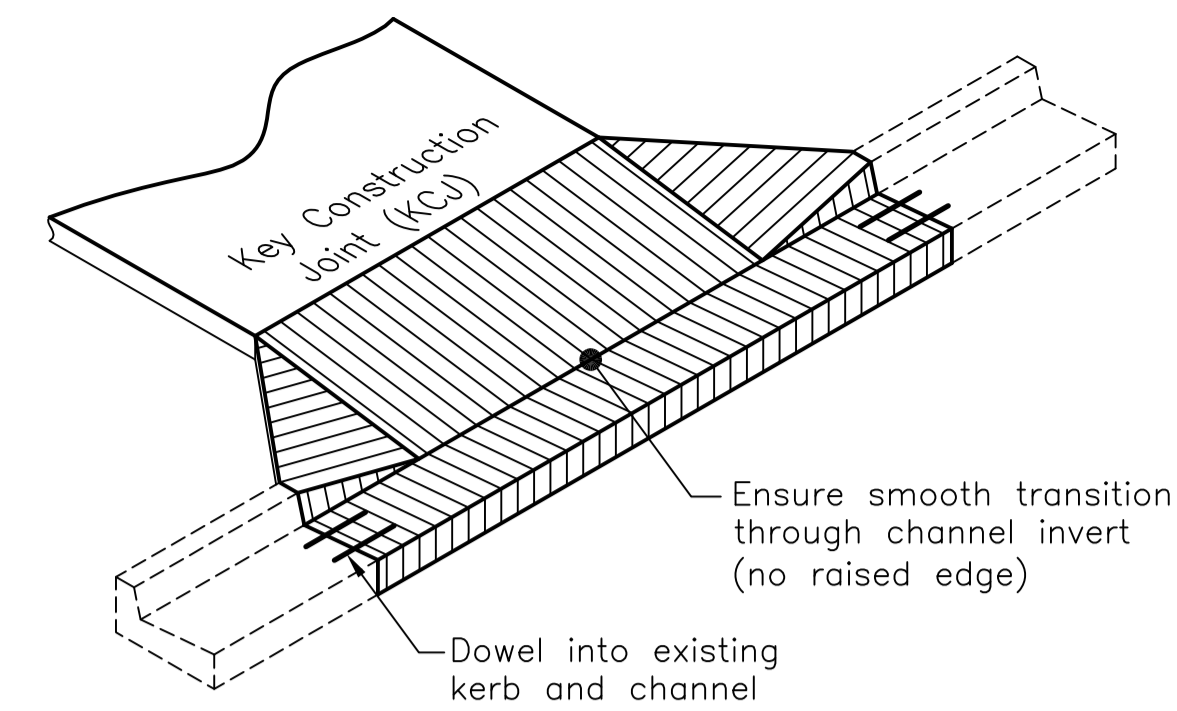
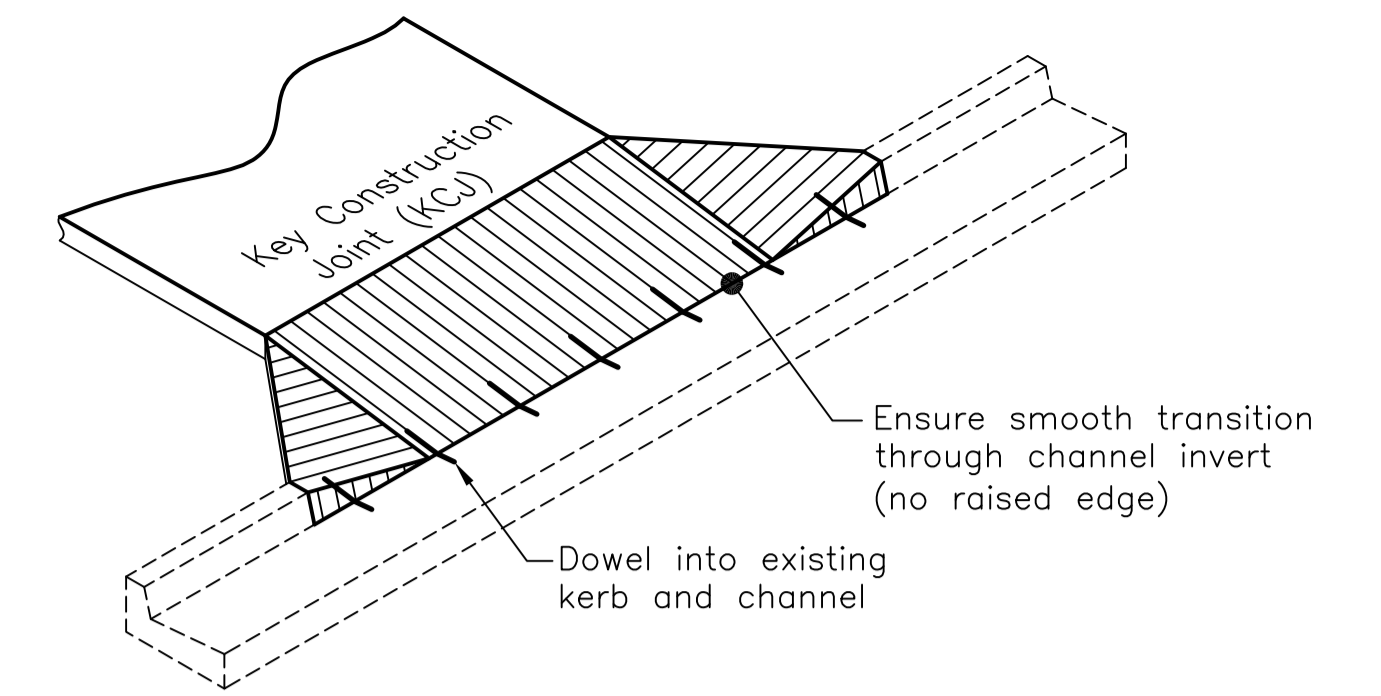


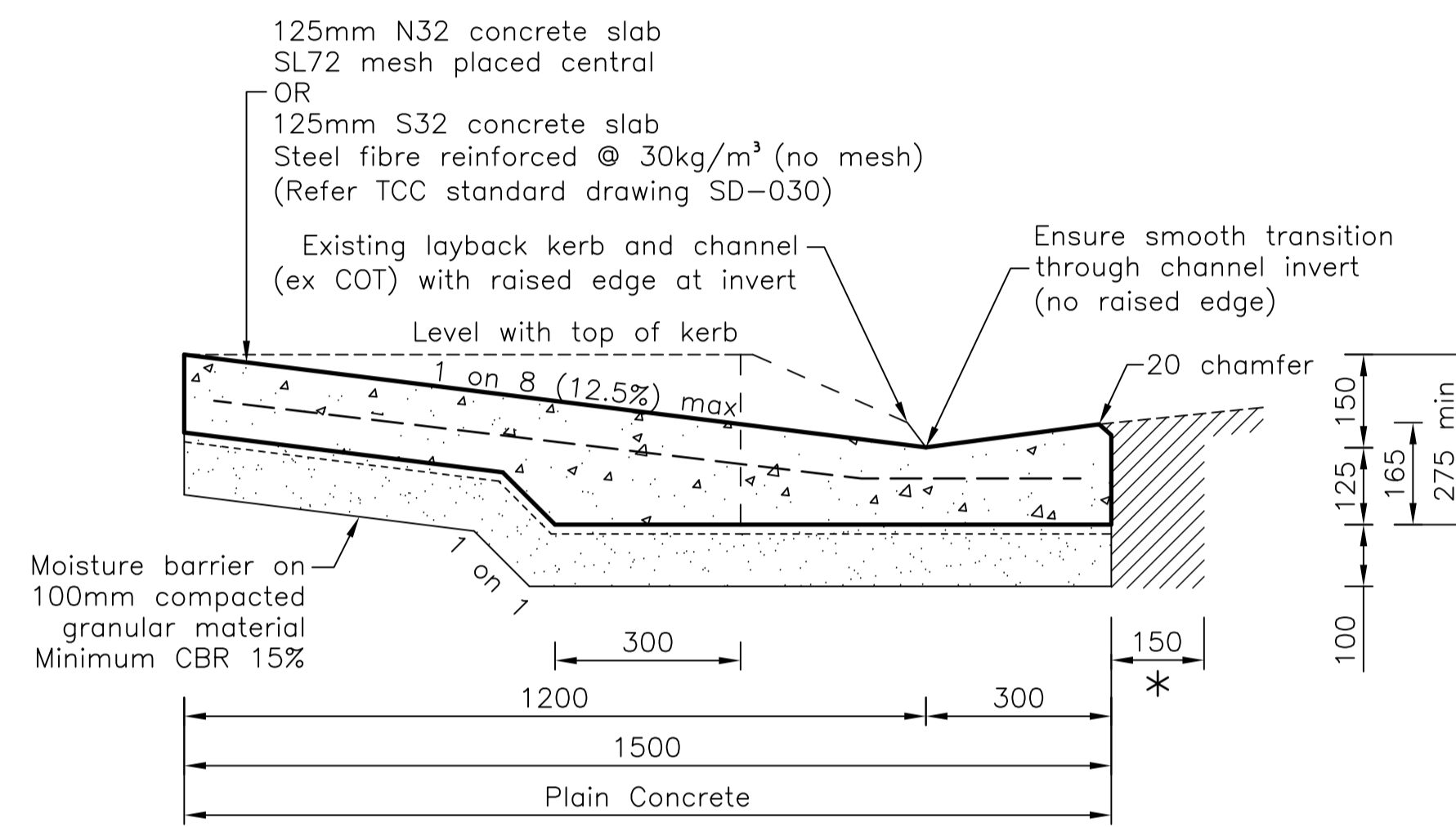
CONSTRUCTION METHOD A
LAYBACK KERB AND CHANNEL L1 RETAINED



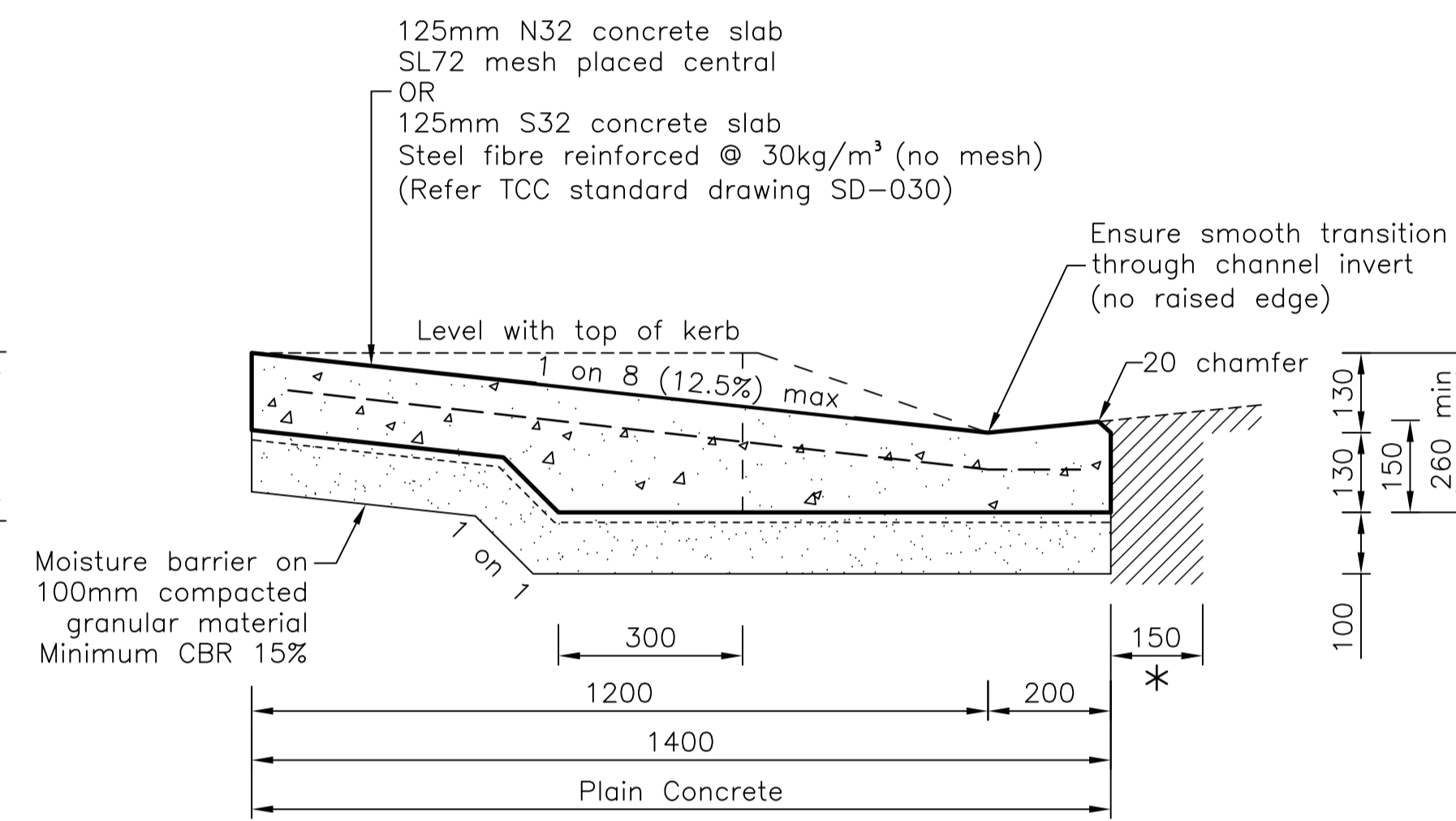
ISOMETRIC VIEW
DRIVEWAY CROSSOVER
REFER CONSTRUCTION METHOD C



ISOMETRIC VIEW
DRIVEWAY CROSSOVER
REFER ALTERNATIVE CONSTRUCTION METHOD C

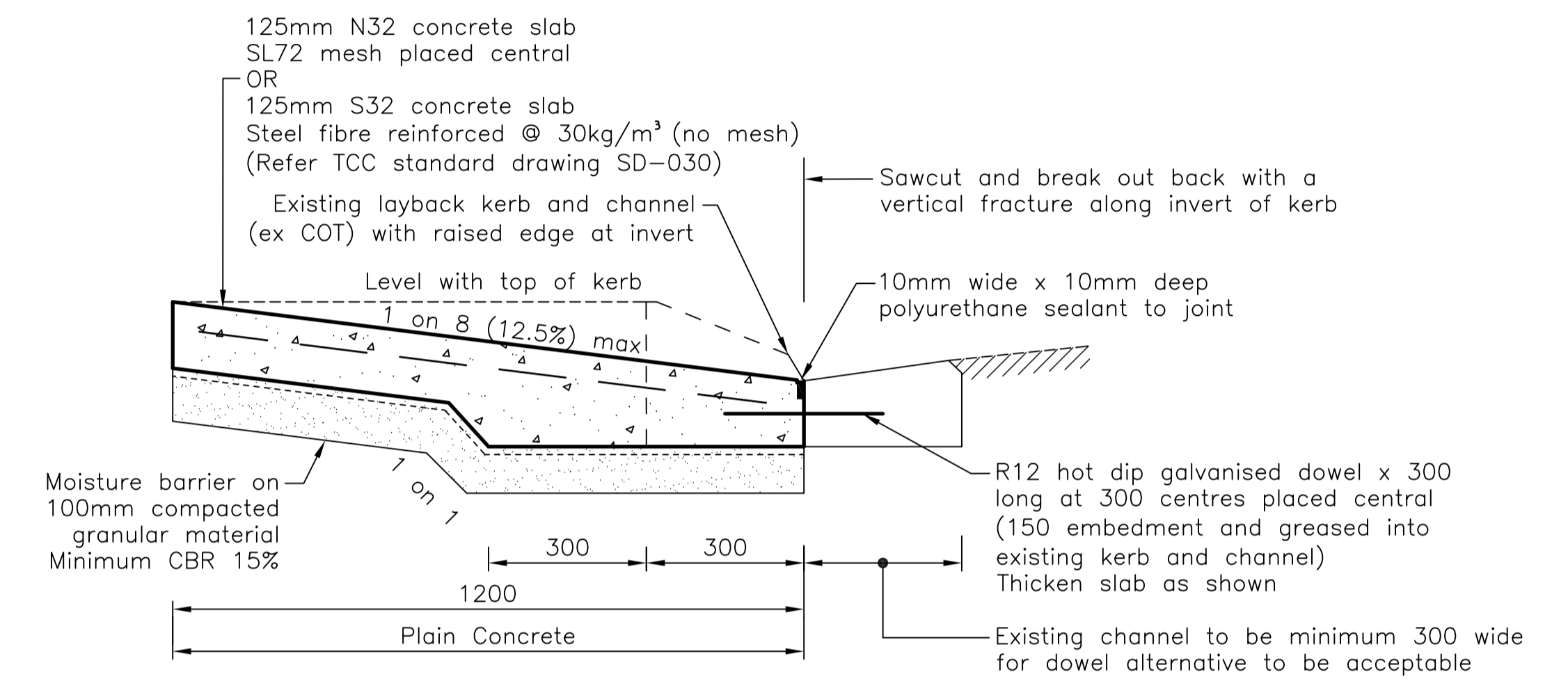


LAYBACK KERB AND CHANNEL WITH RAISED EDGE AT INVERT (EX COT)



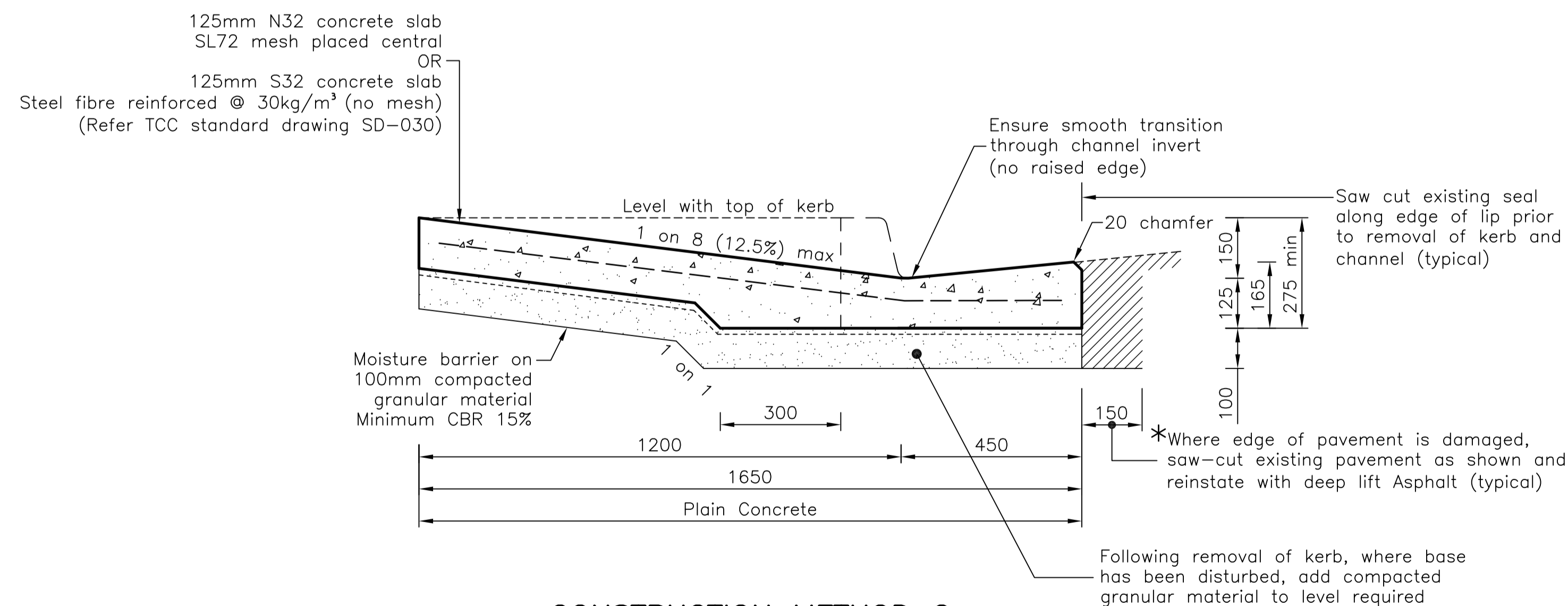
LAYBACK KERB AND CHANNEL L1

CONSTRUCTION METHOD B
LAYBACK KERB AND CHANNEL REMOVED

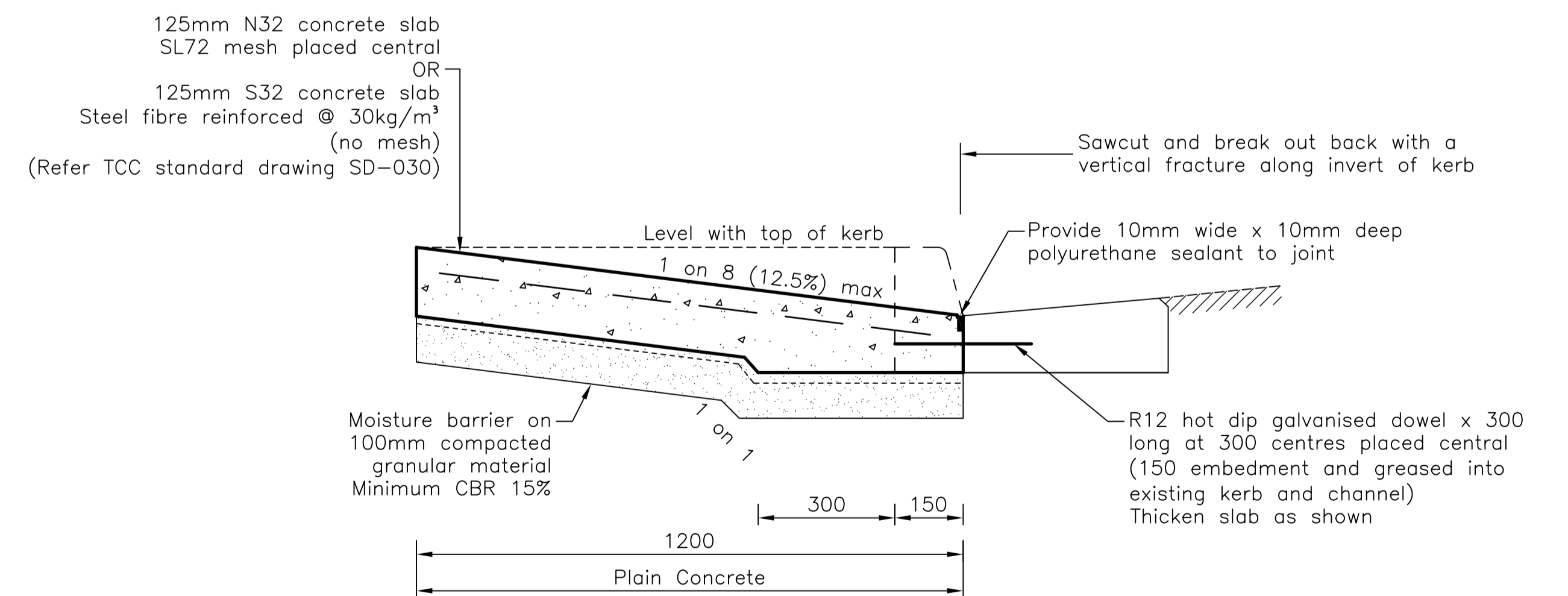


ALTERNATIVE CONSTRUCTION METHOD B
LAYBACK KERB AND CHANNEL WITH RAISED EDGE AT INVERT (EX COT)

- Alternative method is not permitted where channel is cracked and damaged as directed by Council Asset Inspector.
- This alternative is not acceptable for layback kerb and channel L1



CONSTRUCTION METHOD C
BARRIER KERB AND CHANNEL



ALTERNATIVE CONSTRUCTION METHOD C
BARRIER KERB AND CHANNEL

NOTE: Alternative method is not permitted where channel is cracked and damaged as directed by Council Asset Inspector

No.	DATE	DESCRIPTION	AP'D
F	07/04/2015	CONCRETE, DOWEL AND GRANULAR MATERIAL DETAILS	
E	17/06/2014	DRAWING REVIEWED	
D	15/05/2012	DOWELS CHANGED TO GALVANISED	
C	12/02/2010	REVISED TO 1200 WIDE CROSSOVER	
B	4/9/2009	MINOR AMENDMENTS	
A	19/8/2009	ORIGINAL ISSUE	
REVISIONS			

NOTES :	
Full Size A1	
Not to Scale	

Full Size A1
Not to Scale

DRAWN: DESIGN OFFICE	CHECKED: WP
Design Engineer Approved: Original signed by JORGE EL-KHOURI	
Date: 07/04/2015	
Manager Approved: Original signed by MARK WILKINSON	
Date: 09/04/2015	



DRIVEWAY CROSSOVERS
URBAN RESIDENTIAL PROPERTIES

STANDARD
DRAWING
ROADWORKS

SD-032 F