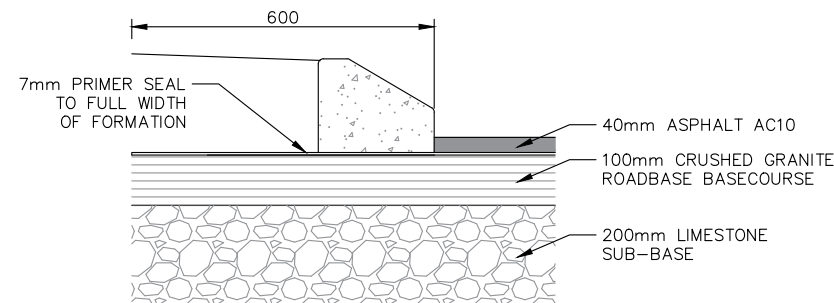
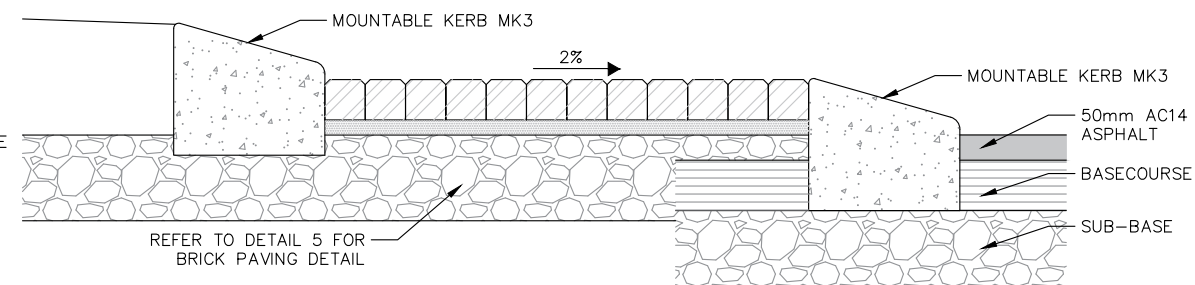


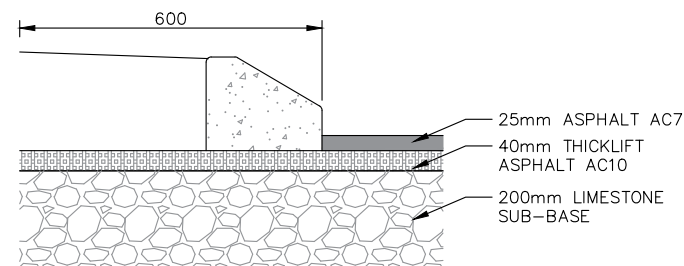
**1 Typical Road Cross Section Residential Access Streets**



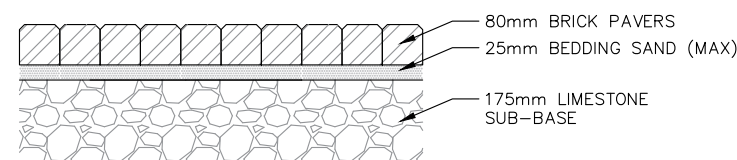
**2 Typical Road Cross Section Neighbourhood Connector Roads**



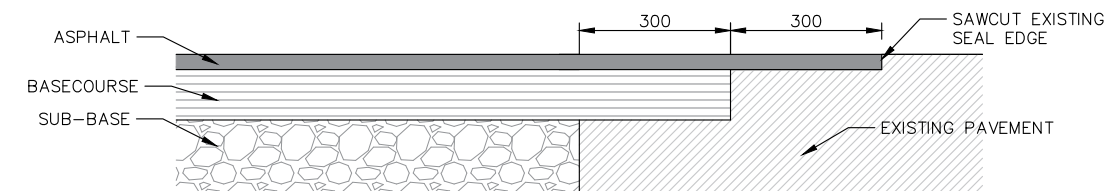
**3 Typical Road Cross Section Roundabout**



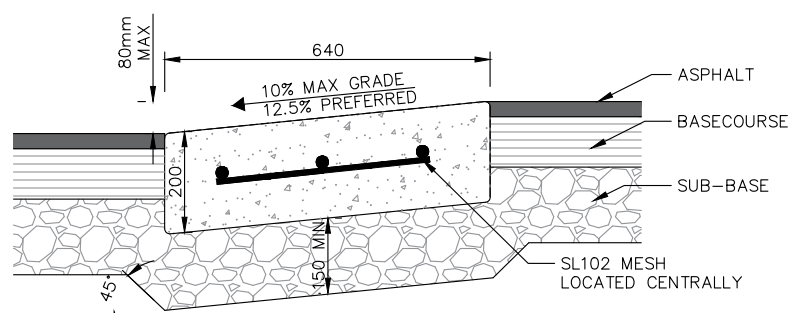
**4 Typical Road Cross Section Alternative Residential Access Street**



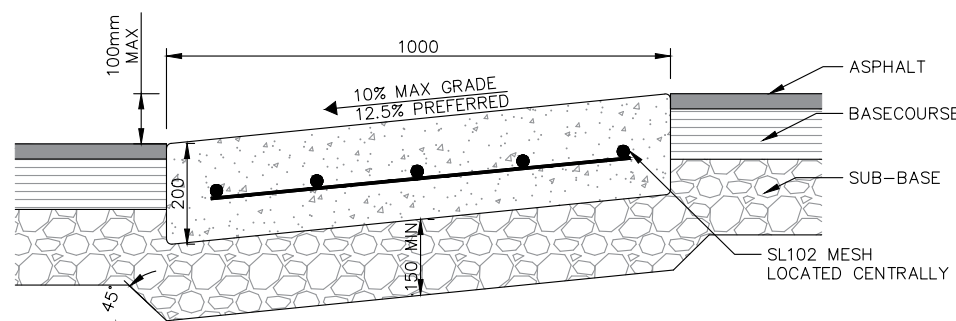
**5 Typical Road Cross Section Brick Paving**



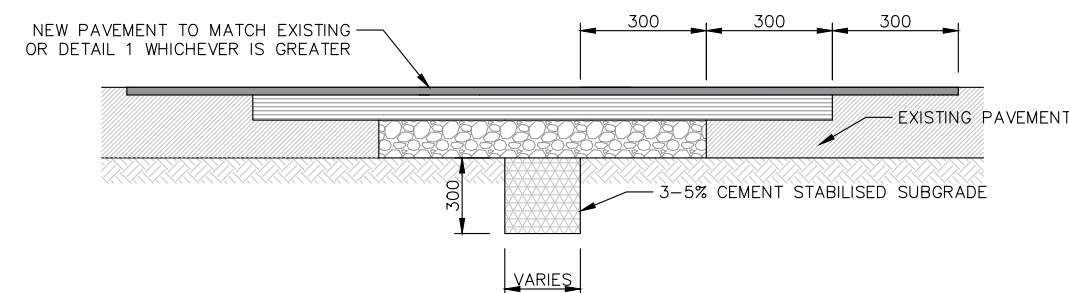
**6 Typical Pavement Sawcut Detail**



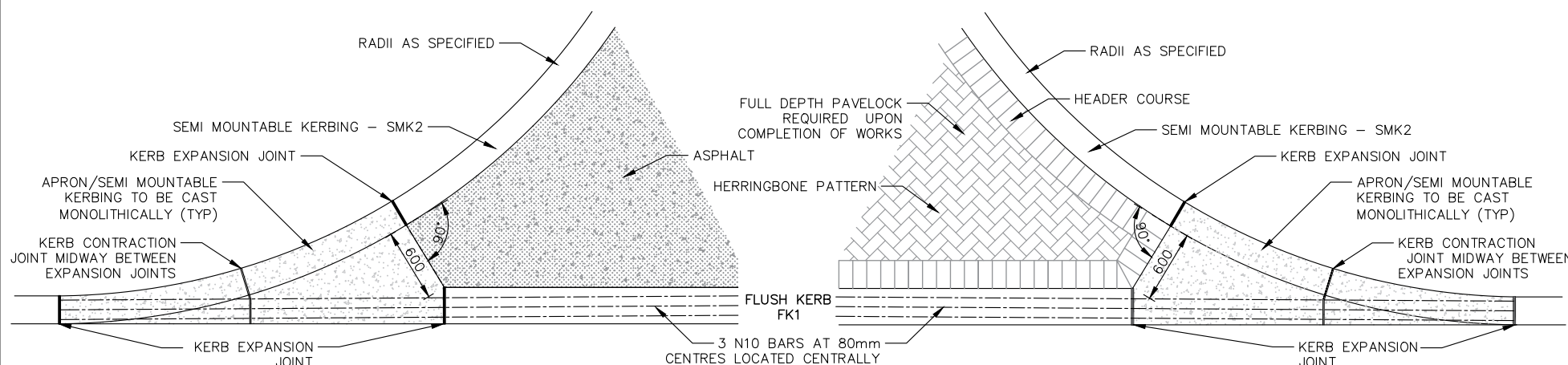
**7 Raised Threshold Ramp 640mm Wide**



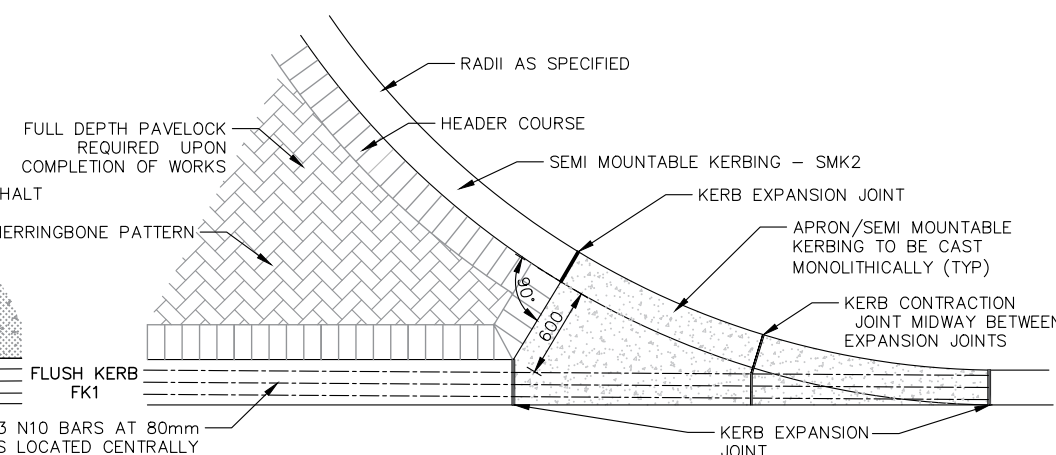
**8 Raised Threshold Ramp 1000mm Wide**



**9 Typical Pavement Reinstatement Detail**



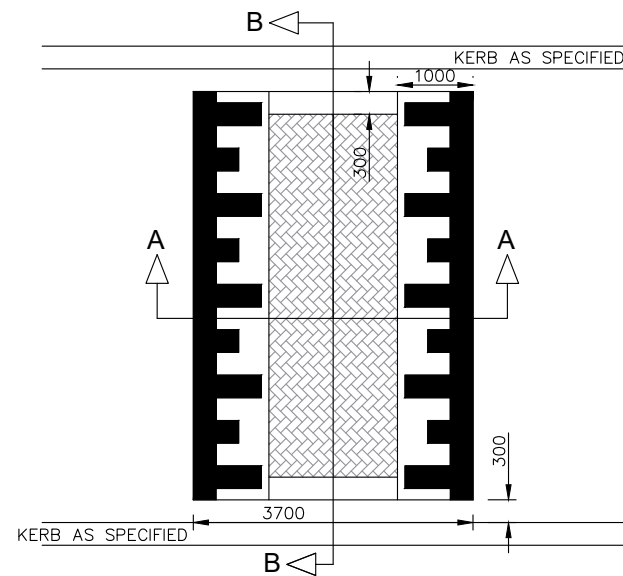
**10 Intersection Apron Detail Asphalt**



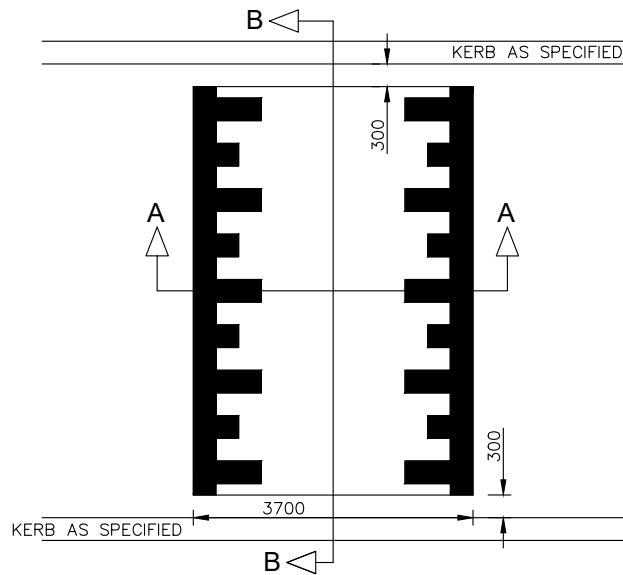
**11 Intersection Apron Detail Brick Paving**

**NOTES:**

- SUB-GRADE SHALL BE FREE FROM DELETERIOUS MATERIAL SUCH AS TREE ROOTS, ROCKS ETC FOR A DEPTH OF 450MM BELOW FINISHED SUBGRADE LEVEL & COMPACTED TO NOT LESS THAN 95% MMDD WHEN TESTED IN ACCORDANCE WITH AS 1289.
- SUB-BASE SHALL BE COMPACTED TO NOT LESS THAN 95% MMDD WHEN TESTED IN ACCORDANCE WITH AS 1289.
- BASECOURSE SHALL BE COMPACTED TO NOT LESS THAN 98% MMDD WHEN TESTED IN ACCORDANCE WITH AS 1289.
- PROPOSED PAVEMENT DESIGN BASED ON SANDY SOIL CONDITIONS (CBR 12%). ROAD PAVEMENT DESIGN IN DIFFERENT SOIL CONDITIONS (SILTS, CLAYS & PEATS) SHALL BE SUBJECT TO A GEOTECHNICAL INVESTIGATION. THE REPORT SHALL UNDERTAKE CBR TESTING ON THE RELEVANT SUB-GRADE IN ACCORDANCE WITH AS1289 & SHALL RECOMMEND A DESIGN CBR & PAVEMENT DESIGN THICKNESS.
- ALL TRAFFICABLE BRICK PAVING TO HAVE FULL DEPTH "PAVELOCK" OR SIMILAR APPROVED. NO BRICK SEGMENTS ARE TO BE LESS THAN 25% OF FULL BRICK.
- LONGITUDINAL JOINS BETWEEN AN EXISTING PAVEMENT & NEW PAVEMENT MUST BE LOCATED ON A TRAFFIC LANE EDGE OR IN THE MIDDLE OF A TRAFFIC LANE.
- RED ASPHALT AGGREGATE SHALL CONSIST OF 55% LATERITE AND 45% GRANITE CRUSHED TO A NOMINAL 7MM SIZE WITH A 0.9% OXIDE . 50 BLOW MARSHALL MIX WITH CLASS 170 BITUMEN.
- UNIVERSAL ACCESS CAR EMBAYMENTS TO BE IN ACCORDANCE WITH AS2890.6
- PAVEMENT TOLERANCES: (DIMENSIONS IN mm)  
SUBGRADE +0-30 SUB-BASE ±10 BASECOURSE +10-0

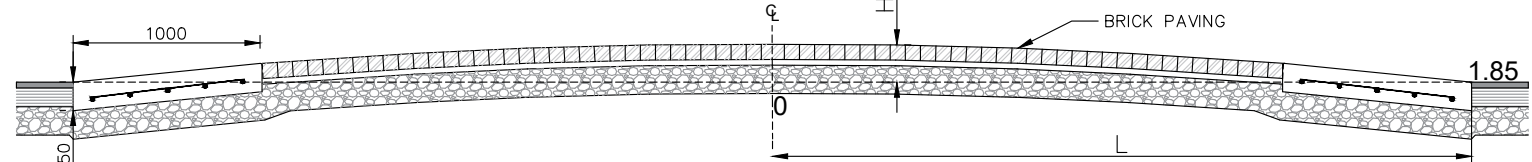


**1 Typical Traffic Calming Watts Profile Hump - Brick Paving**



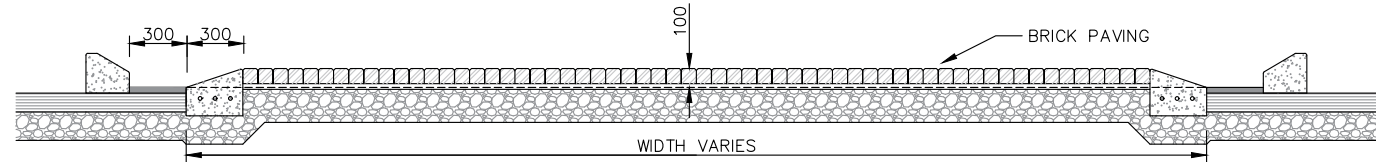
**2 Typical Traffic Calming Watts Profile Hump - Asphalt**

NOTE: REFER TO TABLE 1 FOR CONSTRUCTION REQUIREMENTS



**Section A-A**

NOTE: REFER TO MRWA DRAWING 200331-128-5 FOR SIGN AND PAVEMENT MARKING REQUIREMENTS

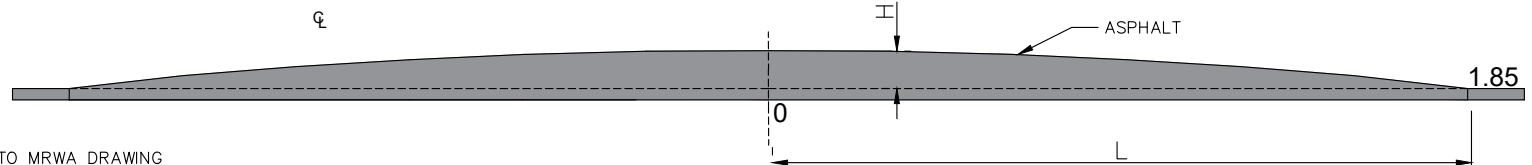


**Section B-B**

| DISTANCE L (m) | 0   | 0.1 | 0.2 | 0.3 | 0.4 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | 1.0 | 1.1 | 1.2 | 1.3 | 1.4 | 1.5 | 1.6 | 1.7 | 1.8 | 1.85 |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| HEIGHT H (mm)  | 100 | 100 | 99  | 97  | 95  | 93  | 90  | 86  | 81  | 76  | 71  | 65  | 58  | 51  | 43  | 34  | 25  | 16  | 5   | 0    |

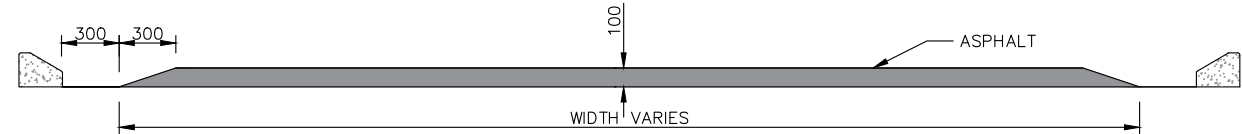
**Table 1**

NOTE: REFER TO TABLE 1 FOR CONSTRUCTION REQUIREMENTS



**Section A-A**

NOTE: REFER TO MRWA DRAWING 200331-128-5 FOR SIGN AND PAVEMENT MARKING REQUIREMENTS

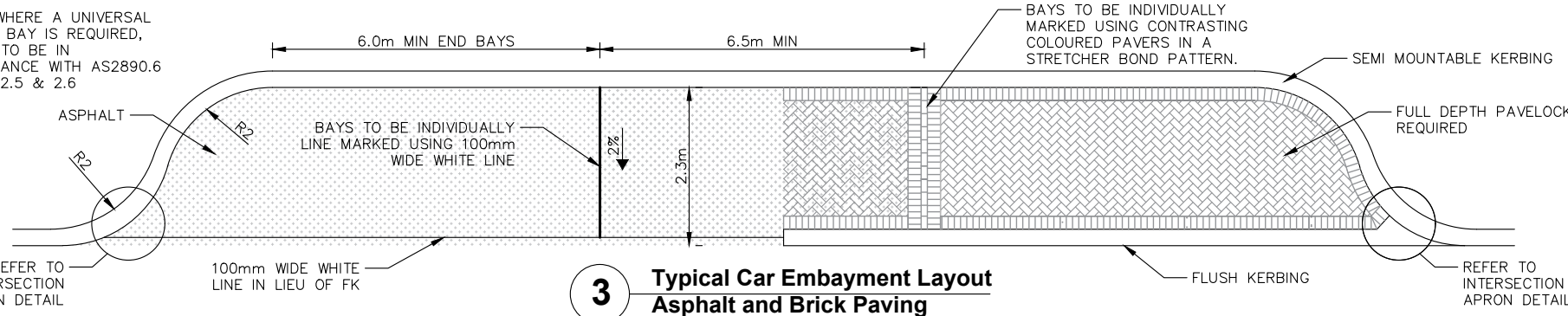


**Section B-B**

**NOTES:**

- SUB-GRADE SHALL BE FREE FROM DELETERIOUS MATERIAL SUCH AS TREE ROOTS, ROCKS ETC FOR A DEPTH OF 450MM BELOW FINISHED SUBGRADE LEVEL AND COMPACTED TO NOT LESS THAN 95% OF THE MAXIMUM DRY DENSITY WHEN TESTED IN ACCORDANCE WITH AS1289.
- SUB-BASE SHALL BE COMPACTED TO NOT LESS THAN 95% OF THE MAXIMUM DRY DENSITY WHEN TESTED IN ACCORDANCE WITH AS1289.
- BASECOURSE SHALL BE COMPACTED TO NOT LESS THAN 98% OF THE MAXIMUM DRY DENSITY WHEN TESTED IN ACCORDANCE WITH AS1289.
- PAVEMENT TOLERANCES: (DIMENSIONS IN mm)  
SUBGRADE +0-30 SUB-BASE  $\pm 10$  BASECOURSE +10-0
- ALL BRICK PAVING TO HAVE FULL DEPTH "PAVELOCK" OR SIMILAR APPROVED.
- NO BRICK SEGMENTS ARE TO BE LESS THAN 25% OF FULL BRICK.
- RED ASPHALT SHALL BE PRODUCED IN THE SAME MANNER AS BLACK ASPHALT EXCEPT THAT AGGREGATE SHALL CONSIST OF 55% LATERITE AND 45% GRANITE CRUSHED TO A NOMINAL 7MM SIZE WITH A 0.9% OXIDE . 50 BLOW MARSHALL MIX WITH CLASS 170 BITUMEN.
- WATTS PROFILE CONSTRUCTION TOLERANCES TO BE WITHIN 10% OF TABLE 1.

NOTE: WHERE A UNIVERSAL ACCESS BAY IS REQUIRED, DESIGN TO BE IN ACCORDANCE WITH AS2890.6 FIGURE 2.5 & 2.6



**3 Typical Car Embayment Layout Asphalt and Brick Paving**

| REV | DATE   | AMENDMENT              |
|-----|--------|------------------------|
| B   | JUN 26 | DRAWING UPDATED        |
| A   | MAY 20 | ISSUED FOR INFORMATION |



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| NOT FOR CONSTRUCTION / INDICATIVE ONLY |                                                                 |          |
|----------------------------------------|-----------------------------------------------------------------|----------|
| DRAWN                                  | M CRUTCHETT                                                     |          |
| CHECKED                                | P JACOBS                                                        |          |
| APPROVED                               | J HENSON 05/2020<br>(MANAGER LAND & DEVELOPMENT INFRASTRUCTURE) |          |
| FILE NAME                              | DRAWING NUMBER                                                  | REVISION |
|                                        | 004                                                             | B        |

