

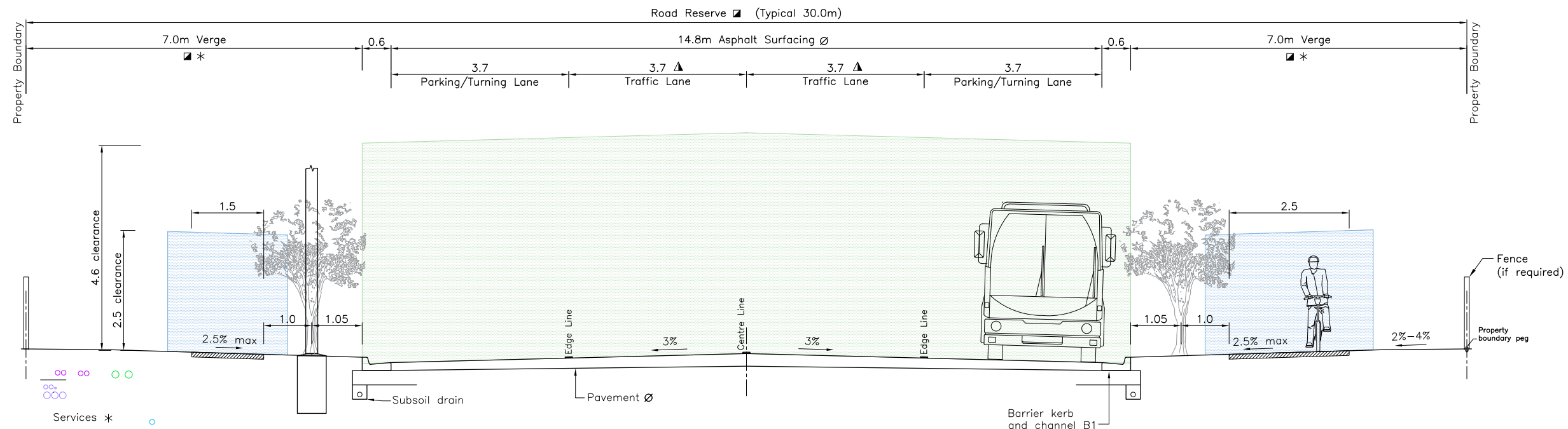
NOTES

- All dimensions are in metres unless noted otherwise.
- This drawing to be read in conjunction with Development Manual, relevant Australian Standards and manufacturer's specifications.
- Wearing surface, pavement design and subgrade treatment to be in accordance with Development Manual SC6.4.6.2 Pavement Design and Seal Design. The wearing surface in highly stressed areas due to braking, turning and acceleration, such as roundabout and stopping lanes at traffic signals, shall be polymer modified asphalt as per Main Roads Technical Specification 18 - Polymer Modified Binder.
- Subsoil drains to be in accordance with Development Manual SC6.4.6.2 Pavement Design and Seal Design, and TCC Standard Drawing SD-080.
- For principles underlying street/road selection and network planning refer to Development Manual SC6.4.6.1 Geometric Road Design.
- For street lighting requirements refer to AS1158.
- Pavement marking and RRPM's to be in accordance with Main Roads MUTCD - Part 2.
- Design Engineer to consider 'clear zone' in locations, type of road furniture and vegetation (roadside hazards).
- Location of all existing services shall be confirmed by the relevant authority prior to commencement of any construction works.
- For driveway access details refer to TCC Standard Drawing SD-031.
- Kerbs shall be Barrier Kerb and Channel Type B1. Refer TCC Standard Drawing SD-020.
- Pathways to refer to TCC Standard Drawings SD-070, SD-075 for concrete construction details.

- Minimum Road Reserve Width and Verge Widths dependent on service corridor requirements. Refer TCC Standard Drawing SD-015.
- ▲ Number of traffic lanes is dependent on the outcome of traffic study (3.7m wide traffic lanes industrial).
- * Provision for Public Utility Plant. Services on one side of the road and optional on both side of the road. Services layout refer TCC Standard Drawing SD-015.

WEARING SURFACE AND PAVEMENT DESIGN

- ∅ Wearing surface (minimum depth of 50mm asphalt) and pavement design to be determined by the Design Engineer. Refer note 3.



INDUSTRIAL KERBS AND UNDERGROUND DRAINAGE

- Posted speed 50-80km/h
- Direct property access
- Provision for bus route if required (bus stop permitted)
- On-street parking permitted
- Centre line and edge lines to be shown on layout plan

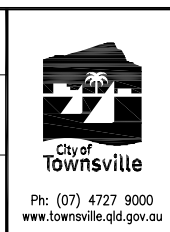
Final Industrial Road Cross Section to be determined in conjunction with the B-Double Turning Path and Access Plan. For example drawing refer to TCC Standard Drawing SD-006.

No.	DATE	DESCRIPTION	AP'D
C	23/01/2023	REVIEW CITY PLAN DEVT MANUAL - FINAL VERSION ADOPTION	
B	29/04/2014	AMENDMENTS FROM DEVELOPMENT MANUAL CONSULTATION	
A	08/13	ORIGINAL ISSUE	
REVISIONS			

NOTES :

Full Size A1
Not to Scale

DRAWN: Strategic Infrastructure Planning Approved: M. Kaye RPEQ 7621
Date: 30/11/2022
General Manager EAIP: M. GREEN
Date: 23/01/2023



TYPICAL CROSS SECTIONS
INDUSTRIAL ROADS

STANDARD DRAWING
ROADWORKS
SD-005 C