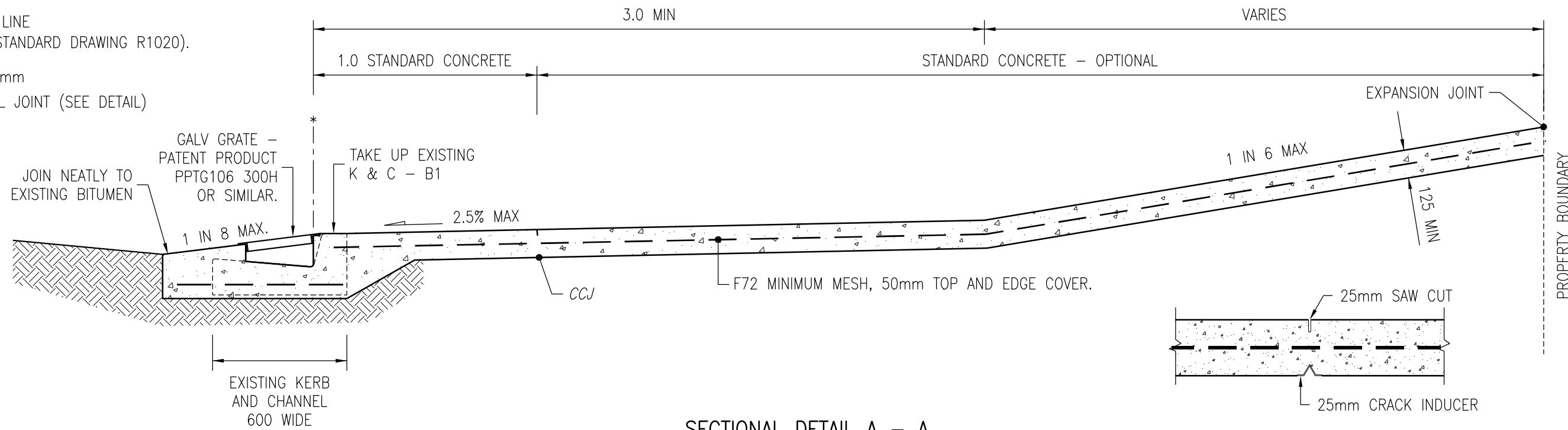


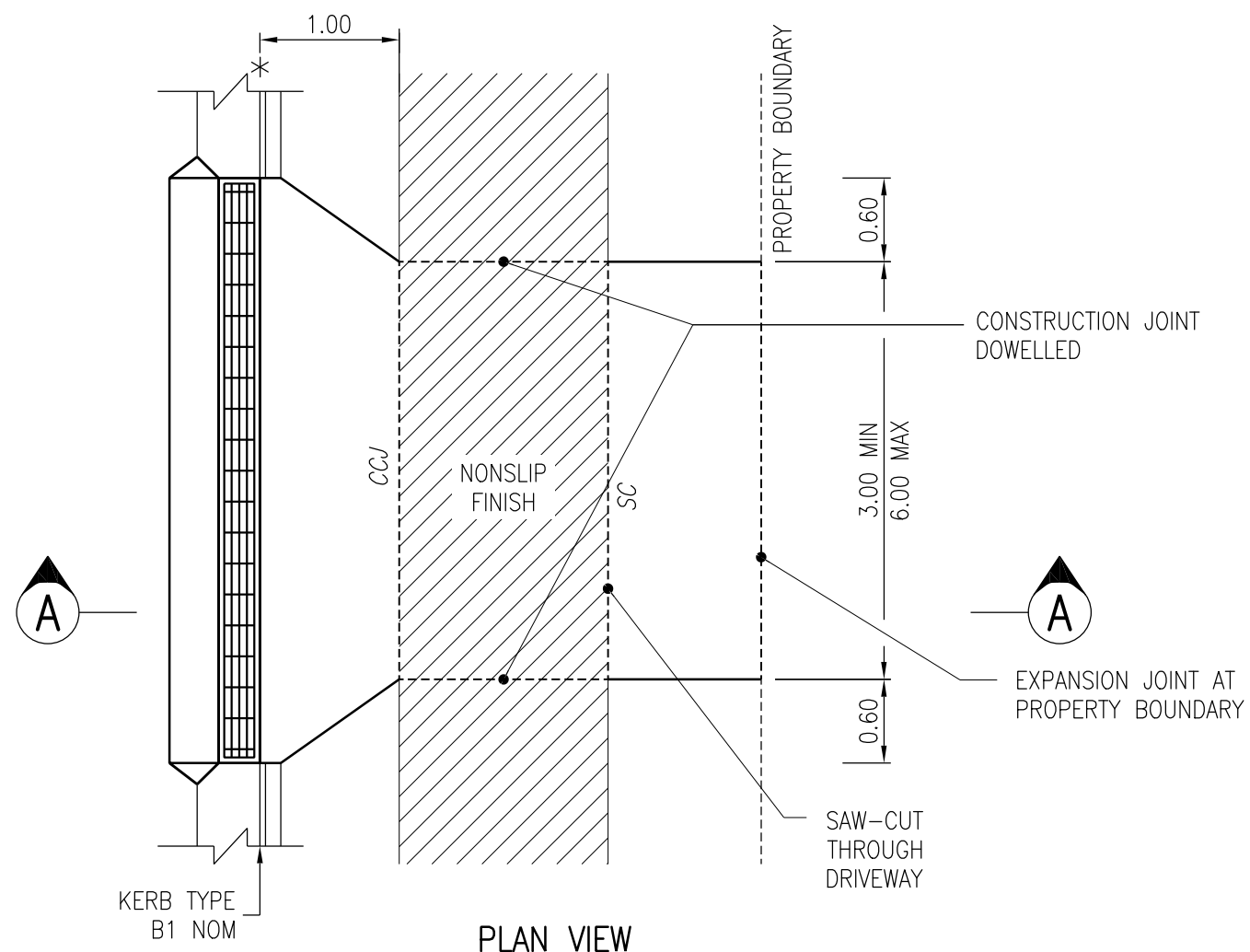
**LEGEND**

- \* NOMINAL KERB LINE (REFER NBRC STANDARD DRAWING R1020).
- SC SAW CUT – 25mm
- CCJ CRACK CONTROL JOINT (SEE DETAIL)



SECTIONAL DETAIL A – A

CRACK CONTROL JOINT DETAIL



PLAN VIEW

**NOTES:**

1. CROSSINGS ARE NOT DESIGNED FOR COMMERCIAL VEHICLES.
2. FOOTPATH SECTION TO VARY WHERE NECESSARY TO MATCH CONCRETE FOOTPATHS AND VERGE PROFILES. FOOTPATH EARTHWORKS ADJOINING CONCRETE MUST BE WELL COMPACTED.
3. CONCRETE SURFACE TOLERANCE TO BE  $+5\text{mm}$  OVER 3 METRE SECTIONS.  
 $-0\text{mm}$
4. CONCRETE N32 IN ACCORDANCE WITH AS1379 AND AS3600.
5. REINFORCEMENT MESH TO AS1304, 50 TOP AND EDGE COVER. LAP MESH 250.
6. ALL DIMENSIONS IN METRES.
7. DRIVEWAYS TO HAVE AN EXPANSION JOINT AT PROPERTY BOUNDARY.
8. EXPANSION JOINTS TO BE 10mm THICK, FULL DEPTH CLOSED CELL CROSS LINKED POLYETHYLENE FOAM ( $85-150\text{kg/m}^3$ ).
9. COUNCIL WILL NOT GUARANTEE REINSTATEMENT OF NON-STANDARD CONCRETE FINISHES IF COUNCIL NEEDS TO ACCESS INFRASTRUCTURE UNDER DRIVEWAY (EG. PIPES, ETC) OR PROVIDES CONCRETE FOOTPATH ACROSS DRIVEWAY.
10. SHOULD CONCRETE FOOTPATHS EXIST OR BE REQUIRED IN THE AREA, THEN THE CONCRETE FOOTPATH WILL BE CONTINUOUS THROUGH THE PROPOSED DRIVEWAY ACCESS. CONSTRUCTION TO CONFORM TO OTHER DETAILS SHOWN ON THIS PLAN & AS1428.1-2001.
11. FOR KERB TYPES, REFER NBRC STANDARD DRAWING R1020.
12. THIS CROSSING SOLUTION IS FOR LIMITED USE ONLY. APPROVAL FROM COUNCIL IS REQUIRED BEFORE INSTALLATION COMMENCES.

Scales

NOT TO SCALE

Revisions	Verified	Date
A Original Issue		

Quality Certification	
Design: BRC	Verified: JJC
Drawn: BRC	Checked: JJC
Approved By Engineer:	
J Crick RPEQ 7834	
6/06/2020	



**DRIVEWAYS**  
**Residential Invert Crossing**  
**Steep Driveways**

Standard Drawing	Sheet Size: <b>A3</b>
No.: <b>NBRC R1015</b>	Rev.: <b>B</b>