

TYPICAL PLAN VIEW – TRANSVERSE TRENCH

TYPICAL PLAN VIEW – LONGITUDINAL TRENCH (REFER NOTE 4)

TABLE 1 – SURFACE LAYER

LOCATION	ASPHALT MIX		SURFACE THICKNESS (EXCLUDING PAVEMENT)	
	BCC	DTMR	EACH LAYER	TOTAL SURFACE THICKNESS
MINOR ROAD	TYPE 2	DG10	25–40mm	MIN. 50mm OR ADJACENT ASPHALT THICKNESS, WHICHEVER IS GREATER
MAJOR ROAD	TYPE 3	DG14	50–60mm	MIN. 100mm OR ADJACENT ASPHALT THICKNESS, WHICHEVER IS GREATER

NOTES:

- TRENCHLESS TECHNOLOGY TECHNIQUES ARE THE PREFERRED METHOD FOR ROAD CROSSING SERVICES CONDUITS IN EXISTING ROADWAYS.
- ASPHALT TO ASPHALT JOINT – SAW CUT EXISTING AC WHERE SHOWN OR AS AGREED WITH COUNCIL REPRESENTATIVE ON SITE TO PROVIDE CLEAN CUT AND SEAL WITH BITUMEN EMULSION CRACK SEALANT. APPLY BITUMEN EMULSION TACK COAT TO ALL OTHER NEWLY EXPOSED ASPHALT SURFACES PRIOR TO PLACEMENT OF REINSTATED ASPHALT PAVEMENT OR SURFACE.
- ALL EXPOSED FACES OF GRAVEL PAVEMENT TO BE TO BE PRIMED DURING SEALING OPERATIONS.
- WHERE THE TRENCH HAS BEEN CONSTRUCTED LONGITUDINALLY IN THE ROAD, THEN THE FINAL SURFACE REPAIR WIDTH IS TO MATCH THE EXISTING LANE WIDTH AND TERMINATE 50mm CLEAR OF THE ROAD CENTRELINE OR LANE LINE LINEMARKING TO ALLOW FOR THE BITUMEN EMULSION JOINT SEAL. REINSTATEMENT OF SURFACE ADJACENT TO THE KERB OR ROAD PAVEMENT EDGE TO EXTEND FULLY TO THE KERB LINE OR EDGE OF PAVEMENT.
- A PART LANE RESURFACING MAY BE APPROVED WHERE THE FULL REINSTATEMENT IS ABLE TO BE COMPLETED BETWEEN THE INNER AND/OR OUTER EDGE AND CENTRE OF THE LANE. WHERE THIS IS TO OCCUR THE RESURFACING MAY EXTEND 300 BEYOND THE CENTRE OF THE LANE.
- THE VERTICAL DEVIATION FROM A 3m STRAIGHT EDGE PARALLEL TO THE CENTRE LINE OF THE EXISTING ROAD IS NOT TO EXCEED 5mm.
- ASPHALT SURFACE REPAIRS ARE TO BE UNDERTAKEN WITHIN 24 HOURS UNLESS APPROVED OTHERWISE BY COUNCIL. FINAL ASPHALT LAYERS TO BE PLACED BY PAVING MACHINE.
- WHERE STRUCTURAL ASPHALT IS USED TO REINSTATE EXISTING GRANULAR PAVEMENT, SUBSOIL DRAINAGE (AS PER UMS 261) IS TO BE INSTALLED ON THE UPHILL SIDE OF THE TRENCH UNLESS APPROVED OTHERWISE BY COUNCIL.
- STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH THE FOLLOWING REFERENCE SPECIFICATIONS FOR CIVIL ENGINEERING WORKS:
  - S140: EARTHWORKS;
  - S145: INSTALLATION AND MAINTENANCE OF UTILITY SERVICES;
  - S300: QUARRY PRODUCTS;
  - S310: SUPPLY OF DENSE GRADED ASPHALT;
  - S320: LAYING OF ASPHALT.
- FOR BACKFILL REQUIREMENTS FOR STORMWATER DRAINAGE PIPES, REFER TO STANDARD DRAWING UMS 311.
- FOR LOCATION OF MARKER TAPE AND COVER STRIP FOR TRAFFIC SIGNAL CONDUITS, REFER TO STANDARD DRAWINGS UMS 600/024 AND UMS 600/026.
- ALL DIMENSIONS ARE IN MILLIMETRES (U.N.O.).

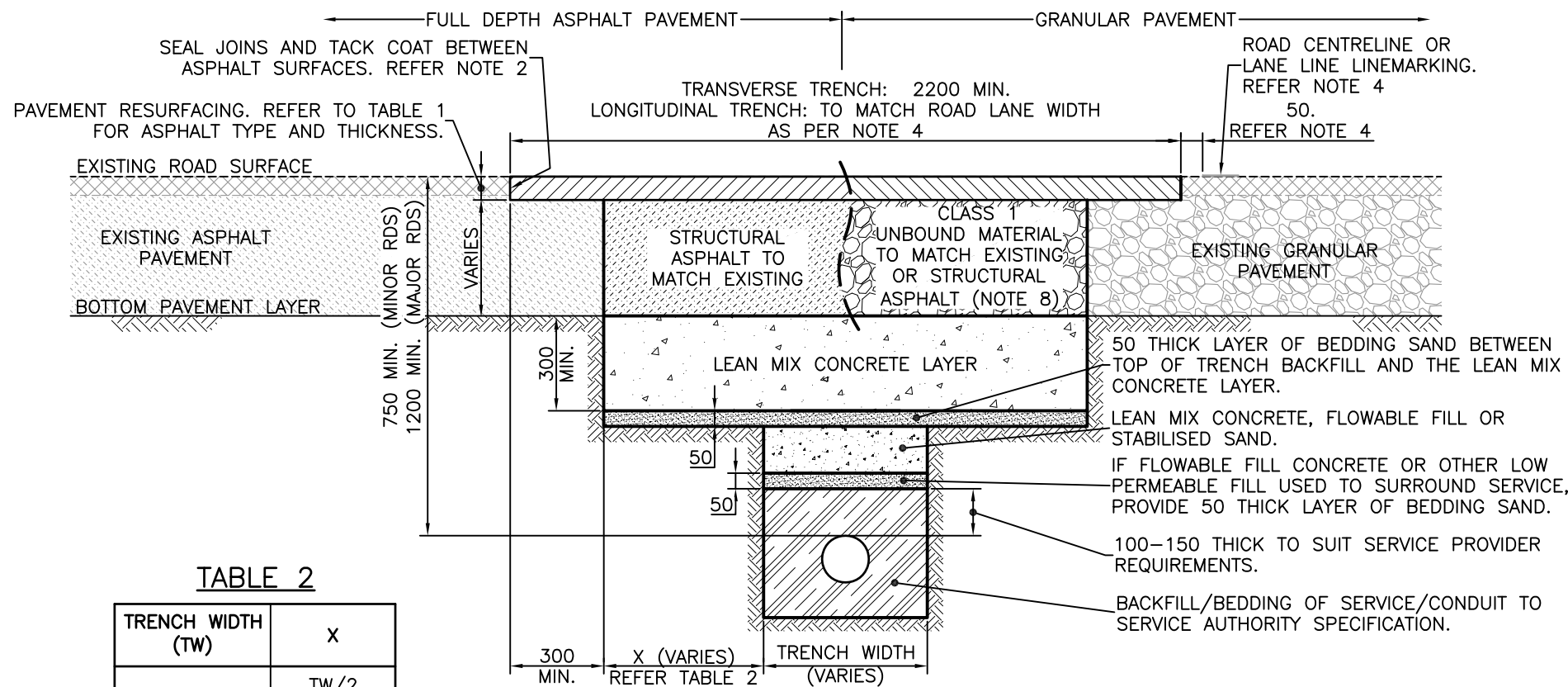


TABLE 2

TRENCH WIDTH (TW)	X
<600	TW/2 (150 MIN.)
>600	300 MIN.

TYPICAL TRENCH REINSTATEMENT CROSS-SECTION

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
A	ORIGINAL ISSUE	JAN '12	Jun '12	Aug '12

DRAWING AUTHORISED FOR ISSUE G R BLAKEY SIGNATURE ON ORIGINAL - AUGUST 2012				DESIGN	AM Branch	DATE	Jan '12
ASSET ENGINEERING MANAGER STRATEGIC ASSET MANAGEMENT PLANNING				DRAWN	AM Branch (DL)	DATE	Jan '12
DRAWING APPROVED INGA CONDRIĆ (RPEQ 085911) SIGNATURE ON ORIGINAL - AUGUST 2012				CHECKED	AM Branch (GS)	DATE	Jun '12
PRINCIPAL ENGINEER STRATEGIC ASSET MANAGEMENT PLANNING				DRAWING FILENAME	UMS 281.dwg		
				ASSOCIATED PLANS	UMS 282		



**BRISBANE CITY COUNCIL STANDARD DRAWING**

**ROAD CROSSING TRENCH RESTORATION FLEXIBLE PAVEMENTS**

SCALE: NOT TO SCALE  
DWG No. **UMS 281**  
ORIGINAL SIZE: A3 REVISION: A