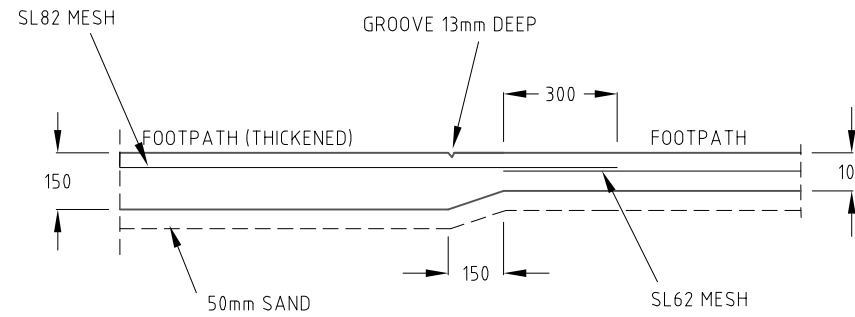
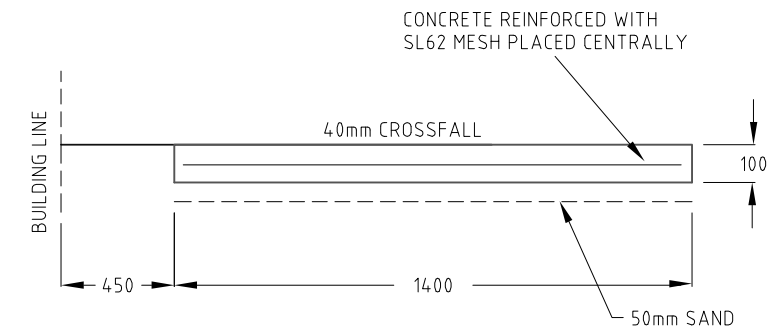


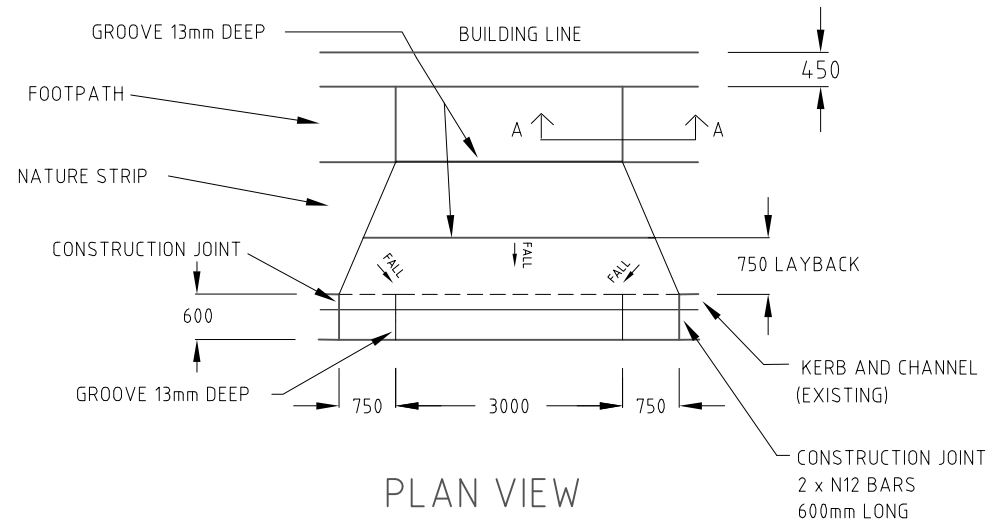
VEHICULAR CROSSING DETAIL
SCALE 1:20



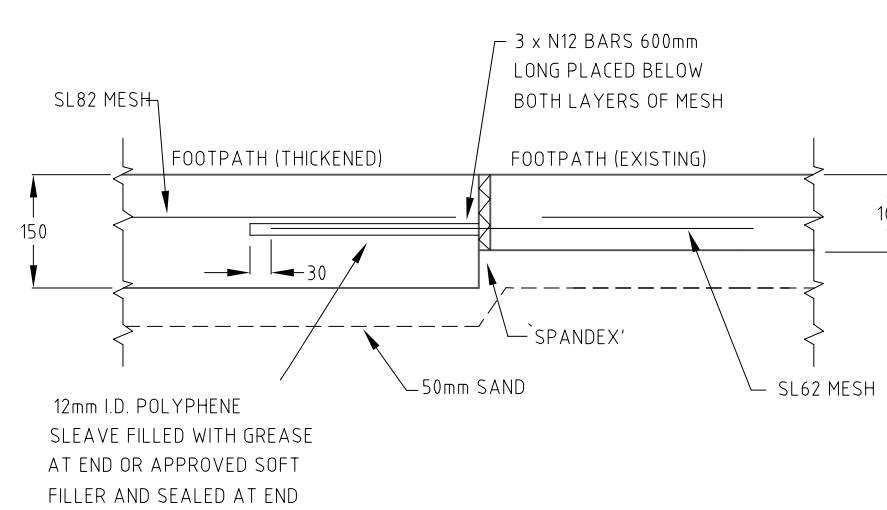
SECTION A-A (NEW FOOTPATH)
SCALE 1:20



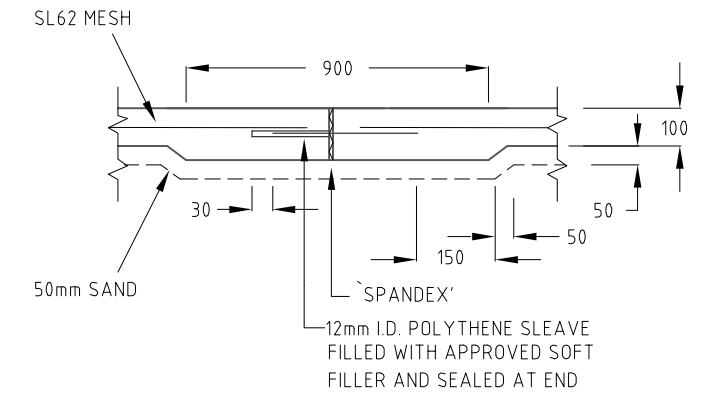
FOOTPATH DETAIL
SCALE 1:20



PLAN VIEW
SCALE 1:100



SECTION A-A (EXISTING FOOTPATH)
SCALE 1:100



EXPANSION JOINT DETAIL
SCALE 1:20

NOTES :-

- ALTERNATIVE CONSTRUCTION INCLUDING PAVERS AND PATTERN CONCRETE ARE NOT PERMITTED.
- INTRUSIONS, INCLUDING SERVICE PITS AND VALVES (POWERCOR, TELSTRA, SEWER, WATER, GAS, DRAINAGE ETC) ARE NOT PERMITTED WITHIN ANY DRIVEWAY OR FOOTPATH CONSTRUCTION.
- FOOTPATH OFFSET FROM BUILDING LINE IS TO BE 450mm, UNLESS OTHERWISE SPECIFIED BY COUNCIL.
- DRIVEWAY CROSSING IS NOT TO BE CONSTRUCTED WITHIN 10 METRES OF THE INTERSECTION OF KERB LINES.
- MAXIMUM DRIVEWAY WIDTH IS TO BE 6 METRES PER PROPERTY, UNLESS OTHERWISE SPECIFIED BY COUNCIL.
- ANGLE OF DRIVEWAY TO KERB SHOULD BE AT RIGHT-ANGLE OR MAXIMUM OF 10 DEGREES OFF RIGHT-ANGLE, UNLESS OTHERWISE SPECIFIED BY COUNCIL.
- ALL REDUNDANT DRIVEWAY CROSSINGS ARE TO BE REMOVED AND KERB REINSTATED IN ACCORDANCE WITH COUNCIL LOCAL LAW No. 4.
- DESIRABLE MAXIMUM RELATIVE GRADE CHANGE TO BE 12%.
- BACK OF LAYBACK IS TO BE CONSTRUCTED AT BACK OF KERB LEVELS.
- SLOPE FROM THE BACK OF LAYBACK TO THE FRONT OF FOOTPATH SHALL BE LESS THAN 1 in 8 (12%).

- CONCRETE SHALL BE PLAIN UNCOLOURED READY MIX 20MPa MINIMUM OR 25MPa FOR HIGH USAGE DRIVEWAYS.
- SIMILAR CONSTRUCTION SHALL APPLY FOR 'BARRIER' AND 'SEMI MOUNTABLE' TYPE KERB AND CHANNEL.
- WHERE A CROSSING IS REQUIRED IN EXISTING KERB AND CHANNEL AND/OR FOOTPATH, THE WHOLE SECTION OF KERB AND CHANNEL AND/OR FOOTPATH FOR THE WIDTH OF CROSSING REQUIRED IS TO BE REMOVED AND RECONSTRUCTED, UNLESS PREVIOUSLY CONSTRUCTED TO THIS STANDARD.

- WHERE KERB AND CHANNEL AND/OR FOOTPATH HAVE BEEN CONSTRUCTED TO THIS STANDARD, 600mm LONG Y12 BARS AT 600mm CENTRES SHALL BE DOWELLED INTO THE KERB AND CHANNEL AND/OR FOOTPATH.
- EXPANSION RODS ARE TO BE HELD IN PLACE BY FORMWORK TEMPLATE TO GIVE CORRECT ALIGNMENT (HORIZONTAL AND VERTICAL).
- JOINTING SPACING THROUGHOUT DRIVEWAY CROSSING SHALL BE AT 2 METRE MINIMUM.
- SURFACE FINISH IS TO BE LIGHTLY BROOMED NON-SKID SURFACE.

- WHERE GROOVES ARE NOT CREATED BY GROOVING TOOL THEY MAY BE SAW CUT, PROVIDED CUT IS MADE WITHIN 24 HOURS OF POUR.
- F82 MESH SHALL EXTEND INTO KERB AND CHANNEL AS SHOWN.
- CONTRACTION JOINTS IN FOOTPATH TO BE AT A MAXIMUM OF 2 METRES SPACING, EXPANSION JOINTS TO BE AT A MAXIMUM OF 10 METRE SPACING.
- REINFORCEMENT SUPPORT IN THE FORM OF BAR STOOLS SHALL BE USED.
- ALL DIMENSIONS ARE IN MILLIMETRES.

NO.	REVISIONS	CKD.	ENG.	DATE	DRAWN	HORSHAM RURAL CITY COUNCIL	
1	DRAWING No. CHANGED FROM 95/15	JBG		6/97	CHECKED	VEHICULAR CROSSING AND FOOTPATH CONSTRUCTION STANDARD FOR RESIDENTIAL ALLOTMENTS	
2	10mm DIA. RODS CHANGED TO Y12 BARS	JBG		5/99	JBG		
3	NOTES UPDATED	JBG		11/01	GENERAL MANAGER		
4	SERVICE PIT INTRUSION NOTE ADDED	JBG		10/05			
5	REINFORCEMENT TYPES UPDATED TO SL AND N	LBW	JLW	01/16	DATE	SCALES	DRAWING NO.
6	VEHICLE CROSSING PLAN UPDATED	LBW	JLL	09/17	MARCH 97	AS SHOWN	STD 3