**8-20000 Series**  
**INDUSTRIAL CROSSINGS**

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NOTES:

1. FOR CONSTRUCTION DETAILS REFER TO EITHER 8-20005 : STANDARD INDUSTRIAL DRIVEWAY OR 8-20006 : SPECIAL INDUSTRIAL DRIVEWAY

2. WIDTH OF THROAT IS AS PRESCRIBED IN THE ACCESS AND PARKING CODE WITHIN COUNCIL’S PLANNING SCHEME

* DIMENSIONS TO BE SUPPLIED BY DESIGNER

** ANGLE MAY BE INCREASED TO 70° WITH APPROVAL

EXISTING SERVICES:

APPLICANT IS TO CHECK LEVELS AND LOCATION OF ALL SERVICES AND NOTIFY RELEVANT SERVICE AUTHORITIES PRIOR TO COMMENCING WORK. REFER TO CONSTRUCTION DETAILS DRAWING FOR MORE DETAILS

LEVELS:

RL. A,B – EXISTING KERB LEVEL
RL. C,D – 40mm ABOVE EXISTING KERB LEVEL
RL. E,F – 60mm ABOVE EXISTING KERB LEVEL

(IF VERGE CONSTRUCTED AS PER STD DWG 8-10014 OR 8-10015)
NOTES:

1. FOR CONSTRUCTION DETAILS REFER TO EITHER
   8-20005 : STANDARD INDUSTRIAL DRIVEWAY OR
   8-20006 : SPECIAL INDUSTRIAL DRIVEWAY

2. WIDTH OF THROAT IS AS PRESCRIBED IN THE
   ACCESS AND PARKING CODE WITHIN COUNCIL’S
   PLANNING SCHEME

* DIMENSIONS TO BE SUPPLIED BY DESIGNER

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APPLICANT IS TO CHECK LEVELS AND LOCATION OF ALL
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DRAWING FOR MORE DETAILS

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(IF VERGE CONSTRUCTED AS PER STD DWG 8—10014 OR 8—10015)
NOTES:
1. FOR CONSTRUCTION DETAILS REFER TO EITHER
   8-20005 : STANDARD INDUSTRIAL DRIVEWAY OR
   8-20006 : SPECIAL INDUSTRIAL DRIVEWAY
2. WIDTH OF THROAT IS AS PRESCRIBED IN THE
   ACCESS AND PARKING CODE WITHIN COUNCIL'S
   PLANNING SCHEME
3. PAINT TO BE WHITE IN COLOUR WITH GLASS
   BEADS EMBEDDED OR PREMIXED
   * DIMENSIONS TO BE SUPPLIED BY DESIGNER
   ** ANGLE MAY BE INCREASED TO 70° WITH APPROVAL

EXISTING SERVICES:
APPLICANT IS TO CHECK LEVELS AND LOCATION OF ALL
SERVICES AND NOTIFY RELEVANT SERVICE AUTHORITIES PRIOR
TO COMMENCING WORK, REFER TO CONSTRUCTION DETAILS
DRAWING FOR MORE DETAILS

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RL. A,B = EXISTING KERB LEVEL
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RL. E,F = 60mm ABOVE EXISTING KERB LEVEL
(IF VERGE CONSTRUCTED AS PER STD DWG 8-10014 OR 8-10015)
SECTION 1

NOTES:

1. APPLICANT IS TO NOTIFY COUNCIL AT LEAST FIVE (5) DAYS PRIOR TO POURING SO THAT AN INSPECTION OF BOXING AND REINFORCING CAN BE ARRANGED

2. DRIVEWAY TO BE CAST MONOLITHICALLY WITH 1 LAYER OF 72 MESH 50 FROM TOP. CONCRETE TO BE MIN. N25 STRENGTH WITH 90mm SLUMP AND 20mm AGGREGATE

3. REMOVE EXISTING KERB & CHANNEL FOR THE LENGTH OF THE DRIVEWAY AND REINSTATE ANY PAVEMENT DAMAGED DURING CONSTRUCTION.

4. APPLICANT IS RESPONSIBLE TO ENSURE THAT THE DRIVEWAY IS CONSTRUCTED TO THE CORRECT LEVELS.

5. ANY EXISTING REDUNDANT DRIVEWAY ALONG THE FRONTAGE OF THE SITE IS TO BE REMOVED AND THE VERGE REINSTATED INCLUDING NEW KERB & CHANNEL.

6. IF FOOTPATH EXISTS, REMOVE FOR EXTENT OF DRIVEWAY AND MATCH NEATLY, WHERE A NEW FOOTPATH IS TO BE CONSTRUCTED, CAST SEPARATELY TO DRIVEWAY.

7. FRONT FACE OF DRIVEWAY TO BE FORMED. ANY DAMAGE TO EXISTING ROAD IS TO BE REPAIRED TO THE SATISFACTION OF COUNCIL'S ENGINEER.

8. WHEN EXTENDING THE WIDTH OF AN EXISTING DRIVEWAY OR ADDING NEW WINGS, REFER STD DWG 8-20008.

CONFLICT WITH EXIST. CATCHPIT

EXISTING KERB LEVEL
REFER NOTE 3.

1 LAYER OF F72 MESH 50 FROM TOP.

50mm THICK COMPACTED SAND BEDDING OR AS DIRECTED BY COUNCIL'S ENGINEER.

UPRIGHT KERB DETAIL

EXISTING COUNCIL SERVICES:

9. VALVES/HYDRANTS LOCATED WITHIN THE DRIVEWAY SHALL HAVE BETWEEN INFRAPORTED FIREMANEZ, OR APPROVED EQUIVALENT, PLACED BETWEEN THE CONCRETE VALVE RING AND THE DRIVEWAY. FOR ANY ALTERNATIVES TO LEVELS CONTACT COUNCIL AT LEAST TWO (2) DAYS PRIOR TO POURING.

10. WHERE THERE IS CONFLICT WITH AN EXISTING CATCHPIT REMOVE UNTIL AND RECLAIM. REMOVE EXISTING APRONS AND REINSTATE MONOLITHICALLY WITH DRIVEWAY. AN ADDITIONAL NEW CATCHPIT WILL BE REQUIRED (REFER TO COUNCIL STD DWGS 8-30001 & 8-30002 AND THE ABOVE DETAILS.)
SECTION 1

NOTES:
1. APPLICANT MUST NOTIFY COUNCIL AT LEAST FIVE (5) DAYS PRIOR TO POURING SO THAT AN INSPECTION OF BOXING AND REINFORCING CAN BE ARRANGED.
2. DRIVEWAY TO BE CAST MONOCASTING WITH 1 LAYER OF F72 MESH 50 FROM TOP. CONCRETE TO BE MIN. N25 STRENGTH WITH 80mm SLUMP AND 20mm AGRÉGATE.
3. TO FORM CONSTRUCTION JOINT:
   - SAW CUT AND REMOVE KERB & PART CHANNEL
   - PROVIDE 1/2 DOWEL 12.6MM LONG CENTRALLY AT 400 CRS
   - GREASE DOWEL IN EXISTING CONCRETE
   - APPLY CONCRETE BONDING AGENT TO MANUFACTURER'S DIRECTION
4. APPLICANT IS RESPONSIBLE TO ENSURE THAT THE DRIVEWAY IS CONSTRUCTED TO THE CORRECT LEVELS.
5. ANY EXISTING REDUNDANT DRIVEWAY ALONG THE FRONTAGE OF THE SITE IS TO BE REMOVED AND THE VERGE REINSTATED INCLUDING NEW KERB & CHANNEL.
6. IF FOOTPATH EXISTS, REMOVE FOR EXTENT OF DRIVEWAY AND MATCH NEATLY, WHERE A NEW FOOTPATH IS TO BE CONSTRUCTED, CAST SEPARATELY TO DRIVEWAY.
7. WHEN EXTENDING THE WIDTH OF AN EXISTING DRIVEWAY OR ADDING NEW DRIVINGS, REFER STD DWG B-20008.

CONFLICT WITH EXIST. CATCHPIT

EXISTING KERB LEVEL

CONSTRUCTION JOINT - REFER NOTE 3

LAYER OF F72 MESH 50 FROM TOP.

50mm BEDDING SAND AS DIRECTED BY ENGINEER.

UPRIGHT KERB DETAIL

EXISTING COUNCIL SERVICES:
8. VALVES/HYDRANTS LOCATED WITHIN THE DRIVEWAY SHALL HAVE BETWEEN INFRAPORTED FIRE HOSES, OR APPROVED EQUIVALENT, PLACED BETWEEN THE CONCRETE VALVE RING AND THE DRIVEWAY. FOR ANY ALTERATIONS TO LEVELS CONTACT COUNCIL AT LEAST TWO (2) DAYS PRIOR TO POURING.
9. WHERE THERE IS CONFLICT WITH AN EXISTING CATCHPIT, REMOVE UNIT EL AND RETAIN GRATE. AN ADDITIONAL NEW CATCHPIT WILL BE REQUIRED (REFER TO COUNCIL STD DWG B-30001 & B-30002 AND THE ABOVE NOTES.)

LAYBACK KERB DETAIL

ALTERNATIVE 1
100MM THICK CONCRETE ON 50mm SAND BED.

ALTERNATIVE 2
PAVERS MIN. 50mm THICK ON 25-30mm SAND BED WITH COMPACTED BASE.

ALTERNATIVE 3
150mm CONCRETE INFILL.

ISLAND DETAIL FOR TYPE 7
NOTES:

1. APPLICANT IS TO NOTIFY COUNCIL AT LEAST FIVE (5) DAYS PRIOR TO PLACING PAVEMENT, SO THAT AN INSPECTION CAN BE ARRANGED

2. MINIMUM 300# RCP OR FRC WITH COVER AND PIPE CLASS TO MANUFACTURERS SPECIFICATION. PIPE TO GRADE AT 1 IN 100 MIN. REFER STD DWG 8–30037. INSTU ENDWALLS IN ACCORDANCE WITH STD DWG 8–30015

3. INSTALL SPLITTER ISLAND AS PER THE DETAIL ON STD DWG 8–20004

4. WIDTH OF THROAT IS AS PRESCRIBED IN THE ACCESS AND PARKING CODE WITHIN COUNCIL’S PLANNING SCHEME.

EXISTING SERVICES

APPLICANT IS TO CHECK LEVELS AND LOCATION OF ALL SERVICES AND NOTIFY RELEVANT SERVICE AUTHORITIES PRIOR TO COMMENCING WORK.
NOTES:
1. FOR CONSTRUCTION DETAILS REFER TO EITHER 8–20005 : STANDARD INDUSTRIAL DRIVEWAY OR 8–20006 : SPECIAL INDUSTRIAL DRIVEWAY
2. JOIN NEW CONCRETE WITH CENTRALLY PLACED N12 DOWEL BARS 600 LONG AT 600 CENTRES, GREASE COAT DOWEL IN EXISTING CONCRETE
3. WIDTH OF THROAT IS AS PRESCRIBED IN THE ACCESS AND PARKING CODE WITHIN COUNCIL'S PLANNING SCHEME

* ANGLE MAY BE INCREASED TO 70° WITH APPROVAL

EXISTING SERVICES:
APPLICANT IS TO CHECK LEVELS AND LOCATION OF ALL SERVICES AND NOTIFY RELEVANT SERVICE AUTHORITIES PRIOR TO COMMENCING WORK. REFER TO CONSTRUCTION DETAILS DRAWING FOR MORE DETAILS

LEVELS:
RL. A,B — EXISTING KERB LEVEL
RL. C,D — 40mm ABOVE EXISTING KERB LEVEL
RL. E,F — 60mm ABOVE EXISTING KERB LEVEL
(IF VERGE CONSTRUCTED AS PER STD DWG 8–10014 OR 8–10015)
PLAN

NOTES:

1. WHERE FULL WIDTH SEALED ROADWAY (BETWEEN EXISTING OR FUTURE KERB LINES) DOES NOT EXIST FOR THE FRONTAGE OF THE SITE, AND THE APPLICANT IS NOT REQUIRED TO CONSTRUCT FRONTAGE WORKS, A SEALED TURNOUT IS TO BE CONSTRUCTED BETWEEN THE EXISTING BITUMEN AND THE PROPOSED INDUSTRIAL DRIVEWAY IN ACCORDANCE WITH THIS DRAWING.

2. TURNOUT IS TO BE CONSTRUCTED WITH A MINIMUM 300mm COMPACTED DEPTH GRAVEL PAVEMENT PLUS TWO COAT BITUMEN SEAL OR 40mm AC SURFACING. THE SEAL COAT IS TO BE OF THE SAME TYPE AS THAT USED IN THE EXISTING ROADWAY.

3. ALTERNATIVE PAVEMENT DEPTH MAY BE PROVIDED THAT THE PAVEMENT IS DESIGNED IN ACCORDANCE WITH COUNCIL'S ROAD PAVEMENT DESIGN GUIDELINE. PAVEMENT DEPTH IS TO BE APPROVED BY COUNCIL'S ENGINEER PRIOR TO CONSTRUCTION.

4. INDUSTRIAL DRIVEWAYS ARE TO BE DESIGNED IN ACCORDANCE WITH PINE RIVERS SHIRE COUNCIL STANDARD DRAWINGS 8-20001 TO 8-20006 AS APPROPRIATE.

5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ACCESS AND PARKING CODE WITHIN COUNCIL'S PLANNING SCHEME AND THE PLANNING SCHEME POLICY PSP-28.