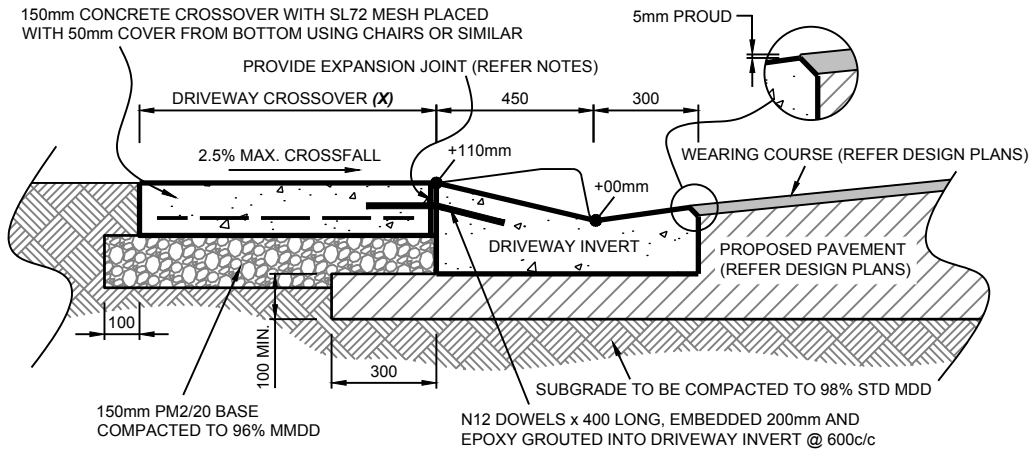
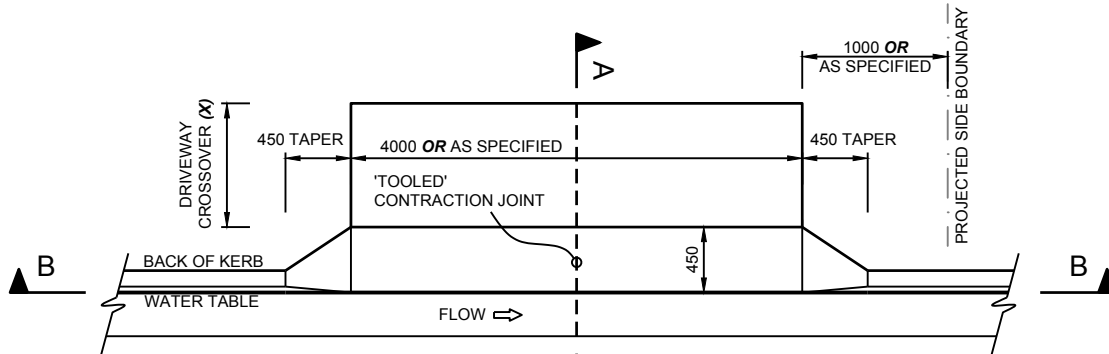


**DRIVEWAY INVERT & CROSSOVER INSTALLATION (INDUSTRIAL) NOTES:**

1. INSTALLATION OF KERBING SHALL BE IN ACCORDANCE WITH AS 2876.
2. REFER TO THE DESIGN PLANS FOR PROPOSED KERB & PAVEMENT DESIGN (HEIGHTS SHOWN MAY VARY ACCORDING TO KERB PROFILE).
3. DRIVEWAY CROSSOVER TO BE NON-SLIP (BRUSH FINISHED).
5. FULL DEPTH EXPANSION JOINTS TO BE PROVIDED @ 6.0m MAX. SPACING. JOINTS TO BE EITHER 20mm WIDE AND FILLED WITH BITUMEN IMPREGNATED 'CANITE' OR SIMILAR APPROVED WITH N12 DOWELS x 300 LONG, EMBEDDED 150mm INTO CONCRETE WITH END CAP @ 300c/c **OR** 'DANLEY'S EXPANDA JOINT' BY DANLEY SYSTEMS OR SIMILAR APPROVED, INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
6. CONCRETE STRENGTH TO BE 32MPa UNLESS NOTED OTHERWISE.
7. LOCATE DRIVEWAY INVERT ON LOW SIDE OF ALLOTMENT 1.0m FROM PROJECTED SIDE BOUNDARY **OR** AS SPECIFIED.
8. DRIVEWAYS SHOULD PROVIDE ACCESS TO SINGLE OR DOUBLE GARAGES OR CARPORTS VIA A DRIVEWAY CROSSOVER (THE AREA BETWEEN THE PROPERTY BOUNDARY AND THE KERB) NOT EXCEEDING 4.0m WIDTH (FOR LOCAL ROADS).
9. ACCESS WAYS SERVICING MORE THAN THREE (3) DWELLINGS ON ALLOTMENTS WITH COMMON DRIVEWAYS SHOULD PROVIDE AN ACCESS ONTO COLLECTOR, DISTRIBUTOR OR ARTERIAL ROADS NOT LESS THAN 6.0m WIDTH FOR THE FIRST 6.0m OF THE ALLOTMENT. ONE DRIVEWAY INVERT TO BE INSTALLED PER ALLOTMENT PER FRONTAGE.
10. DRIVEWAY INVERTS FOR CORNER ALLOTMENTS SHALL BE LOCATED NO CLOSER THAN 6.0m FROM THE INTERSECTION OF THE PROJECTED ROAD FRONTAGE BOUNDARIES UNLESS APPROVED BY COUNCIL.
11. DRIVEWAY INVERT TO BE LOCATED AT LEAST 1.0m FROM KERB RAMPS AND SIDE ENTRY PITS (EXCLUDING TAPER).

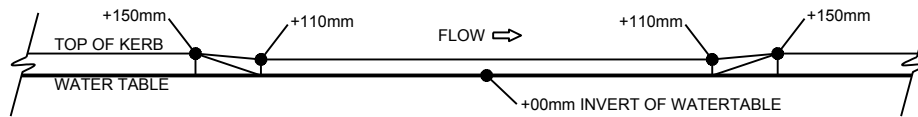


**SECTION A-A**



**PLAN**

CROSSOVER WIDTH REQUIREMENTS DEPENDENT ON ROAD CLASSIFICATION	
ROAD CLASSIFICATION	WIDTH (X)
LOCAL	900mm
COLLECTOR/DISTRIBUTOR	2100mm



**ELEVATION B-B**

**DRIVEWAY INVERT & CROSSOVER INSTALLATION (INDUSTRIAL) (SD-421)**

DRIVEWAY INVERT FOR 150 UPRIGHT KERB PROFILE  
NOT TO SCALE

1. All dimensions are in millimeters unless otherwise shown.
2. It is the responsibility of the individual to ensure that they are using the current version of this drawing. Council accepts no liability for issues arising from the use of superseded drawings. Printed copies of this drawing are uncontrolled.

REV	DESCRIPTION	APPROVED	DATE	APPROVED TEAM LEADER TECHNICAL SERVICES	DRIVEWAY INVERT & CROSSOVER INSTALLATION (INDUSTRIAL) DRIVEWAY INVERT FOR 150 UPRIGHT KERB PROFILE	CITY OF ONKAPARINGA	STANDARD # <b>SD-421</b>	REV <b>D</b>
D	REVISED DETAIL & NOTES	C.HASKAS	FEB '18	<i>Urris Haskas</i>				
C	REVISED DETAIL & NOTES	C.HASKAS	AUG '12					
B	REVISED INVERT DIMENSIONS	P.BICKLEY	MAY '11					
A	ORIGINAL ISSUE	P.BICKLEY	JUN '10					