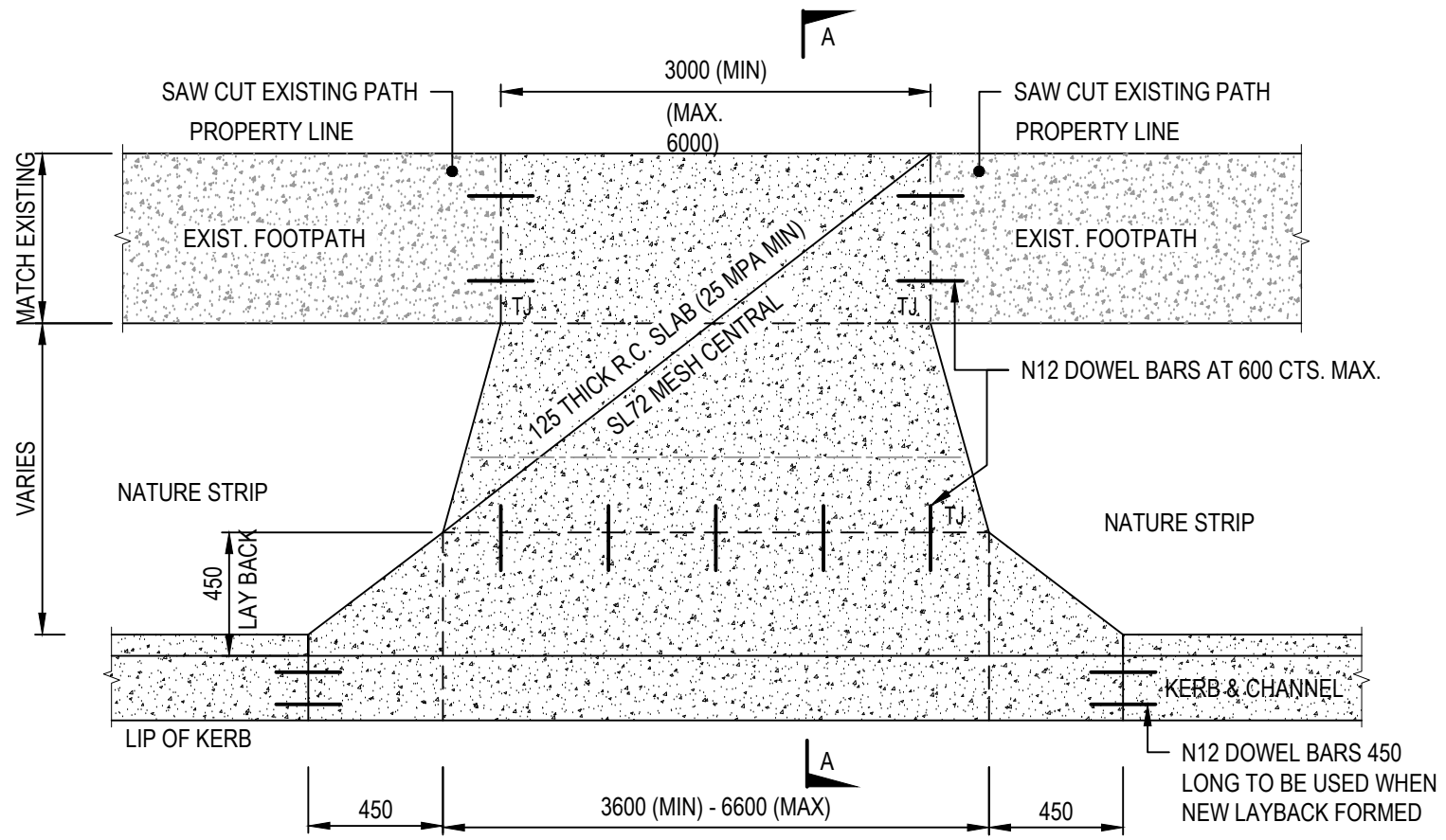


**LEGEND:**

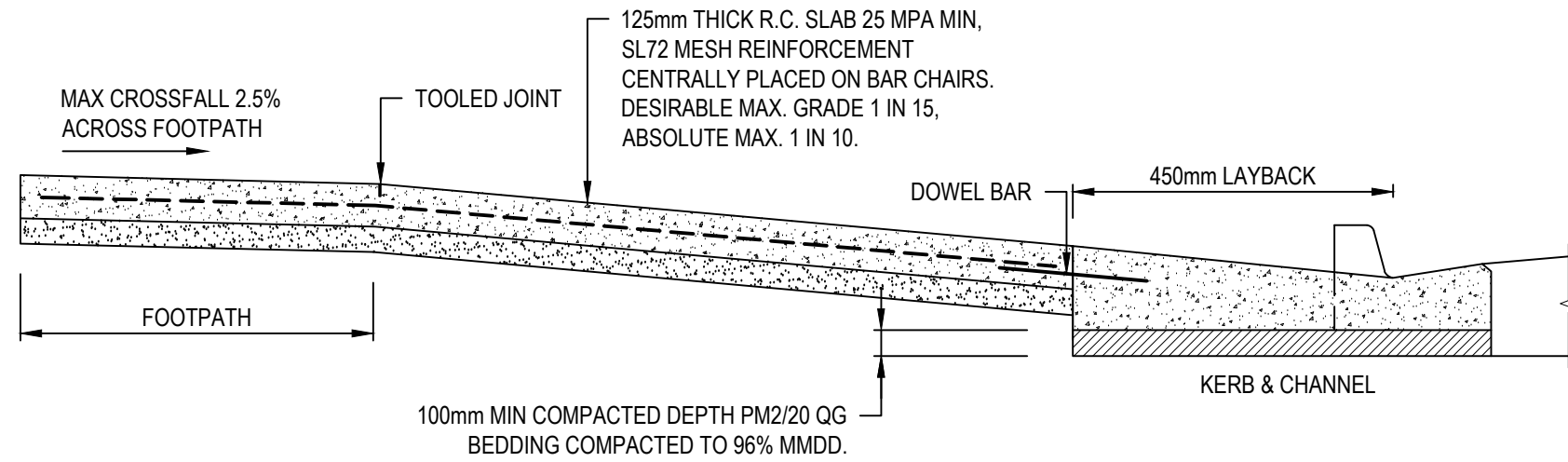
- EXPANSION JOINT  EJ
- TOOLED JOINTS (REFER TO SD 210)  TJ

**NOTES:**

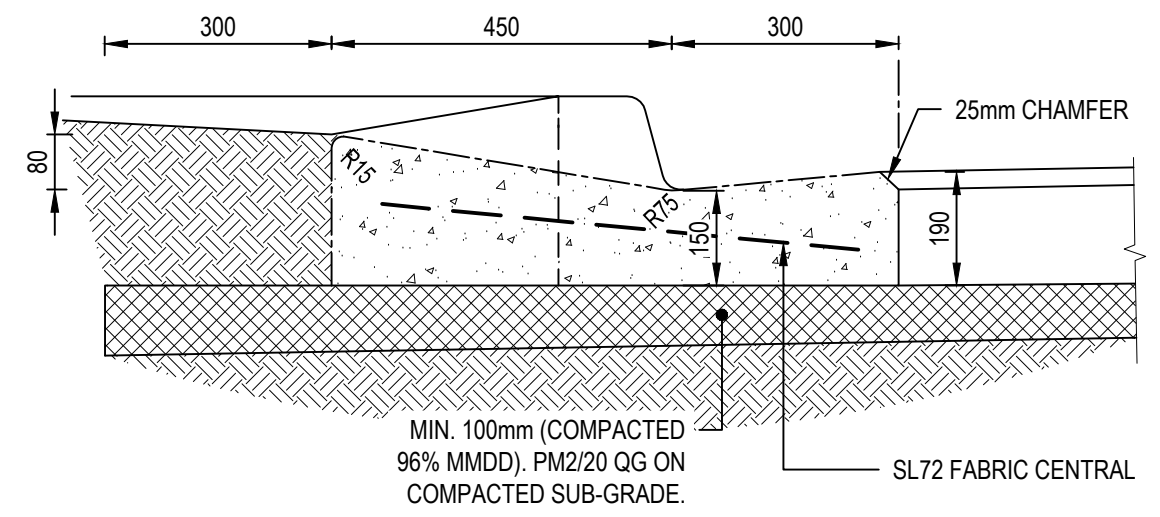
1. THIS DRAWING DETAILS DIMENSIONS FOR STANDARD RESIDENTIAL CROSSINGS ONLY.
2. CROSSING WIDTHS EXCEEDING THE MAXIMUM ALLOWABLE WILL REQUIRE APPLICATION FOR SPECIAL CONSIDERATION.
3. JOINTS AND DOWEL BARS ARE REQUIRED ON EITHER SIDE OF THE CROSSING AT THE INTERFACE WITH THE CONCRETE FOOTPATH. PROVISION SHALL BE MADE IN EXISTING CONCRETE SECTIONS BY DRILLING HOLES TO A MINIMUM DEPTH OF 150mm AND INSERTING R12 X 300mm LONG DOWEL BARS.
4. AN APPROVED JOINT FILLER SHALL BE PLACED ON EITHER SIDE OF THE CROSSING AGAINST FOOTPATH SLABS. DOWEL BARS ARE TO HAVE AN APPROVED BOND BREAKER APPLIED TO THE END OF THE BAR INSERTED INTO THE EXISTING CONCRETE FOOTPATH SECTIONS REFER SD210.
5. ADDITIONAL TOOLED JOINT REQUIRED IF DISTANCE FROM BACK OF KERB TO FOOTPATH IS GREATER THAN 3000 AND SHALL BE PLACED AT THE MIDPOINT OF THE DISTANCE.
6. THE MAXIMUM NUMBER OF CROSSINGS, WHERE ANY CROSSING EXCEEDS 3.6 METRES WIDTH, SHALL BE ONE (1) CROSSING WITH THE MAXIMUM WIDTH OF THAT CROSSING TO BE 6.6 METRES. CROSSINGS TO ADJACENT PROPERTIES SHALL BE EITHER FULLY COMBINED, AND OF MAXIMUM WIDTH OF 6.6 METRES, OR ELSE HAVE A MINIMUM SEPARATION OF 9 METRES..
7. FOOTPATHS OF 100mm THICKNESS ARE ACCEPTABLE ONLY WHERE THE LOTS ARE DEVELOPED ALREADY AND THE RISK OF SITE CONSTRUCTION DAMAGE IS NEGLIGIBLE. WHERE GREENFIELD SITES AND FUTURE HOUSING IS STILL TO BE DONE, THEN THE DEPTH OF THE FOOTPATH SHALL BE 125mm THROUGHOUT.
8. IF REVERSE FALL IS REQUIRED, DESIGN OF VEHICLE CROSSOVER TO BE ON A SITE SPECIFIC BASIS.
9. LOCATION AND DEPTH OF ANY UNDERGROUND SERVICES WITHIN FOOTWAY AREA MUST BE ESTABLISHED BEFORE COMMENCEMENT OF EXCAVATION.
10. UNDERTAKE A 'DIAL BEFORE YOU DIG' SEARCH (PH: 1100) TO LOCATE SERVICES PRIOR TO COMMENCING EXCAVATION.
11. TRANSITION AREA TO CONFORM TO AS2890.1. ANY CHANGES OF GRADE GREATER THAN 12.5% TO BE CHECKED USING THE TEMPLATE IN APPENDIX C AS2890.1
12. A MINIMUM CLEARANCE OF 1m MUST BE ACHIEVED FROM THE DRIVEWAY EDGE TO ANY STREET ASSET. THIS INCLUDES STREET TREES, LIGHT POLES, SIDE ENTRY PITS, PEDESTRIAN RAMPS AND STOBIE POLES.



**PLAN**



**SECTION A-A**



**SECTIONAL VIEW OF RESIDENTIAL KERB & LAYBACK**

**ALL MEASUREMENTS IN MILLIMETRES**

REV	DESCRIPTION	DATE	DES	DRW	APP
D	MINOR AMENDMENTS	06.11.2018	AF	AF	MDH
C	MINOR AMENDMENTS	17.07.2017	JZ	JC	DSL
B	ISSUED FOR REVIEW	10.05.2016	JZ	DL	DSL
A	ISSUED FOR REVIEW	15.03.2016	JZ	DL	DSL

THIS PROJECT HAS BEEN ASSISTED BY THE LOCAL GOVERNMENT RESEARCH AND DEVELOPMENT SCHEME AND INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALASIA

INFRASTRUCTURE GUIDELINES (SA)	
SHEET TITLE	
<b>RETROFIT RESIDENTIAL VEHICLE CROSSING DETAIL</b>	
SCALE	REV
NTS @ A3	D
DRAWING No.	
<b>SD 225</b>	