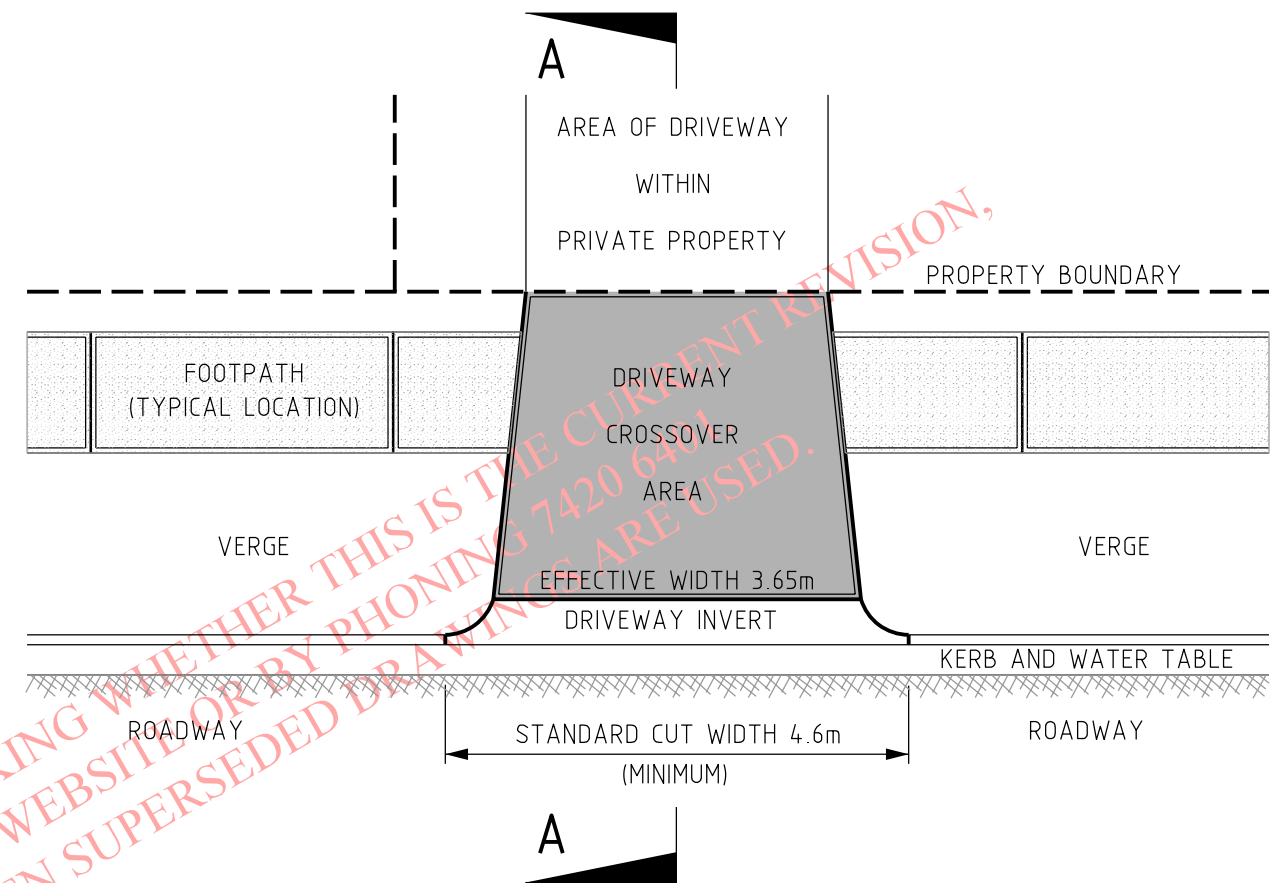


### SECTION A-A DETAIL THROUGH DRIVEWAY CROSSOVER

Not to Scale

#### NOTES:

1. CONCRETE TO BE 25 MPa STRENGTH WITH 14mm AGGREGATE.
2. SHRINKAGE CONTROL JOINTS SHALL BE FORMED CENTRALLY ON THE DRIVEWAY ALIGNMENT FOR DRIVEWAYS WIDER THAN ABOVE STANDARD MINIMUM WIDTH (MAXIMUM 3m SPACING).
3. DETAILS SHOWN INDICATE THE USE OF A DRIVEWAY INVERT. THIS IS NOT REQUIRED FOR STREETS CONSTRUCTED WITH MOUNTABLE KERB.
4. THE CONCRETE SURFACE OF A DRIVEWAY CROSSOVER MUST HAVE A BRUSHED FINISH.
5. IMPRINTED CONCRETE MAY BE USED PROVIDED THAT THE SURFACE HAS A NON-SLIP FINISH AND THE IMPRINTS DO NOT EXCEED 5mm IN DEPTH.
6. THE DRIVEWAY ACCESS MUST BE CONSTRUCTED WITH A MINIMUM CLEARANCE OF 1.0m FROM ANY COUNCIL INFRASTRUCTURE, SUCH AS STORMWATER PITS, KERB RAMPS AND TREES. THE SAME CLEARANCE MUST ALSO BE APPLIED TO ETSA STOBIES AND LIGHT POLES.
7. THE LEVELS OF A NEW DRIVEWAY MUST MATCH AN EXISTING FOOTPATH. THIS REQUIREMENT OVERRIDES ALL OTHERS.



### TYPICAL PLAN VIEW OF SINGLE DRIVEWAY ACCESS

Not to Scale

### TYPICAL DRIVEWAY CROSSOVER REQUIREMENTS FOR WELL DRAINED SUB-GRADES

TRAFFIC TYPE	MINIMUM THICKNESS (mm)	MINIMUM REINFORCEMENT
LIGHT VEHICLE	100	NONE (UNLESS REQUESTED)
HEAVY VEHICLE	150	F72

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.



## THE CORPORATION OF THE CITY OF MARION

### STANDARDS OF CONSTRUCTION FOR CONCRETE CROSSOVER DRIVEWAY ACCESS

Drawn : A.M.D. Date : 31 June 2007 Approved : *[Signature]* Last Revised : 17 August 2007 Ref. No. : SD-13