




NOTES:

6. RESIDENTIAL DRIVEWAY - WIDTH 3000 AT KERB.  
COMMERCIAL / INDUSTRIAL DRIVEWAY - WIDTH TO BE AS DETAILED ON DECS APPROVED PLANS.
7. FOR INDUSTRIAL & COMMERCIAL CROSSINGS, THE KERB AND CHANNEL IS TO BE REMOVED AND REPLACED WITH REINFORCED CONCRETE CAST MONOLITHICALLY WITH THE INVERT CROSSING.
8. RECONSTRUCTED COMMERCIAL AND INDUSTRIAL CROSSINGS SHALL MATCH THE EXISTING CHANNEL LONGITUDINAL PROFILE TO PREVENT WATER POOLING IN THE DRIVEWAY INVERT.
9. IF THE SLOPES AND DIMENSIONS SHOWN ON THIS DRAWING DO NOT SUIT EXISTING SITE CONDITIONS REFER TO DECS FOR A SEPARATE DESIGN.
10. ALL FOOTPATH AREAS TO BE CONSTRUCTED USING PLAIN CONCRETE NOT MATCHING DRIVEWAY SURFACES.

H	19.04.18	NOTES NUMBERING REVISED	CEB	SURVEY	DRAWN RLG	SIGNED RLG	DATE 20.11.97	DIRECTOR ENGINEERING AND COMMERCIAL INFRASTRUCTURE		STANDARD  INVERT TYPE VEHICLE CROSSING  FOR KERB AND CHANNEL	SHEET 1 OF 1	
G	23.02.17	NOTE 4 AND SECTION AMENDED	CB		SURVEY FILE No	DESIGNED	SIGNED				DATE	WORKS JOB No.
F	13.01.14	REVISED NOTES AND TITLEBLOCK	CB	LEVEL DATUM		CHECKED CES	SIGNED CES	DATE 20.11.97	ORIGINALLY SIGNED BY J.MARTIN JASON DEVITT	DRAWING No.	AMEND.	
E	04.09.13	UPDATED FORMAT & NOTES	CB		MERIDIAN							DATE 23.02.98
	DATE	DESCRIPTION	APPVD									
AMENDMENTS AND REVISIONS												
STANDARD DRAWINGS\A3-00773H.DWG												