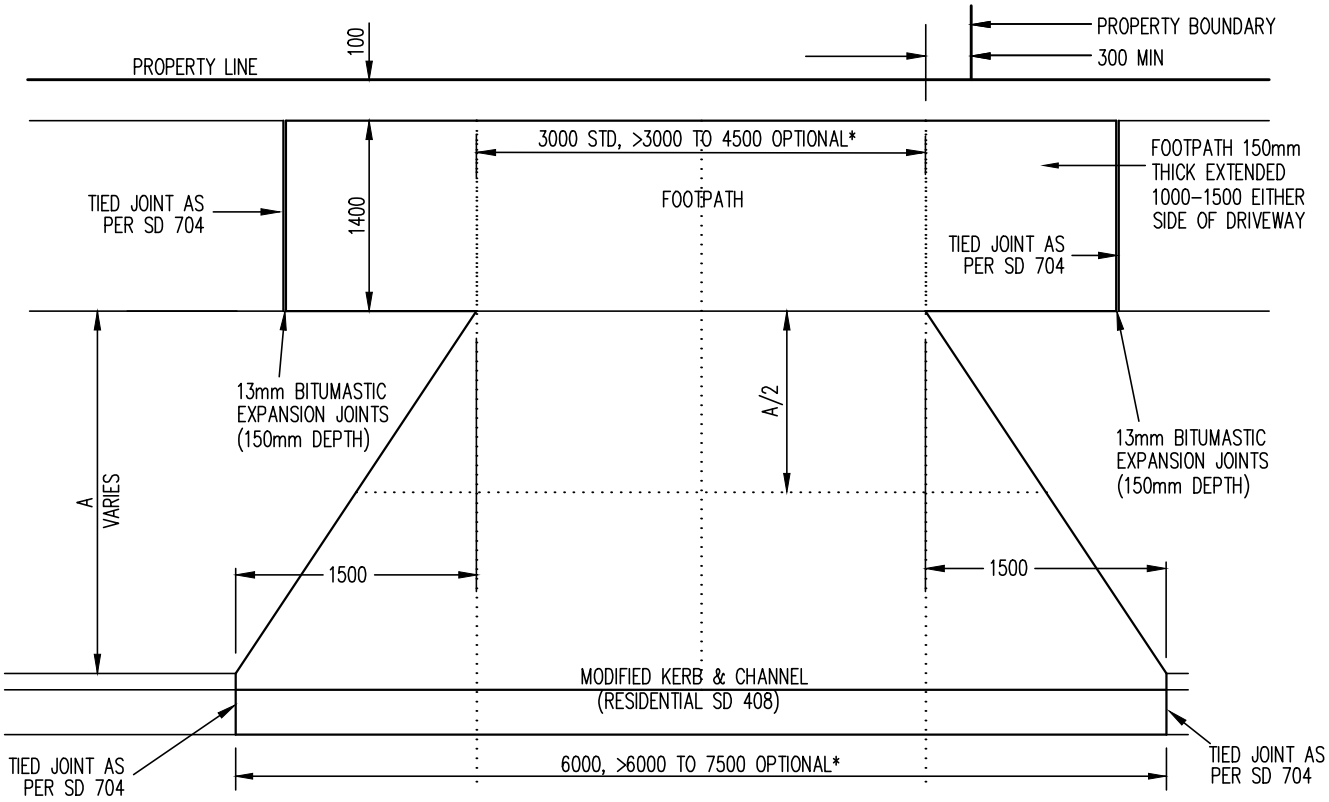
GREATER DANDENONG

VEHICLE CROSSING DETAIL
RESIDENTIAL
ROLLOVER KERB AND CHANNEL SD 403

LAST UPDATED – APRIL 2015

INFRASTRUCTURE PLANNING

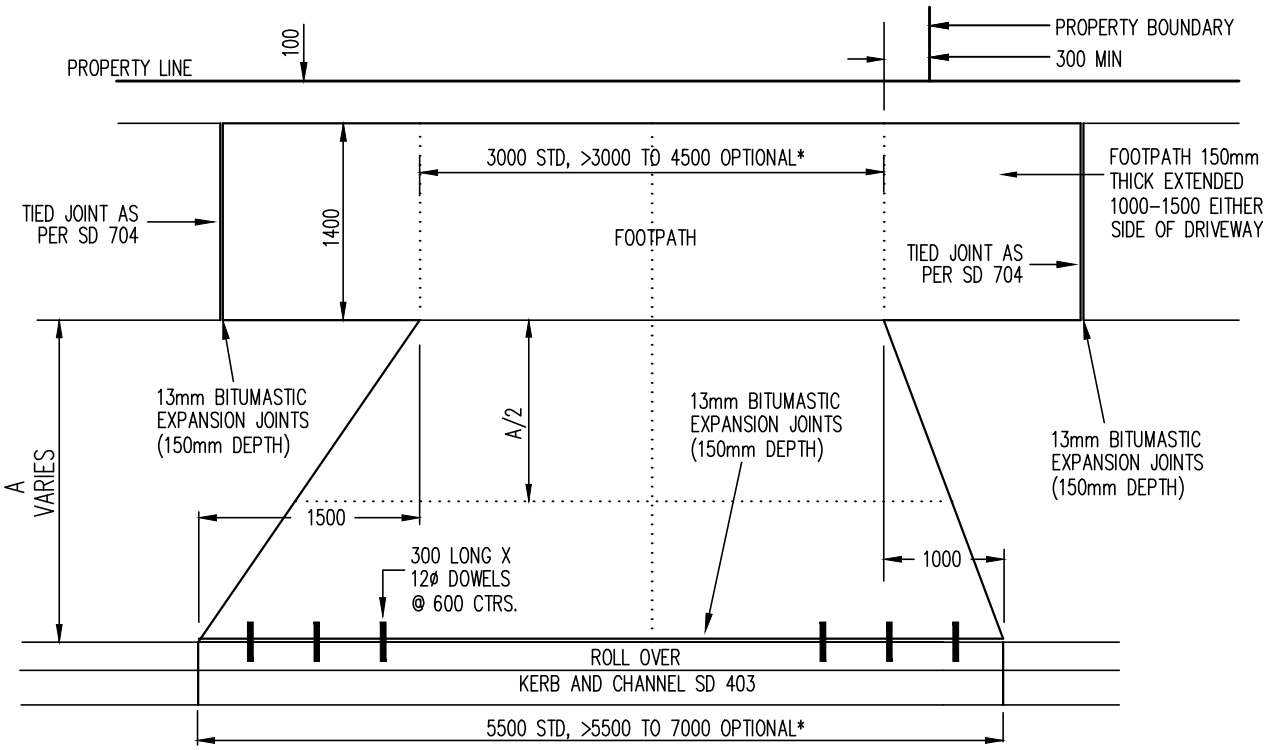
SD 301–D



LAYOUT FOR BARRIER KERB AND CHANNEL (SD 400)

FOR ALL OTHER CONSTRUCTION DETAILS SEE SD 300

* WIDTHS GREATER THAN STANDARD REQUIRE SPECIAL COUNCIL APPROVAL



LAYOUT FOR ROLLOVER KERB AND CHANNEL (SD 403)

FOR ALL OTHER CONSTRUCTION DETAILS SEE SD 301

* WIDTHS GREATER THAN STANDARD REQUIRE SPECIAL COUNCIL APPROVAL

GREATER DANDENONG

VEHICLE CROSSING DETAIL

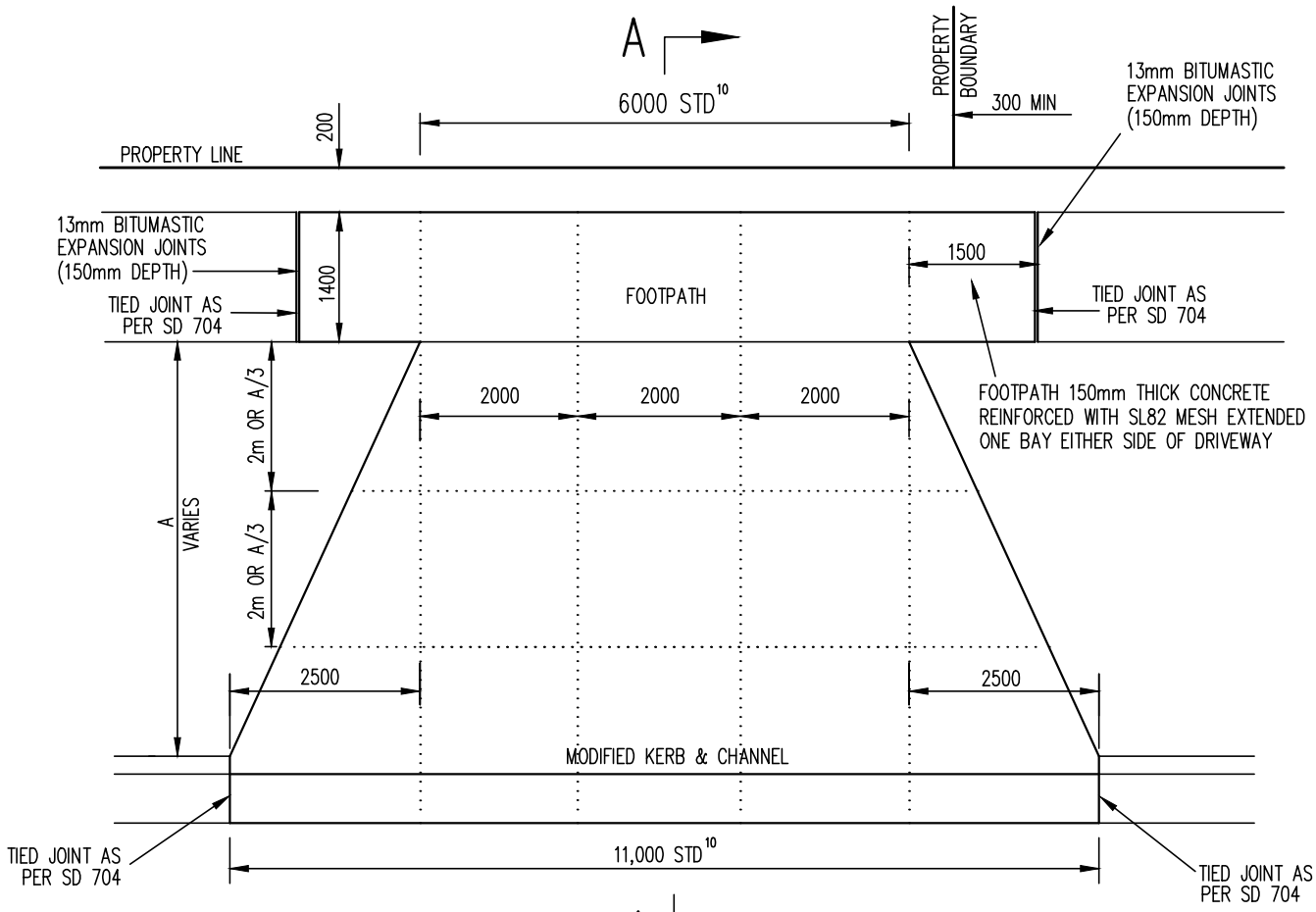
RESIDENTIAL

FOR USE ON BUSY ROADS ONLY

LAST UPDATED – SEPTEMBER 2014

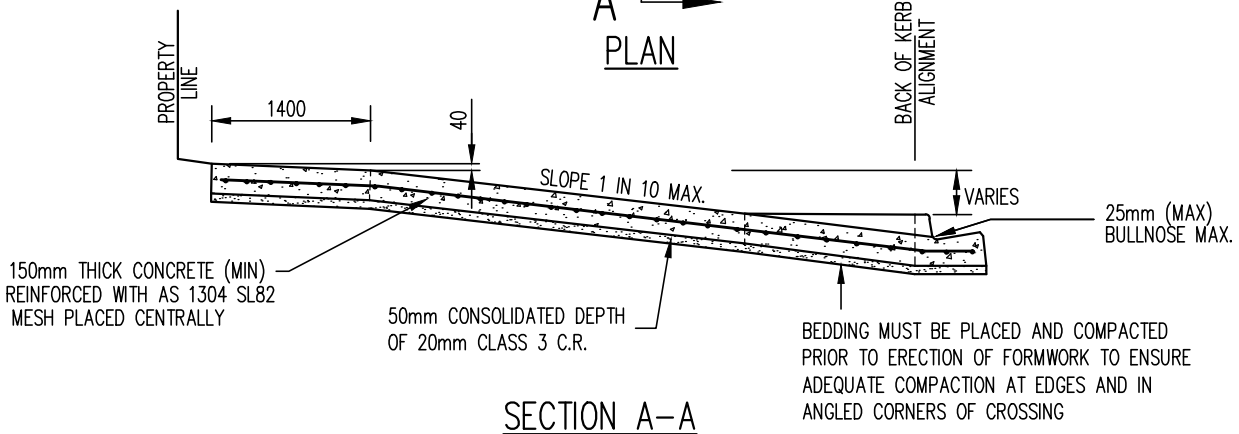
INFRASTRUCTURE PLANNING

SD 302–C



A

PLAN



SECTION A–A

NOTES

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8. CONTRACTION JOINTS LOCATIONS SHOWN THUS ·
9. FOOTPATH AND INFILL TO BE FORMED AND POURED AS AN INTEGRAL UNIT.
10. WIDTHS >THAN STANDARD REQUIRE SPECIAL COUNCIL APPROVAL
11. FOR CROSSINGS WITH REVERSE FALL SEE SD 305 FOR MAX. LONGITUDINAL GRADE & DRAINAGE REQUIREMENTS

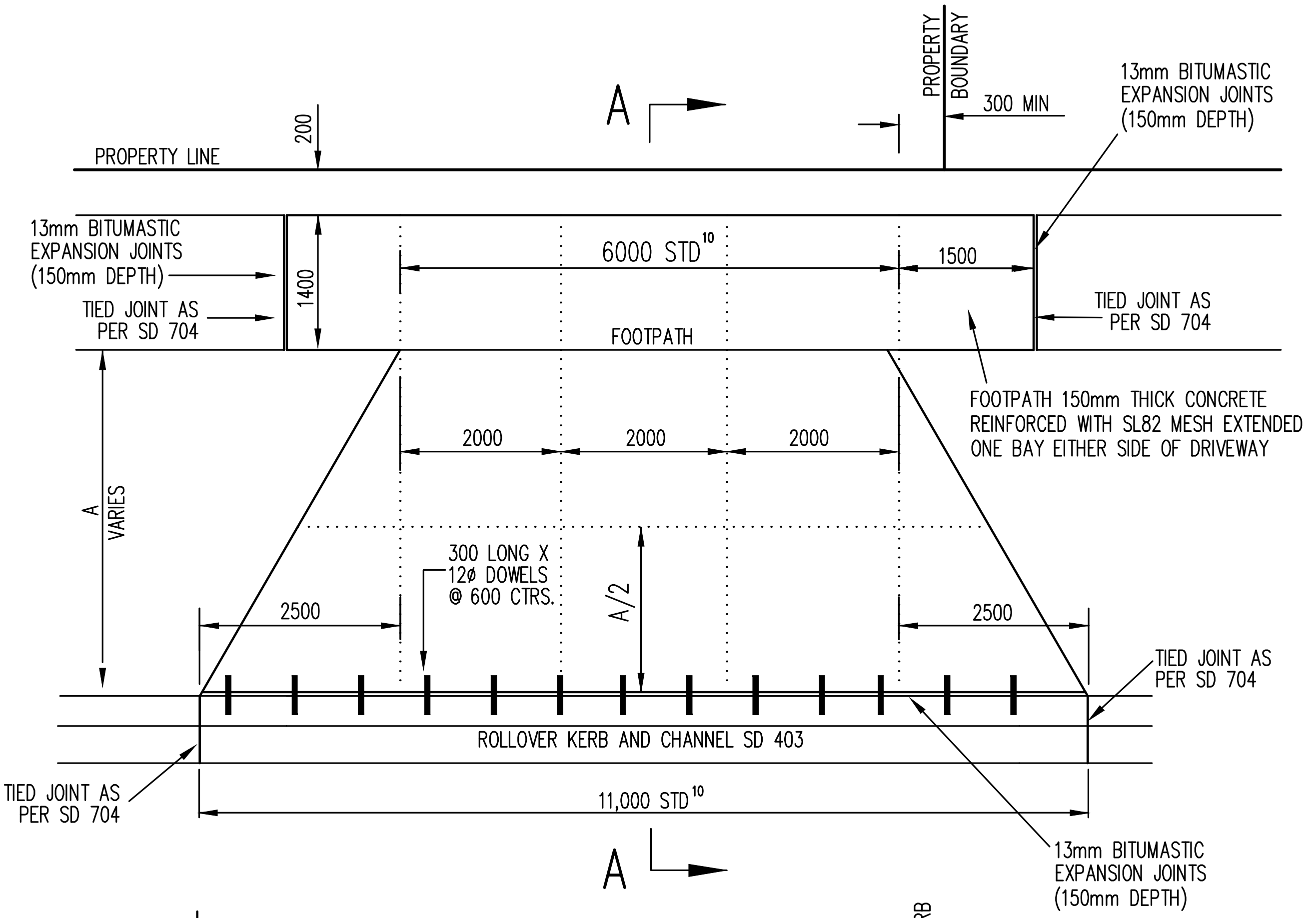
GREATER DANDENONG

VEHICLE CROSSING DETAIL
INDUSTRIAL
BARRIER KERB AND CHANNEL SD 400

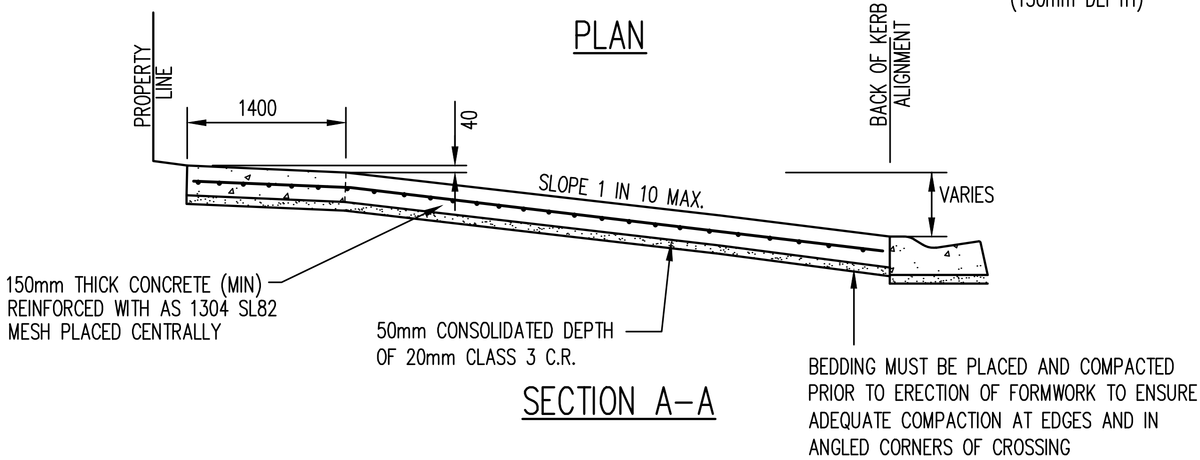
LAST UPDATED – APRIL 2015

INFRASTRUCTURE PLANNING

SD 303–E



PLAN



SECTION A–A

NOTES

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11. FOR CROSSINGS WITH REVERSE FALL SEE SD 305 FOR MAX. LONGITUDINAL GRADE & DRAINAGE REQUIREMENTS

GREATER DANDENONG

VEHICLE CROSSING DETAIL

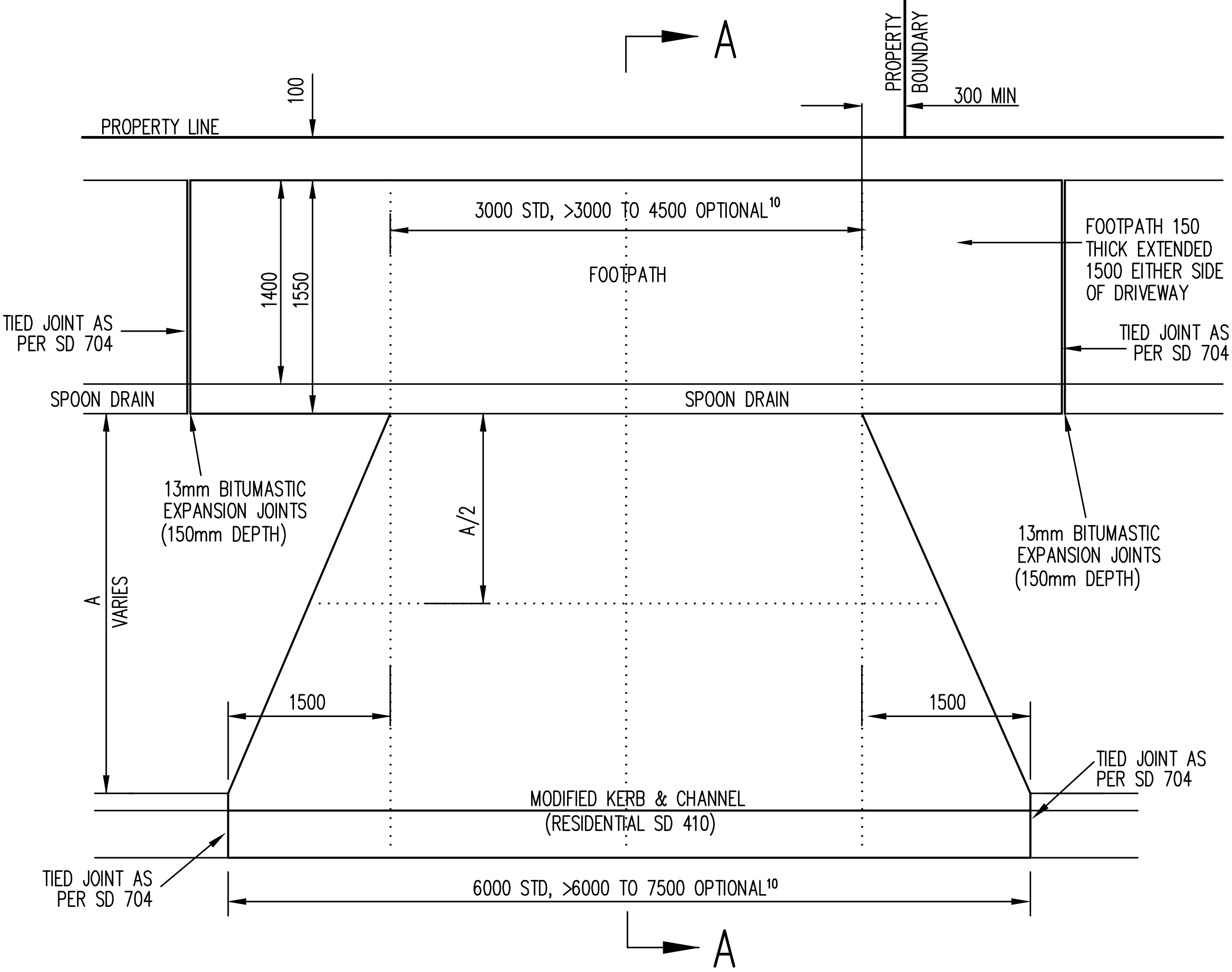
INDUSTRIAL

ROLLOVER KERB AND CHANNEL SD 403

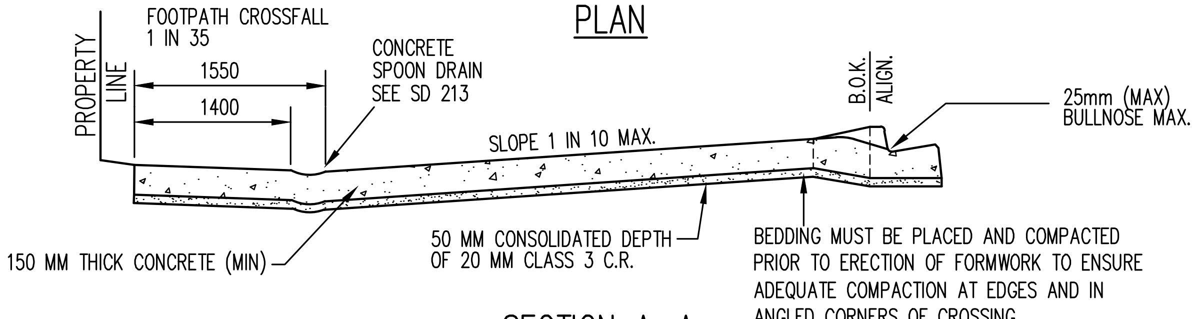
LAST UPDATED – APRIL 2015

INFRASTRUCTURE PLANNING

SD 304–E



PLAN



SECTION A–A

NOTES

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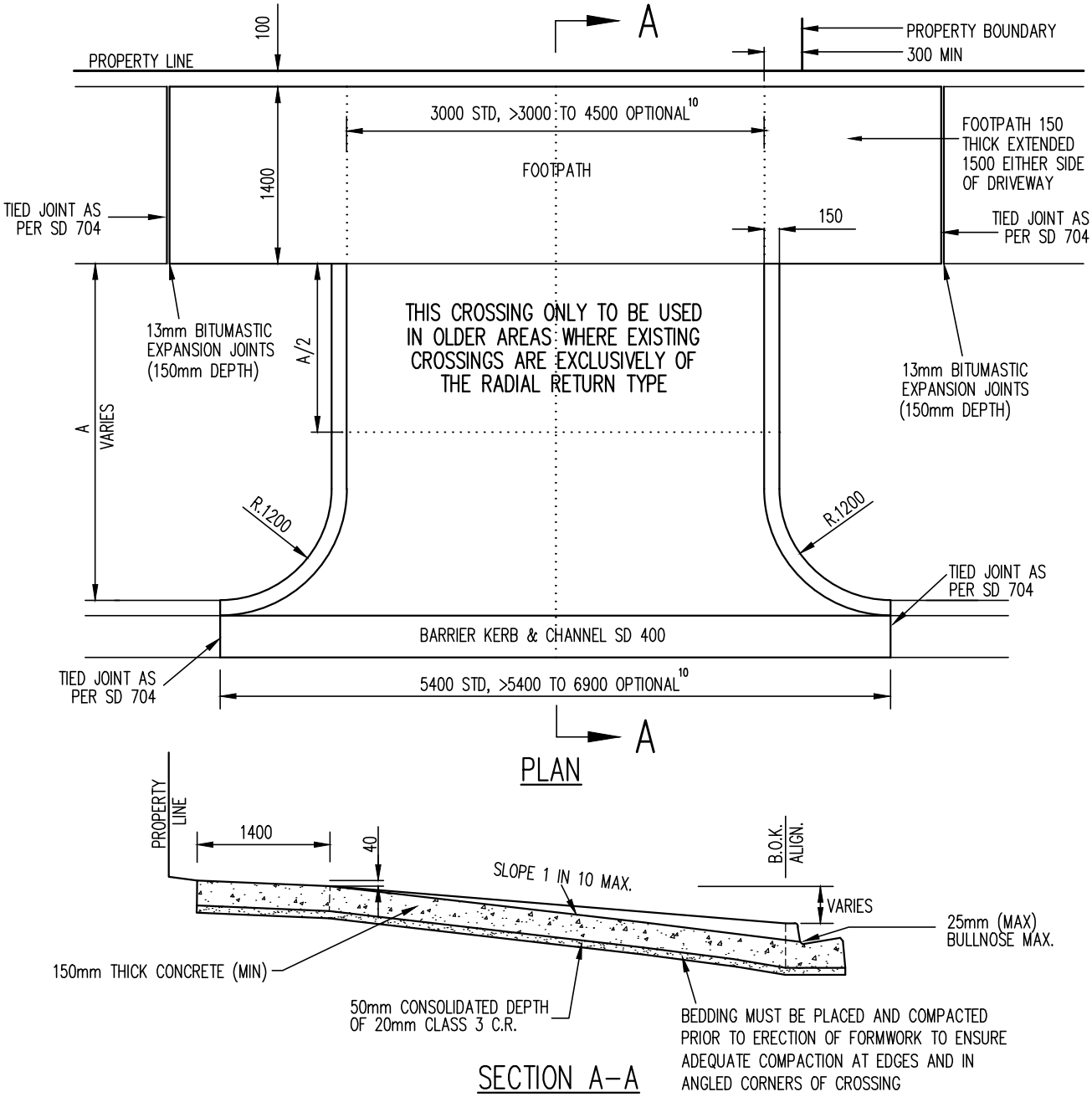
9. FOOTPATH AND INFILL TO BE FORMED AND POURED AS AN INTEGRAL UNIT.
10. WIDTHS >THAN STANDARD REQUIRE SPECIAL COUNCIL APPROVAL

GREATER DANDENONG		LAST UPDATED – APRIL 2015
VEHICLE CROSSING DETAIL REVERSE FALL – RESIDENTIAL BARRIER KERB AND CHANNEL SD 400		INFRASTRUCTURE PLANNING SD 305–D



PLAN

SECTION A–A

NOTES

1. CONCRETE STRENGTH TO BE F'C=25MPa, SLUMP = 80mm MAX.
2. CROSSING TO HAVE A NON–SLIP FNISHED SURFACE.
3. DOUBLE DRIVEWAY IS TWO DRIVEWAYS WITH INNER RETURNS DELETED AND 600 WIDE GAP INFILLED WITH CONCRETE AND CAST INTEGRALLY WITH ENTIRE CROSSING
4. IF A>2000mm PROVIDE CONSTRUCTION JOINT AT A/2.
5. EXPANSION MATERIAL TO BE BIFB OR SEMI–RIGID CCPF (1150mm DEPTH).
6. IF SIDE BOUNDARY IS AT AN ANGLE THEN CENTRELINE OF CROSSING IS TO BE PARALLEL TO SIDE BOUNDARY WITH JOINTS ADJUSTED AS REQUIRED (EXCEPT EXPANSION JOINTS)
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11. FOR CROSSINGS WITH REVERSE FALL SEE SD 305 FOR MAX. LONGITUDINAL GRADE & DRAINAGE REQUIREMENTS

GREATER DANDENONG

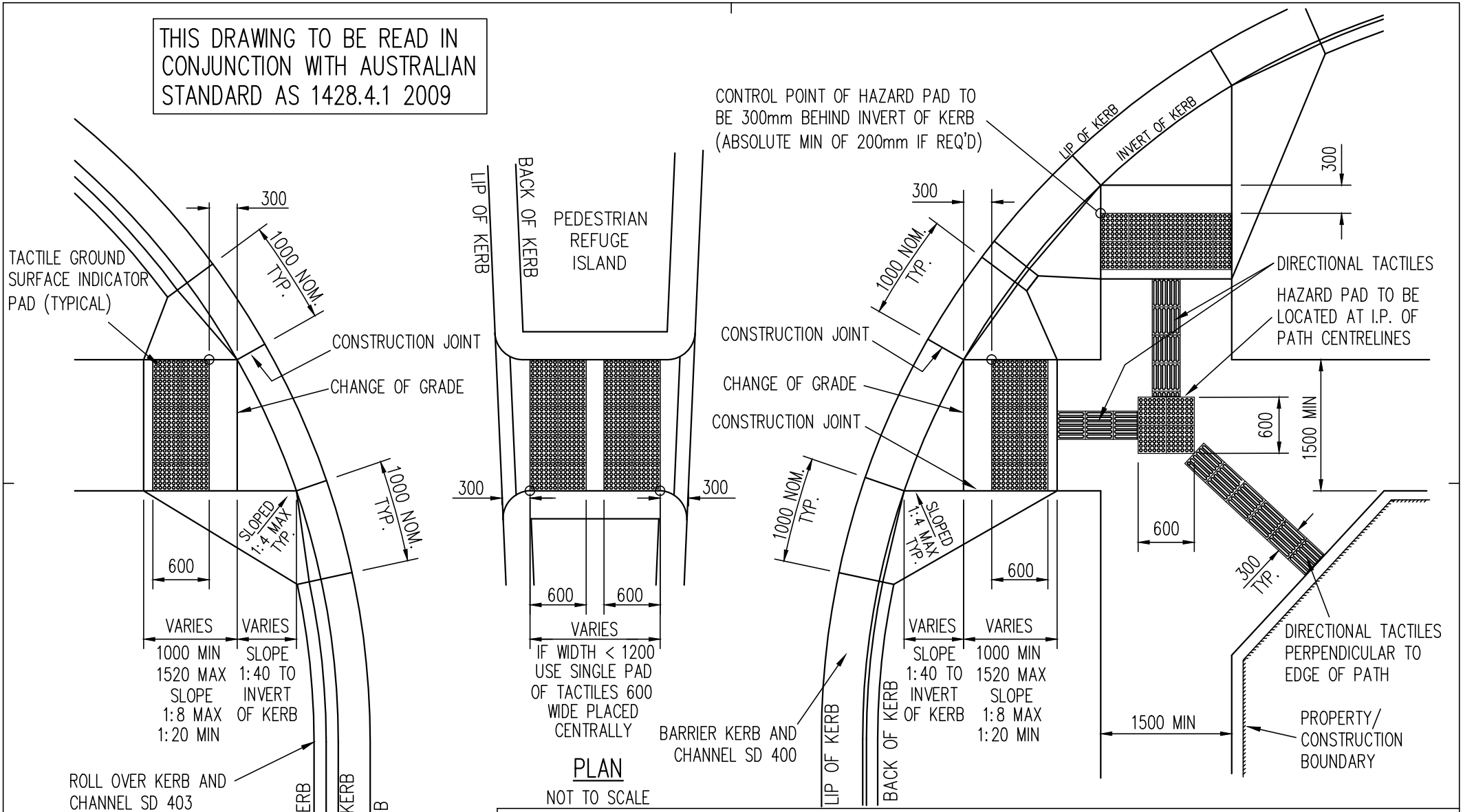
VEHICLE CROSSING DETAIL
RESIDENTIAL – RADIAL RETURN (OLDER TYPE)
BARRIER KERB AND CHANNEL SD 400

LAST UPDATED – APRIL 2015

INFRASTRUCTURE PLANNING

SD 306–D

THIS DRAWING TO BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS 1428.4.1 2009



GREATER DANDENONG

PRAM CROSSING

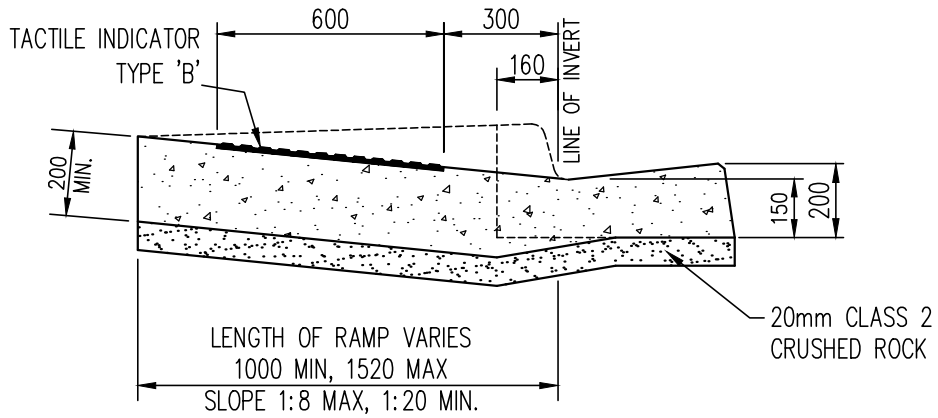
INCLUDING TACTILE GROUND SURFACE INDICATORS

SHEET 1 OF 2 SHEETS

LAST UPDATED – APRIL 2015

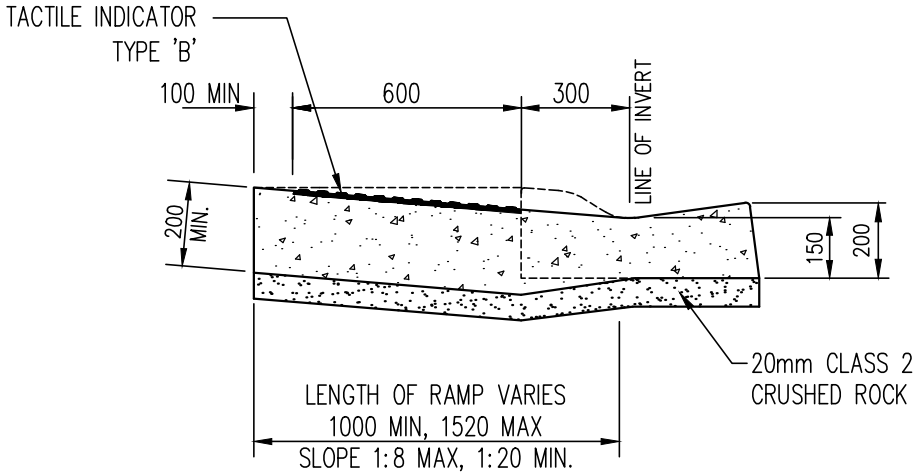
INFRASTRUCTURE PLANNING

SD 307-1-B



TYPICAL SECTION – FOR BARRIER KERB

NOT TO SCALE



TYPICAL SECTION – FOR ROLL OVER KERB

NOT TO SCALE

NOTES:

1. THE LOCATION AND DIMENSIONS OF PRAM CROSSINGS CAN VARY. THEIR LOCATION AND GEOMETRY TO BE APPROVED BY THE MANAGER INFRASTRUCTURE PLANNING OR A NOMINATED REPRESENTATIVE UNLESS SHOWN OTHERWISE ON APPROVED PLANS.
2. TSGI'S MUST BE INSTALLED AT ALL NEW INTERSECTIONS OR AS PART OF ANY FOOTPATH OR INTERSECTION UPGRADE WORKS.
3. THE NEED FOR TSGI'S (DIRECTIONAL) CAN BE MINIMISED BY GOOD DESIGN. TSGI'S ARE NOT REQUIRED WHERE:
   a. THE GEOMETRY OF A KERB RAMP AT AN INTERSECTION IS FULLY COMPLIANT WITH AS1428.1, AND
   b. THE RAMP IS LOCATED ON THE DIRECT EXTENSION OF THE BUILDING (PROPERTY) LINE, AND
   c. THE TOP OF THE RAMP IS NO MORE THAN 3.0m FROM THE BUILDING LINE.
4. WHERE CORNER SPLAYS OCCUR, TSGI'S (DIRECTIONAL) MUST BE PROVIDED AS SHOWN ON SHEET 1 (SD 307-1-A)
5. HAZARD PADS TO BE ORIENTATED PERPENDICULAR TO DIRECTION OF TRAVEL AND TO BE FULL WIDTH OF PATH WAY.
6. TGSI'S SHALL HAVE A MINIMUM LUMINANCE CONTRAST OF 30% TO SURROUNDING SURFACE.
7. KERB RAMP AND DIRECTIONAL TGSI'S SHALL BE ALIGNED IN THE DIRECTION OF PEDESTRIAN TRAVEL.
8. ALL FOOTPATH WITHIN 2.0m OF BACK OF KERB TO BE 200mm THICK.
9. RAMP AND SLOPING SIDES TO BE SLIP RESISTANT.
10. ALL MEASUREMENTS ARE IN MILLIMETRES.
11. ALL TSGI'S TO BE INSTALLED IN ACCORDANCE WITH AS 1428.4.1 2009

GREATER DANDENONG

PRAM CROSSING

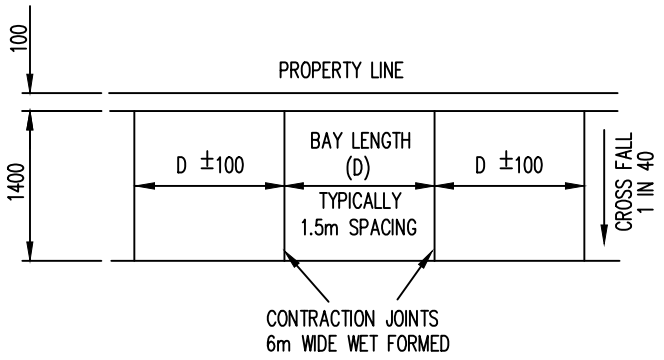
INCLUDING TACTILE GROUND SURFACE INDICATORS

SHEET 2 OF 2 SHEETS

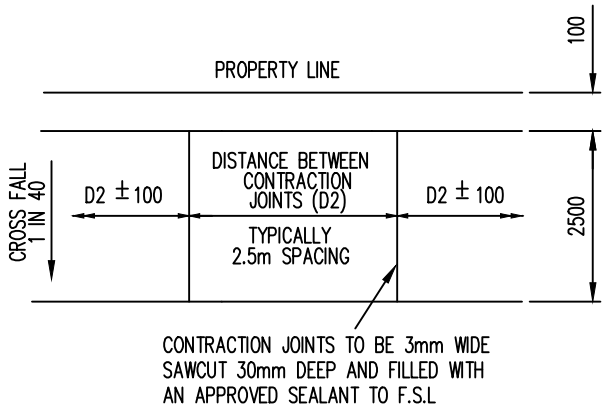
LAST UPDATED – APRIL 2015

INFRASTRUCTURE PLANNING

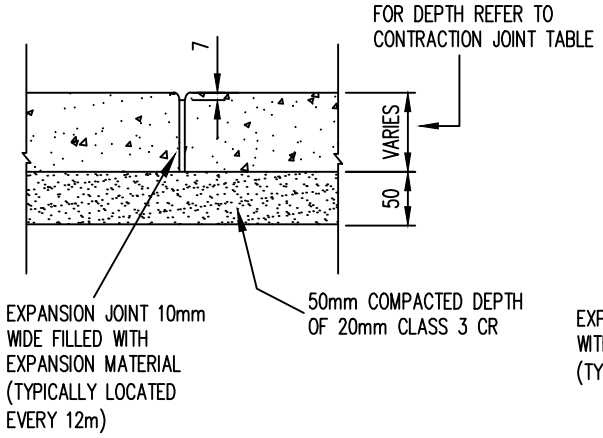
SD 307-2-B



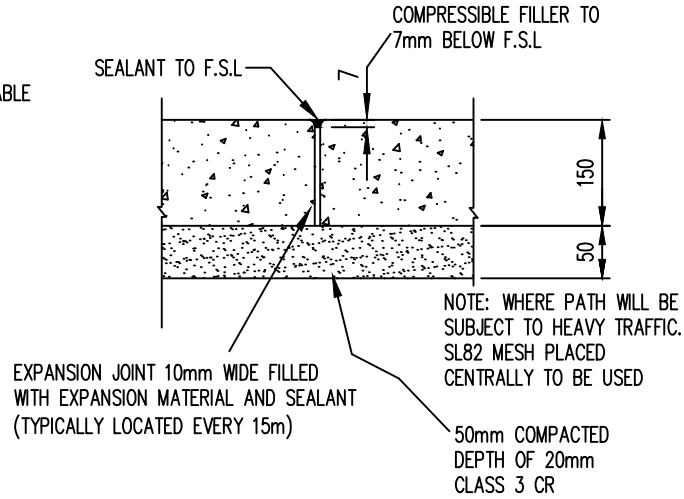
FOOTPATH TYPICAL LAYOUT



SHARED PATH TYPICAL LAYOUT



TYPICAL FOOTPATH SECTION



TYPICAL SHARED FOOTPATH SECTION

NOTES:

1. CONCRETE STRENGTH (f'c) IS TO BE 25MPa.
2. BROOM FINISH TO COMMENCE FOLLOWING SUFFICIENT CURING SUCH THAT PENETRATIONS ARE NOT EXCESSIVE (REFER TO SPECIFICATION). SUBSTANDARD FINISH WILL RESULT IN REMOVAL AND REPLACEMENT.
3. LONGITUDINAL GRADE FOR ALL PATHS TO BE DDA COMPLIANT.
4. FOOTPATH TO BE COMPACTED WITH MINIMUM BEDDING TO PREVENT UNDERMINING.
5. NATURE STRIPS AND DISTURBED AREAS ARE TO BE SURFACED WITH 75mm DEPTH OF APPROVED TOPSOIL AND APPROVED GRASS SEED.
6. FOR ALL ANNUL MAINTENANCE PROGRAM WORKS, EXISTING 75mm FOOTPATHS SHALL BE REPLACE WITH NEW FOOTPATHS TO A MINIMUM THICKNESS OF 100mm. SUPPLY, SPREADING AND COMPACTION OF 50mm THICKNESS OF 20mm FINE CRUSHED ROCK (FCR) BASE MATERIAL IS ONLY REQUIRED WHERE EXISTING BASE MATERIAL IS UNSUITABLE.
7. COMPLIANCE WITH AUSTROADS GUIDE TO ROAD DESIGN: PEDESTRIAN AND CYCLIST PATHS AND DISABILITY DISCRIMINATION ACT 1992.

PAVEMENT LOCATION	SLAB THICKNESS	EXPANSION JOINT SPACING (MAX)	CONTRACTION JOINT SPACING (MAX)	CONTRACTION JOINT TYPE
RESIDENTIAL	100	12m	1.5m	tooled
NEW RESIDENTIAL SUBDIVISION	125	12m	1.5m	tooled
INDUSTRIAL/COMMERCIAL	150	12m	1.5m	tooled
PARK/OPEN SPACE	150	15m	2.5m	sawcut
SHARED USER PATH	150	15m	2.5m	sawcut
SHARED USER PATH (TRAFFICABLE)	150 + SL80 MESH CENTRAL	15m	2.5m	sawcut

GREATER DANDENONG

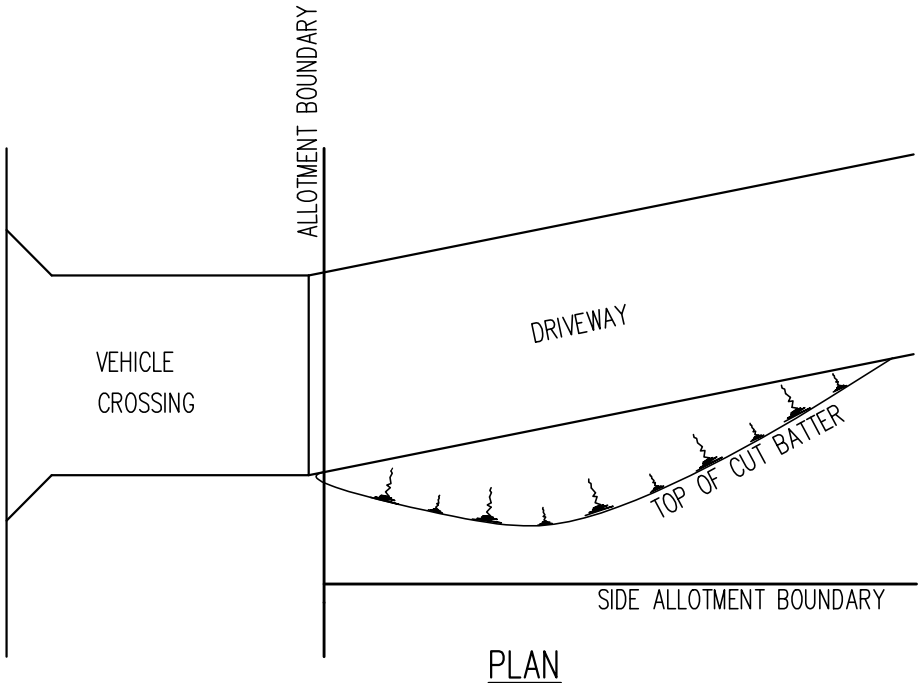
CONCRETE PATHS

STANDARD FOOTPATHS AND SHARED FOOTWAYS
SETOUT DETAILS AND GENERAL NOTES

LAST UPDATED – APRIL 2015

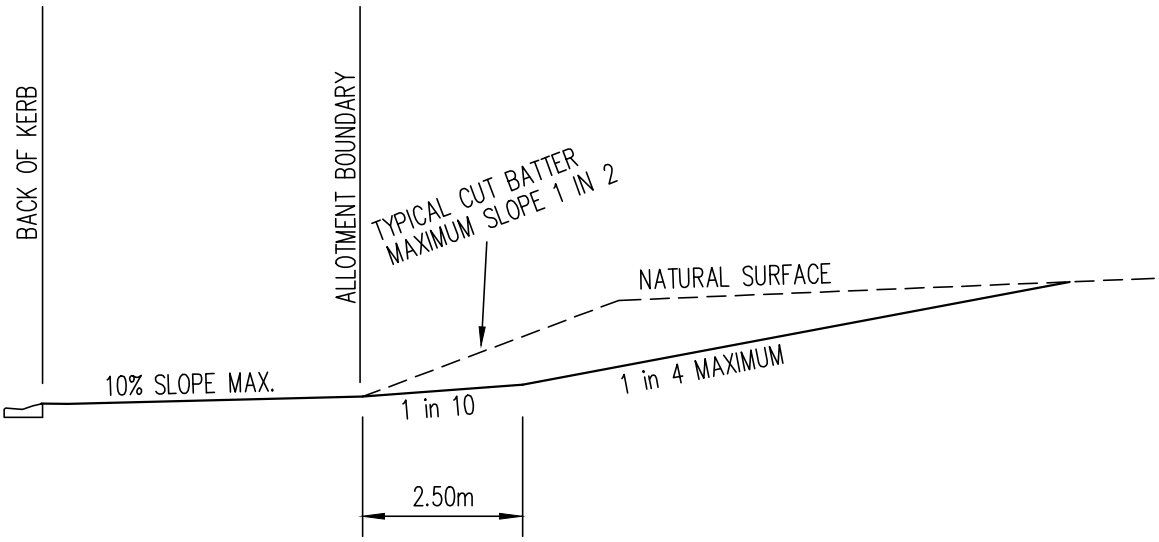
INFRASTRUCTURE PLANNING

SD 308–F



PLAN

NOT TO SCALE



NOTES – 1. WHERE EXCESSIVE CUT OCCURS, RAMP CUT DIAGONALLY ACROSS ALLOTMENT.

2. DRIVEWAYS TO BE LOCATED TO ENSURE THAT BATTERS TO ACCESS RAMP DO NOT ENCROACH INTO ADJOINING LOTS

GREATER DANDENONG

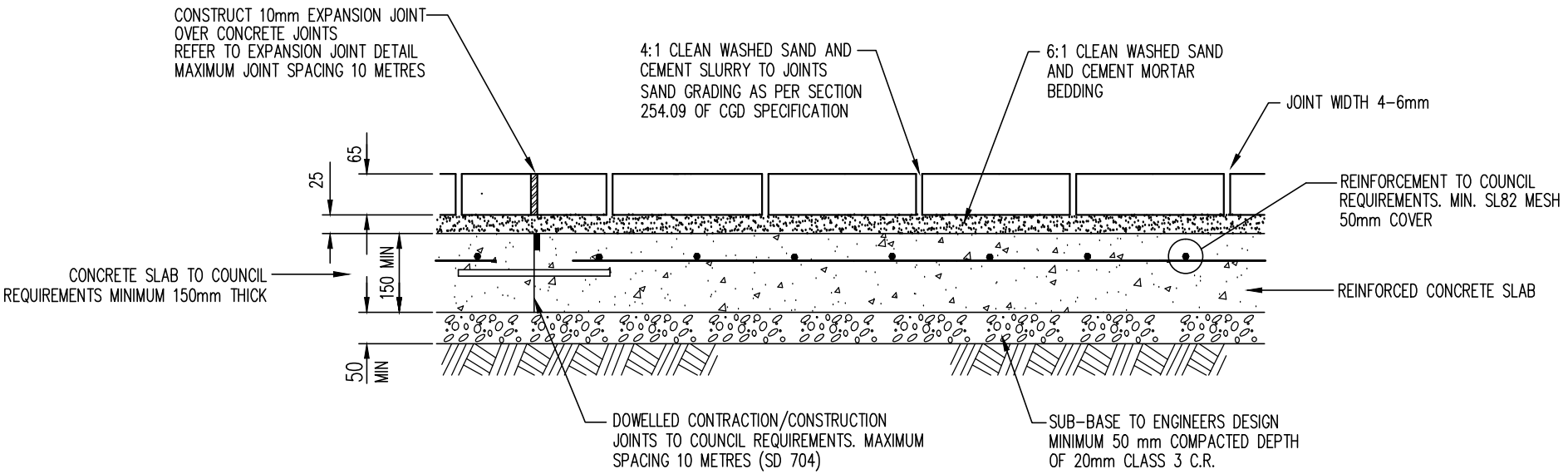
DRIVEWAYS

ACCESS RAMPS TO ALLOTMENTS

LAST UPDATED – SEPTEMBER 2014

INFRASTRUCTURE PLANNING

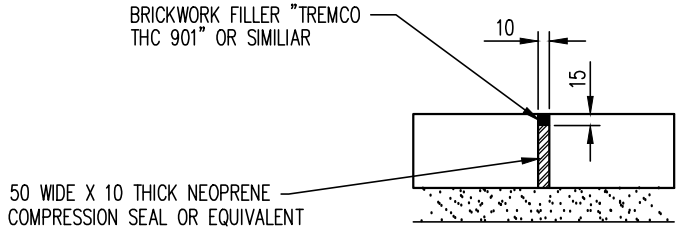
SD 309–A



ELEVATION
SCALE 1:10

NOTES:

1. BRICKS TO BE LAID IN A STRETCHER BOND PATTERN IN ACCORDANCE WITH DESIGN PLANS
2. MINIMUM COMPRESSIVE CONCRETE STRENGTH TO BE 32MPa AFTER 28 DAYS.
3. CHAIRS SHALL SUPPORT THE MESH AT 900mm CENTRES.
4. APPROVED EXPANSION MATERIAL TO BE PLACED BETWEEN BRICKS AND EXISTING OR NEW CONCRETE E.G. KERB AND CHANNEL
5. IN CASES WHERE POOR SUBGRADE CONDITIONS EXIST, CONSIDERATION TO BE GIVEN TO SUBGRADE STABILISATION OR REPLACEMENT
6. NOTWITHSTANDING COUNCIL'S MINIMUM REQUIREMENTS THE PROPOSED CONCRETE SLAB IS TO BE DESIGNED BY A SUITABLY QUALIFIED ENGINEER AS APPROPRIATE FOR THE SPECIFIC SITE CONDITIONS.
7. ALL SOIL TESTING DONE FOR THE PURPOSES OF CONCRETE SLAB DESIGN SHALL BE PERFORMED BY NATA ACCREDITED LABORATORIES, WITH ACCREDITATION TO PERFORM ALL OF THE INDIVIDUAL TESTS THAT ARE REQUIRED. TESTING SHALL ALSO CONFORM TO THE FOLLOWING AUSTRALIAN STANDARDS:
   - AS1726 GEOTECHNICAL SITE INVESTIGATIONS
   - AS1289 TESTING OF SOILS FOR ENGINEERING PURPOSES
   - AS1141 TESTING OF AGGREGATES



EXPANSION JOINT DETAIL
NOT TO SCALE

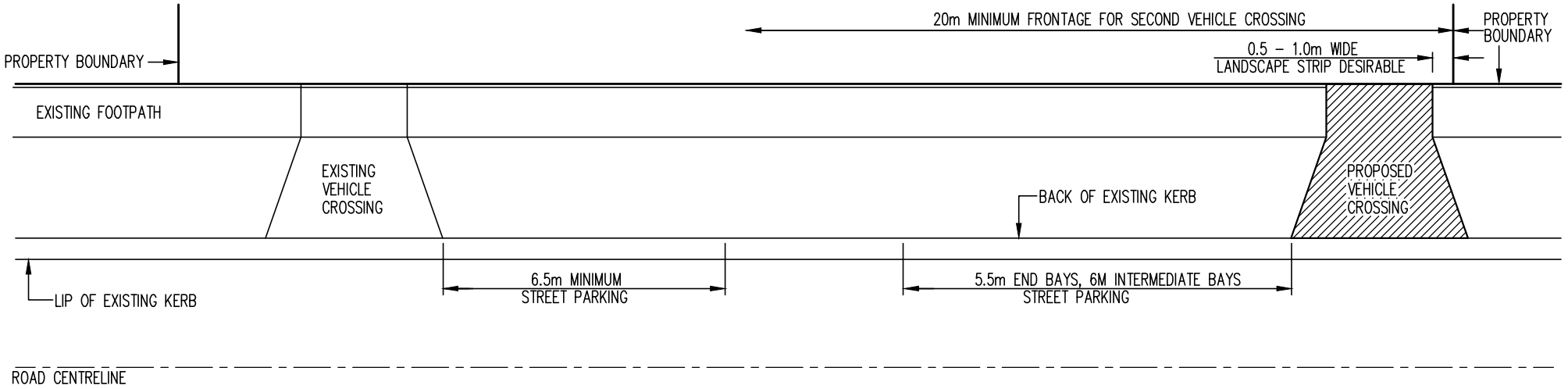
GREATER DANDENONG

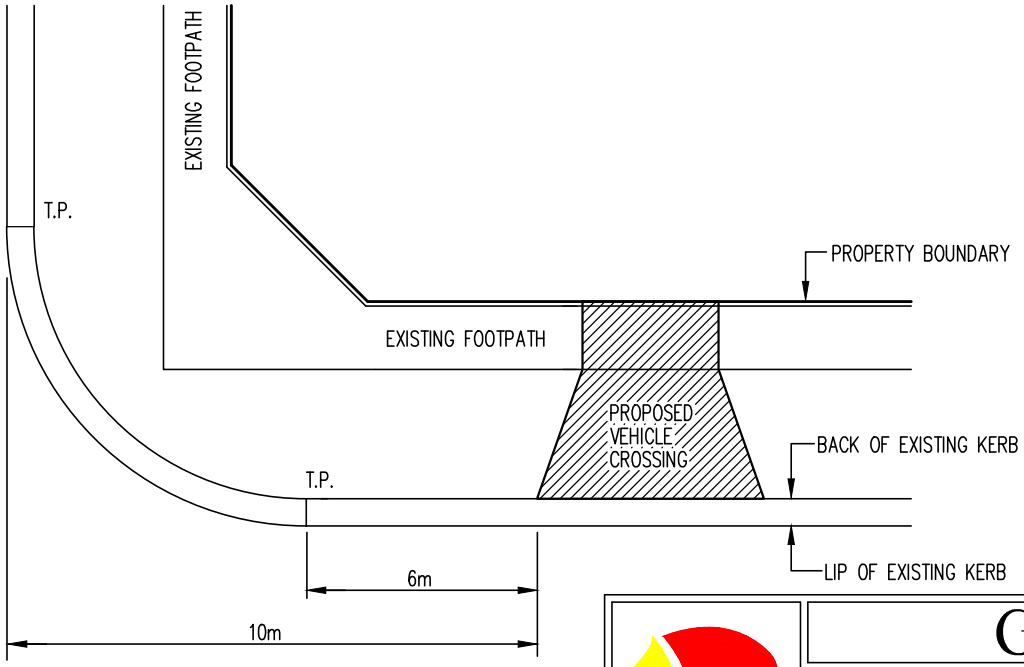
BRICK ROAD PAVING
ON CONCRETE BASE

LAST UPDATED – MARCH 2015

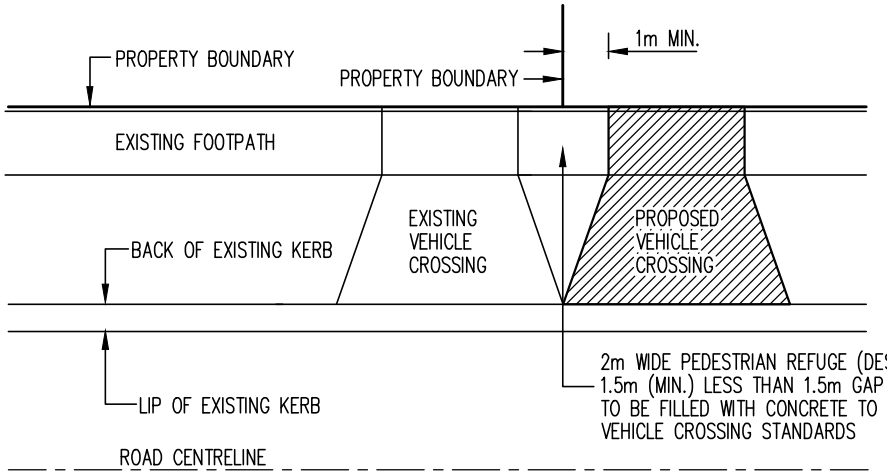
INFRASTRUCTURE PLANNING

SD 310–B





GREATER OF THESE TWO OFFSETS IS THE MINIMUM OFFSET FOR THE PROPOSED DRIVEWAY FROM THE SIDE STREET



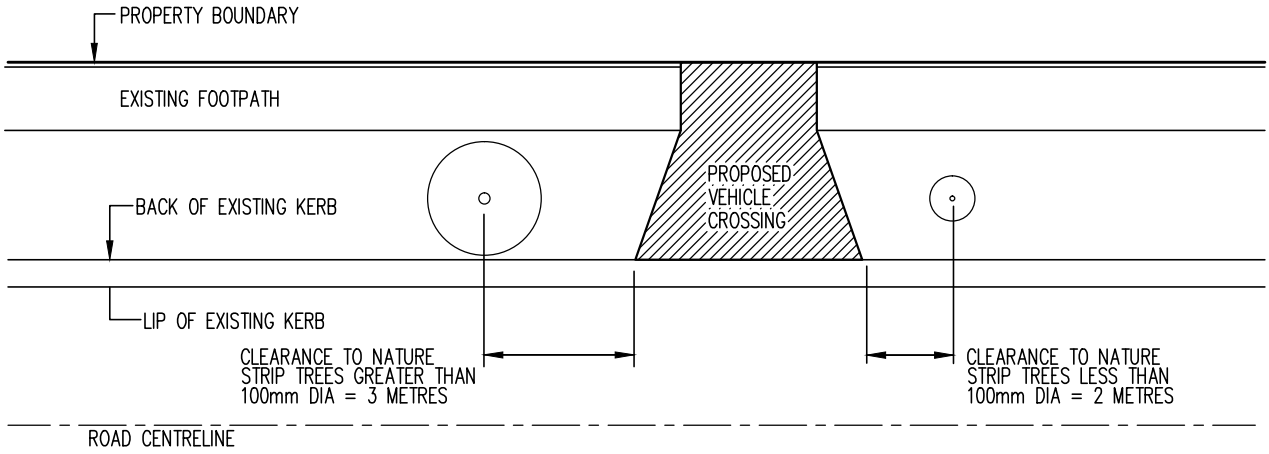
GREATER DANDENONG

VEHICLE CROSSINGS
RESIDENTIAL AREAS
LOCATION AND SPACING

LAST UPDATED – SEPTEMBER 2014

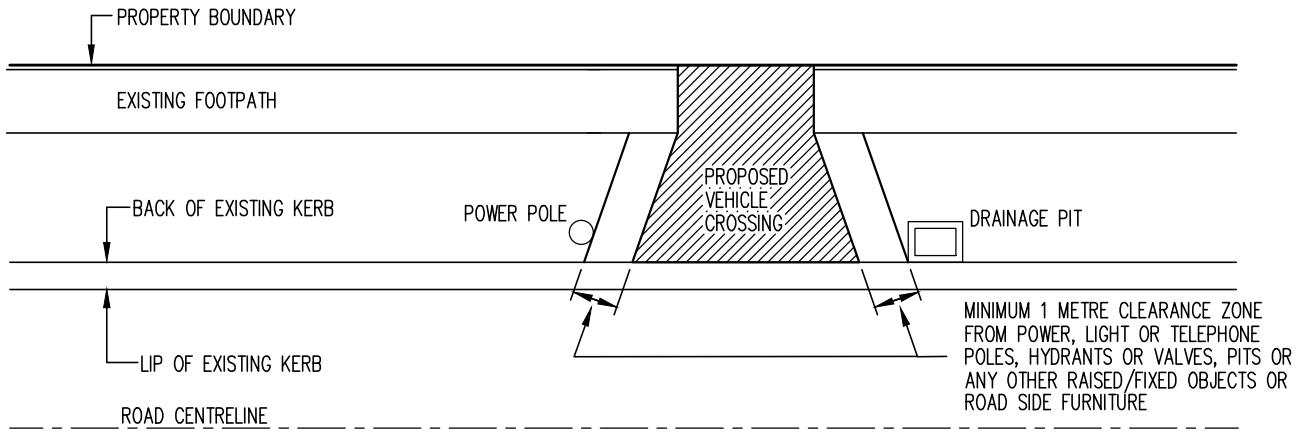
INFRASTRUCTURE PLANNING

SD 311–A



NOTES:

1. ANY REDUCTION IN CLEARANCE WILL REQUIRE APPROVAL FROM COUNCIL'S ARBORIST.



GREATER DANDENONG

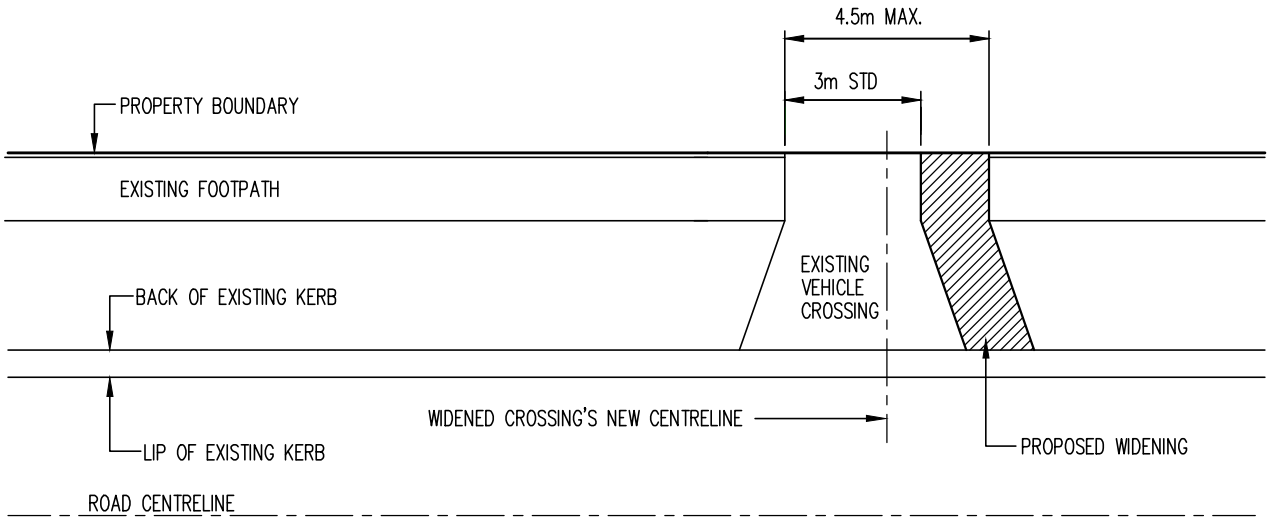
VEHICLE CROSSINGS

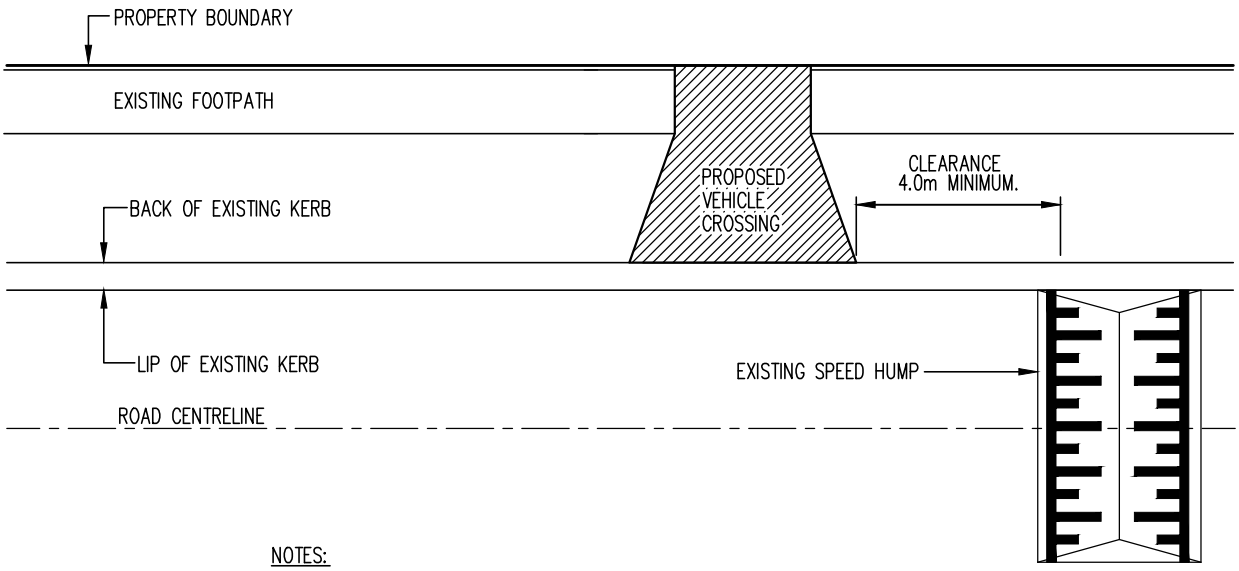
RESIDENTIAL AREAS – CLEARANCES FROM STREET TREES AND SERVICES

LAST UPDATED – SEPTEMBER 2014

INFRASTRUCTURE PLANNING

SD 312–A





NOTES:

1. PRPOSED DRIVEWAYS ADJACENT TO ANY OTHER TRAFFIC MANAGEMENT DEVICES WILL BE SUBJECT TO TURNING MOVEMENT REQUIREMENTS

GREATER DANDENONG

VEHICLE CROSSINGS
RESIDENTIAL AREAS – WIDENING AND CLEARANCES FROM TRAFFIC MANAGEMENT DEVICES

LAST UPDATED – SEPTEMBER 2014

INFRASTRUCTURE PLANNING

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