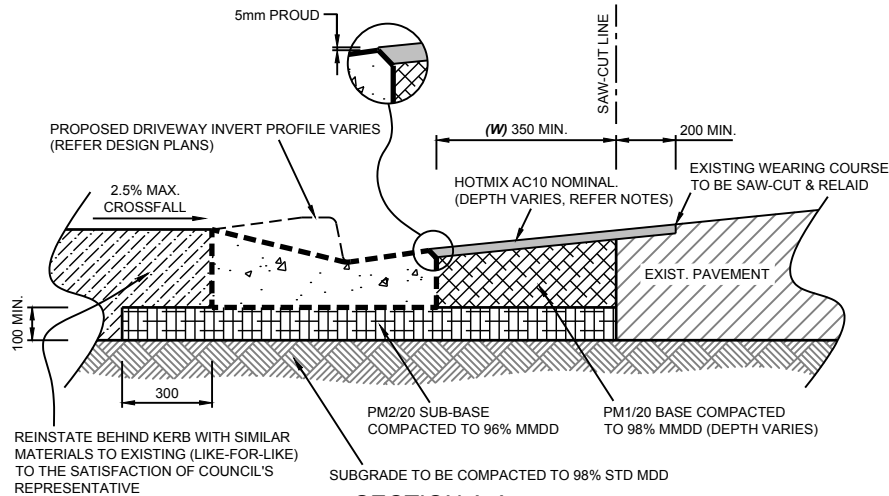
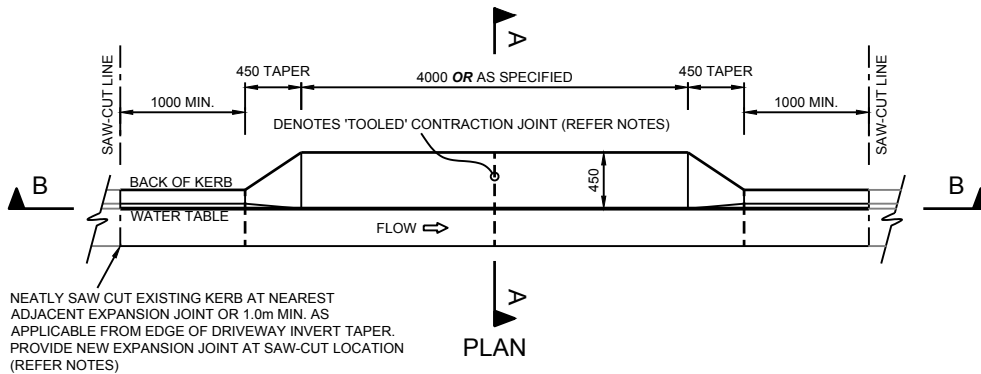


DRIVEWAY INVERT INSTALLATION (RESIDENTIAL & INDUSTRIAL) NOTES:

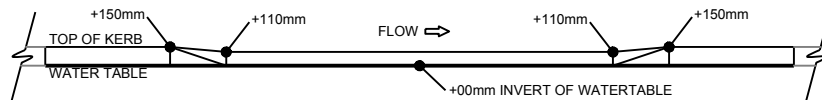
1. INSTALLATION OF KERBING SHALL BE IN ACCORDANCE WITH AS 2876.
2. REFER TO THE DESIGN PLANS FOR PROPOSED DRIVEWAY INVERT LOCATION (IF APPLICABLE).
3. EXCAVATED MATERIAL SHALL NOT BE RE-USED IN THE BACKFILL REINSTATEMENT AND SHALL BE REMOVED FROM SITE UNLESS APPROVED BY COUNCIL.
4. REMOVE & DISPOSE OF EXISTING KERB PROFILE CORRECTLY.
5. THE MINIMUM THICKNESS OF THE REINSTATED PAVEMENT LAYERS SHALL BE AS DETAILED OR SHALL MATCH THE EXISTING GRANULAR PAVEMENT LAYERS, WHICHEVER IS THE GREATER.
6. THE WEARING COURSE SHALL BE HOTMIX AC10 NOMINAL. THE DEPTH IS TO BE 40mm MINIMUM OR SHALL MATCH THAT OF THE EXISTING PAVEMENT, WHICHEVER IS THE GREATER.
7. 'TOOLED' CONTRACTION JOINTS TO BE PROVIDED @ 1200c/c MAX. SPACING. JOINTS ARE ALSO TO BE PROVIDED AT DRIVEWAY EDGES AND BETWEEN THE FOOTPATH AND ANY ADDITIONAL CONCRETE REQUESTED.
8. 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. LOCATE DRIVEWAY INVERT ON LOW SIDE OF ALLOTMENT 1.0m FROM PROJECTED SIDE BOUNDARY OR AS SPECIFIED.
9. 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).
10. 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.
11. ONE DRIVEWAY INVERT TO BE INSTALLED PER ALLOTMENT PER FRONTAGE.
12. 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.
13. DRIVEWAY INVERT TO BE LOCATED AT LEAST 1.0m FROM KERB RAMPS AND SIDE ENTRY PITS (EXCLUDING TAPER).
14. THIS DETAIL IS NOT TO BE USED FOR LAND DEVELOPMENTS UNLESS APPROVED BY COUNCIL. FOR DRIVEWAY INVERT INSTALLATION FOR LAND DEVELOPMENTS REFER SD-420 & SD-421.
15. CONCRETE STRENGTH TO BE 32MPa UNLESS NOTED OTHERWISE.
16. WHERE BACKFILL WIDTH (W) IS LESS THAN 350mm, A CONTROLLED LOW STRENGTH MATERIAL (CLSM) SHALL BE USED AND SHALL HAVE A STRENGTH OF 4MPa.



SECTION A-A



PLAN



ELEVATION B-B

DRIVEWAY INVERT INSTALLATION (RESIDENTIAL & INDUSTRIAL) (SD-423)

REPLACEMENT OF EXISTING DRIVEWAY INVERT
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 INSTALLATION (RESIDENTIAL & INDUSTRIAL) REPLACEMENT OF EXISTING KERBING	CITY OF ONKAPARINGA	STANDARD # SD-423	REV B
B	REVISED DETAIL & NOTES	C.HASKAS	FEB '18	Urris Haskas				
A	ORIGINAL ISSUE	C.HASKAS	AUG '12					