

City of Marion Standard Drawing Index

Document updated 15 March 2022

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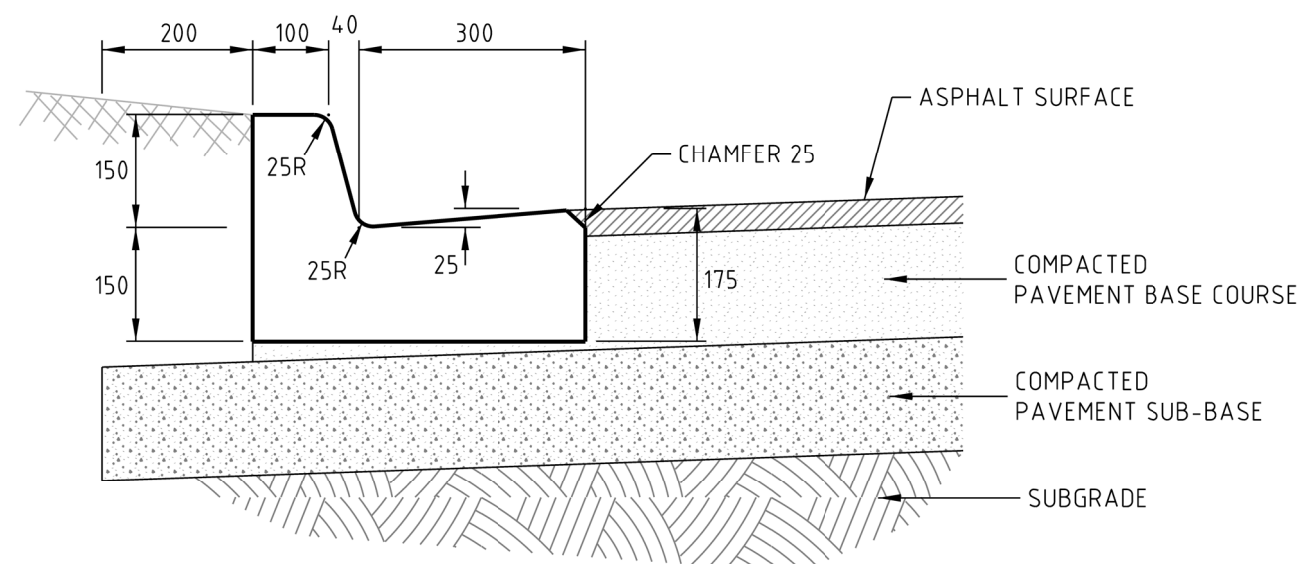
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Persons using these drawings are responsible for checking whether they are the current version, either by accessing the Marion Council website or by contacting Council's Engineering department.

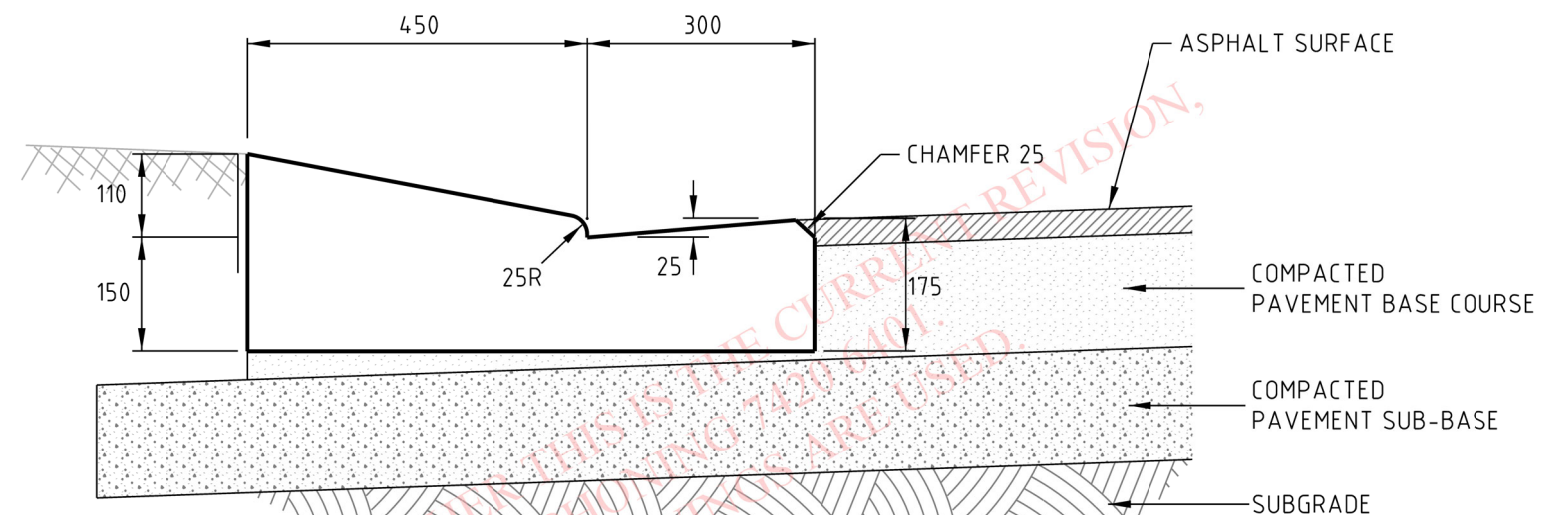
It is suggested the applicant/owner contact Council should a specific drawing become superseded after Planning Consent but prior to the commencement of construction.

Drawing No.	Last Revised
<i>SD01</i>	<i>04.03.2022</i>
<i>SD02</i>	<i>04.03.2022</i>
<i>SD03</i>	<i>04.03.2022</i>
<i>SD04</i>	<i>01.02.2021</i>
<i>SD05</i>	<i>04.03.2022</i>
<i>SD06</i>	<i>04.03.2022</i>
<i>SD07</i>	<i>04.03.2022</i>
<i>SD08</i>	<i>04.03.2022</i>
<i>SD010</i>	<i>04.03.2022</i>
<i>SD010A</i>	<i>19.11.2018</i>
<i>SD011</i>	<i>04.03.2022</i>
<i>SD12</i>	<i>12.07.2018</i>
<i>SD13</i>	<i>04.03.2022</i>
<i>SD14</i>	<i>30.08.2021</i>
<i>SD15A</i>	<i>19.11.2018</i>
<i>SD15B</i>	<i>19.11.2018</i>
<i>SD16</i>	<i>01.02.2021</i>
<i>SD17</i>	<i>01.02.2021</i>
<i>SD18</i>	<i>02.12.2021</i>
<i>SD19</i>	<i>16.11.2018</i>
<i>SD20</i>	<i>02.12.2021</i>
<i>SD21</i>	<i>02.12.2021</i>
<i>SD22</i>	<i>16.11.2018</i>
<i>SD23</i>	<i>15.11.2016</i>
<i>SD24</i>	<i>22.08.2019</i>
<i>SD30</i>	<i>16.11.2018</i>
<i>SD40</i>	<i>19.12.2018</i>
<i>SD41</i>	<i>19.11.2018</i>
<i>SD42</i>	<i>19.12.2018</i>
<i>SD43</i>	<i>19.12.2018</i>
<i>SD44</i>	<i>19.12.2018</i>
<i>SD45</i>	<i>19.12.2018</i>
<i>SD46</i>	<i>19.12.2018</i>
<i>SD47</i>	<i>19.12.2018</i>
<i>SD48</i>	<i>19.12.2018</i>



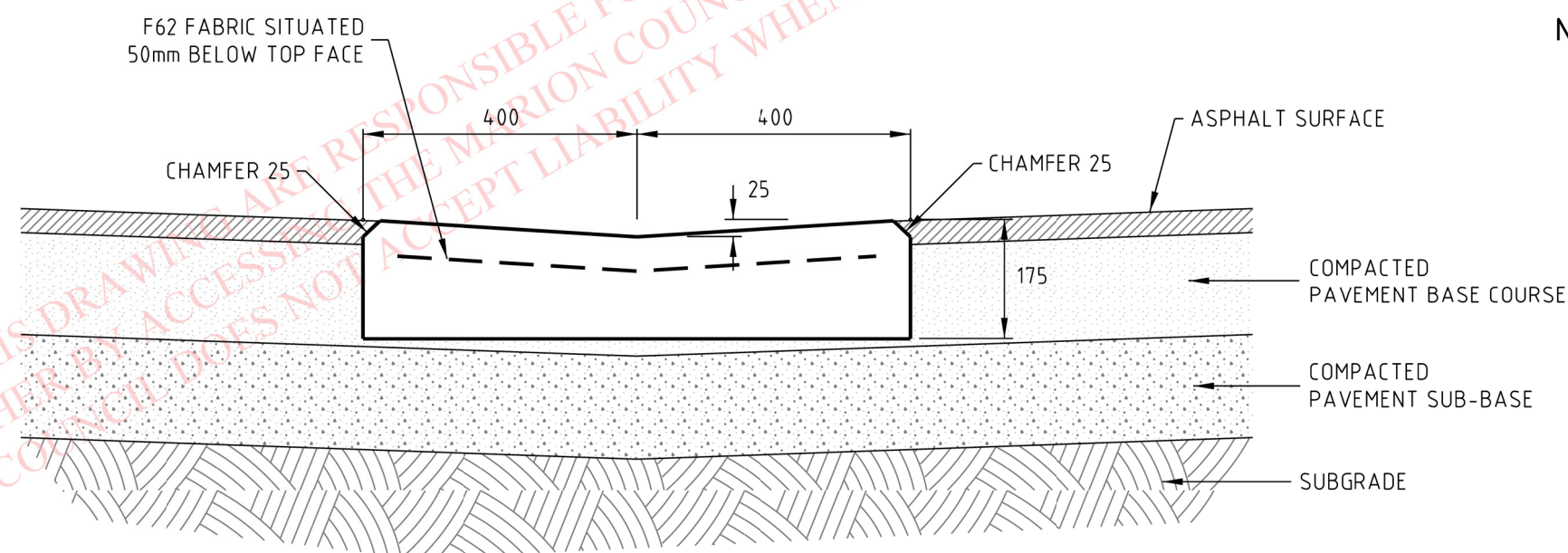
BARRIER KERB & CHANNEL SECTION

Not to Scale



TYPICAL DRIVEWAY INVERT SECTION

Not to Scale



TYPICAL SPOON DRAIN SECTION

Not to Scale

NOTES:

1. CONCRETE TO BE 32 MPa. STRENGTH WITH 14mm AGGREGATE.
2. SHRINKAGE CONTROL JOINTS SHALL BE FORMED AT SPACINGS OF 2.5 - 3.0m.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN



THE CORPORATION OF THE CITY OF MARION

**STANDARD DETAILS FOR
BARRIER KERB & CHANNEL, DRIVEWAY INVERT AND SPOON DRAIN**

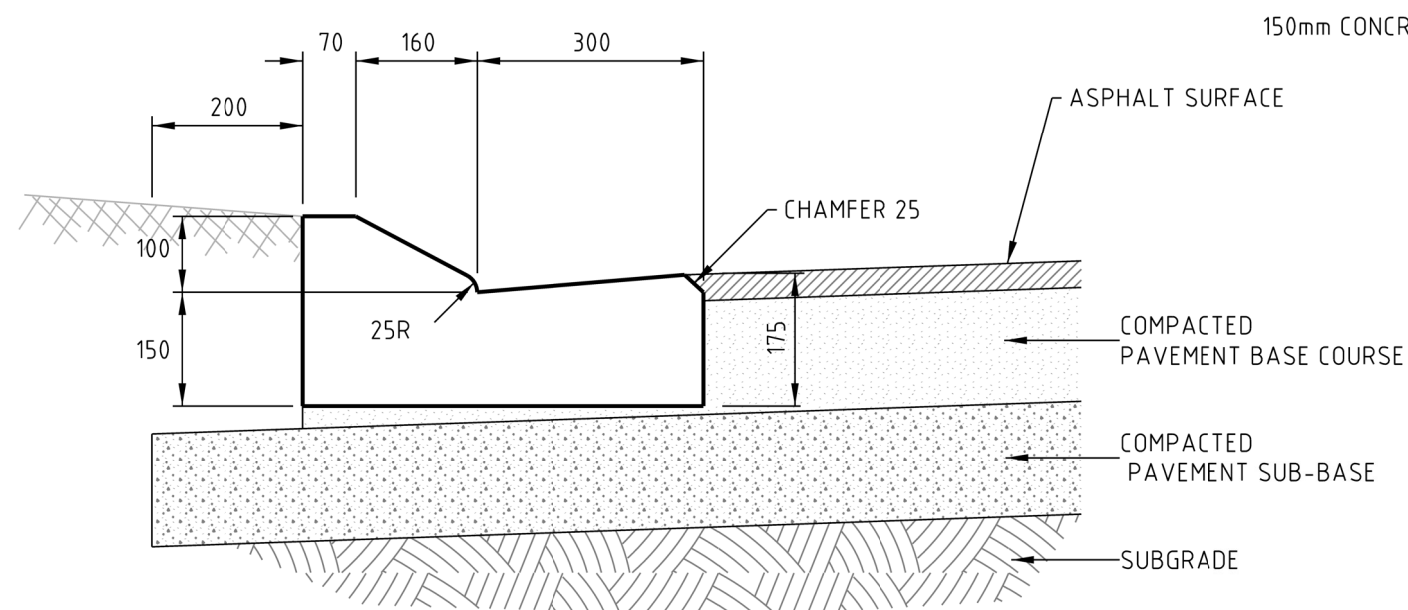
Drawn : A.M.D

Date : 31 June 2007

Approved :

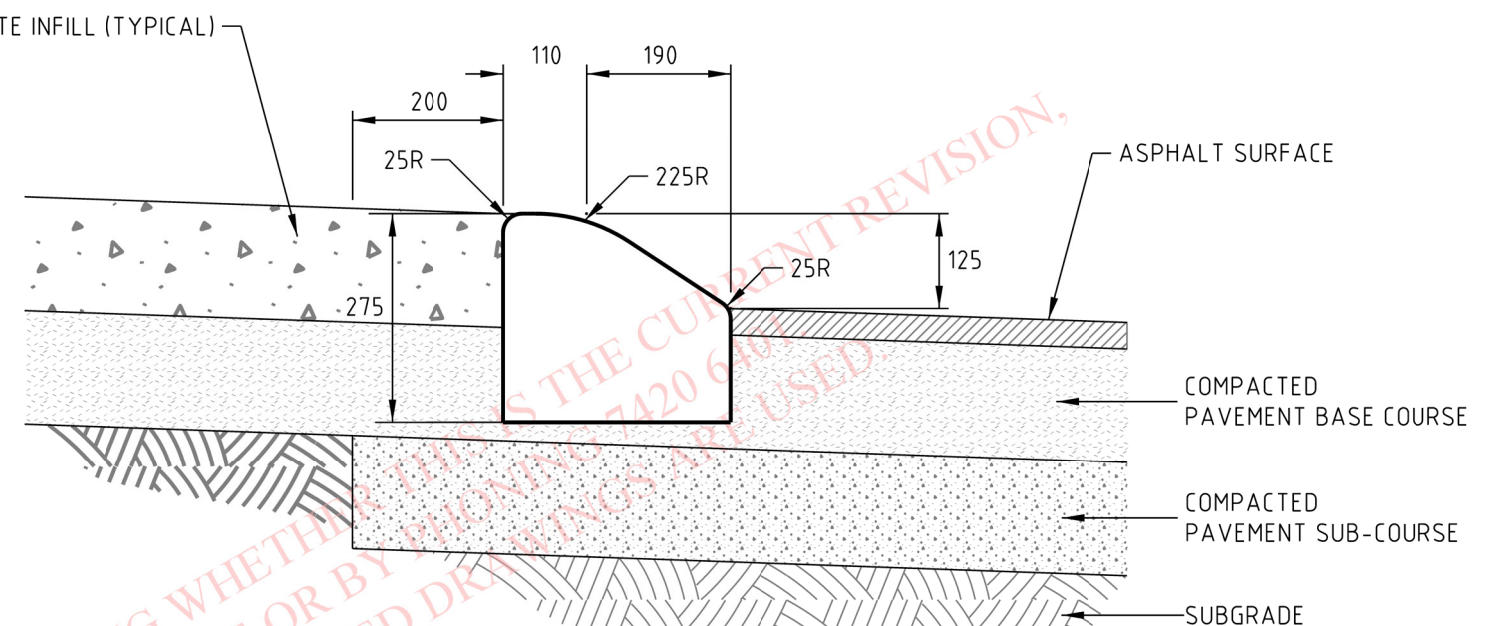
Last Revised : 4 March 2022

Ref. No. : SD-01



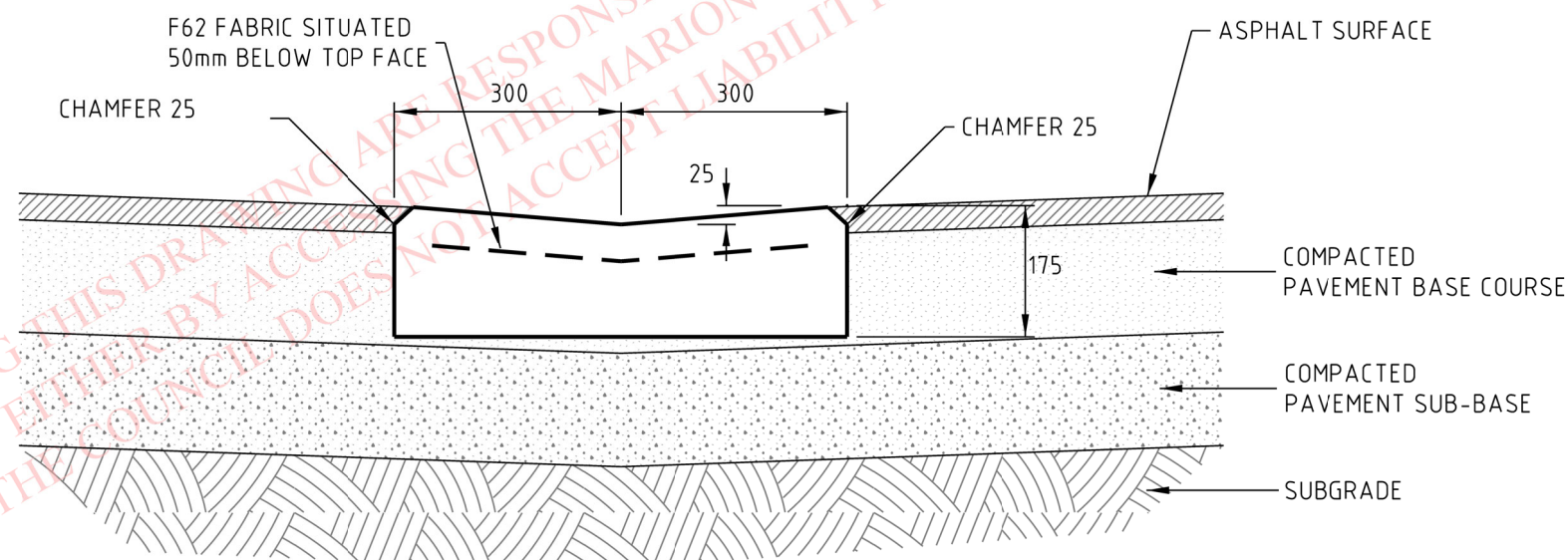
MOUNTABLE KERB & CHANNEL SECTION

Not to Scale



**RECESSED SEMI-MOUNTABLE KERB
FOR SPLITTER ISLANDS AND TRAFFIC ISLANDS**

Not to Scale



ALTERNATIVE NARROW SPOON DRAIN SECTION

Not to Scale

NOTES:

1. CONCRETE TO BE 32 MPa. STRENGTH WITH 14mm AGGREGATE.
2. SHRINKAGE CONTROL JOINTS SHALL BE FORMED AT SPACINGS OF 2.5 - 3.0m.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN



THE CORPORATION OF THE CITY OF MARION

**STANDARD DETAILS FOR
MOUNTABLE KERB & CHANNEL, ALTERNATIVE SPOON DRAIN AND TRAFFIC ISLAND KERB**

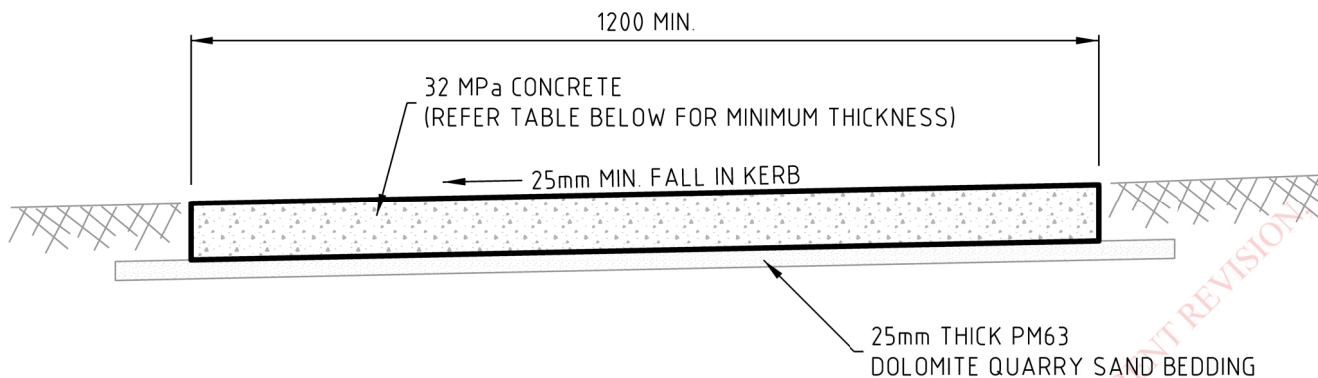
Drawn : A.M.D

Date : 31 June 2007

Approved :

Last Revised : 4 March 2022

Ref. No. : SD-02



TYPICAL FOOTPATH SECTION

Not to Scale

TYPICAL FOOTPATH REQUIREMENTS FOR WELL DRAINED SUBGRADES

TRAFFIC TYPE	MINIMUM THICKNESS (mm)	MAXIMUM CONTROL JOINT SPACING (m)	MINIMUM REINFORCEMENT
FOOT & BICYCLE	75	2.0	NONE
LIGHT VEHICLE	100	3.0	NONE
HEAVY/COMMERCIAL VEHICLE	150	4.0	F72

NOTES:

- Construction Joints are to be made through the footpath at the driveway edges and @ maximum 2m intervals along footpath.
- Construction Joints are also to be made between footpath and any additional concrete requested.
- Expansion Joints are to be made every 6 metres, filled with an approved gap filler.
- Footpath surface should have a slip resistant (soft broomed) finish.
- Footpaths are to be backfilled with Loam (grassed verges) or Quarry Sand from stonyfell Quarry (ungrassed verges).

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN

THE CORPORATION OF THE CITY OF MARION

CONCRETE FOOTPATH DETAILS



Drawn : A.M.D.

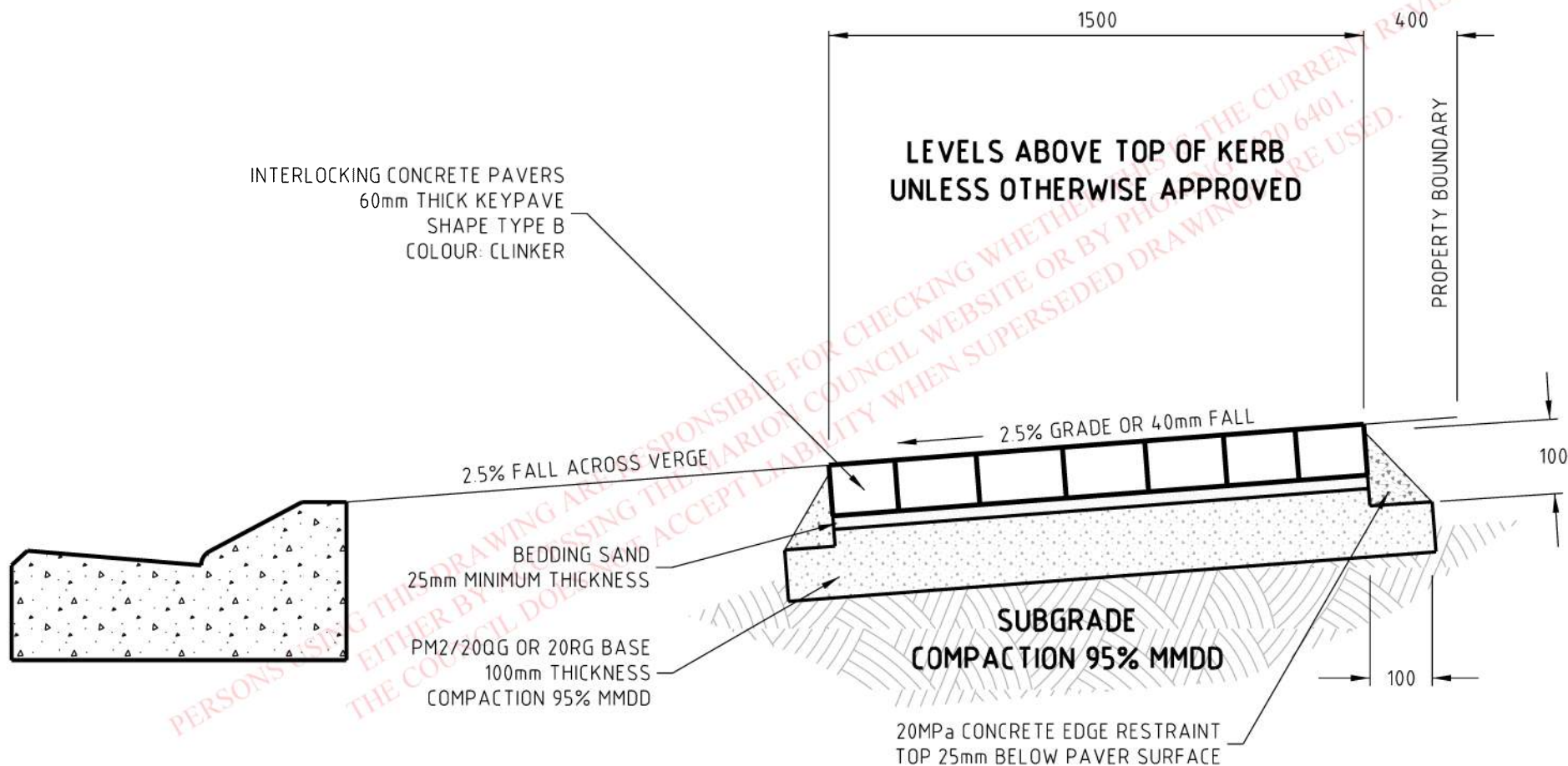
Date : 31 June 2007

Approved :

Last Revised : 4 March 2022

Ref. No. :

SD-03



Not to Scale

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THE CORPORATION OF THE CITY OF MARION

BRICK PAVED FOOTPATH DETAIL FOR TYPICAL RESIDENTIAL STREETS

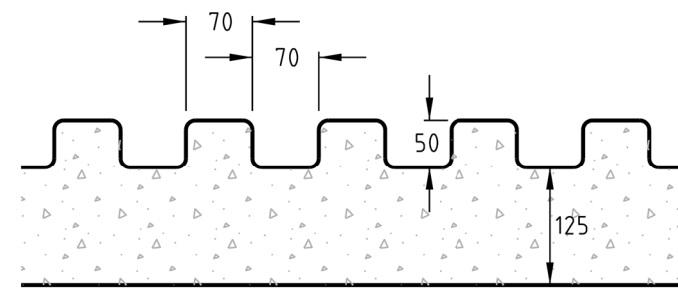
Drawn : **A.M.D**

Date : **31 June 2007**

Approved :

Last Revised : **1 February 2021**

Ref. No. : **SD-04**



(DETAIL REPRESENTS A SECTION TAKEN
ALONG THE CHANNEL AT THE LINTEL FACE.)

1. CONCRETE TO BE A MINIMUM STRENGTH OF 32MPa WITH 14mm AGGREGATE



Not to Scale

THE CORPORATION OF THE CITY OF MARION

LINTEL TYPE SIDE ENTRY PIT INSTALLATION DETAIL FOR
BARRIER KERB AND OPTIONAL DEFLECTOR VANE DETAIL

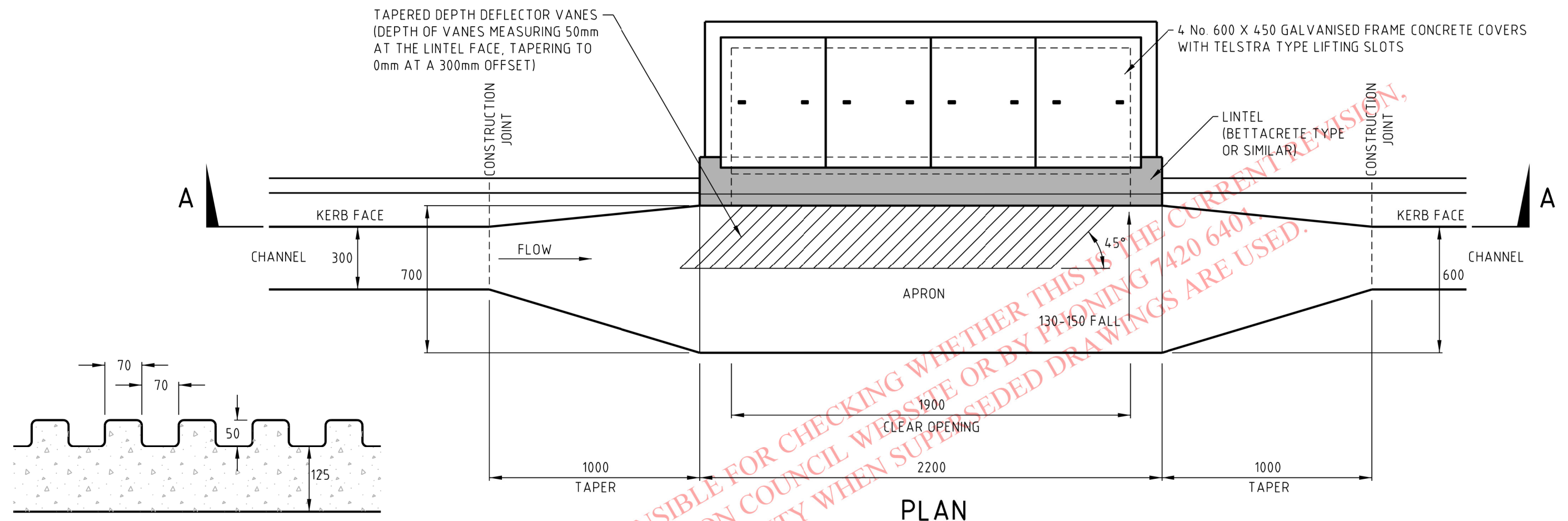
Drawn : A.M.D

Date : 31 June 2007

Approved :

Last Revised : 4 March 2022

Ref. No. : SD-05

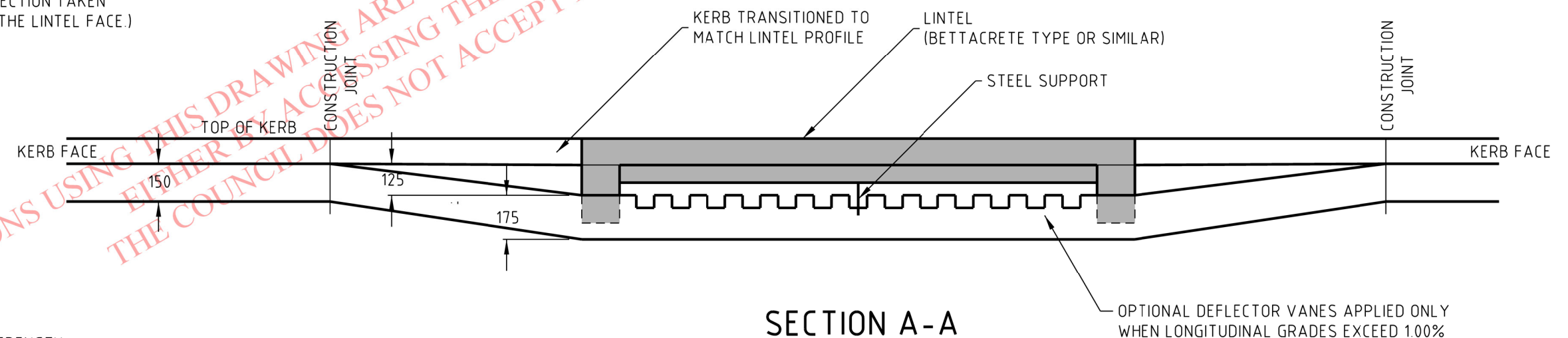


DEFLECTOR VANE DETAIL

(DETAIL REPRESENTS A SECTION TAKEN ALONG THE CHANNEL AT THE LINTEL FACE.)

NOTE:

1. CONCRETE TO BE A MINIMUM STRENGTH OF 32MPa WITH 14mm AGGREGATE



SECTION A-A

Not to Scale

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN



THE CORPORATION OF THE CITY OF MARION

LINTEL TYPE SIDE ENTRY PIT INSTALLATION DETAIL FOR MOUNTABLE KERB AND OPTIONAL DEFLECTOR VANE DETAIL

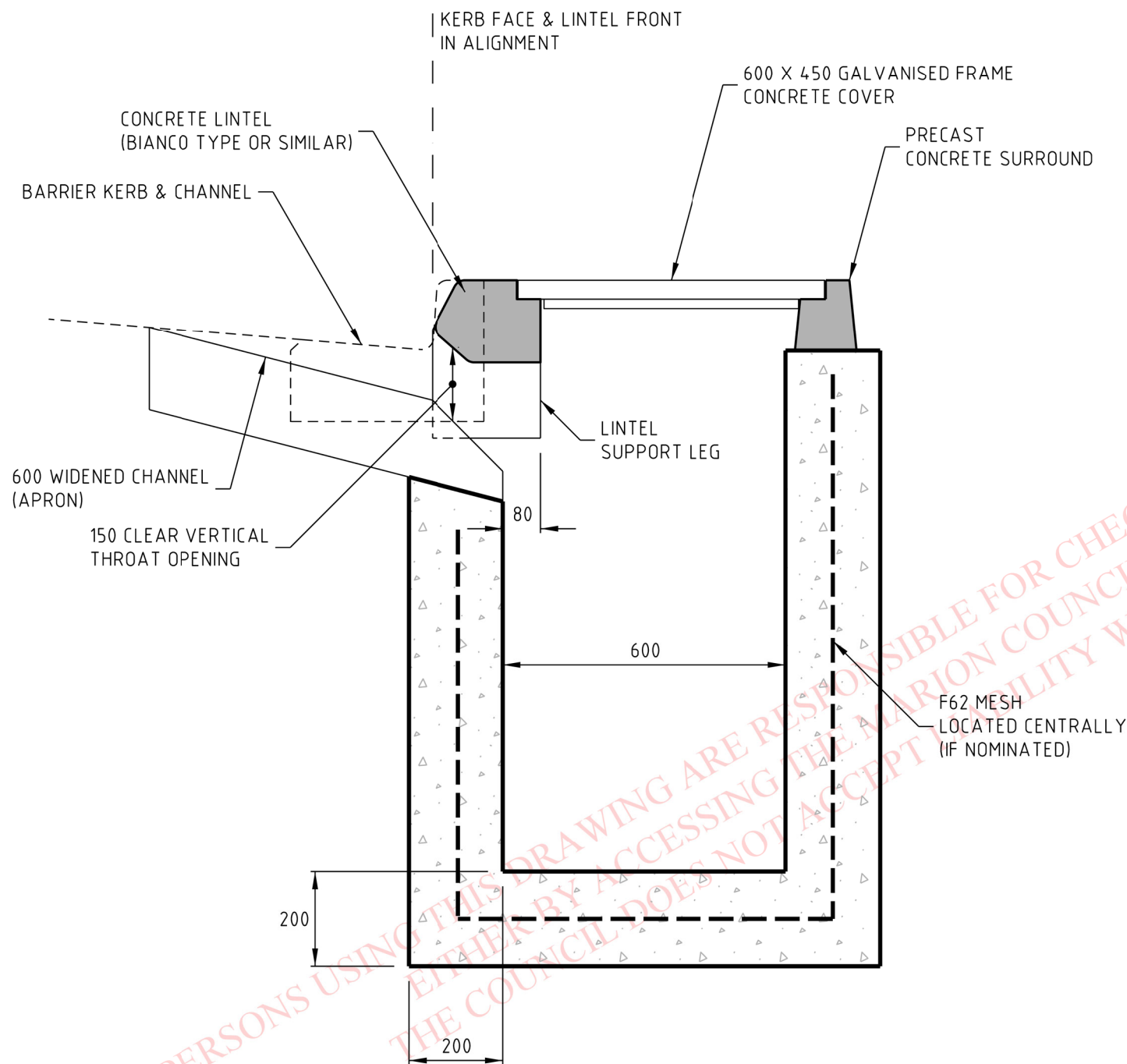
Drawn : A.M.D

Date : 31 June 2007

Approved :

Last Revised : 4 March 2022

Ref. No. : SD-06



**SIDE ENTRY PIT CONSTRUCTION
WITH BARRIER KERB & CHANNEL**

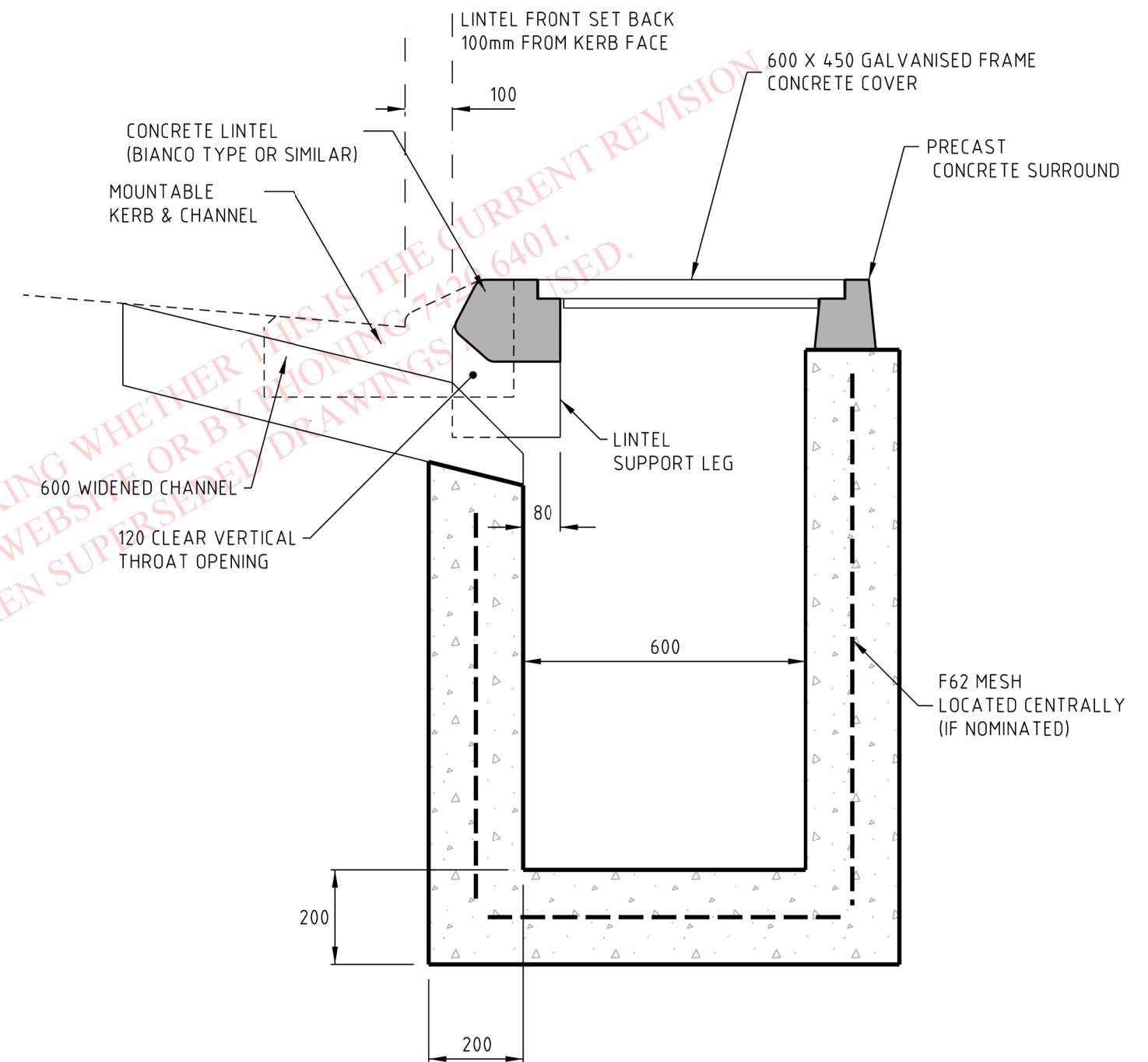
NOTE:

1. CONCRETE TO BE A MINIMUM STRENGTH OF 32MPa WITH 14mm AGGREGATE.

(Refer Standard Drawing SD-05)

All Diagrams Not to Scale

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN



**SIDE ENTRY PIT CONSTRUCTION
WITH MOUNTABLE KERB & CHANNEL**

(Refer Standard Drawing SD-06)



THE CORPORATION OF THE CITY OF MARION

**SIDE ENTRY PIT CONSTRUCTION DETAIL (CAST INSITU)
FOR PRECAST CONCRETE LINTEL INSTALLATIONS**

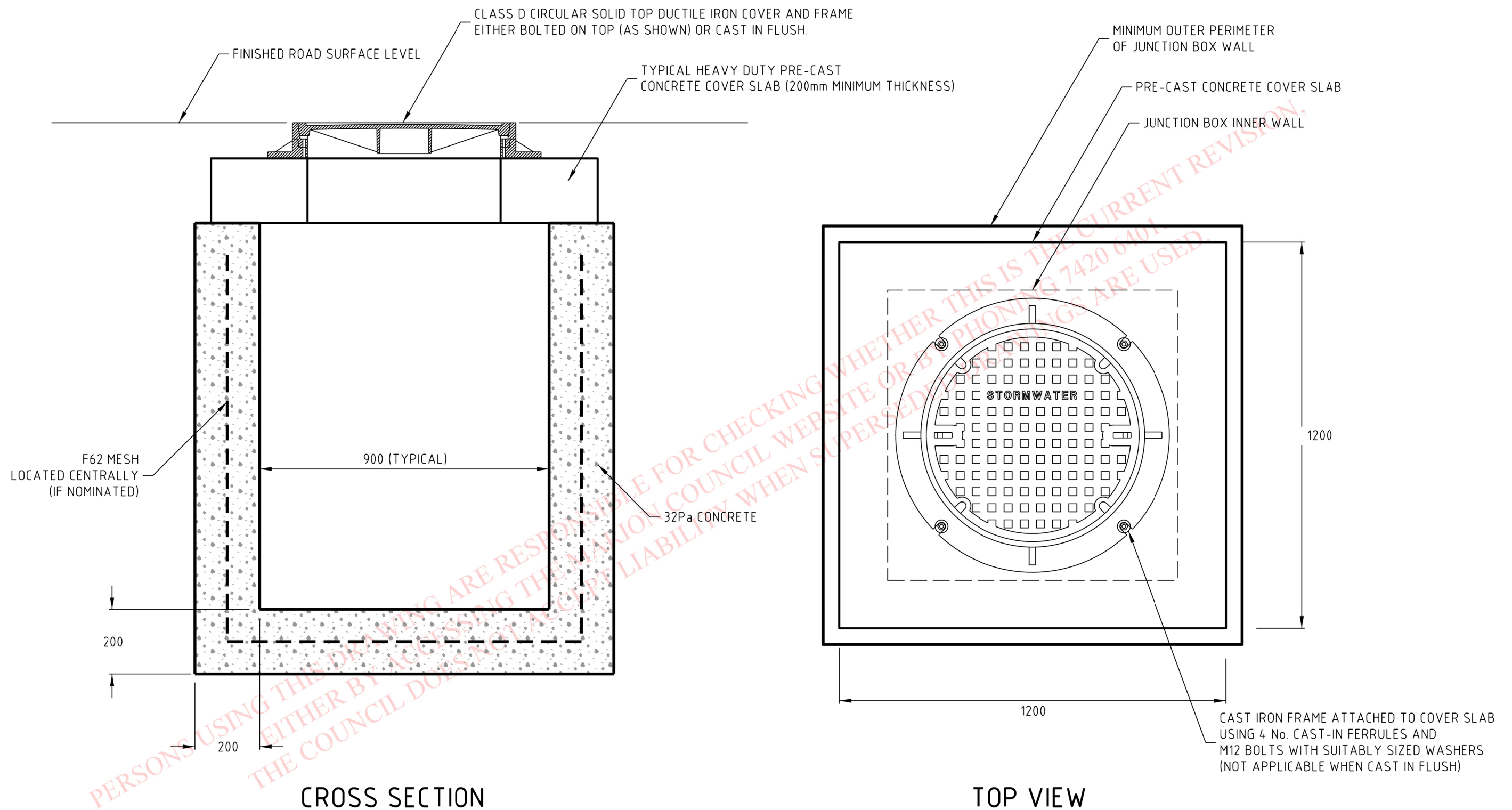
Drawn : A.M.D

Date : 31 June 2007

Approved :

Last Revised : 4 March 2022

Ref. No. : SD-07



All Diagrams Not to Scale
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THE CORPORATION OF THE CITY OF MARION

900 x 900 STANDARD JUNCTION BOX CONSTRUCTION DETAIL TYPICAL FOR CAST IN-SITU ROAD INSTALLATIONS

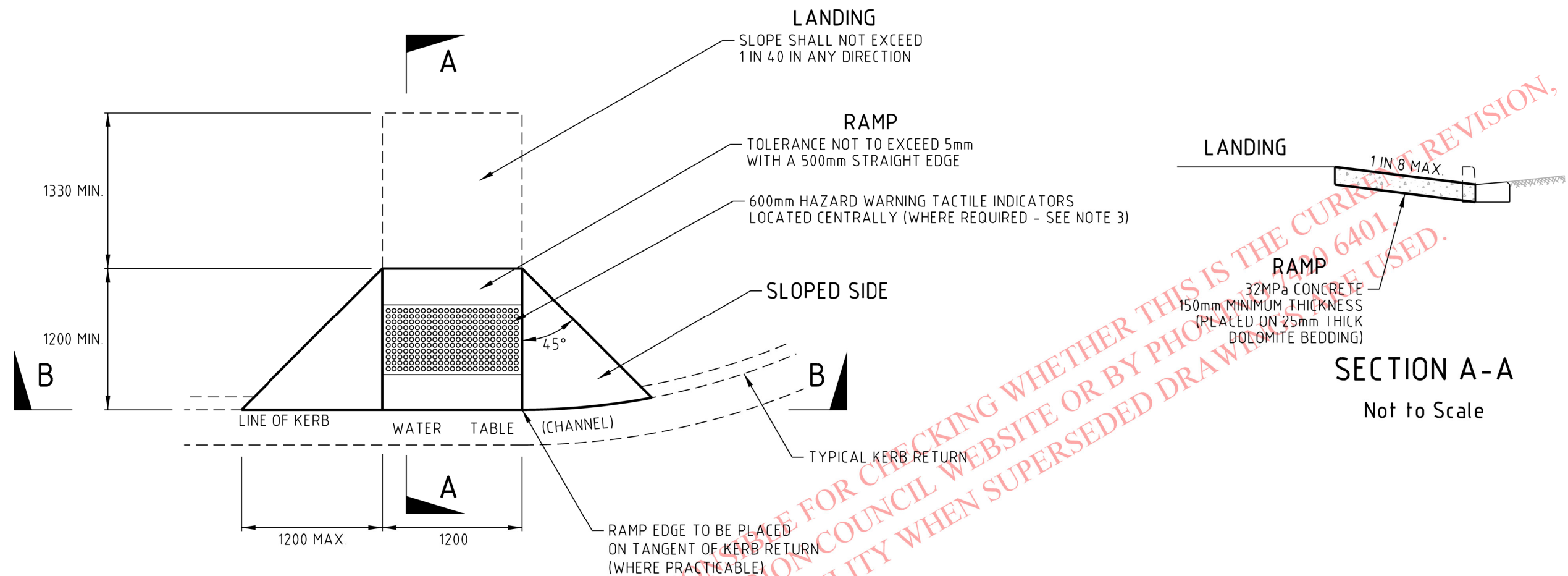
Drawn : A.M.D

Date : 10 September 2012

Approved :

Last Revised : 4 March 2022

Ref. No. : SD-08



NOTES:

- KERB RAMPS TO BE CONSTRUCTED AND INSTALLED AS PER AS 1428
- KERB RAMPS TO BE ORIENTATED IN THE DIRECTION LINE OF TRAVEL WHERE PRACTICABLE.
- IF RAMP IS FLATTER THAN 1:8.5, THEN HAZARD WARNING TACTILE INDICATORS ARE REQUIRED. (TO BE INSTALLED AS PER 1428.4)
- FOOTPATH SHALL BE ALTERED WHERE REQUIRED TO ACCOMMODATE RAMP GRADE.
- SLOPED SIDES OF RAMP CAN BE ADJUSTED TO MATCH SITE CONSTRAINTS (EG. TREES & STOBIE POLES).
- THE SLOPED SIDE WIDTH AT THE KERB SHOULD NOT EXCEED 1200mm. THE PREFERRED SLOPED SIDE ANGLE OF 45° MAY BE REDUCED TO ACHIEVE THIS.
- CONCRETE SURFACES TO BE NON-SLIP (SOFT BROOM) FINISH PARALLEL TO KERB.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN



THE CORPORATION OF THE CITY OF MARION

KERB RAMP DETAILS

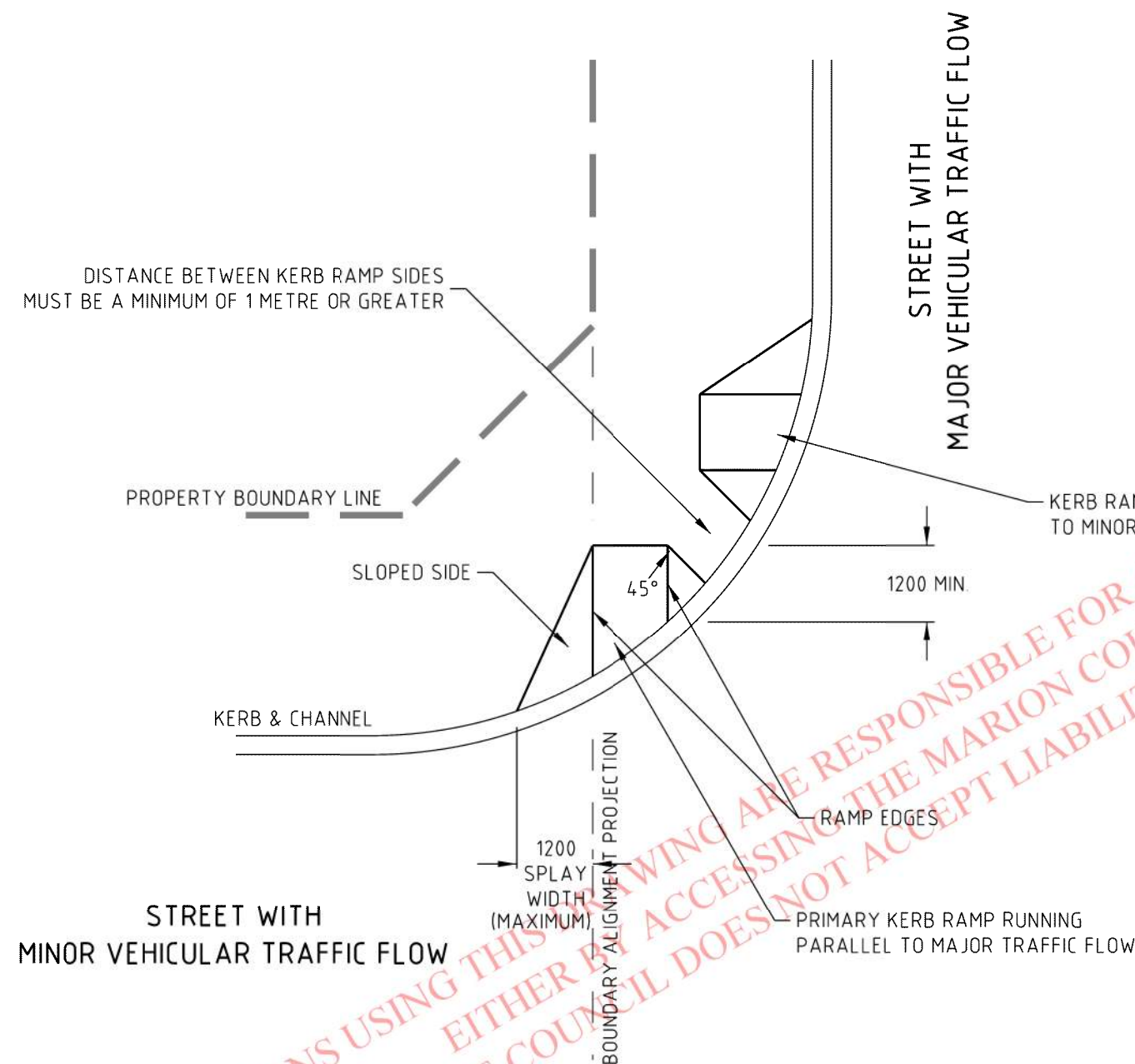
Drawn : A.M.D

Date : 31 June 2007

Approved :

Last Revised : 4 March 2022

Ref. No. : SD-10



Not to Scale

INSTALLATION NOTES:

1. KERB RAMPS MUST BE PLACED ON A PARALLEL ALIGNMENT WITH THE STREET AND DIRECTION OF PEDESTRIAN FLOW.
2. KERB RAMPS ARE TO BE LOCATED SUCH THAT THE RAMP EDGE CLOSEST TO THE PROPERTY BOUNDARY IS PLACED AS NEAR AS PRACTICABLE TO THE PROJECTED ALIGNMENT OF THE FENCELINE.
3. THE SHORTEST EDGE OF ANY KERB RAMP MUST NOT BE LESS THAN 1200mm.
4. WHERE THE KERB RAMP EDGE IS 1200mm, THE SLOPED SIDE SHALL SPLAY AT 45°. WHERE THE KERB RAMP EDGE IS GREATER THAN 1200mm, THE SLOPED SIDE SHALL SPLAY TO A WIDTH OF 1200mm EXACTLY AT THE KERB.
5. AT ROAD INTERSECTIONS AND WHERE A STREET CORNER REQUIRES TWO KERB RAMPS, INSTALLATION PRIORITY SHALL BE GIVEN TO THE KERB RAMP RUNNING PARALLEL TO THE DIRECTION OF MAJOR VEHICULAR TRAFFIC FLOW. THIS IS CONSIDERED THE PRIMARY KERB RAMP AND SHOULD BE INSTALLED ON THE BOUNDARY ALIGNMENT PROJECTION, AS PER THE DETAIL SHOWN.
6. THE MINIMUM ALLOWABLE CLEARANCE BETWEEN ADJACENT KERB RAMPS IS 1 METRE BETWEEN EXTREMITIES OF THE NEAREST KERB RAMP SIDES.
7. IF THE SECONDARY KERB RAMP CANNOT BE INSTALLED ON THE BOUNDARY ALIGNMENT PROJECTION WITHOUT MAINTAINING THE ABOVE CLEARANCE REQUIREMENT, THEN IT MUST BE SHIFTED AWAY FROM THE PRIMARY KERB RAMP TO A SUITABLE LOCATION, MAINTAINING ITS PARALLEL ALIGNMENT WITH THE STREET.
8. IN INSTANCES WHERE EXISTING INFRASTRUCTURE AND/OR SERVICES CONFLICT WITH INSTALLATION, THE SUPERINTENDING OFFICER SHALL DETERMINE AN APPROPRIATE ALTERNATIVE POSITION FOR THE KERB RAMP(S), ENSURING THEY ARE AS NEAR AS PRACTICABLE TO THE PREFERRED LOCATION AND ALWAYS REMAIN PARALLEL TO THE STREET ALIGNMENT.
9. DEPENDING ON GEOMETRY AND OTHER SITE CONSTRAINTS, THE ABOVE CONDITIONS OF INSTALLATIONS MAY VARY.

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THE CORPORATION OF THE CITY OF MARION

KERB RAMP PLACEMENT DETAILS

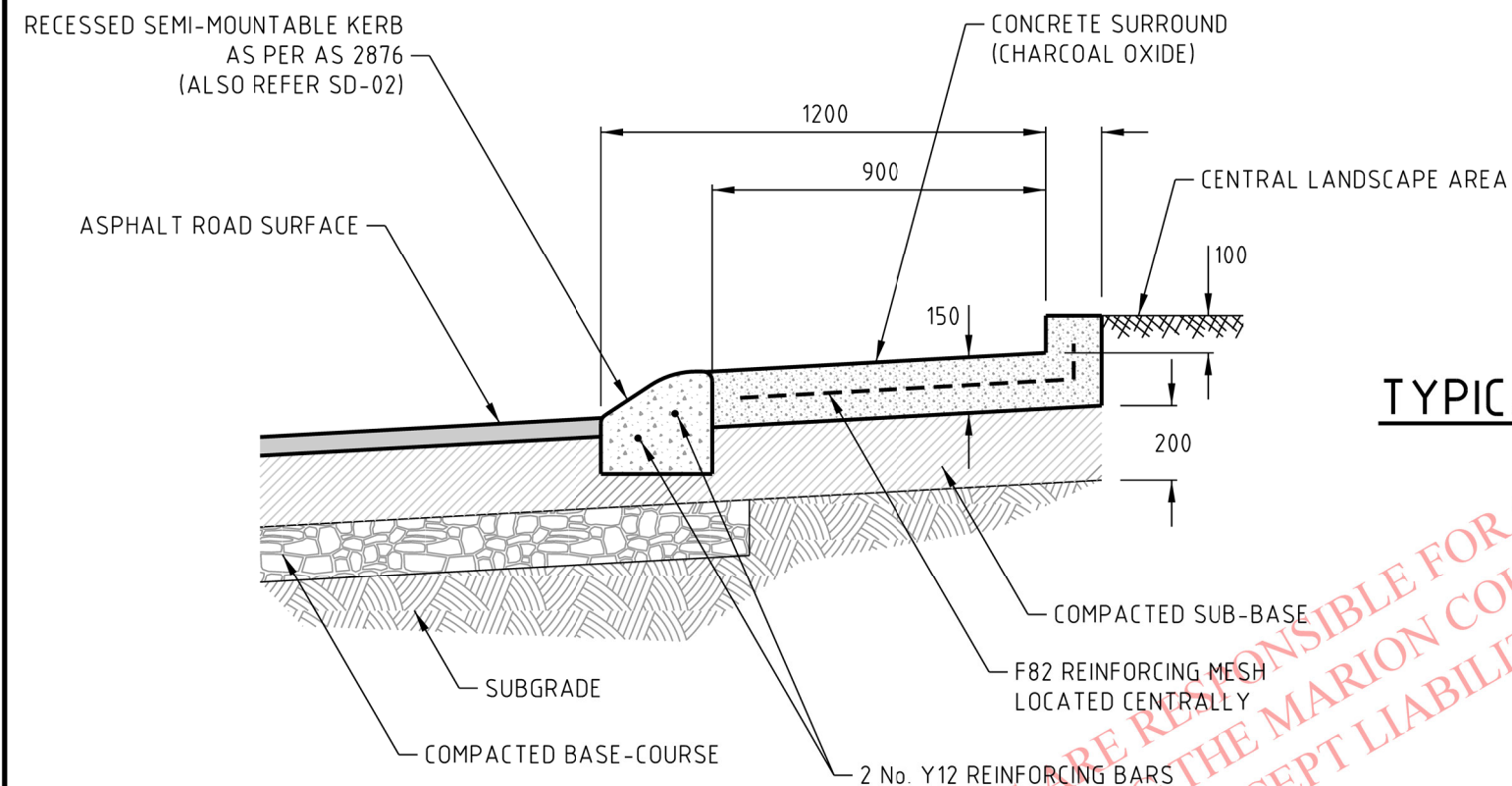
Drawn : A.M.D.

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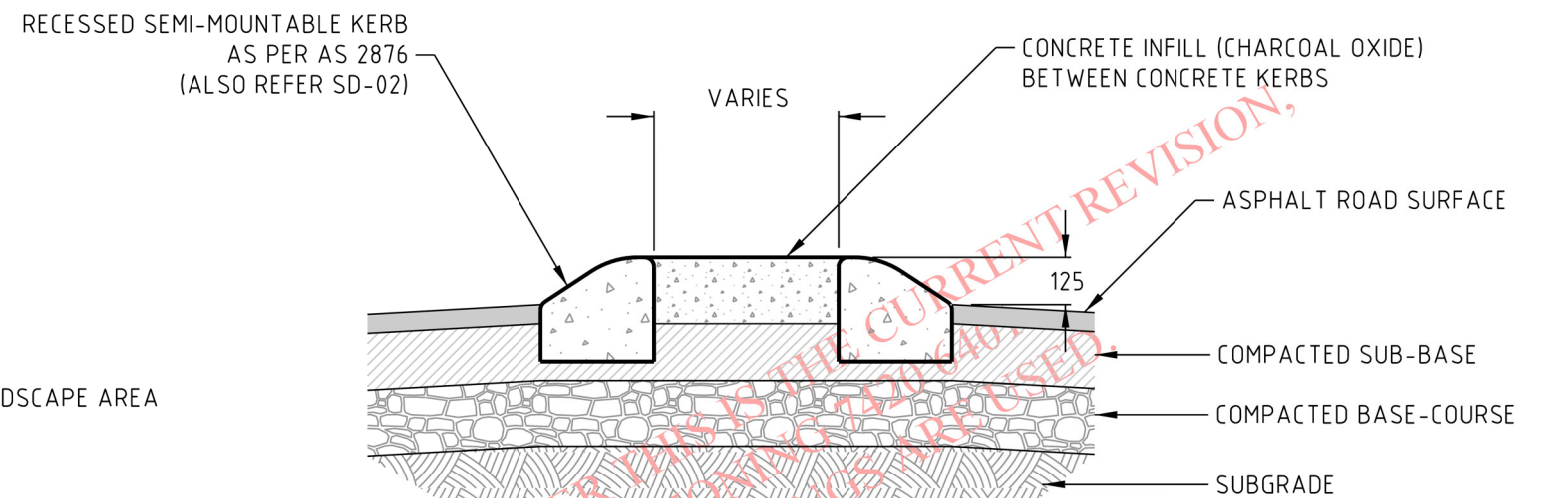


TYPICAL ROUNDABOUT SURROUND CROSS-SECTION

Not to Scale

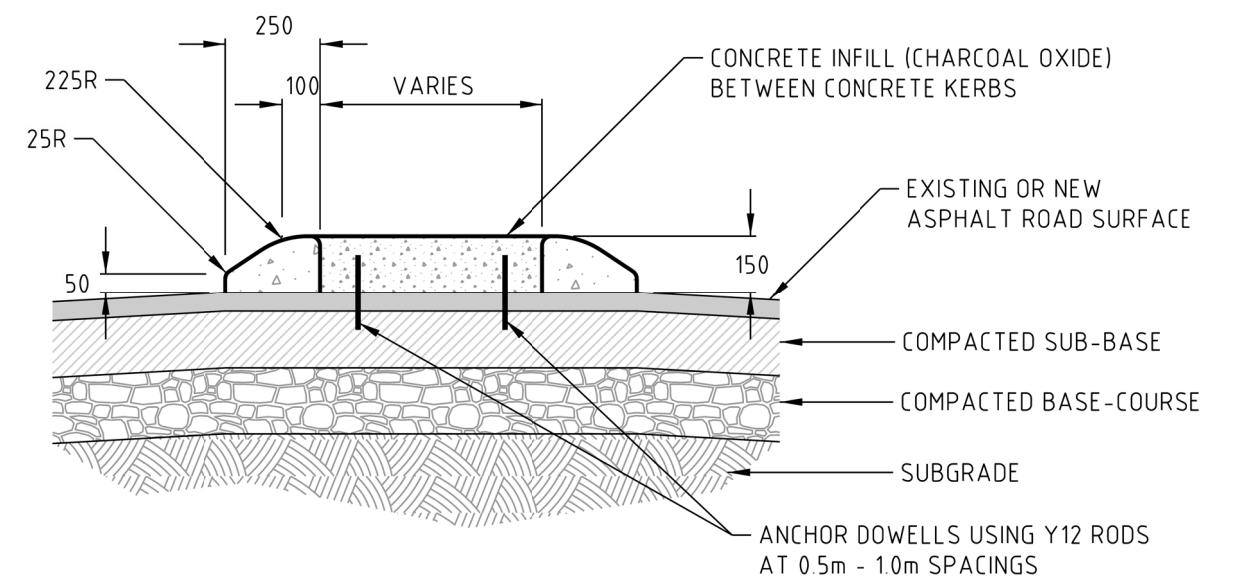
NOTES:

1. CONCRETE TO BE 25 MPa. STRENGTH WITH 14mm AGGREGATE.



TYPICAL (PREFERRED) SPLITTER ISLAND & TRAFFIC ISLAND DETAIL WITH RECESSED SEMI-MOUNTABLE KERB

Not to Scale



ALTERNATIVE SPLITTER ISLAND & TRAFFIC ISLAND DETAIL WITH KERB SURROUND CAST ON TOP OF FINISHED ROAD SURFACE

Not to Scale

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN



THE CORPORATION OF THE CITY OF MARION

TYPICAL ROUNDABOUT CONSTRUCTION DETAILS FOR CENTRAL, SPLITTER & TRAFFIC ISLANDS

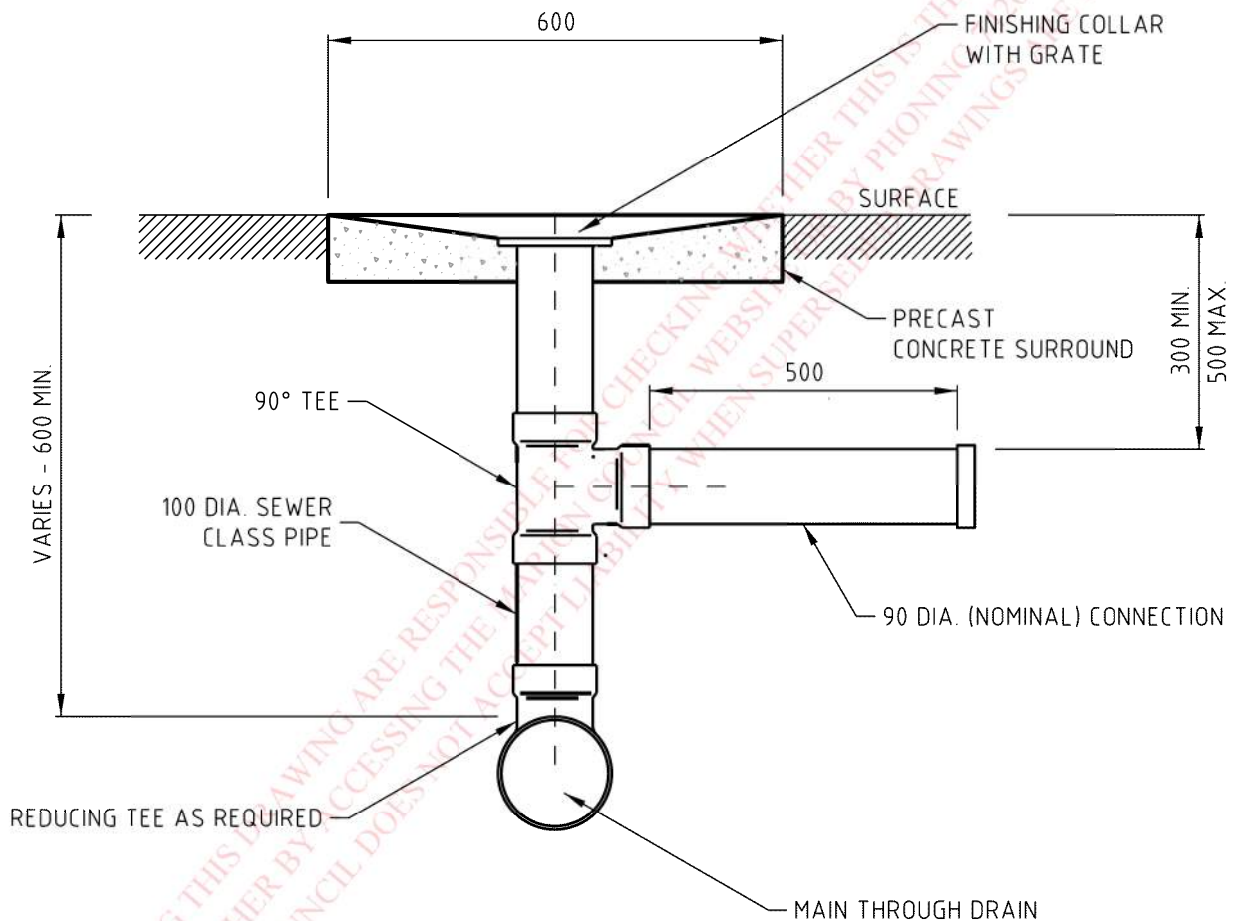
Drawn : A.M.D

Date : 31 June 2007

Approved :

Last Revised : 4 March 2022

Ref. No. : SD-11



Not to Scale

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN

THE CORPORATION OF THE CITY OF MARION

ALLOTMENT CONNECTION FOR STORMWATER EASEMENT DRAIN



Drawn : A.M.D.

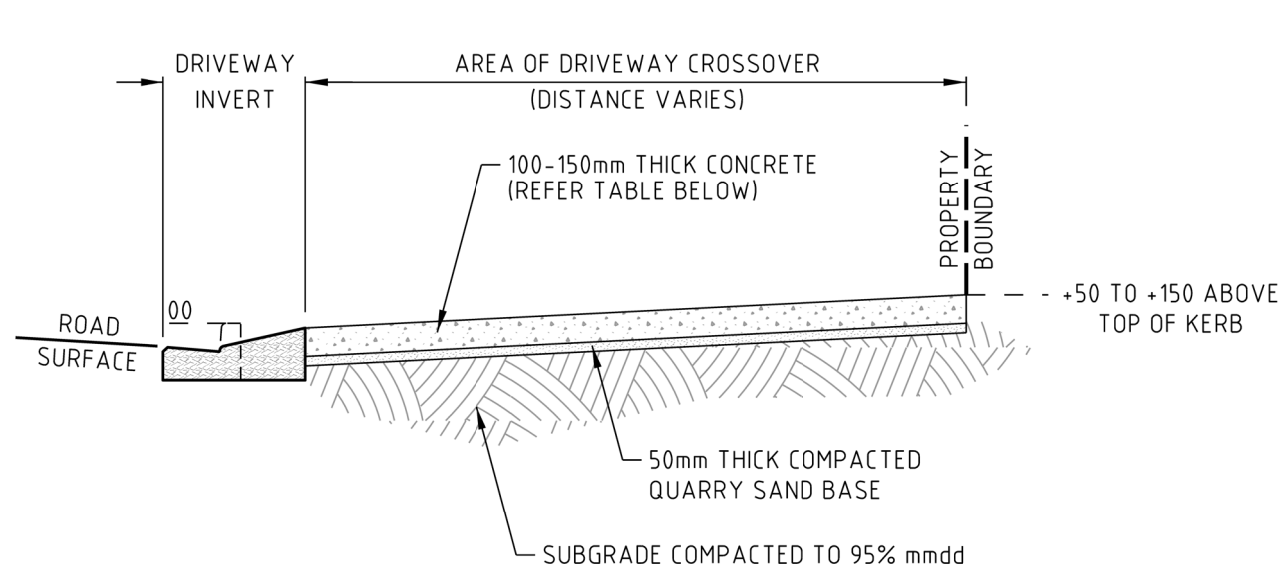
Date : 31 June 2007

Approved :

Last Revised : 12 July 2018

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SD-12

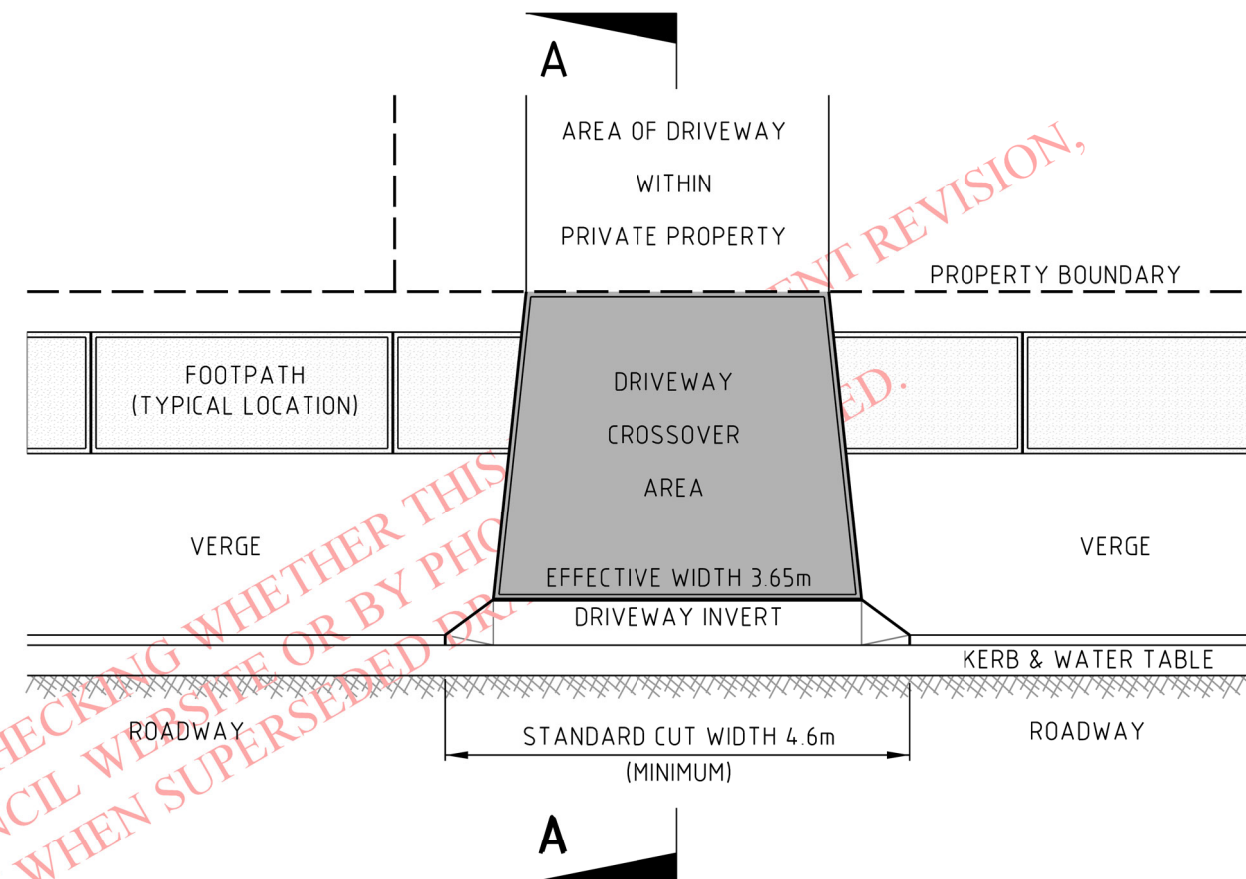


SECTION A-A DETAIL THROUGH DRIVEWAY CROSSOVER

Not to Scale

NOTES:

1. CONCRETE TO BE 32MPa STRENGTH WITH 14mm AGGREGATE.
2. SHRINKAGE CONTROL JOINTS SHALL BE FORMED CENTRALLY ON THE DRIVEWAY ALIGNMENT FOR DRIVEWAYS WIDER THAN ABOVE STANDARD MINIMUM WIDTH (MAXIMUM 3m SPACING).
3. DETAILS SHOWN INDICATE THE USE OF A DRIVEWAY INVERT. THIS IS NOT REQUIRED FOR STREETS CONSTRUCTED WITH MOUNTABLE KERB.
4. THE CONCRETE SURFACE OF A DRIVEWAY CROSSOVER MUST HAVE A BRUSHED FINISH.
5. IMPRINTED CONCRETE MAY BE USED PROVIDED THAT THE SURFACE HAS A NON-SLIP FINISH AND THE IMPRINTS DO NOT EXCEED 5mm IN DEPTH.
6. THE DRIVEWAY ACCESS MUST BE CONSTRUCTED WITH MINIMUM CLEARANCES FROM VARIOUS SERVICES AND FACILITIES AS FOLLOWS:
 - COUNCIL INFRASTRUCTURE (EG. STORMWATER PITS, KERB RAMPS) - 1.0m
 - COUNCIL TREES - 2.0m.
 - UTILITY INFRASTRUCTURE (EG. SERVICE PITS, STOBIES, LIGHTING COLUMNS) - 0.5m.
7. THE LEVELS OF A NEW DRIVEWAY MUST MATCH AN EXISTING FOOTPATH. THIS REQUIREMENT OVERRIDES ALL OTHERS.



TYPICAL PLAN VIEW OF SINGLE DRIVEWAY ACCESS

Not to Scale

TYPICAL DRIVEWAY CROSSOVER REQUIREMENTS FOR WELL DRAINED SUB-GRADES

TRAFFIC TYPE	MINIMUM THICKNESS (mm)	MINIMUM REINFORCEMENT
LIGHT VEHICLE	100	NONE (UNLESS REQUESTED) F72
HEAVY VEHICLE	150	



THE CORPORATION OF THE CITY OF MARION

STANDARDS OF CONSTRUCTION FOR CONCRETE CROSSOVER DRIVEWAY ACCESS

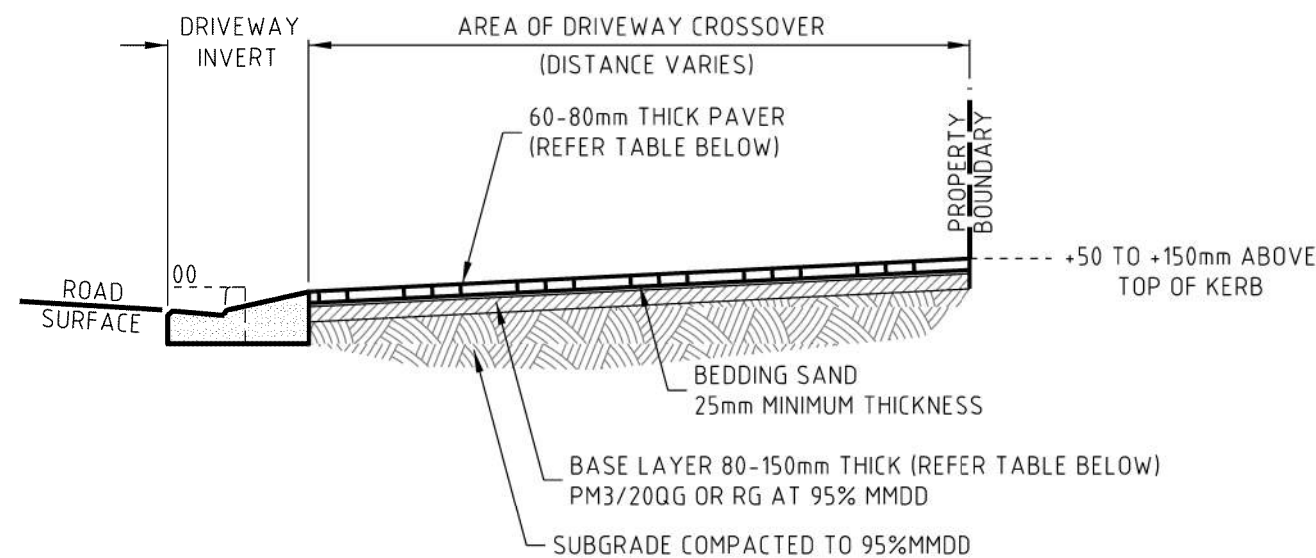
Drawn : A.M.D

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Approved :

Last Revised : 4 March 2022

Ref. No. : SD-13



SECTION A-A DETAIL THROUGH DRIVEWAY CROSSOVER

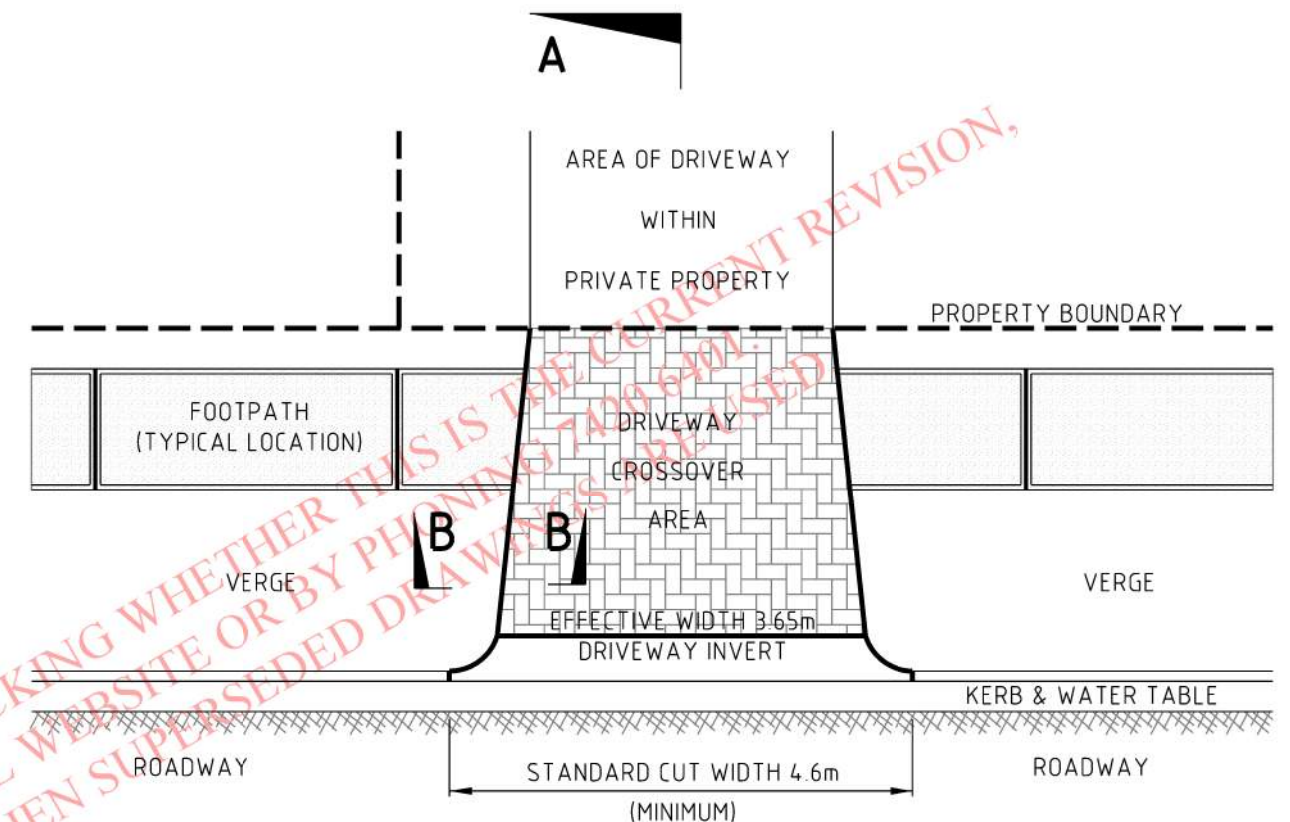
Not to Scale

TYPICAL DRIVEWAY CROSSOVER REQUIREMENTS FOR WELL DRAINED SUBGRADES USING PAVERS

TRAFFIC TYPE	PAVER MINIMUM THICKNESS (mm)	BASE LAYER MINIMUM THICKNESS (mm)
LIGHT VEHICLE	60	80
HEAVY/COMMERCIAL VEHICLE	80	150

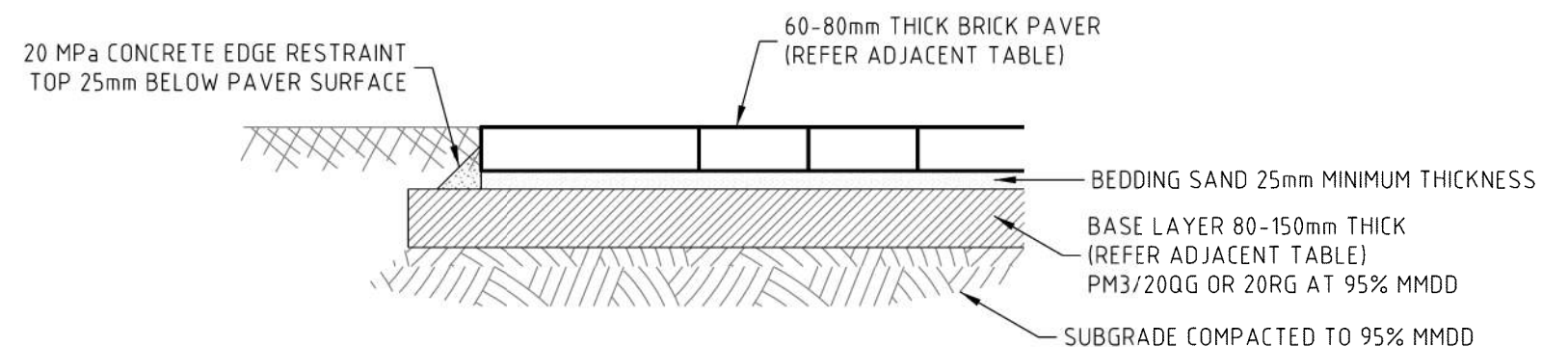
NOTES:

- DETAILS SHOWN INDICATE THE USE OF A DRIVEWAY INVERT. THIS IS NOT REQUIRED FOR STREETS CONSTRUCTED WITH MOUNTABLE KERB.
- PAVERS SHOULD NOT HAVE SHAMFERED EDGES EXCEEDING 5mm IN DEPTH.
- THE DRIVEWAY ACCESS MUST BE CONSTRUCTED WITH MINIMUM CLEARANCES FROM VARIOUS ABOVE GROUND SERVICES AND FACILITIES AS FOLLOWS:
 - COUNCIL INFRASTRUCTURE (EG. STORMWATER PITS, KERB RAMPS) - 1.0m
 - COUNCIL TREES - 2.0m
 - UTILITY INFRASTRUCTURE (EG. SERVICE PITS, STOBIES, LIGHTING COLUMNS) - 0.5m.
- THE LEVELS OF A NEW DRIVEWAY MUST MATCH AN EXISTING FOOTPATH. THIS REQUIREMENT OVERRIDES ALL OTHERS.



TYPICAL PLAN VIEW OF SINGLE DRIVEWAY ACCESS

Not to Scale



SECTION B-B DETAIL THROUGH DRIVEWAY CROSSOVER

Not to Scale

THE CORPORATION OF THE CITY OF MARION

STANDARDS OF CONSTRUCTION FOR BRICK PAVED CROSSOVER DRIVEWAY ACCESS



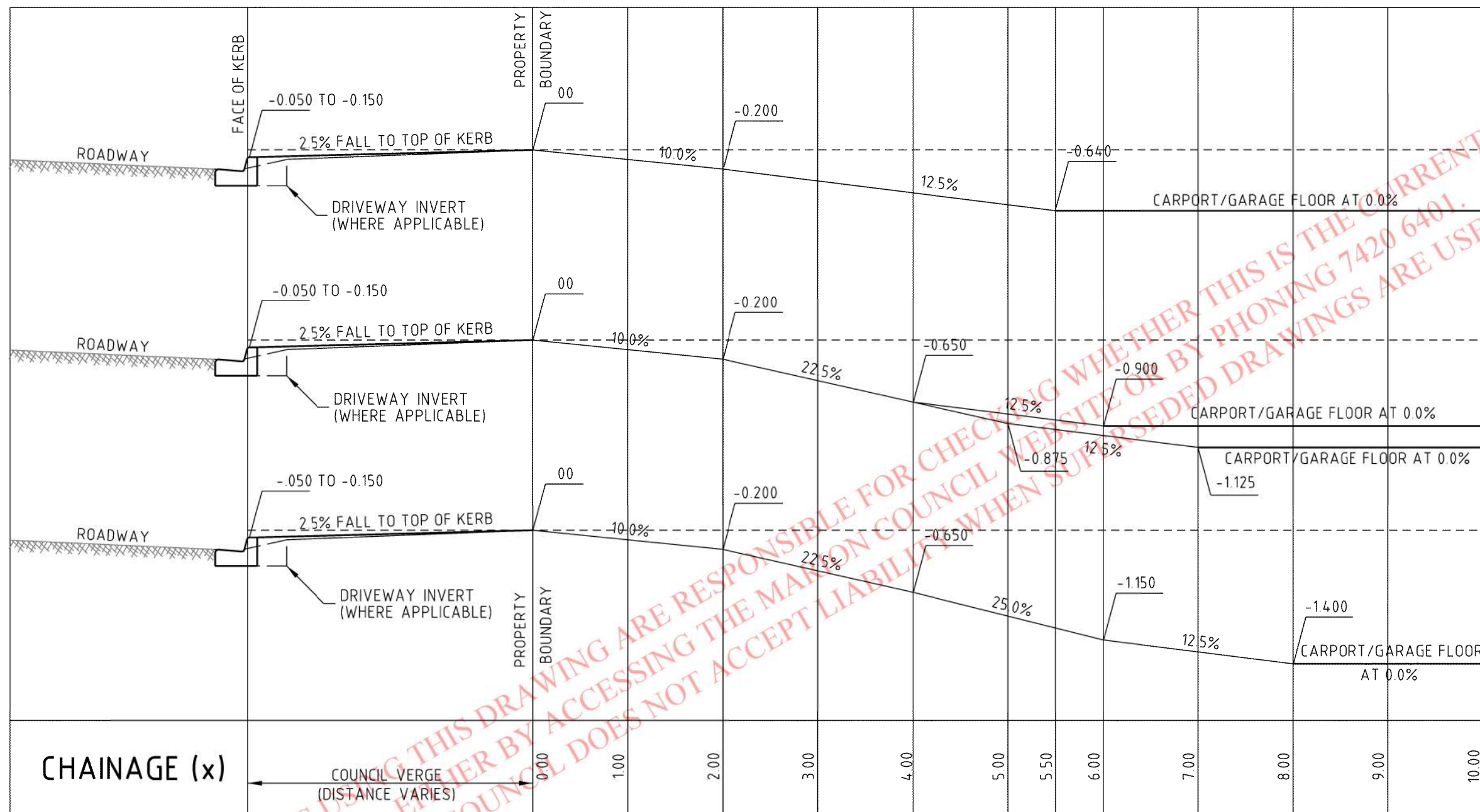
Drawn : **A.M.D**

Date : **31 June 2007**

Approved :

Last Revised : **30 August 2021**

Ref. No. : **SD-14**



Not to Scale

1. ALL DISTANCES ARE MEASURED FROM THE FRONT BOUNDARY LINE.
2. ALL LEVEL DIFFERENCES SHOWN ARE REFERENCED FROM THE BOUNDARY LEVEL AND INDICATE THE ABSOLUTE ALLOWABLE MAXIMUM. EACH SIDE OF THE DRIVEWAY SHOULD COMPLY.
3. THIS DRAWING TYPICALLY INDICATES THE USE OF BARRIER KERB FOR THE COUNCIL ROADWAY. THE 2.5% VERGE CROSSFALL IS STILL APPLICABLE TO THOSE STREETS WITH MOUNTABLE KERB, REGARDLESS OF THE VARIATION IN KERB PROFILE.

4. THIS DRAWING HAS BEEN DEVELOPED USING DESIGN PRINCIPLES AS SET OUT IN AS2890.1.
5. IF A COUNCIL FOOTPATH HAS BEEN CONSTRUCTED IN THE VERGE, THE DRIVEWAY MUST MATCH ITS LEVEL, AND THE FOOTPATH MUST NOT BE CHANGED IN EITHER GRADIENT OR CROSSFALL. THIS REQUIREMENT OVERRIDES ALL OTHERS SPECIFIED IN THIS DRAWING.
6. ALL DIMENSIONS SHOWN ARE IN METRES.

7. WHERE CARPORTS/GARAGES HAVE A SET-BACK GREATER THAN 8 METRES FROM THE BOUNDARY LINE, THE FOLLOWING FORMULA CAN BE USED TO DETERMINE THE MAXIMUM ALLOWABLE LEVEL DIFFERENCE REFERENCED FROM THE BOUNDARY.

$$Y = -0.25(X-8)-1.4$$

WHERE X = SET-BACK DISTANCE FROM THE BOUNDARY
Y = RESULTANT MAXIMUM ALLOWABLE LEVEL DIFFERENCE



THE CORPORATION OF THE CITY OF MARION

MAXIMUM LEVEL DIFFERENCE OF CARPORT/GARAGE FLOOR BELOW ROAD IN RELATION TO CORRESPONDING BOUNDARY LEVEL

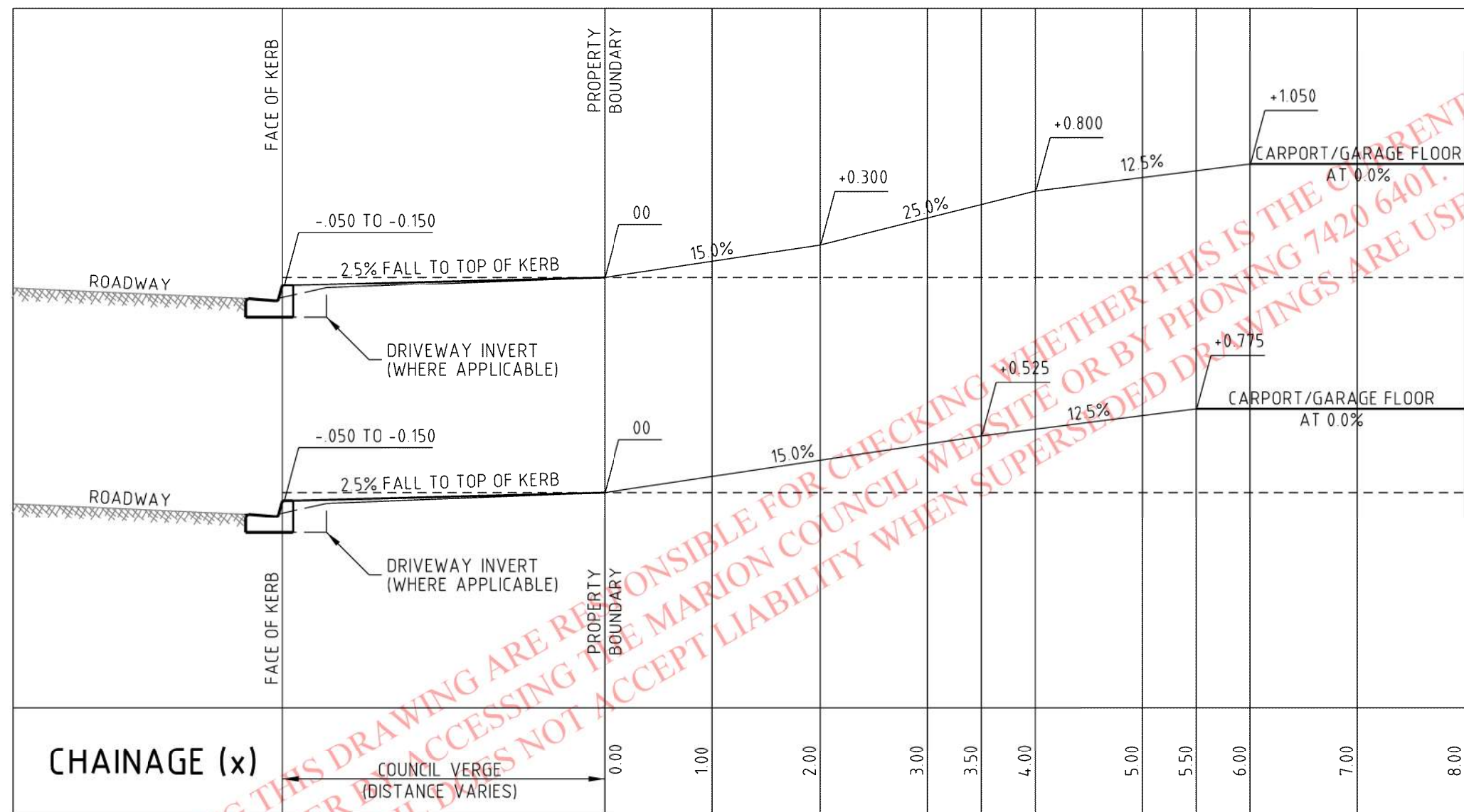
Drawn : A.M.D.

Date : 1 July 2007

Approved :

Last Revised : 19 November 2018

Ref. No. : SD-15A



1. ALL DISTANCES ARE MEASURED FROM THE FRONT BOUNDARY LINE.
2. ALL LEVEL DIFFERENCES SHOWN ARE REFERENCED FROM THE BOUNDARY LEVEL AND INDICATE THE ABSOLUTE ALLOWABLE MAXIMUM. EACH SIDE OF THE DRIVEWAY SHOULD COMPLY.
3. THIS DRAWING TYPICALLY INDICATES THE USE OF BARRIER KERB FOR THE COUNCIL ROADWAY. THE 2.5% VERGE CROSSFALL IS STILL APPLICABLE TO THOSE STREETS WITH MOUNTABLE KERB, REGARDLESS OF THE VARIATION IN KERB PROFILE.

4. THIS DRAWING HAS BEEN DEVELOPED USING DESIGN PRINCIPLES AS SET OUT IN AS2890.1.
5. IF A COUNCIL FOOTPATH HAS BEEN CONSTRUCTED IN THE VERGE, THE DRIVEWAY MUST MATCH ITS LEVEL, AND THE FOOTPATH MUST NOT BE CHANGED IN EITHER GRADIENT OR CROSSFALL. THIS REQUIREMENT OVERRIDES ALL OTHERS SPECIFIED IN THIS DRAWING.
6. ALL DIMENSIONS SHOWN ARE IN METRES.

7. WHERE CARPORTS/GARAGES HAVE A SET-BACK GREATER THAN 6 METRES FROM THE BOUNDARY LINE, THE FOLLOWING FORMULA CAN BE USED TO DETERMINE THE MAXIMUM ALLOWABLE LEVEL DIFFERENCE REFERENCED FROM THE BOUNDARY.

$$Y = 0.25(X-6)+1.05$$

WHERE X = SET-BACK DISTANCE FROM THE BOUNDARY
Y = RESULTANT MAXIMUM ALLOWABLE LEVEL DIFFERENCE



THE CORPORATION OF THE CITY OF MARION

MAXIMUM LEVEL DIFFERENCE OF CARPORT/GARAGE FLOOR ABOVE ROAD IN RELATION TO CORRESPONDING BOUNDARY LEVEL

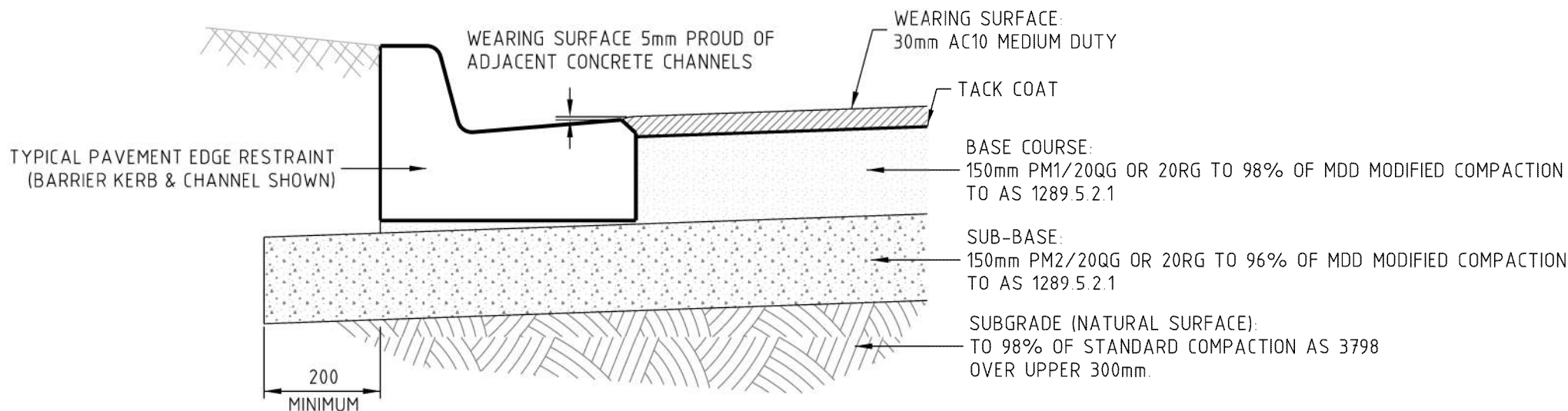
Drawn : A.M.D.

Date : 1 July 2007

Approved :

Last Revised : 19 November 2018

Ref. No. : SD-15B



APPLICATION OF THIS PAVEMENT DETAIL

A PAVEMENT DESIGN MUST BE UNDERTAKEN FOR ANY ROADS TO BE CONSTRUCTED IN THE CITY OF MARION.

INDIVIDUAL LAYER THICKNESSES OF THE PAVEMENT DESIGN MUST BE COMPARED TO THE ABOVE DEFAULT MINIMUM ROAD PAVEMENT DETAIL.

FOR EACH LAYER, THE GREATER THICKNESS MUST BE SELECTED FOR CONSTRUCTION.

Not to Scale



THE CORPORATION OF THE CITY OF MARION

DEFAULT MINIMUM ROAD PAVEMENT DETAIL

Drawn : **A.M.D**

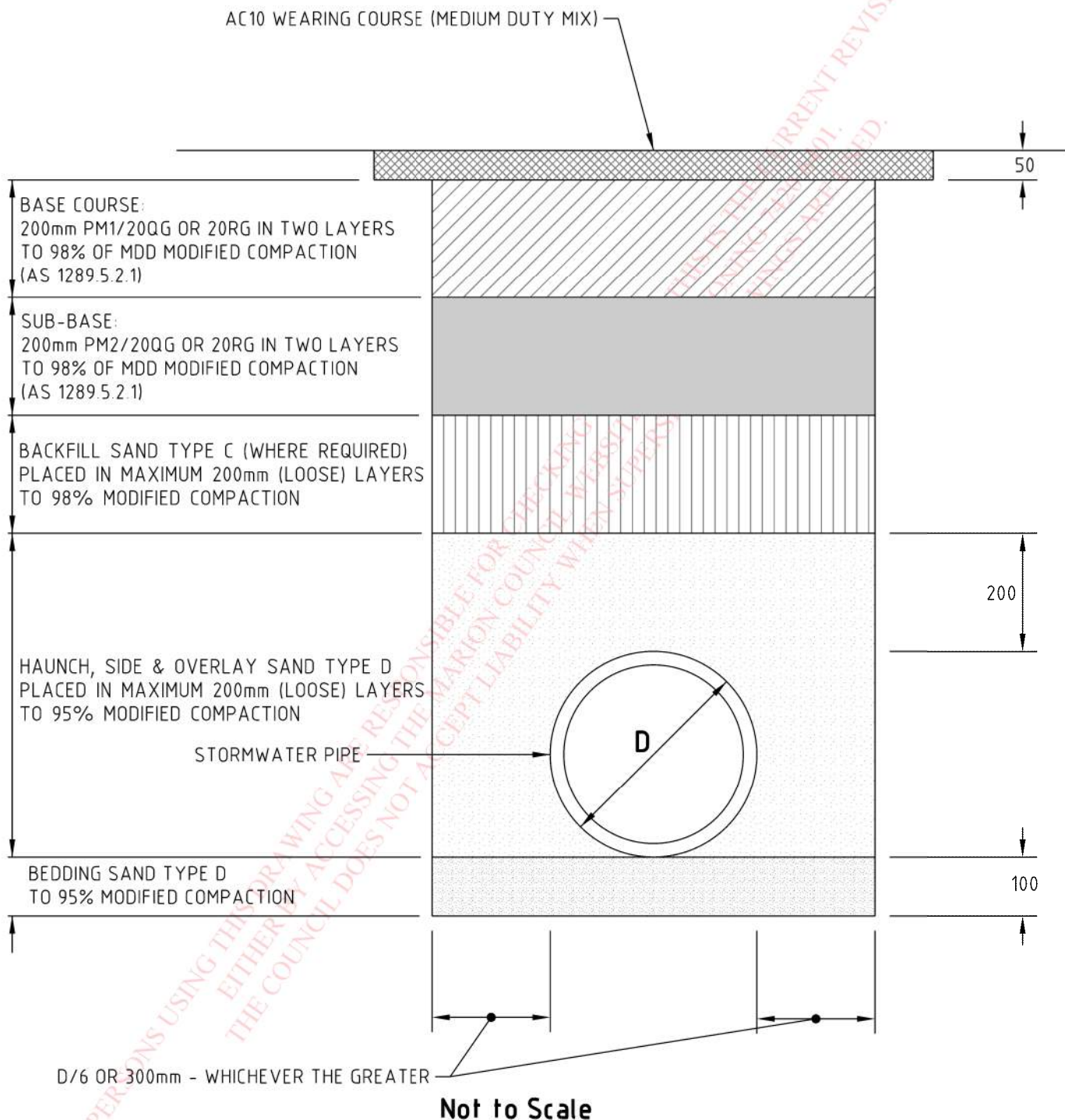
Date : **12 Sept. 2007**

Approved :

Last Revised : **1 Feb 2021**

Ref. No. :

SD-16



ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

THE CORPORATION OF THE CITY OF MARION **STORMWATER TRENCH REINSTATEMENT IN ROADS**



Drawn : **A.M.D**

Date : **17 Sept. 2007**

Approved :

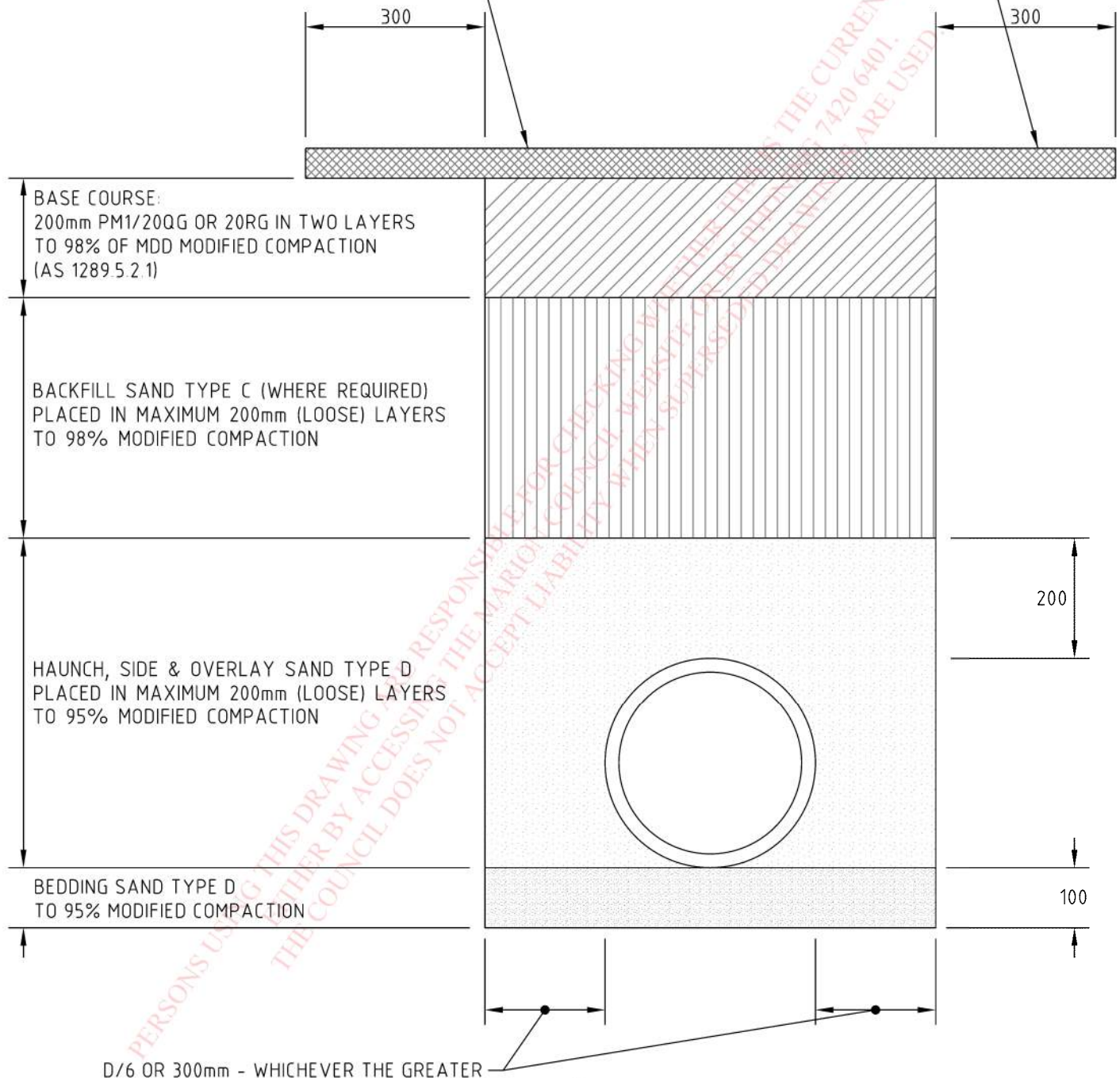
Last Revised : **1 February 2021**

Ref. No. : **SD-17**

FOOTPATH SURFACE SHOULD BE REMOVED TO A MINIMUM OF 300mm BEYOND EACH SIDE OF THE TRENCH EXCAVATION IF RUNNING PERPENDICULAR.

FOOTPATH SURFACE TO BE RESTORED TO ITS ORIGINAL SURFACE AND STATE, WITH BEDDING SAND, AS PER SD-03 OR SD-04, WHICHEVER RELEVANT TO THE SITE.

IN CIRCUMSTANCES WHERE THE TRENCH RUNS PARALLEL TO A CONCRETE FOOTPATH, THE ENTIRE FOOTPATH MUST BE REMOVED FOR THE FULL LENGTH OF THE TRENCH.



Not to Scale

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

THE CORPORATION OF THE CITY OF MARION **STORMWATER TRENCH REINSTATEMENT IN FOOTPATHS**



Drawn : **A.M.D**

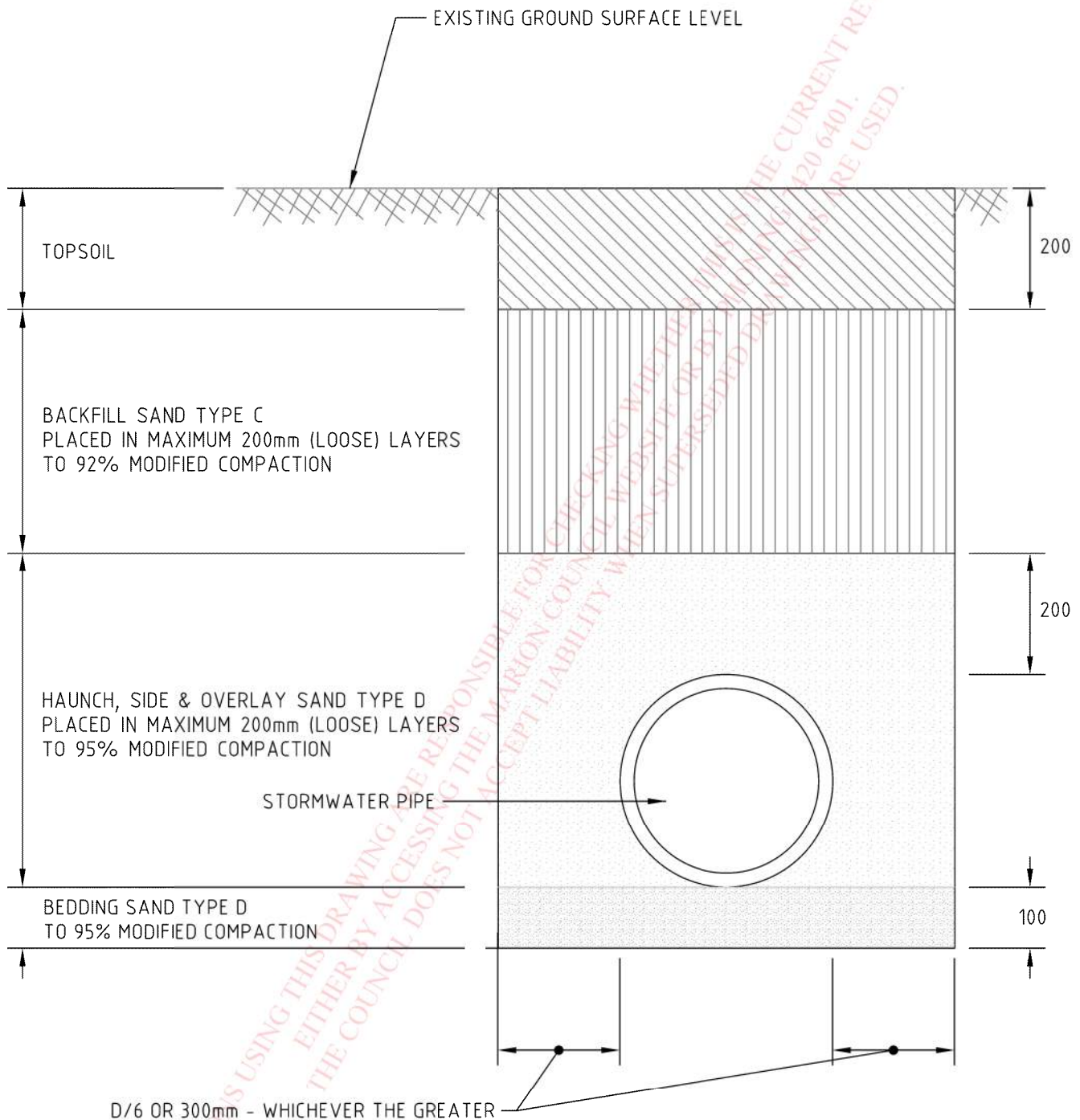
Date : **17 Sept. 2007**

Approved :

Last Revised : **2 December 2021**

Ref. No. :

SD-18



Not to Scale

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

THE CORPORATION OF THE CITY OF MARION

STORMWATER TRENCH REINSTATEMENT IN RESERVES



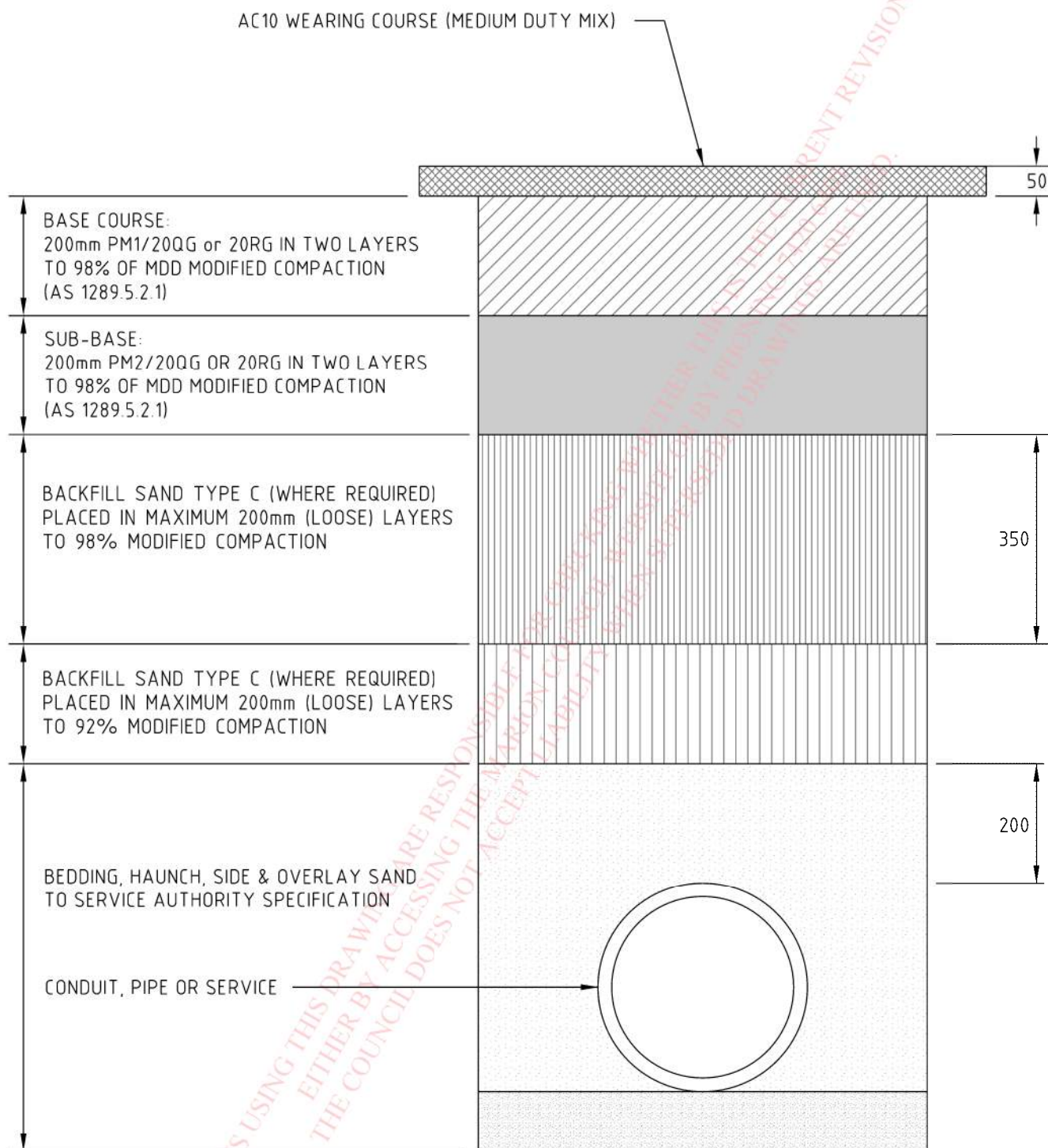
Drawn : A.M.D.

Date : 17 Sept. 2007

Approved :

Last Revised : 16 November 2018

Ref. No. : SD-19



Not to Scale

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

THE CORPORATION OF THE CITY OF MARION

ROAD RESTORATION BY OTHERS - COUNCIL REQUIREMENTS



Drawn : **A.M.D**

Date : **23 May 2008**

Approved :

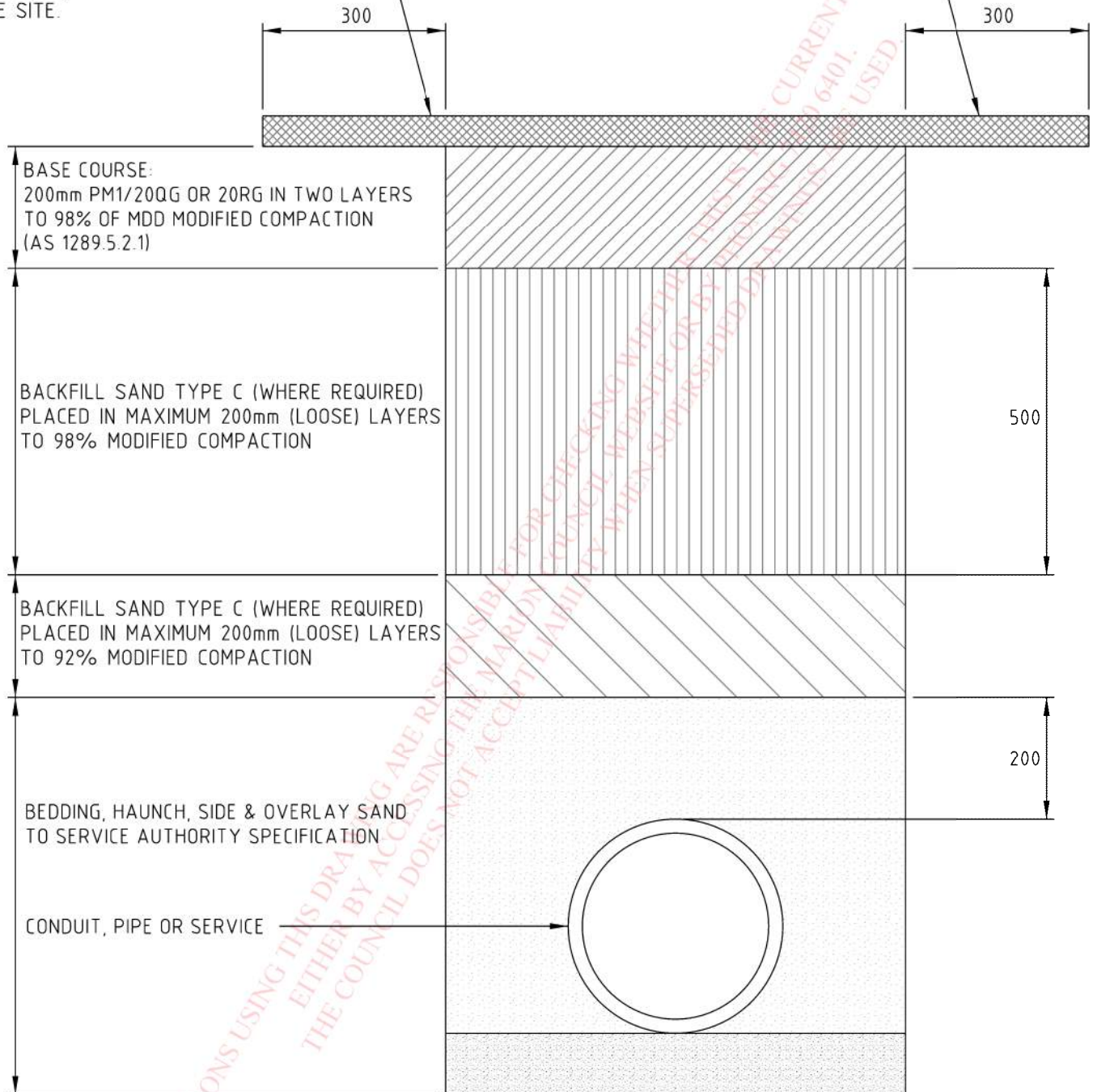
Last Revised : **2 December 2021**

Ref. No. : **SD-20**

FOOTPATH SURFACE SHOULD BE REMOVED TO A MINIMUM OF 300mm BEYOND EACH SIDE OF THE TRENCH EXCAVATION IF RUNNING PERPENDICULAR.

FOOTPATH SURFACE TO BE RESTORED TO ITS ORIGINAL SURFACE AND STATE, WITH BEDDING SAND, AS PER SD-03 OR SD-04, WHICHEVER RELEVANT TO THE SITE.

IN CIRCUMSTANCES WHERE THE TRENCH RUNS PARALLEL TO A CONCRETE FOOTPATH, THE ENTIRE FOOTPATH MUST BE REMOVED FOR THE FULL LENGTH OF THE TRENCH.



Not to Scale

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

THE CORPORATION OF THE CITY OF MARION **FOOTPATH RESTORATION BY OTHERS - COUNCIL REQUIREMENTS**



Drawn : **A.M.D**

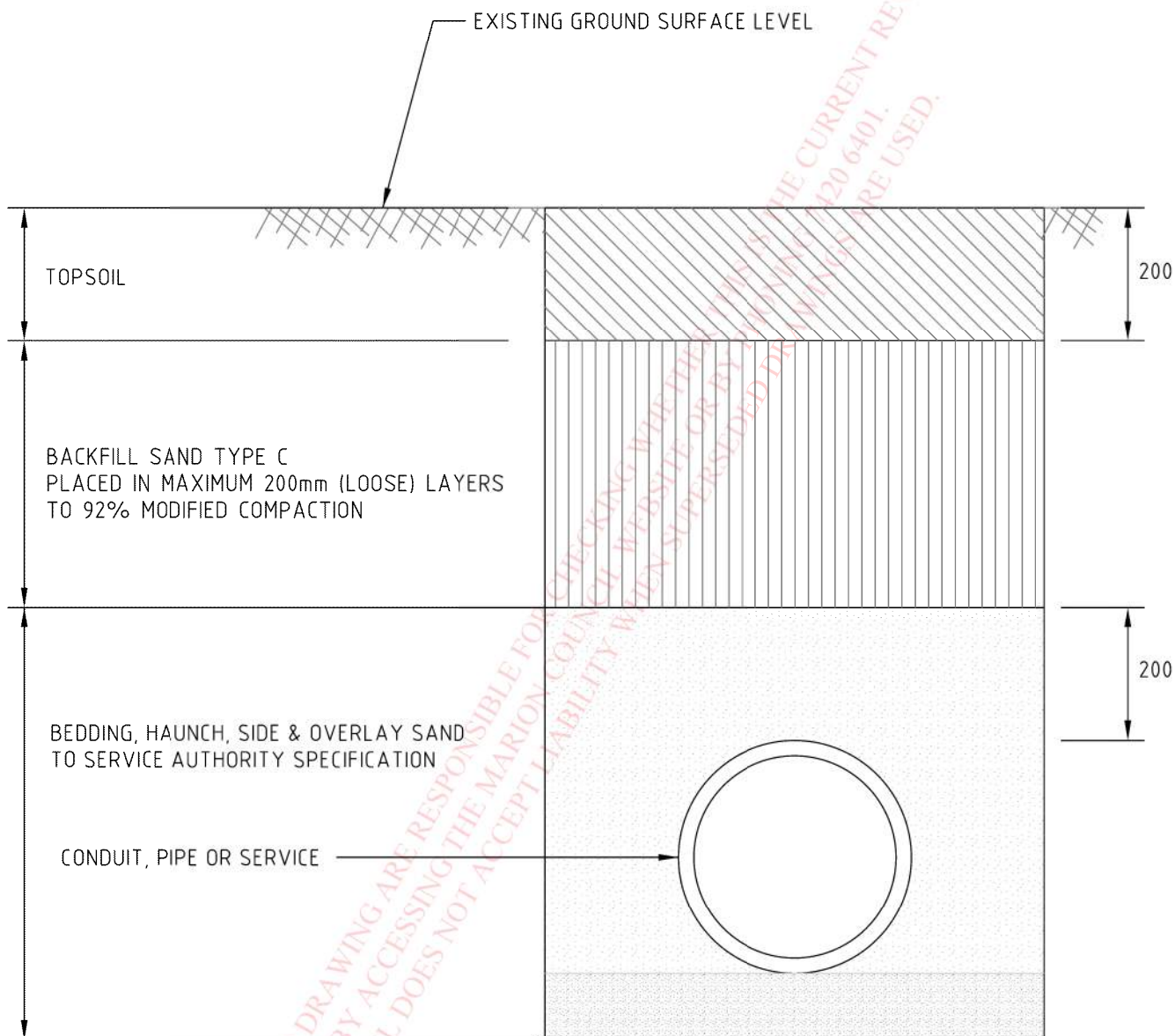
Date : **10 June 2008**

Approved :

Last Revised : **2 December 2021**

Ref. No. :

SD-21



Not to Scale

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

THE CORPORATION OF THE CITY OF MARION

RESTORATION OF RESERVES BY OTHERS - COUNCIL REQUIREMENTS



Drawn : A.M.D

Date : 10 June 2008

Approved :

Last Revised : 16 November 2018

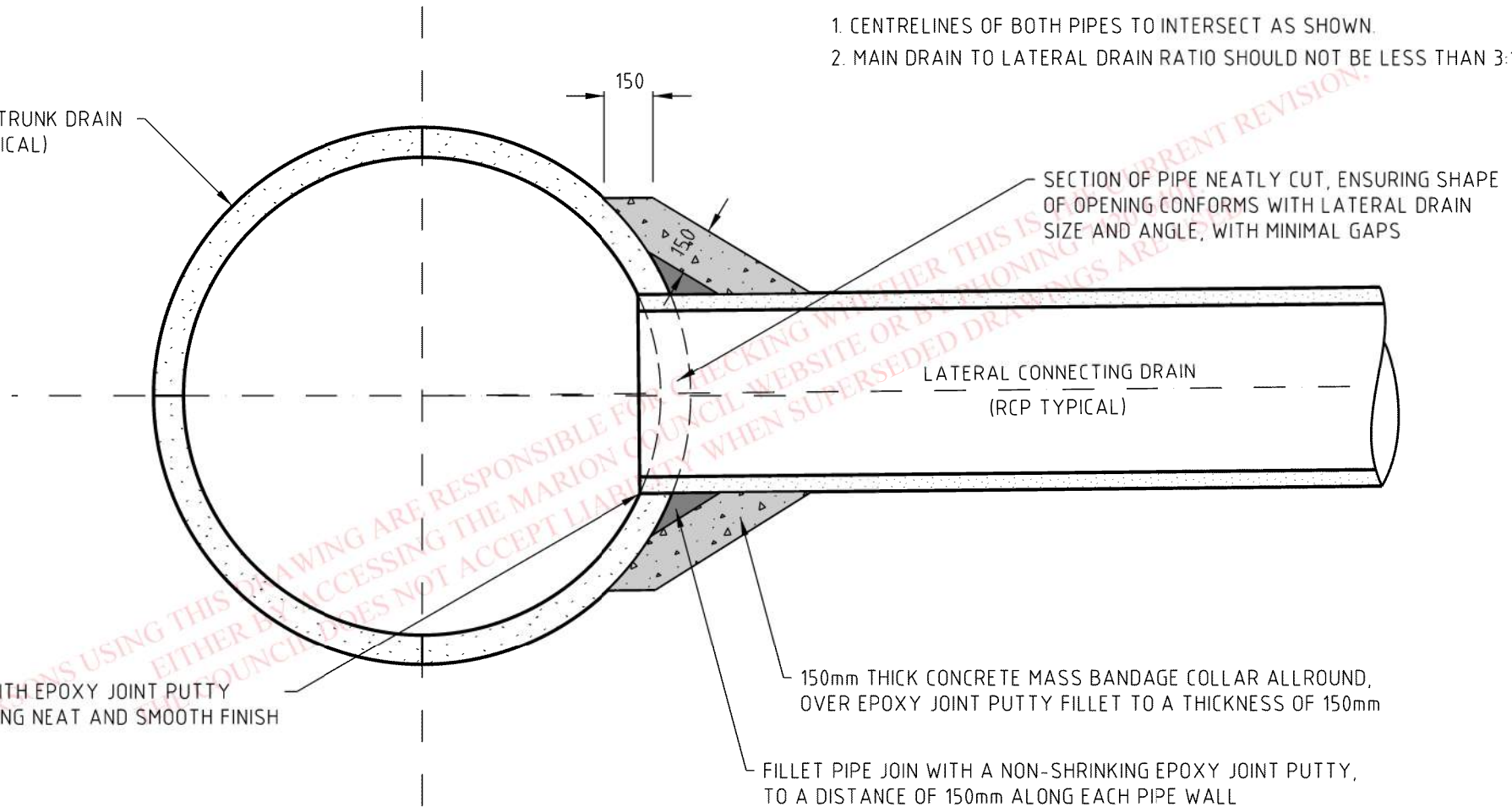
Ref. No. :

SD-22

NOTES:

1. CENTRELINES OF BOTH PIPES TO INTERSECT AS SHOWN.
2. MAIN DRAIN TO LATERAL DRAIN RATIO SHOULD NOT BE LESS THAN 3:1.

MAIN OR TRUNK DRAIN
(RCP TYPICAL)



ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.



THE CORPORATION OF THE CITY OF MARION

CONCRETE STORMWATER PIPE CONNECTION - BANDAGE JOINT DETAIL

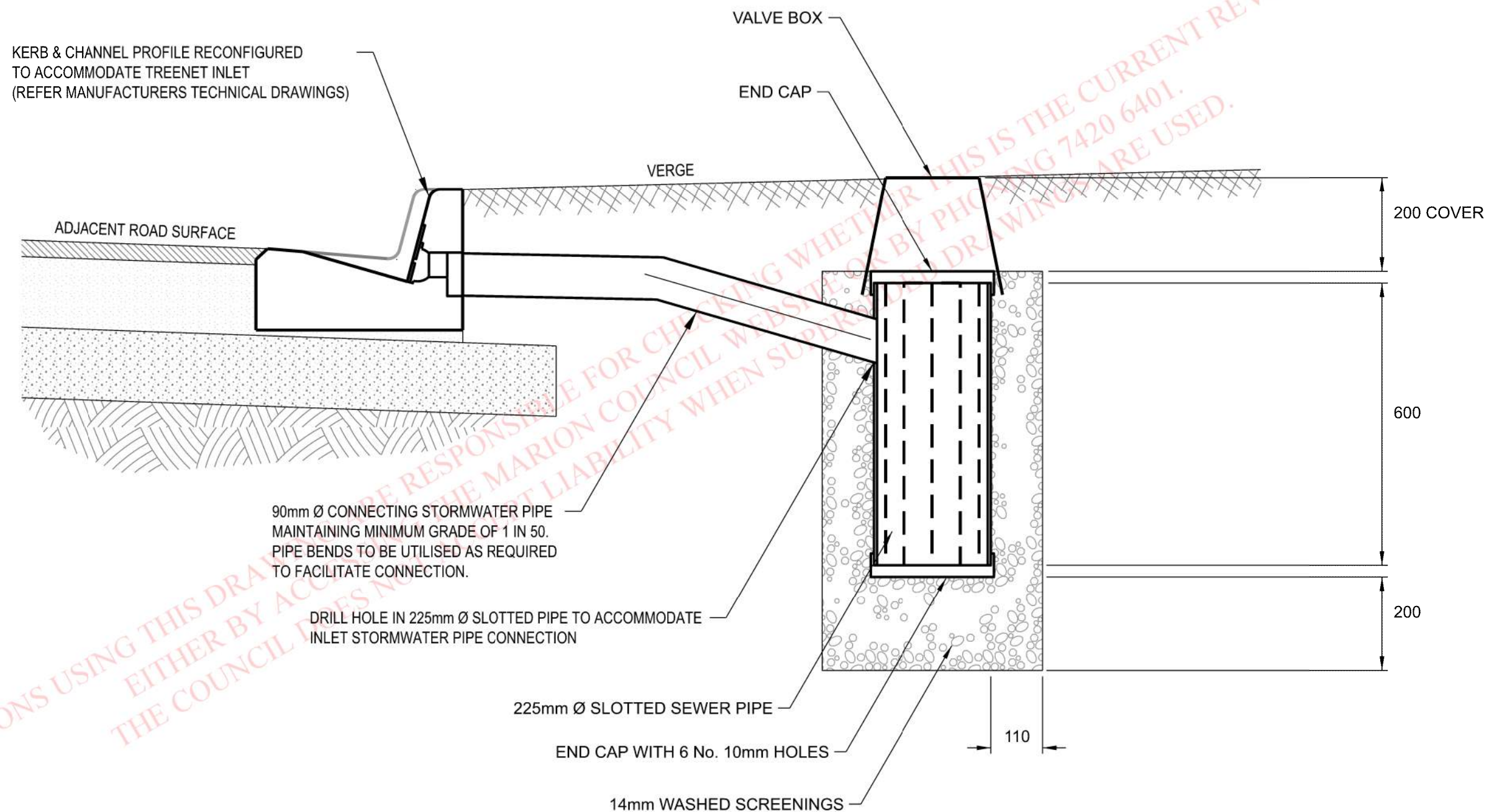
Drawn : A.M.D

Date : 15 Sept. 2016

Approved :

Last Revised : 15 Sept. 2016

Ref. No. : SD-23



NOTES:

1. SURROUNDING 14mm WASHED SCREENINGS TO BE TAMPED BY HAND TO FIRM EVERY 250mm.
2. VERGE TO BE BACKFILLED WITH 200mm SEEDED LOAM OR DOLOMITE TO MATCH EXISTING.



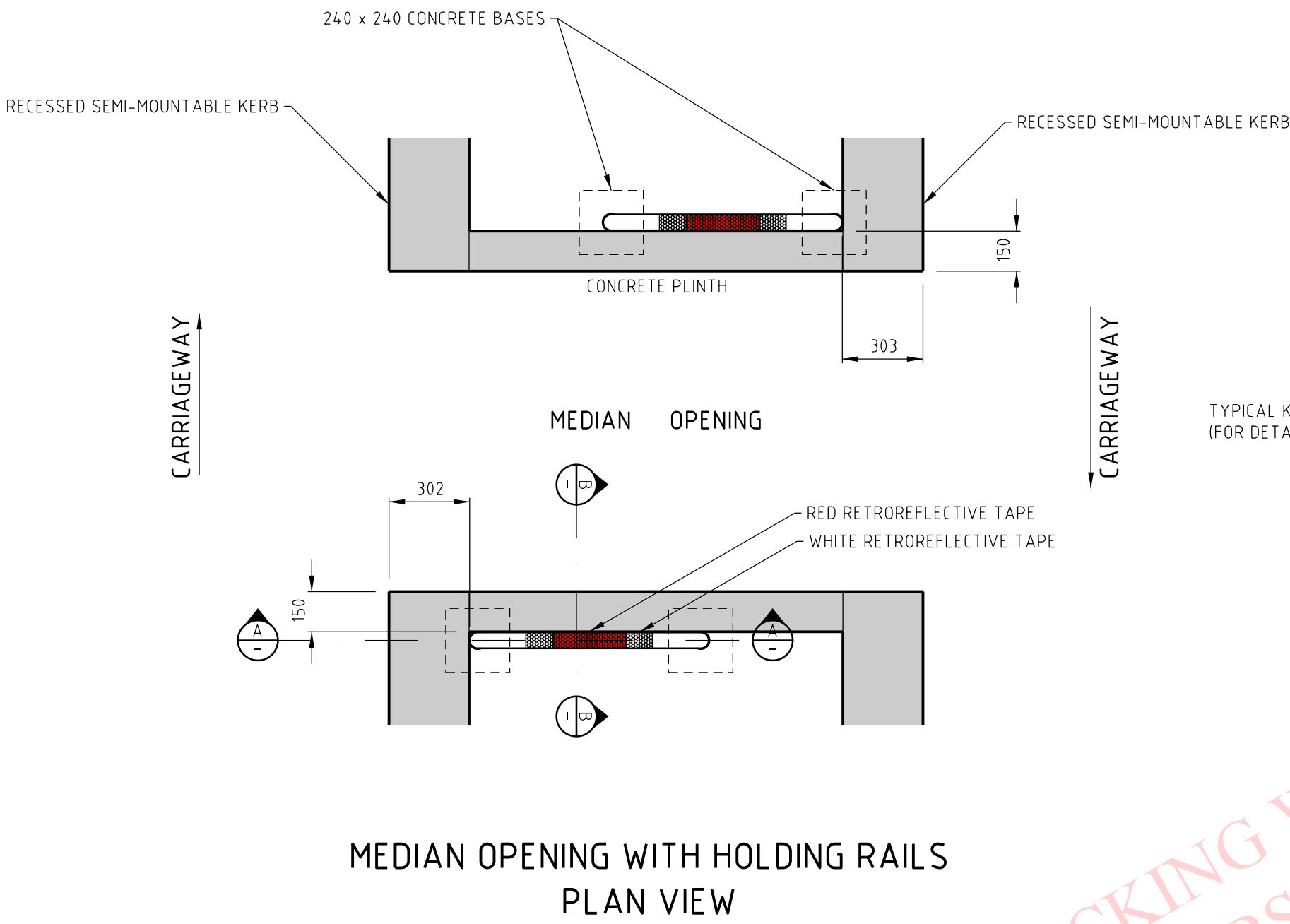
THE CORPORATION OF THE CITY OF MARION

1000mm DEEP STANDARD LEAKY WELL WITH INSPECTION POINT

STANDARD DETAIL

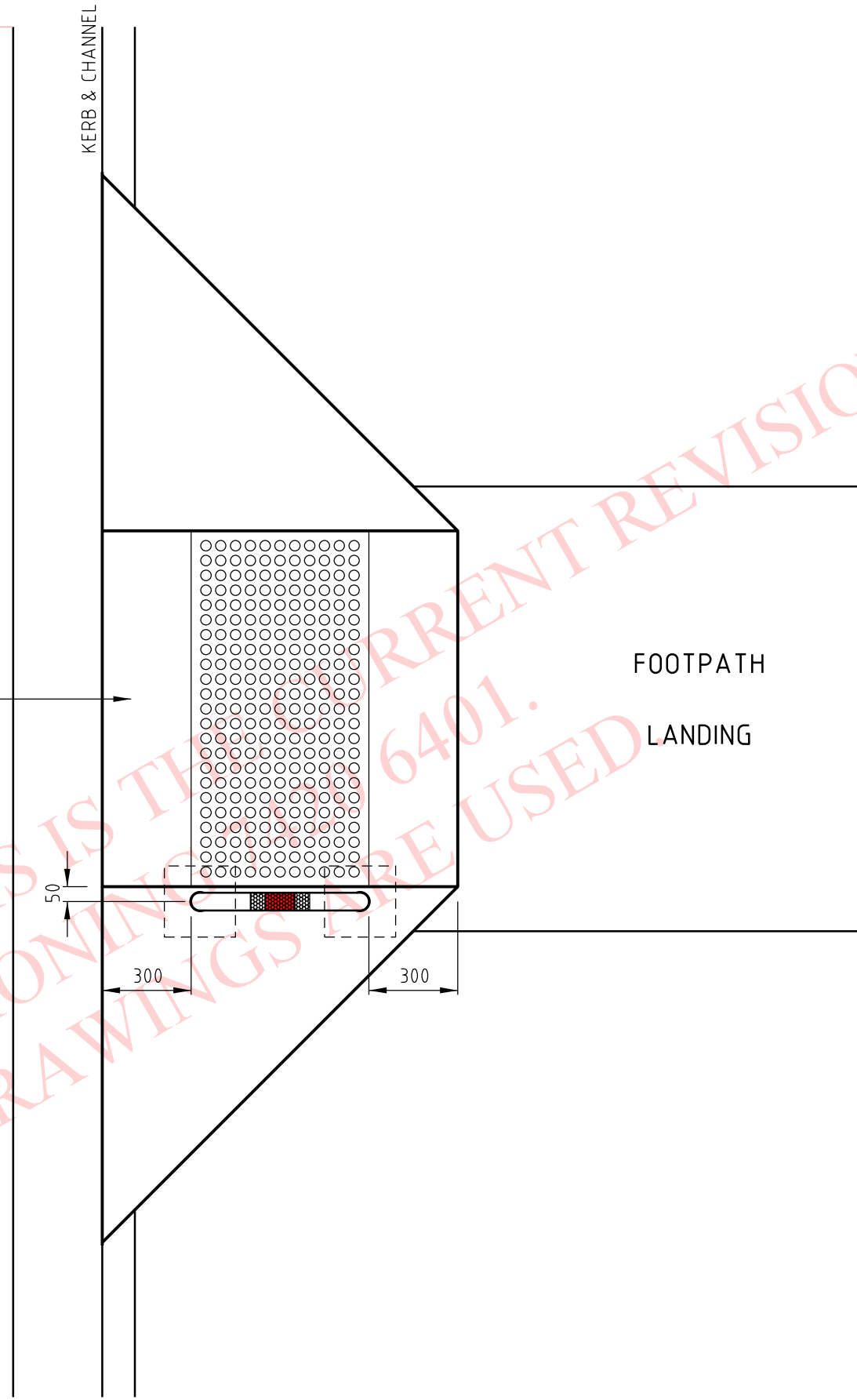
Drawn : A.M.D	Date : 22 August 2019	Approved :	Last Revised : 22 August 2019	Ref. No. : SD-24
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- NOTES:
- 1. All dimensions are in millimetres unless otherwise shown.
 - 2. All Retroreflective Tape shall be Class 1 in accordance with AS 1743
 - 3. Holding Rails to be constructed of Galvanised Steel Pipe, Nominal Outside Diameter 60mm, 3.6mm Wall Thickness.
 - 4. Holding Rails to be Powder Coated in White.

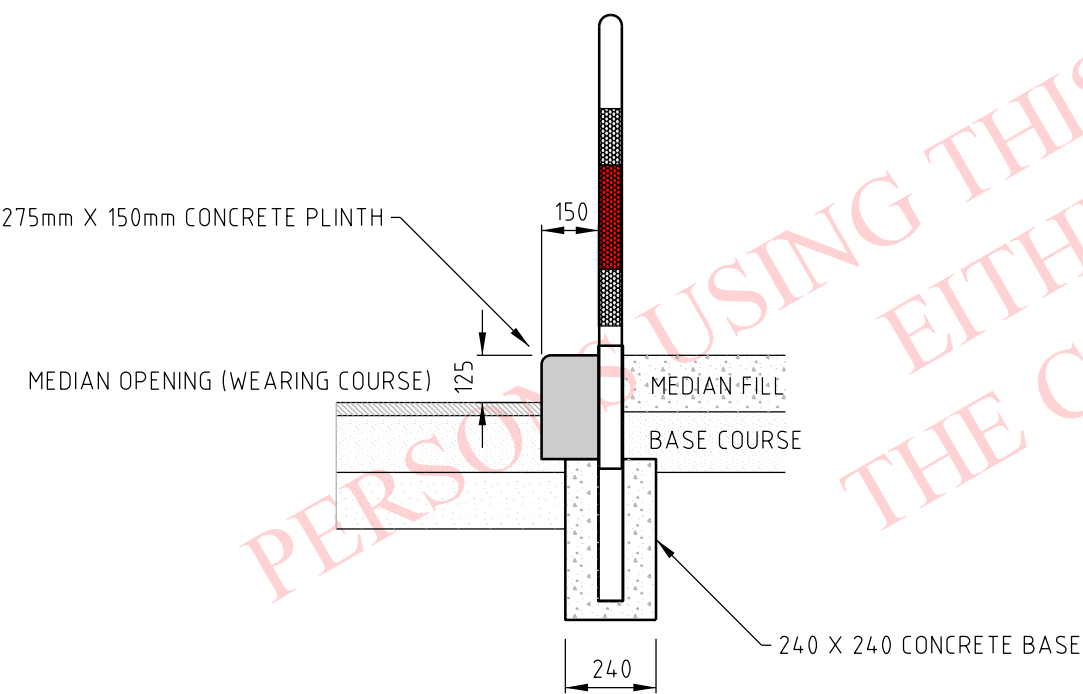


MEDIAN OPENING WITH HOLDING RAILS
PLAN VIEW

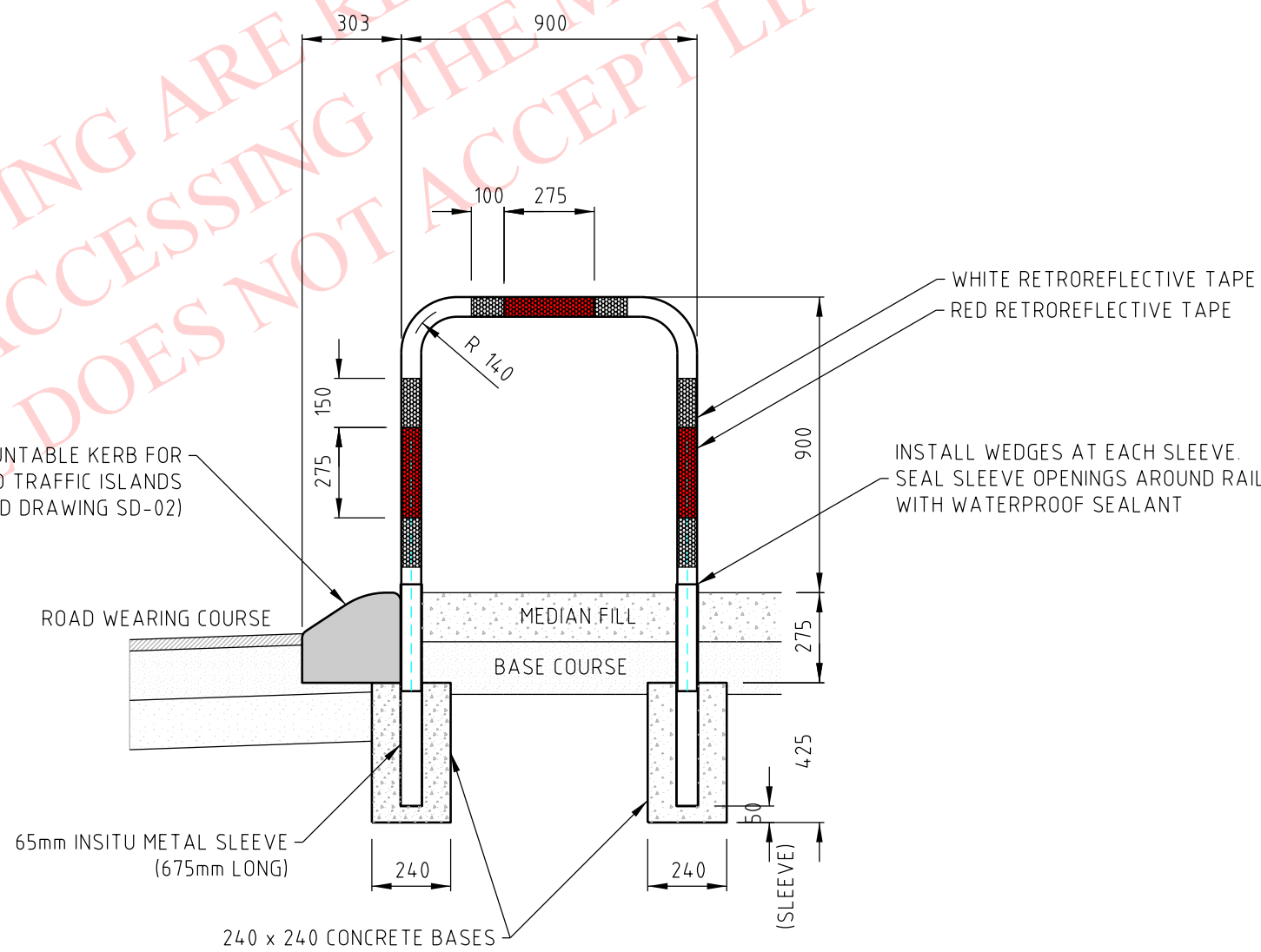
TYPICAL KERB RAMP
(FOR DETAILS, REFER STANDARD DRAWING SD-10)



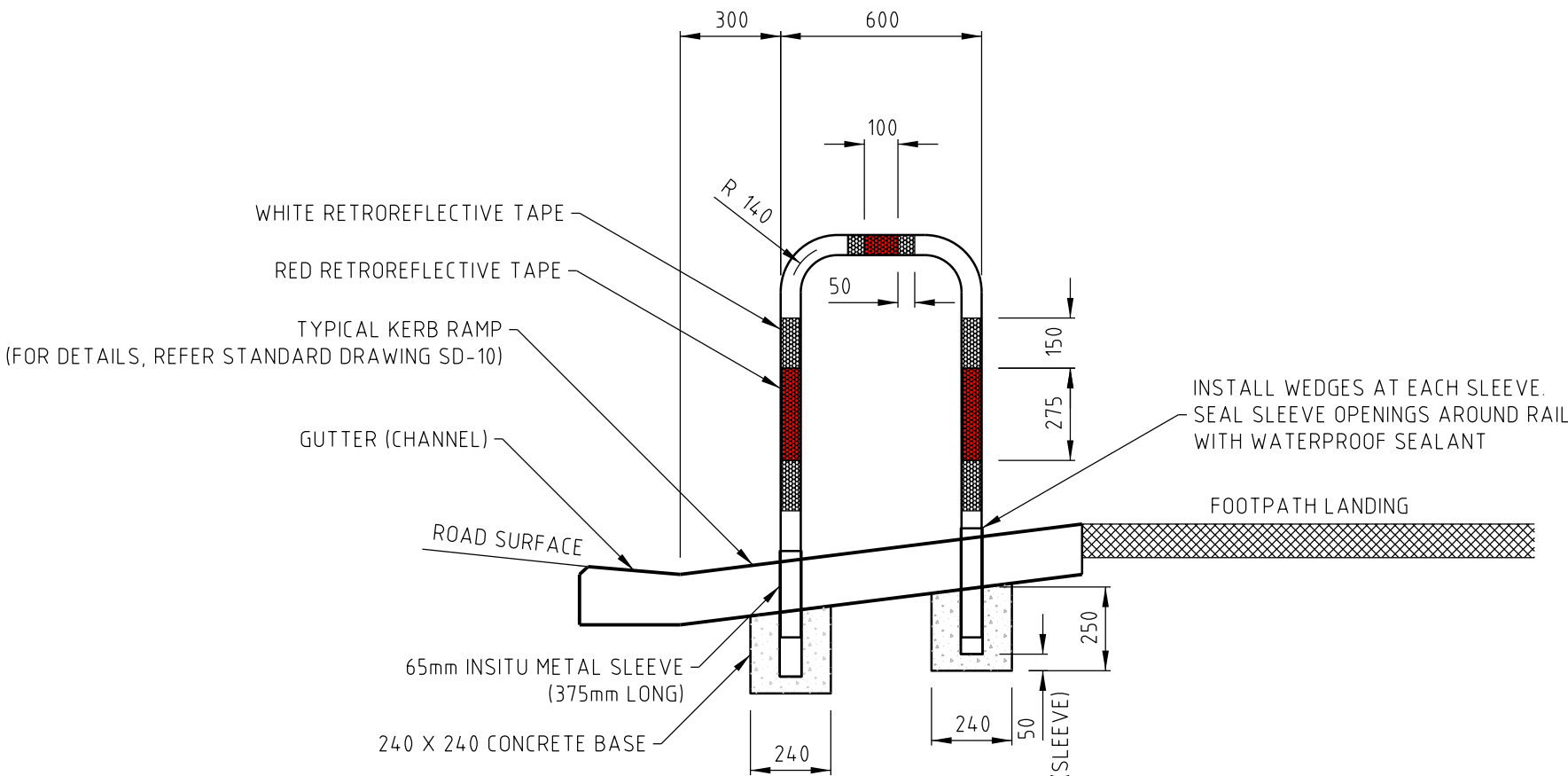
KERB RAMP WITH HOLDING RAIL
PLAN VIEW



MEDIAN OPENING WITH HOLDING RAILS
SECTION B-B



MEDIAN OPENING WITH HOLDING RAILS
SECTION A-A

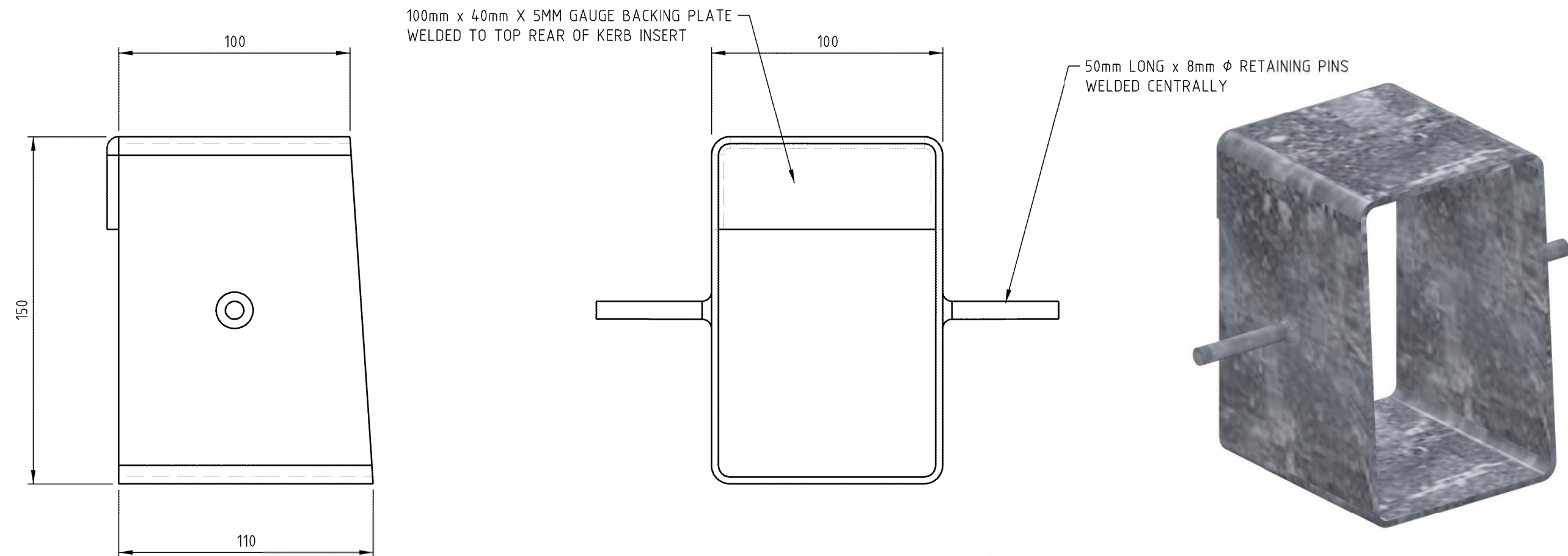


KERB RAMP WITH HOLDING RAIL
SIDE VIEW

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN



SCALE: 1:20	SHEET SIZE: A1	THE CORPORATION OF THE CITY OF MARION		
SURVEYED: N/A	SURVEY DATE: N/A	PEDESTERIAN CROSSING AND ISLAND REFUGE DETAILS WITH HOLDING RAILS		
DESIGNED: A.M.D	DRAWN: A.M.D			
CHECKED: XXX	CHECK DATE: XX/XX/XXXX			
APPROVED: [Signature]	DATE: 16 NOVEMBER 2018	ELECTRONIC FILENAMES: STANDARD DRAWINGS 191118	PROJECT No.	SHEET No. SD-30
				REVISION A



SIDE VIEW

FRONT VIEW

ISOMETRIC VIEW

PERSONS USING THIS DRAWING ARE RESPONSIBLE FOR CHECKING WHETHER THIS IS THE CURRENT REVISION,
EITHER BY ACCESSING THE MARION COUNCIL WEBSITE OR BY PHONING 7420 6401.
THE COUNCIL DOES NOT ACCEPT LIABILITY WHEN SUPERSEDED DRAWINGS ARE USED.

NOTES:

1. The Kerb Insert shall be cut from 150mm x 100mm x 5mm gauge Steel Rectangular Hollow Section with Galvanised Finish.
2. Units with 50mm Retaining Pins attached are used in the construction of new kerb. Where installation is in an existing kerb, the Retaining Pins are not required and should be omitted.
3. Existing kerbs must be precisely sawcut allowing for a snug installation of the Kerb Insert. In addition, a high strength outdoor adhesive should be used to bond the Kerb Insert to the existing concrete kerb.
4. The maximum allowable stormwater outlet pipe size is limited to 90mm.
5. Gap Filler should be applied between the rear square opening and the PVC Stormwater Pipe entering the Kerb Insert.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

SCALE 1:2 @ A3 SHEET SIZE



THE CORPORATION OF THE CITY OF MARION

**GALVANISED STEEL KERB INSERT FOR DOMESTIC STREET STORMWATER OUTLET
150mm BARRIER KERB WITH 10mm LAY BACK**

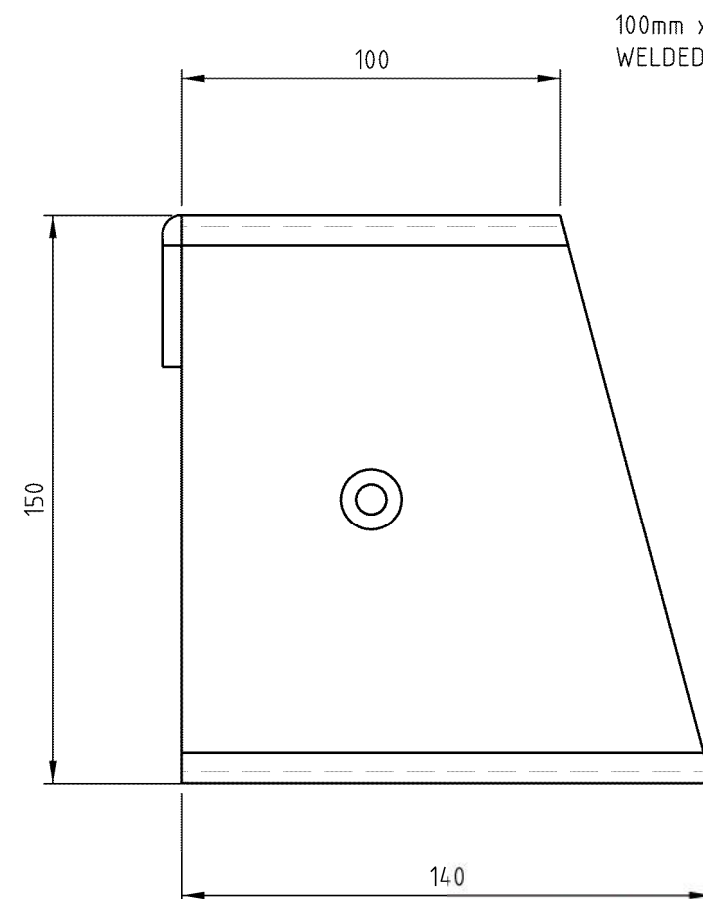
Drawn : A.M.D

Date : 10 September 2012

Approved :

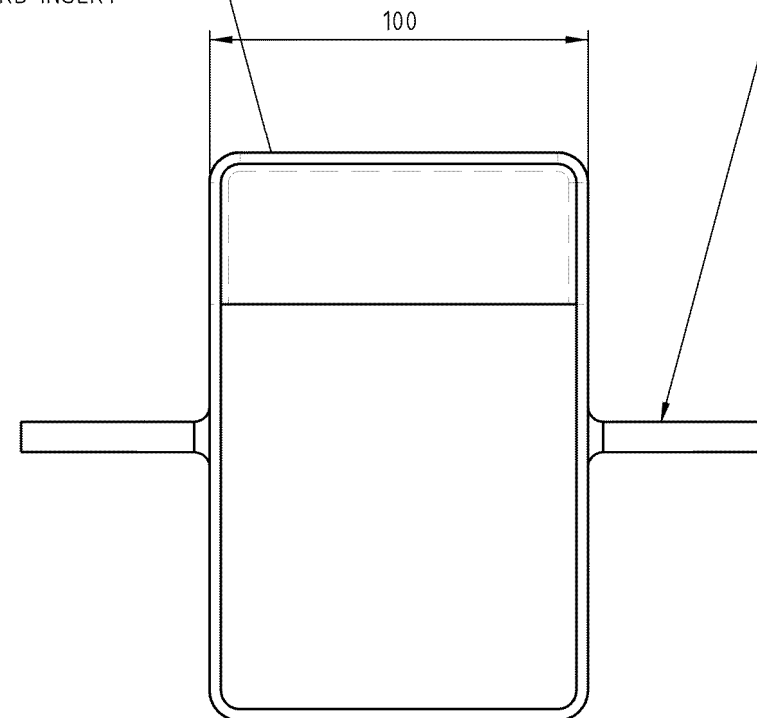
Last Revised : 19 December 2018

Ref. No. : SD-40



SIDE VIEW

100mm x 40mm X 5MM GAUGE BACKING PLATE
WELDED TO TOP REAR OF KERB INSERT



FRONT VIEW

50mm LONG x 8mm ϕ RETAINING PINS
WELDED CENTRALLY



ISOMETRIC VIEW

PERSONS USING THIS DRAWING ARE RESPONSIBLE FOR CHECKING WHETHER THIS IS THE CURRENT REVISION,
EITHER BY ACCESSING THE MARION COUNCIL WEBSITE OR BY PHONING 7420 6401.
THE COUNCIL DOES NOT ACCEPT LIABILITY WHEN SUPERSEDED DRAWINGS ARE USED.

NOTES:

1. The Kerb Insert shall be cut from 150mm x 100mm x 5mm gauge Steel Rectangular Hollow Section with Galvanised Finish.
2. Units with 50mm Retaining Pins attached are used in the construction of new kerb. Where installation is in an existing kerb, the Retaining Pins are not required and should be omitted.
3. Existing kerbs must be precisely sawcut allowing for a snug installation of the Kerb Insert. In addition, a high strength outdoor adhesive should be used to bond the Kerb Insert to the existing concrete kerb.
4. The maximum allowable stormwater outlet pipe size is limited to 90mm.
5. Gap Filler should be applied between the rear square opening and the PVC Stormwater Pipe entering the Kerb Insert.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

SCALE 1:2 @ A3 SHEET SIZE



THE CORPORATION OF THE CITY OF MARION

**GALVANISED STEEL KERB INSERT FOR DOMESTIC STREET STORMWATER OUTLET
150mm BARRIER KERB WITH 40mm LAY BACK**

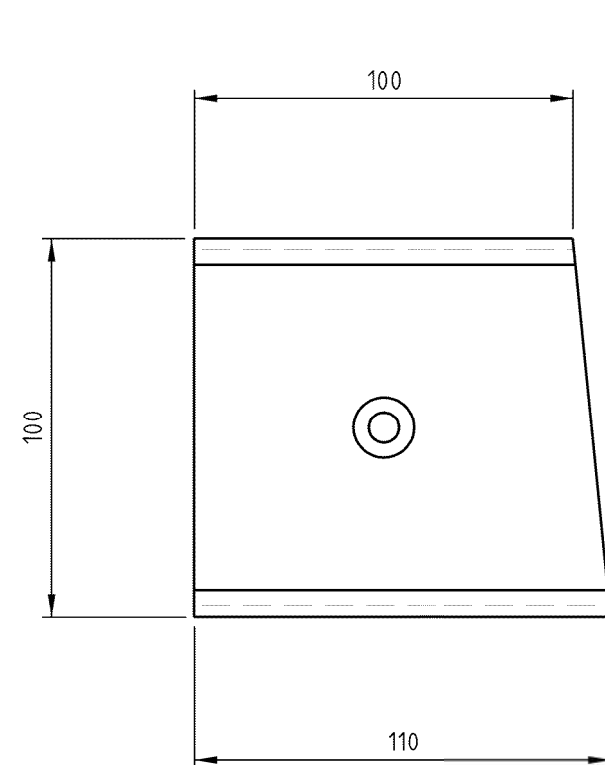
Drawn : A.M.D

Date : 10 September 2012

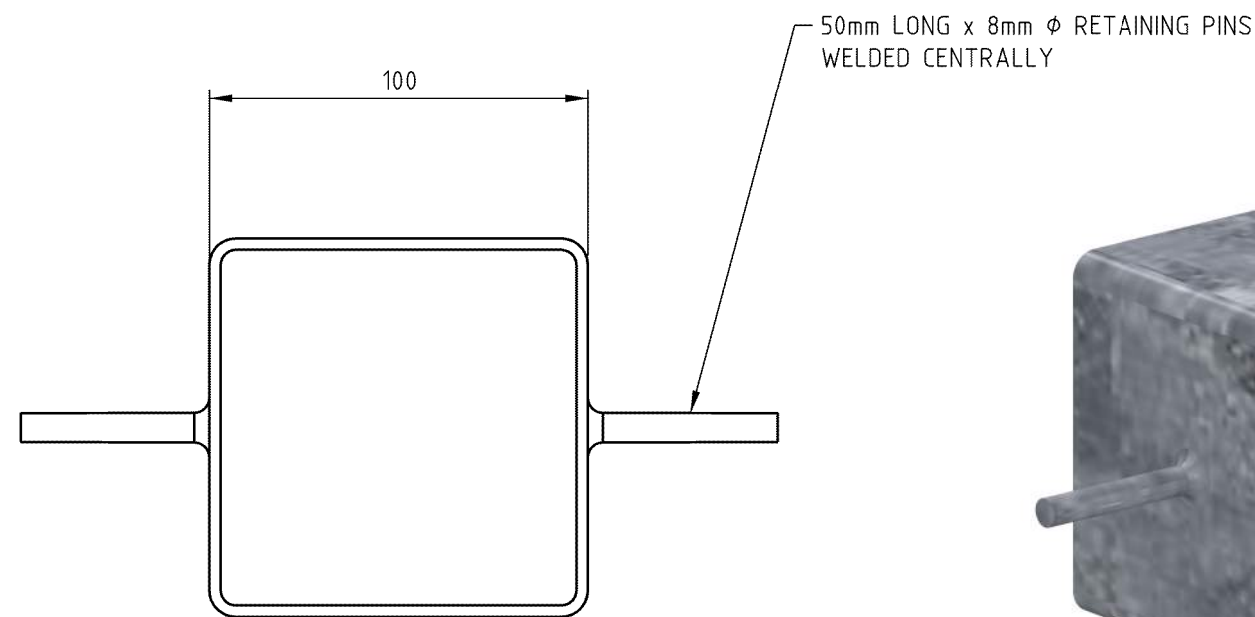
Approved :

Last Revised : 19 December 2018

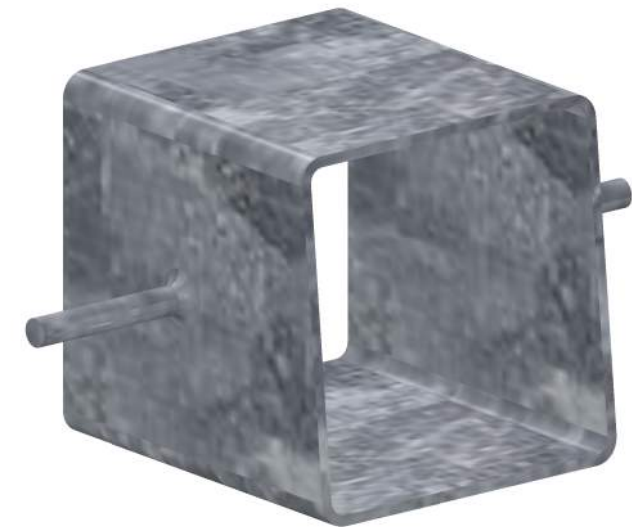
Ref. No. : SD-41



SIDE VIEW



FRONT VIEW



ISOMETRIC VIEW

PERSONS USING THIS DRAWING ARE RESPONSIBLE FOR CHECKING WHETHER THIS IS THE CURRENT REVISION,
EITHER BY ACCESSING THE MARION COUNCIL WEBSITE OR BY PHONING 7420 6401.
THE COUNCIL DOES NOT ACCEPT LIABILITY WHEN SUPERSEDED DRAWINGS ARE USED.

NOTES:

1. The Kerb Insert shall be cut from 100mm x 100mm x 5mm gauge Steel Rectangular Hollow Section with Galvanised Finish.
2. Units with 50mm Retaining Pins attached are used in the construction of new kerb. Where installation is in an existing kerb, the Retaining Pins are not required and should be omitted.
3. Existing kerbs must be precisely sawcut allowing for a snug installation of the Kerb Insert. In addition, a high strength outdoor adhesive should be used to bond the Kerb Insert to the existing concrete kerb.
4. The maximum allowable stormwater outlet pipe size is limited to 90mm.
5. Gap Filler should be applied between the rear square opening and the PVC Stormwater Pipe entering the Kerb Insert.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

SCALE 1:2 @ A3 SHEET SIZE



THE CORPORATION OF THE CITY OF MARION

**GALVANISED STEEL KERB INSERT FOR DOMESTIC STREET STORMWATER OUTLET
100mm BARRIER KERB**

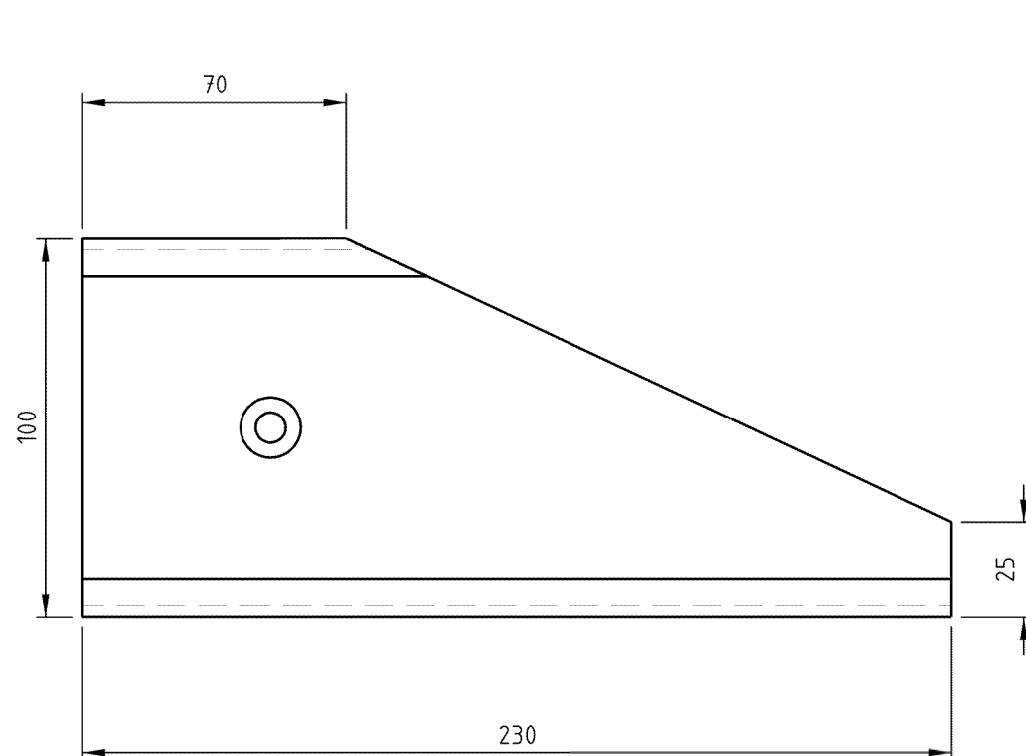
Drawn : A.M.D

Date : 10 September 2012

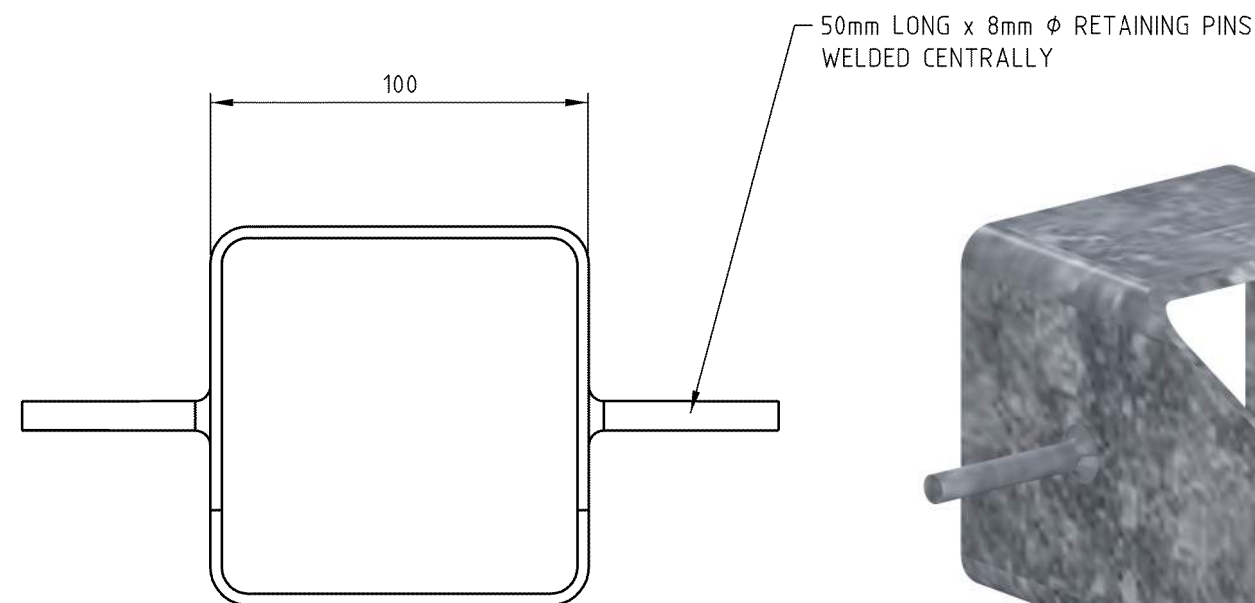
Approved :

Last Revised : 19 December 2018

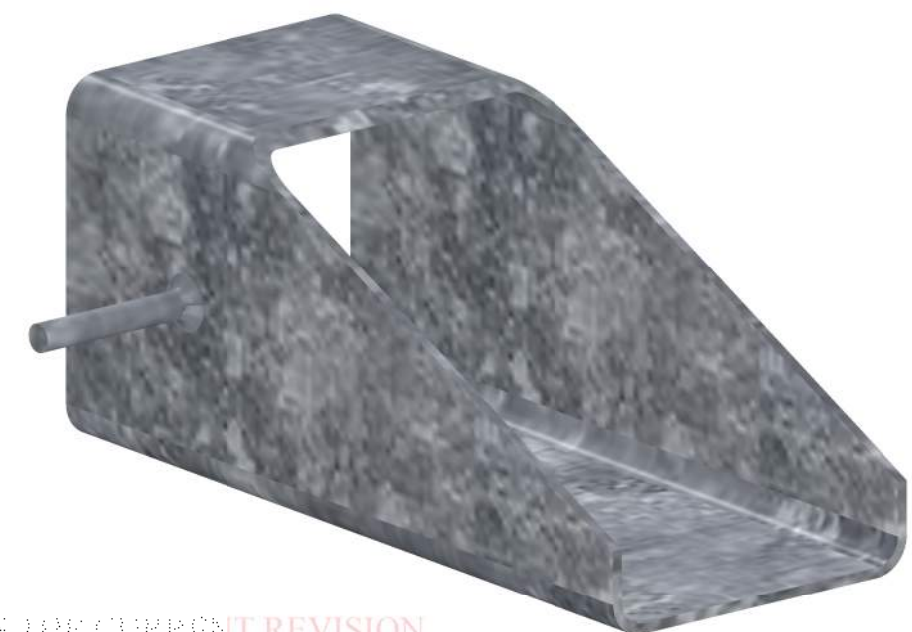
Ref. No. : SD-42



SIDE VIEW



FRONT VIEW



ISOMETRIC VIEW

PERSONS USING THIS DRAWING ARE RESPONSIBLE FOR CHECKING WHETHER THIS IS THE CURRENT REVISION,
EITHER BY ACCESSING THE MARION COUNCIL WEBSITE OR BY PHONING 7430 6401.
THE COUNCIL DOES NOT ACCEPT LIABILITY WHEN SUPERSEDED DRAWINGS ARE USED.

NOTES:

1. The Kerb Insert shall be cut from 100mm x 100mm x 5mm gauge Steel Rectangular Hollow Section with Galvanised Finish.
2. Units with 50mm Retaining Pins attached are used in the construction of new kerb. Where installation is in an existing kerb, the Retaining Pins are not required and should be omitted.
3. Existing kerbs must be precisely sawcut allowing for a snug installation of the Kerb Insert. In addition, a high strength outdoor adhesive should be used to bond the Kerb Insert to the existing concrete kerb.
4. The maximum allowable stormwater outlet pipe size is limited to 90mm.
5. Gap Filler should be applied between the rear square opening and the PVC Stormwater Pipe entering the Kerb Insert.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

SCALE 1:2 @ A3 SHEET SIZE



THE CORPORATION OF THE CITY OF MARION

**GALVANISED STEEL KERB INSERT FOR DOMESTIC STREET STORMWATER OUTLET
100mm MOUNTABLE KERB**

Drawn : A.M.D.

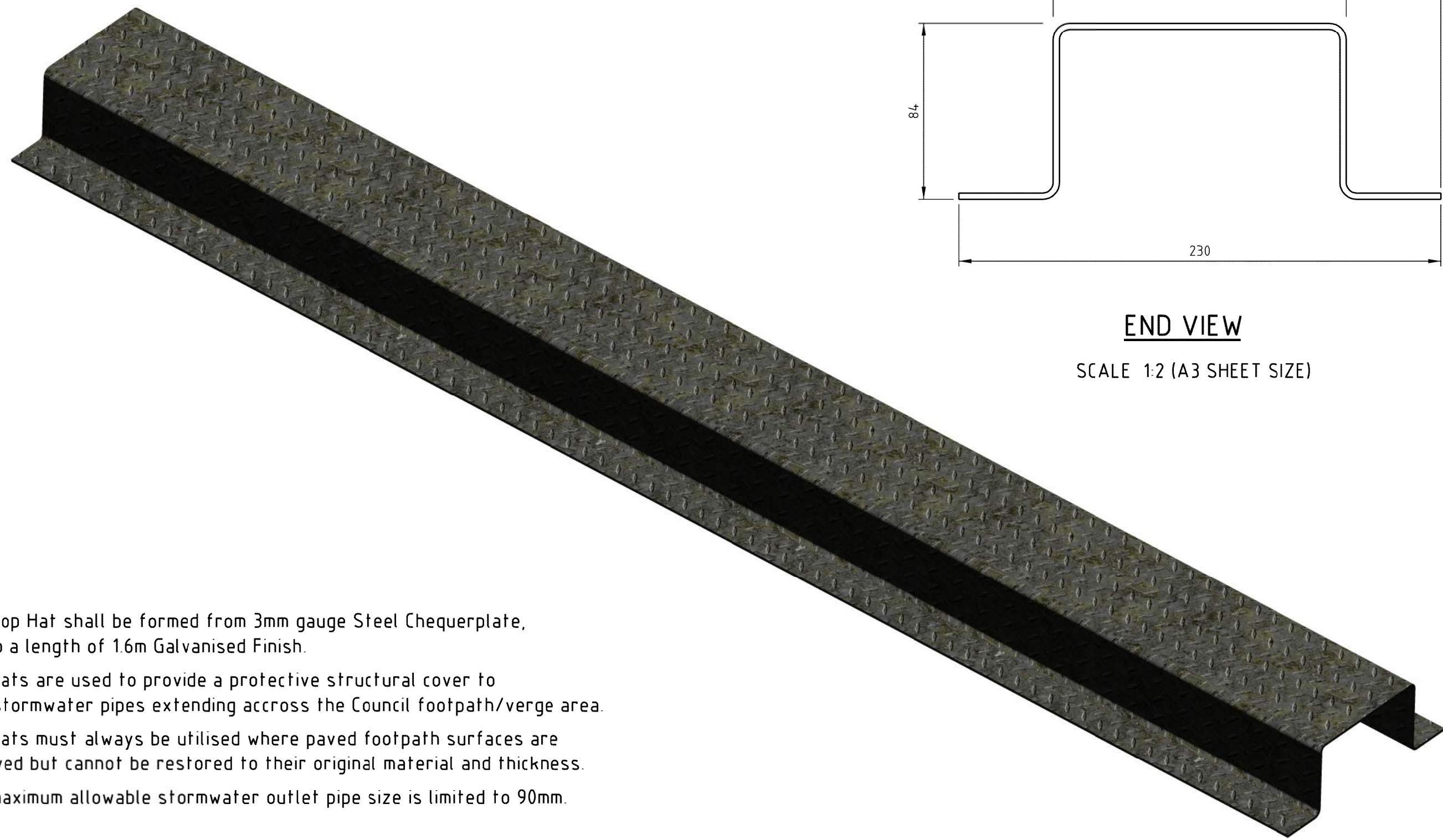
Date : 10 September 2012

Approved :

Last Revised : 19 December 2018

Ref. No. : SD-43

PERSONS USING THIS DRAWING ARE RESPONSIBLE FOR CHECKING WHETHER THIS IS THE CURRENT REVISION,
EITHER BY ACCESSING THE MARION COUNCIL WEBSITE OR BY PHONING 7420 6401.
THE COUNCIL DOES NOT ACCEPT LIABILITY WHEN SUPERSEDED DRAWINGS ARE USED.



END VIEW

SCALE 1:2 (A3 SHEET SIZE)

NOTES:

1. The Top Hat shall be formed from 3mm gauge Steel Chequerplate, cut to a length of 1.6m Galvanised Finish.
2. Top Hats are used to provide a protective structural cover to PVC stormwater pipes extending accross the Council footpath/verge area.
3. Top Hats must always be utilised where paved footpath surfaces are removed but cannot be restored to their original material and thickness.
4. The maximum allowable stormwater outlet pipe size is limited to 90mm.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.



THE CORPORATION OF THE CITY OF MARION

**GALVANISED STEEL TOP HAT
FOR PROTECTION OF DOMESTIC KERB OUTLETS ACROSS FOOTPATHS**

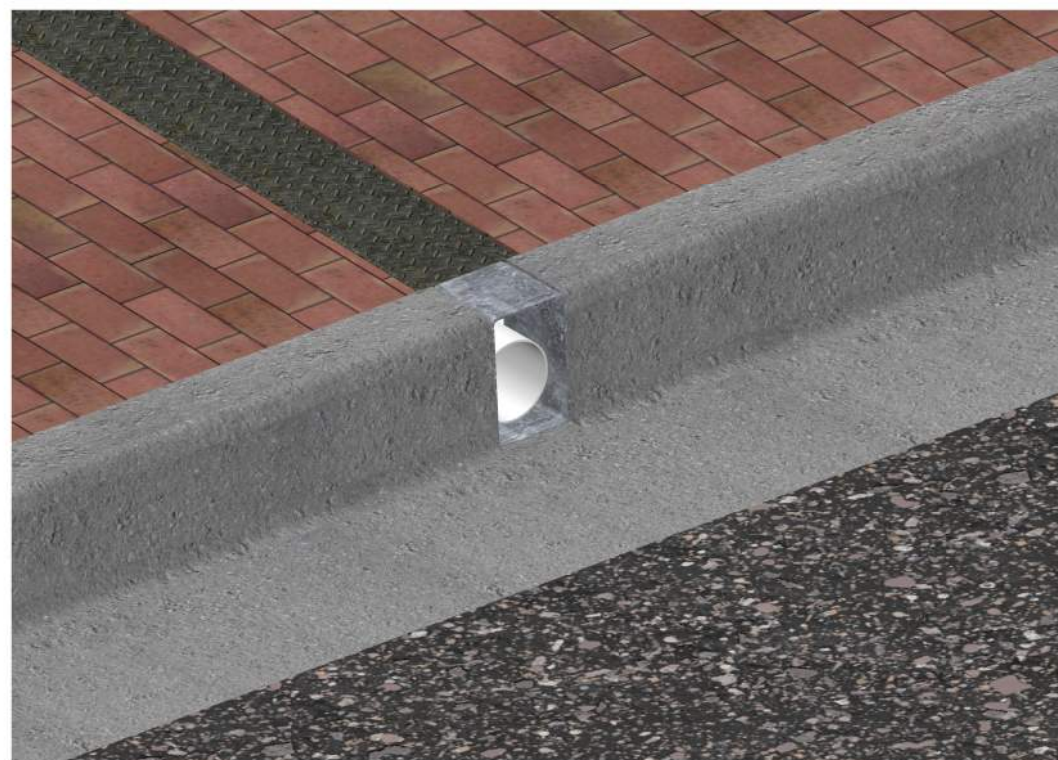
Drawn : A.M.D

Date : 10 September 2012

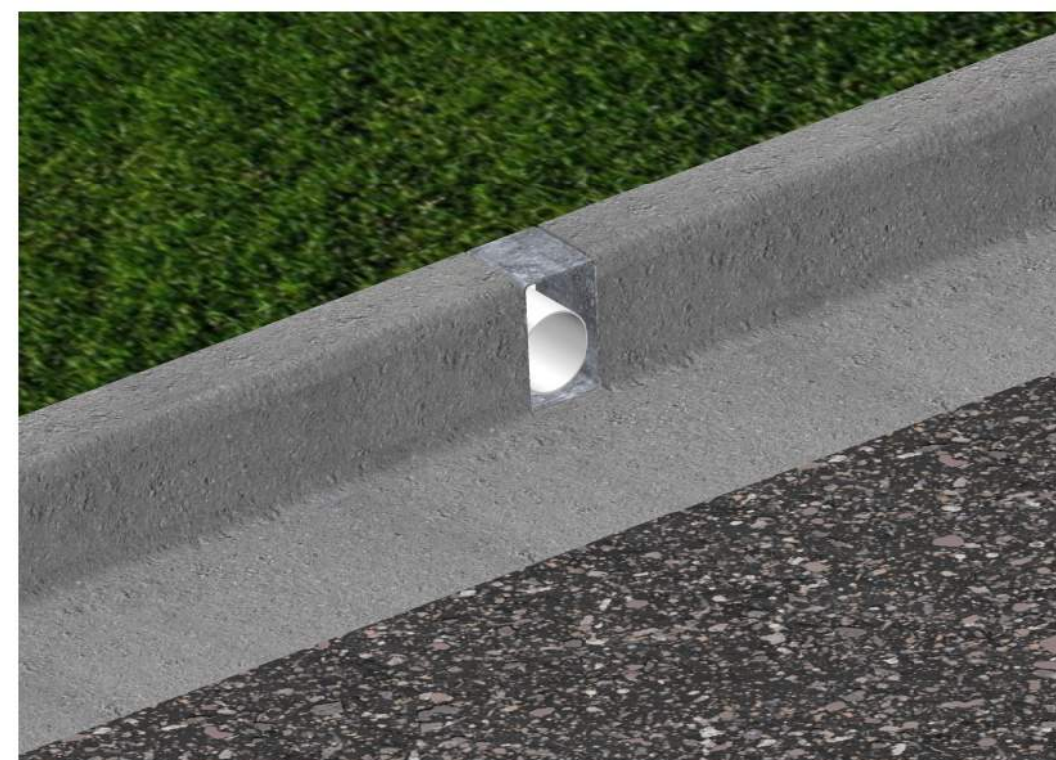
Approved :

Last Revised : 19 December 2018

Ref. No. : SD-44



KERB INSERT ADJACENT TO PAVED FOOTPATH
UTILISING A TOP HAT



KERB INSERT ADJACENT TO
GRASSED (UNPAVED) VERGE

PERSONS USING THIS DRAWING ARE RESPONSIBLE FOR CHECKING WHETHER THIS IS THE CURRENT REVISION,
EITHER BY ACCESSING THE MARION COUNCIL WEBSITE OR BY PHONING 7420 6401.
THE COUNCIL DOES NOT ACCEPT LIABILITY WHEN SUPERSEDED DRAWINGS ARE USED.

NOTES:

1. The Kerb Insert shall be cut from 150mm x 100mm x 5mm gauge Steel Rectangular Hollow Section with Galvanised Finish.
2. Units with 50mm Retaining Pins attached are used in the construction of new kerb. Where installation is in an existing kerb, the Retaining Pins are not required and should be omitted.
3. Existing kerbs must be precisely sawcut allowing for a snug installation of the Kerb Insert. In addition, a high strength outdoor adhesive should be used to bond the Kerb Insert to the existing concrete kerb.
4. The maximum allowable stormwater outlet pipe size is limited to 90mm.
5. Gap Filler should be applied between the rear square opening and the PVC Stormwater Pipe entering the Kerb Insert.
6. Refer SD-40 or SD-41 for Barrier Kerb Insert Detail.
7. Refer SD-44 for Top Hat Detail.



KERB INSERT ADJACENT TO PAVED FOOTPATH
UTILISING A TOP HAT



KERB INSERT ADJACENT TO
GRASSED (UNPAVED) VERGE

PERSONS USING THIS DRAWING ARE RESPONSIBLE FOR CHECKING WHETHER THIS IS THE CURRENT REVISION,
EITHER BY ACCESSING THE MARION COUNCIL WEBSITE OR BY PHONING 7420 6401.
THE COUNCIL DOES NOT ACCEPT LIABILITY WHEN SUPERSEDED DRAWINGS ARE USED.

NOTES:

1. The Kerb Insert shall be cut from 100mm x 100mm x 5mm gauge Steel Rectangular Hollow Section with Galvanised Finish.
2. Units with 50mm Retaining Pins attached are used in the construction of new kerb. Where installation is in an existing kerb, the Retaining Pins are not required and should be omitted.
3. Existing kerbs must be precisely sawcut allowing for a snug installation of the Kerb Insert. In addition, a high strength outdoor adhesive should be used to bond the Kerb Insert to the existing concrete kerb.
4. The maximum allowable stormwater outlet pipe size is limited to 90mm.
5. Gap Filler should be applied between the rear square opening and the PVC Stormwater Pipe entering the Kerb Insert.
6. Refer SD-42 for Short Barrier Kerb Insert Detail.
7. Refer SD-44 for Top Hat Detail.



**KERB INSERT ADJACENT TO PAVED FOOTPATH
UTILISING A TOP HAT**



**KERB INSERT ADJACENT TO
GRASSED (UNPAVED) VERGE**

PERSONS USING THIS DRAWING ARE RESPONSIBLE FOR CHECKING WHETHER THIS IS THE CURRENT REVISION,
EITHER BY ACCESSING THE MARION COUNCIL WEBSITE OR BY PHONING 7420 6401.
THE COUNCIL DOES NOT ACCEPT LIABILITY WHEN SUPERSEDED DRAWINGS ARE USED.

NOTES:

1. The Kerb Insert shall be cut from 100mm x 100mm x 5mm gauge Steel Rectangular Hollow Section with Galvanised Finish.
2. Units with 50mm Retaining Pins attached are used in the construction of new kerb. Where installation is in an existing kerb, the Retaining Pins are not required and should be omitted.
3. Existing kerbs must be precisely sawcut allowing for a snug installation of the Kerb Insert. In addition, a high strength outdoor adhesive should be used to bond the Kerb Insert to the existing concrete kerb.
4. The maximum allowable stormwater outlet pipe size is limited to 90mm.
5. Gap Filler should be applied between the rear square opening and the PVC Stormwater Pipe entering the Kerb Insert.
6. Refer SD-43 for Mountable Kerb Insert Detail.
7. Refer SD-44 for Top Hat Detail.



THE CORPORATION OF THE CITY OF MARION

**TYPICAL INSTALLATION VIEWS OF GALVANISED STEEL INSERT FOR
DOMESTIC STREET STORMWATER OUTLET IN MOUNTABLE KERB**

Drawn : A.M.D

Date : 10 September 2012

Approved :

Last Revised : 19 December 2018

Ref. No. : SD-47



BOX DRAIN ACROSS FOOTPATH TO 150mm BARRIER KERB



BOX DRAIN ACROSS FOOTPATH TO 100mm BARRIER KERB



BOX DRAIN ACROSS FOOTPATH TO MOUNTABLE KERB

NOTES:

1. The Box Drain must be made of at least 3mm gauge steel with Galvanised Finish .
2. For pedestrian safety, the Box Drain must have a Chequerplate top which is affixed securely to the bottom U-Section by either welding or bolting. The Box Drain must also be installed such that the Chequerplate top is flush with the adjacent footpath surface.
3. Existing kerbs must be precisely sawcut allowing for a snug installation of the Box Drain. In addition, a high strength outdoor adhesive should be used to bond the Box Drain to the existing concrete kerb.

PERSONS USING THIS DRAWING ARE RESPONSIBLE FOR CHECKING WHETHER THIS IS THE CURRENT REVISION,
EITHER BY ACCESSING THE MARION COUNCIL WEBSITE OR BY PHONING 7420 6401.
THE COUNCIL DOES NOT ACCEPT LIABILITY WHEN SUPERSEDED DRAWINGS ARE USED.