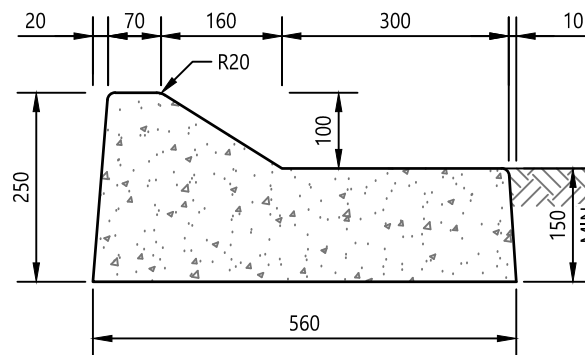
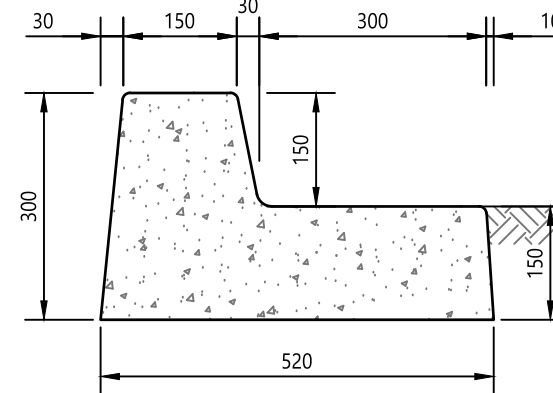


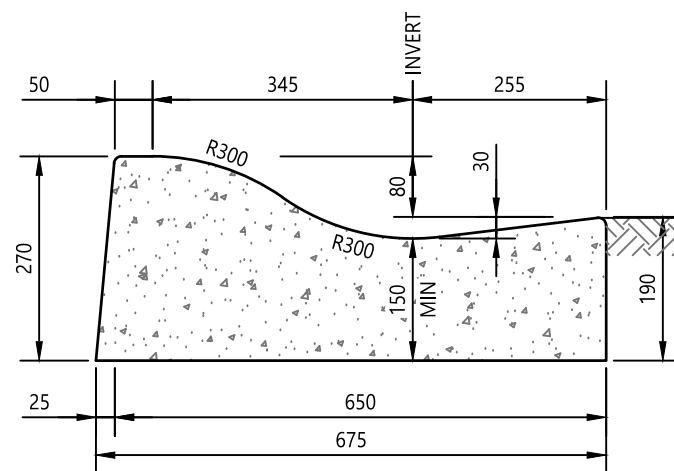
**BARRIER KERB AND CHANNEL**  
(MODIFIED SA KERB)



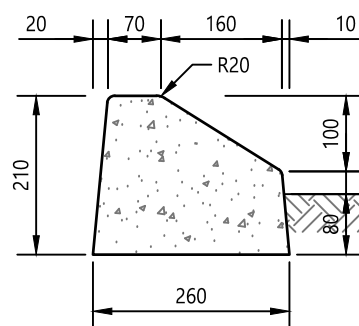
**MOUNTABLE KERB AND CHANNEL**  
(SE KERB)



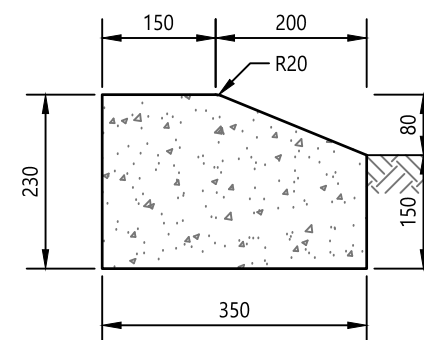
**BARRIER KERB AND CHANNEL**  
(SL KERB)



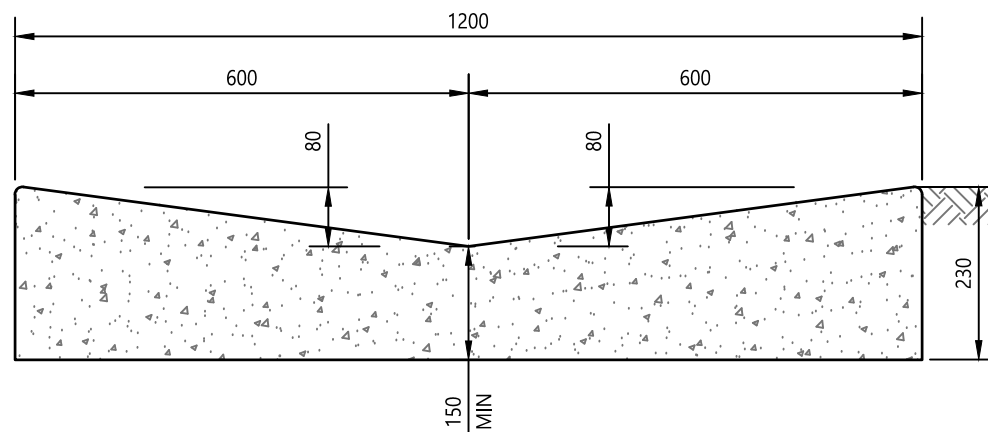
**ROLL TOP KERB AND CHANNEL**  
(MODIFIED RT KERB)



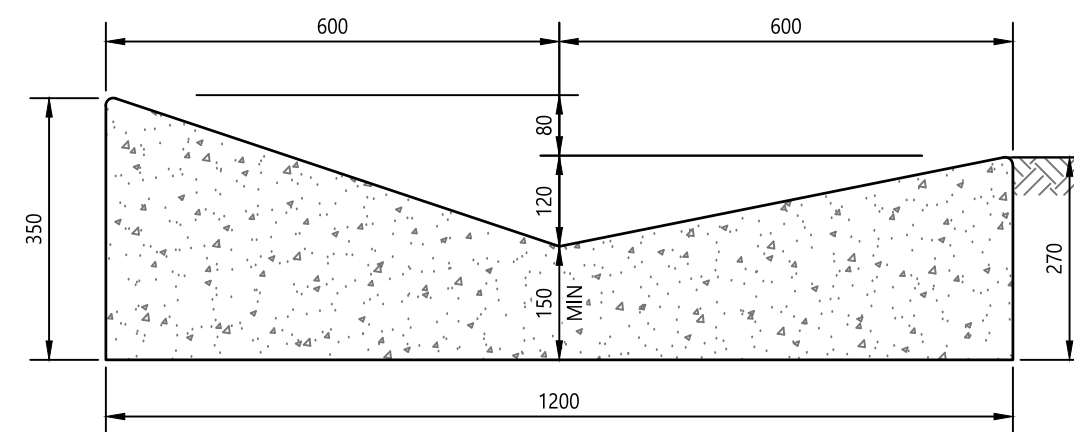
**SEMI-MOUNTABLE KERB**  
(SF KERB)



**FULLY MOUNTABLE KERB**  
(FM KERB)



**SHOULDER CHANNEL - TYPE 1**  
(MODIFIED SO KERB)

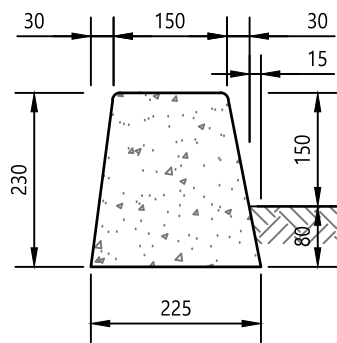


**SHOULDER CHANNEL - TYPE 2**  
(SK KERB)

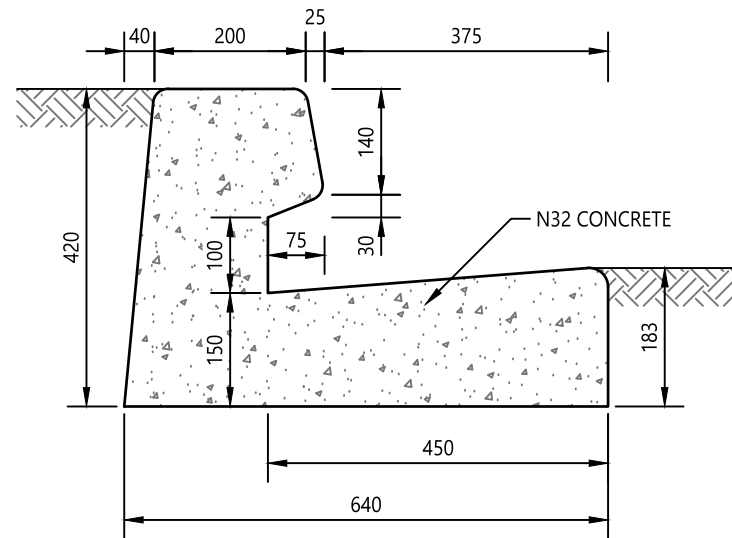
## NOTES:

1. CONCRETE STRENGTH GRADE SHALL BE N25 UNLESS OTHERWISE SPECIFIED AND SHALL CONFORM TO THE REQUIREMENTS OF AS 1379 SPECIFICATION AND SUPPLY OF CONCRETE.
2. REFER TO AS 2876 CONCRETE KERBS AND CHANNELS FOR SPECIFIC REQUIREMENTS.
3. REFER TO AS/NZS 4671 STEEL REINFORCING MATERIALS FOR SPECIFIC REQUIREMENTS.
4. CONTROL JOINT SPACING SHALL BE 3m MAXIMUM AND SHALL BE FORMED AS SHOWN ON SHEET 2.
5. ISOLATION JOINTS SHALL BE LOCATED WHERE KERB AND CHANNEL ABUTS A DRAINAGE PIT LINTEL OR OTHER STRUCTURAL ELEMENT AND SHALL BE FORMED AS SHOWN ON SHEET 2.
6. EXPANSION JOINTS SHALL BE LOCATED WHERE KERB AND CHANNEL ABUTS A RETROFITTED VEHICULAR ACCESS CROSSING LAYBACK OR AN INDUSTRIAL AND COMMERCIAL VEHICLE ACCESS CROSSING LAYBACK AND SHALL BE FORMED AS SHOWN ON SHEET 2.
7. SOME KERB AND CHANNEL DIMENSIONS SLIGHTLY VARY FROM TfNSW STANDARD SHAPES. REFER TO TfNSW KERB AND CHANNEL STANDARD DRAWINGS FOR WORKS ON TfNSW-CONTROLLED ROADS.
8. THINNEST PART OF KERB SHALL BE 150mm MINIMUM IRRESPECTIVE OF CONSTRUCTION TOLERANCES.
9. ALL EXPOSED SURFACES SHALL BE SMOOTH STEEL TROWEL FINISHED AND ALL EXPOSED CORNERS TO HAVE A RADIUS OF 10mm UNLESS OTHERWISE SPECIFIED.

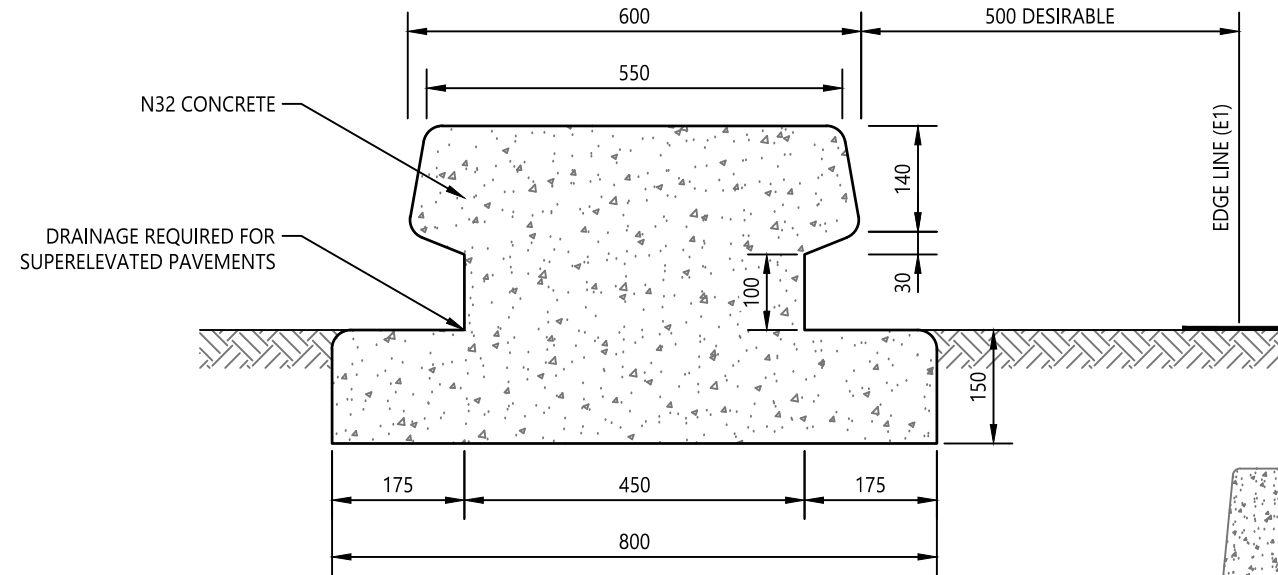
REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	CHECKED	M BAMBER	DATE	28/4/20	UNIT MANAGER APPROVAL	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	KERB AND CHANNEL SERIES	KERB AND CHANNEL PROFILES	STANDARD DRAWING	
																		DRAWING NUMBER	REV
					0 100 200 300 400 500													SD0501	-
					1:10													SHEET 1 OF 2	A3



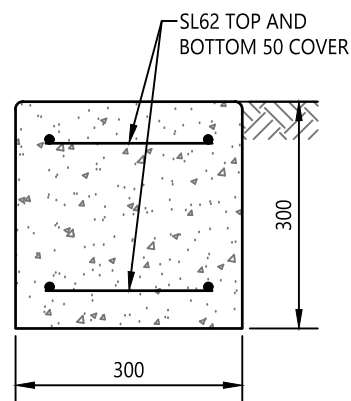
**BARRIER KERB**  
(SM KERB)



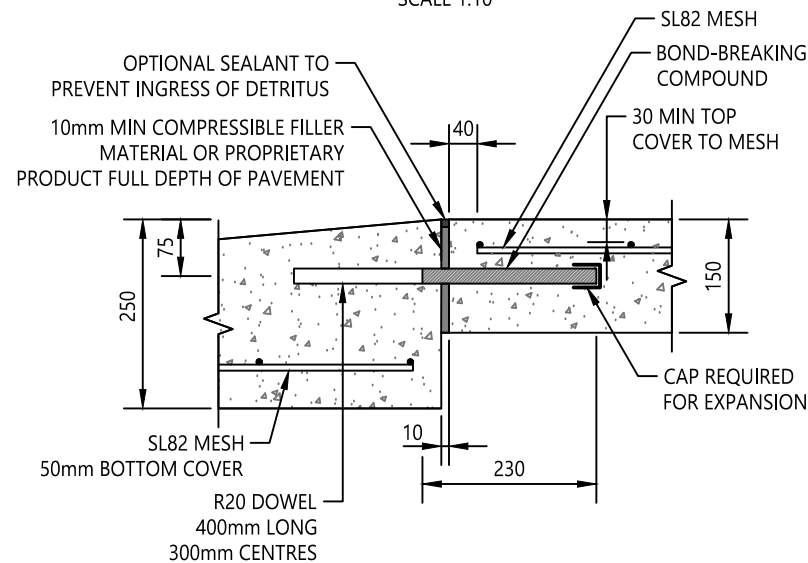
**ELSHOLZ KERB**  
SPEED ZONES LESS THAN 70km/h  
SCALE 1:10



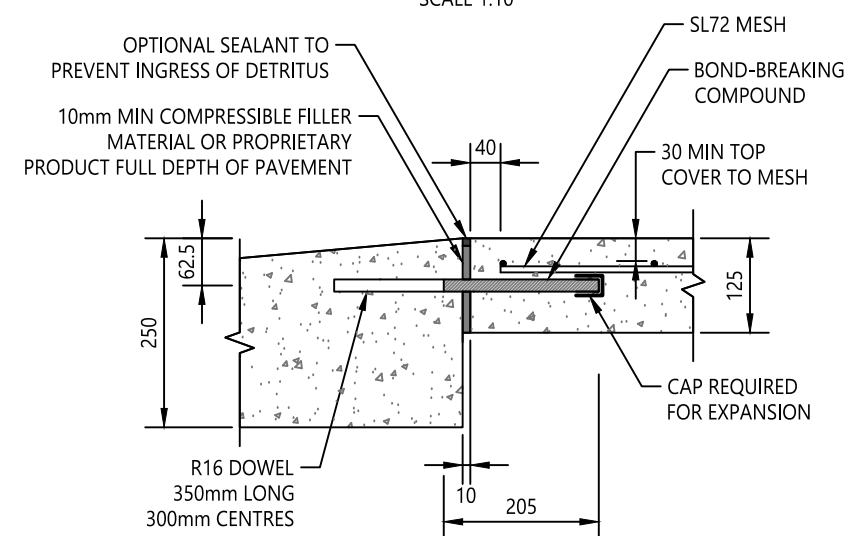
**ELSHOLZ KERB - TYPICAL MEDIAN INSTALLATION**  
SPEED ZONES LESS THAN 70km/h  
SCALE 1:10



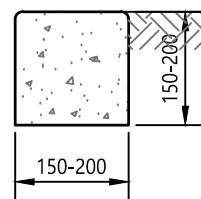
**EDGE RESTRAINT**  
(300x300)



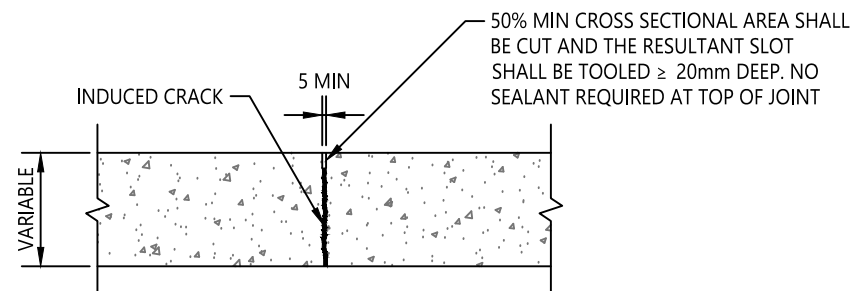
**EXPANSION JOINT (EJ) 250mm TO 150mm**  
LAYBACK TO VEHICLE ACCESS CROSSING  
SCALE 1:10



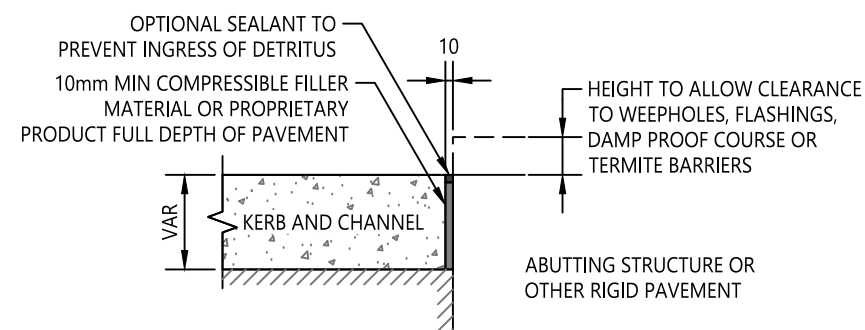
**EXPANSION JOINT (EJ) 250mm TO 125mm**  
LAYBACK TO VEHICLE ACCESS CROSSING  
SCALE 1:10



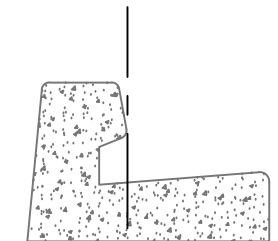
**EDGE RESTRAINT**  
(150x150 200x200)



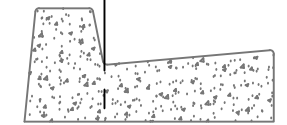
**CONTROL JOINT IN KERB AND CHANNEL**  
SCALE 1:10



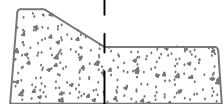
**ISOLATION JOINT**  
SCALE 1:10



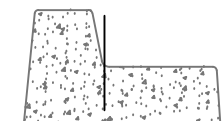
**ELSHOLZ KERB**



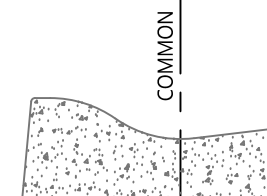
**SA KERB**



**SE KERB**



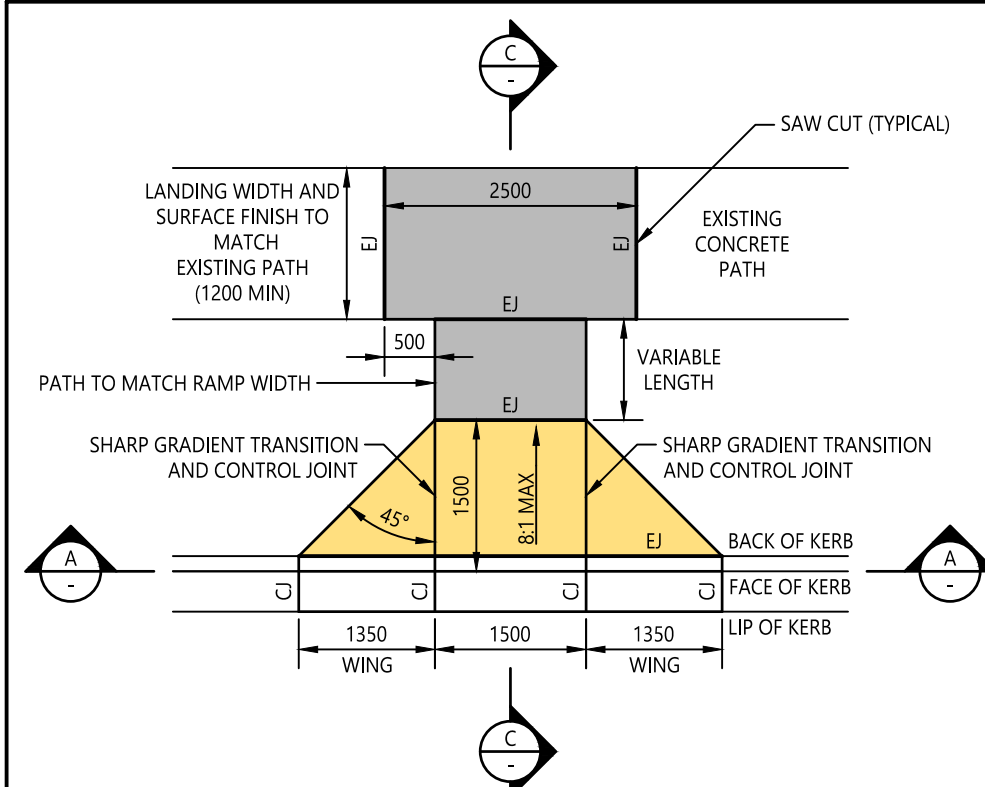
**SL KERB**



**MODIFIED RT KERB**

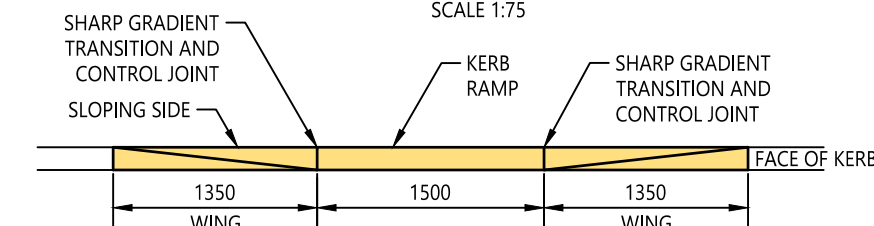
**DIAGRAM SHOWING KERB ALIGNMENT**  
SOURCE: TfNSW STANDARD DRAWING R0740-01

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	CHECKED	M BAMBER	DATE	28/4/20	UNIT MANAGER APPROVAL	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	KERB AND CHANNEL SERIES KERB AND CHANNEL PROFILES	STANDARD DRAWING	
																	DRAWING NUMBER	REV
					0 100 200 300 400 500 1:10												SD0501	-
																	SHEET 2 OF 2	A3

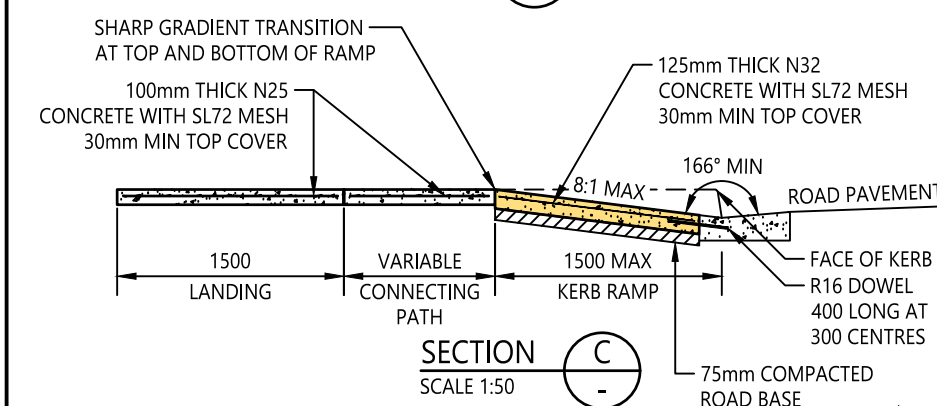


1500mm WIDE KERB RAMP CONNECTING TO EXISTING PATH

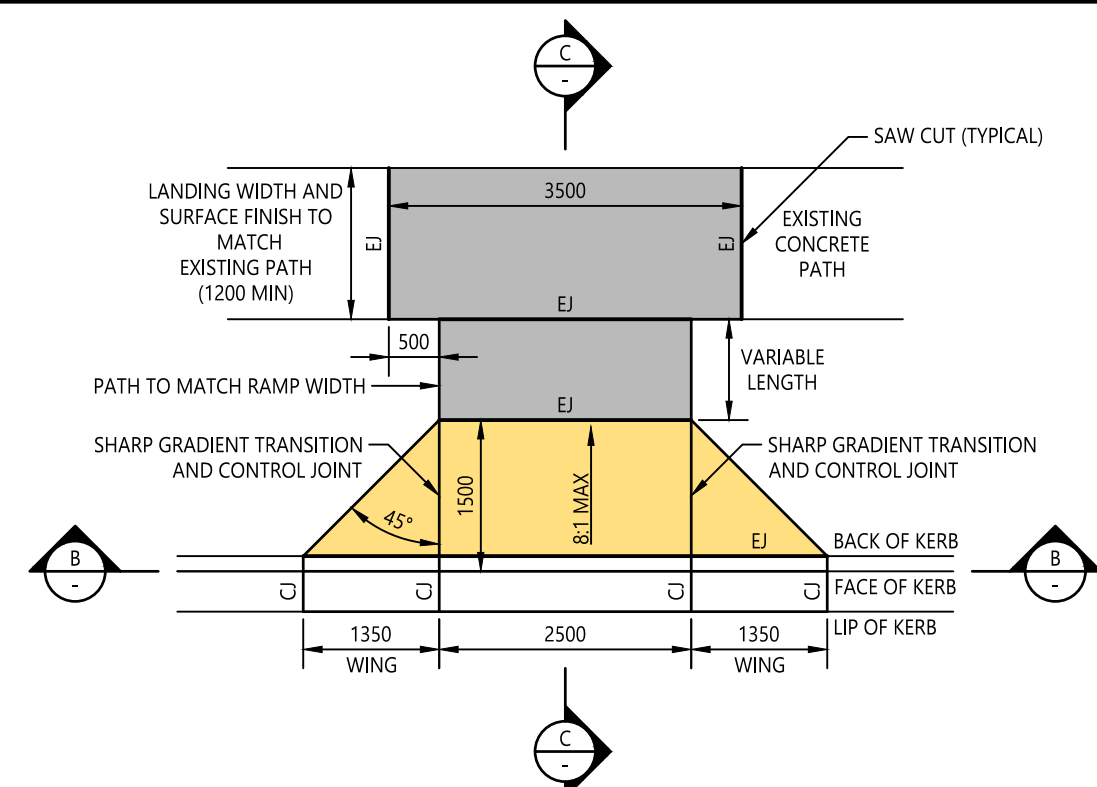
PLAN  
SCALE 1:75



SECTION A  
SCALE 1:50

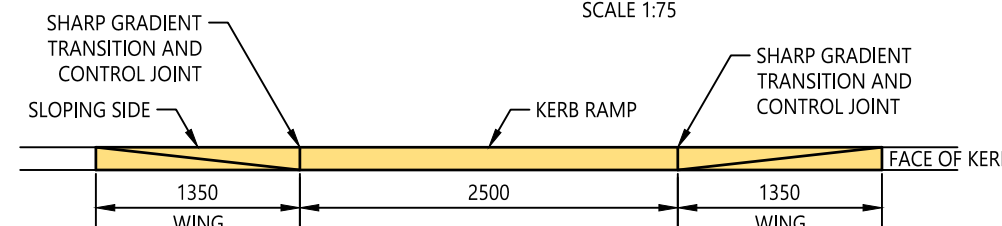


SECTION C  
SCALE 1:50

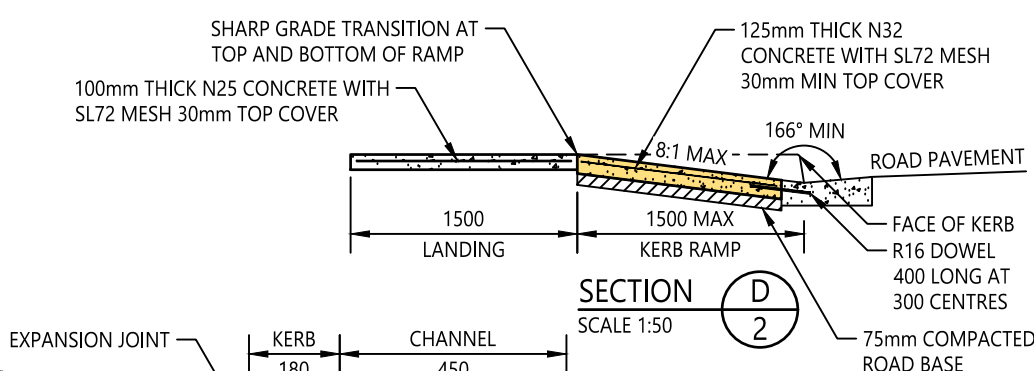


2500mm WIDE KERB RAMP CONNECTING TO EXISTING PATH

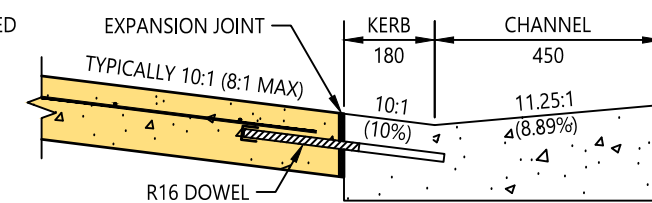
PLAN  
SCALE 1:75



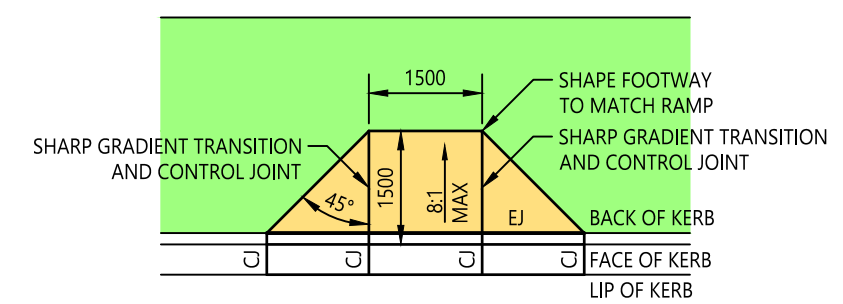
SECTION B  
SCALE 1:50



SECTION D  
SCALE 1:50

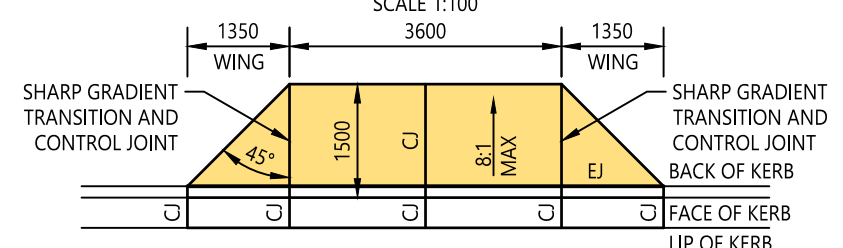


KERB TO KERB RAMP INTERFACE  
SCALE 1:15



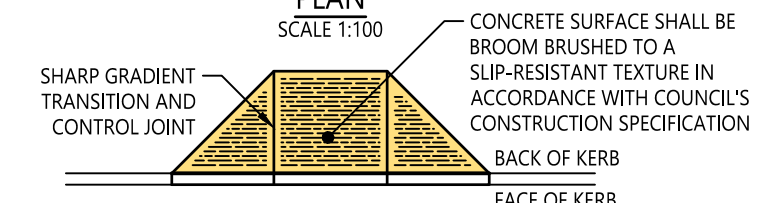
KERB RAMP CONNECTING TO EXISTING FOOTWAY

PLAN  
SCALE 1:100



KERB RAMP AT PEDESTRIAN (ZEBRA) CROSSING

PLAN  
SCALE 1:100



KERB RAMP SURFACE FINISH DETAIL

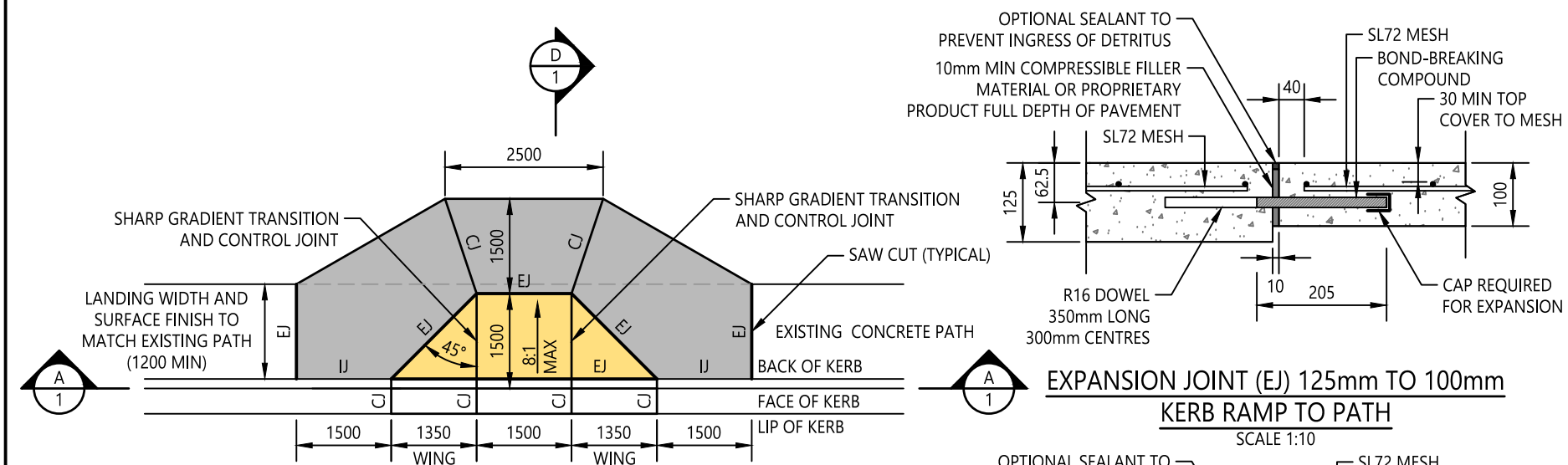
PLAN  
SCALE 1:100

### GENERAL NOTES:

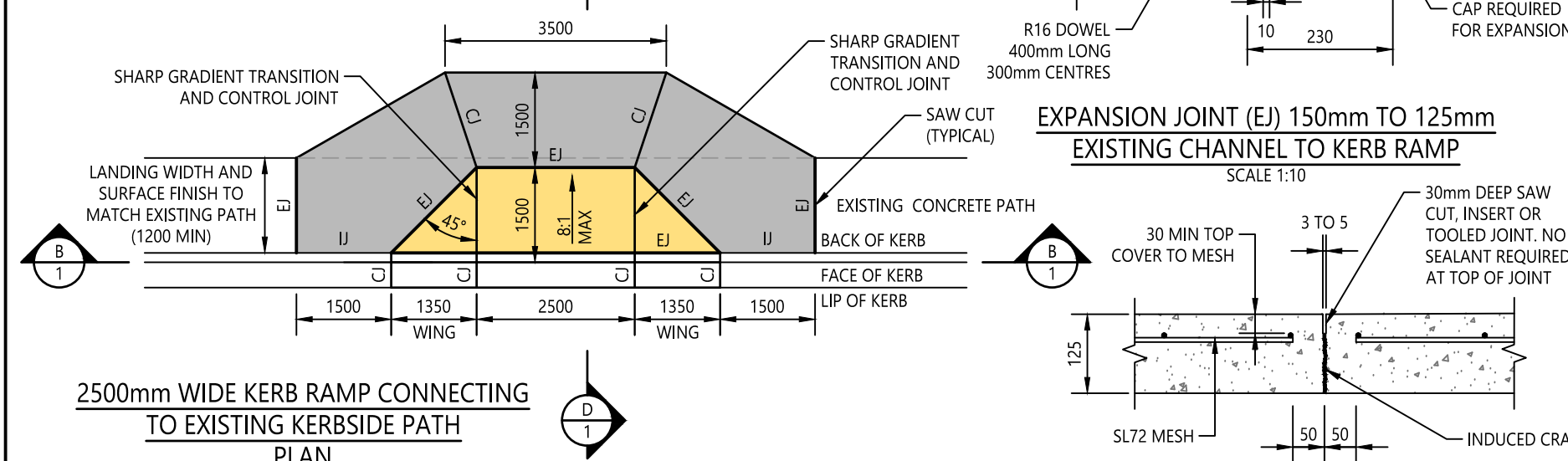
- KERB RAMPS SHALL BE CONSTRUCTED AT ALL ROAD INTERSECTIONS, PARK ACCESSES ADJACENT TO OVERLAND FLOW PATHS AND WHERE SHOWN ON THE APPROVED DRAWINGS, IN ACCORDANCE WITH AS/NZS 1428.1 AND AS 3727.1.
- KERB RAMPS SHOULD BE LOCATED ON THE DOWNSTREAM SIDE OF DRAINAGE PITS.
- KERB RAMPS SHALL BE ALIGNED WITH THE DESIRED DIRECTION OF PEDESTRIAN TRAVEL AND WITH THE CORRESPONDING RAMP ON THE OPPOSITE SIDE OF THE ROAD.
- THE KERB RAMP SHALL BE DEFINED BY SHARP GRADIENT TRANSITIONS (CHANGE IN GRADE) ON ALL FOUR SIDES OF RAMP. RAMP GRADIENT SHALL BE 10:1 TO 8:1 MAXIMUM.
- KERB RAMPS SHALL BE CONSTRUCTED ON COMPACTED ROAD BASE 75mm MINIMUM THICK AND BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL'S CIVIL WORKS SPECIFICATION.
- EXISTING KERB AND CHANNEL SHALL BE SAW CUT, REMOVED AND REINSTATED IN ACCORDANCE WITH COUNCIL'S CIVIL WORKS SPECIFICATION.
- KERB RAMPS MAY BE CONSTRUCTED IN ALTERNATIVE DECORATIVE MATERIALS IN COMMERCIAL AREAS, WITH TACTILE GROUND SURFACE INDICATORS TO AS 1428, AND SHALL MATCH THE GRADIENT AND DIMENSIONS SHOWN ON THIS STANDARD DRAWING.
- KERB RAMP WING ANGLE MAY BE REDUCED FROM 45° TO 30° AT CONSTRAINED LOCATIONS WITH THE APPROVAL OF COUNCIL'S REPRESENTATIVE.

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	CHECKED	M BAMBER	DATE	28/4/20	UNIT MANAGER APPROVAL	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	KERB AND CHANNEL SERIES KERB RAMPS	STANDARD DRAWING	
																	DRAWING NUMBER	REV
					AS SHOWN												SD0502	-
																	SHEET 1 OF 3	A3

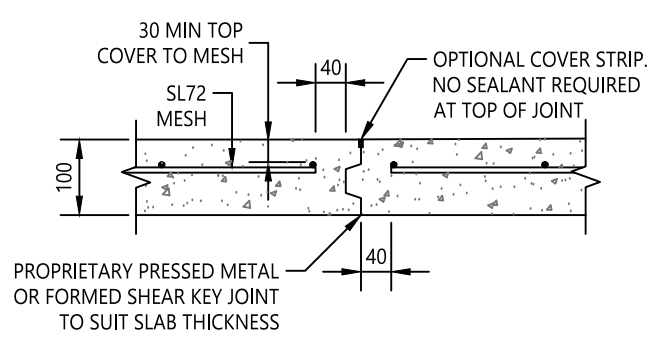




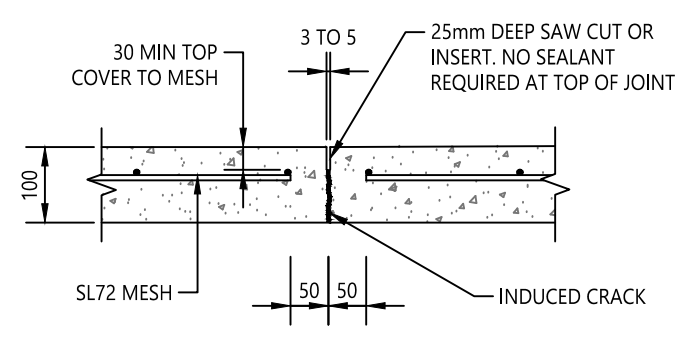
**1500mm WIDE KERB RAMP CONNECTING TO EXISTING KERBSIDE PATH**  
PLAN  
SCALE 1:100



**2500mm WIDE KERB RAMP CONNECTING TO EXISTING KERBSIDE PATH**  
PLAN  
SCALE 1:100

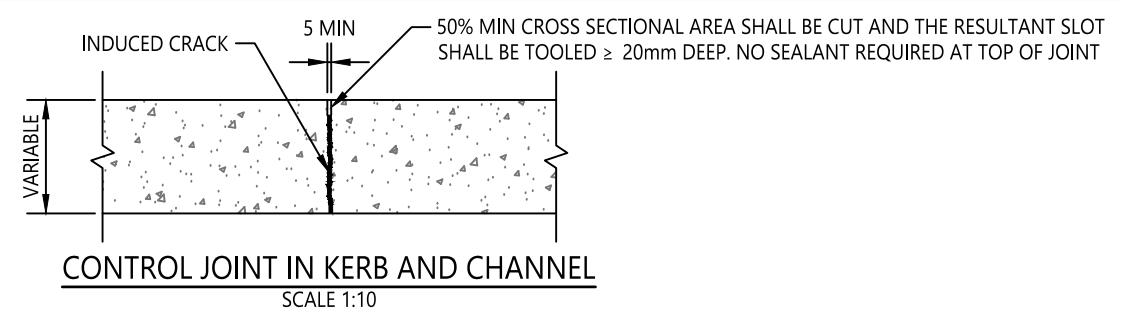


**CONTROL JOINT (CJ) - TYPE 1**  
SCALE 1:10

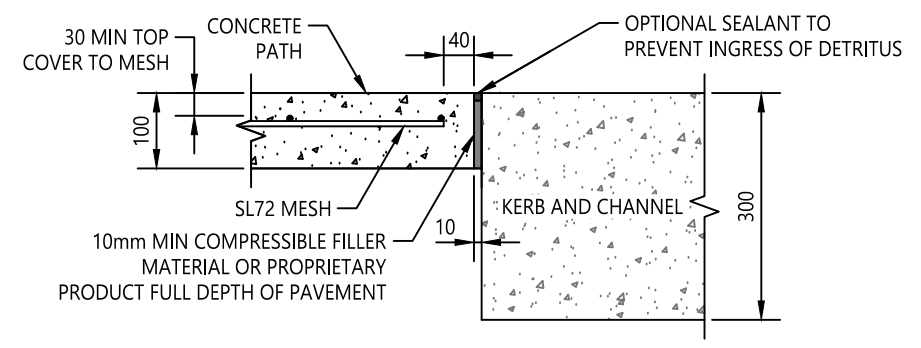


**CONTROL JOINT (CJ) - TYPE 2**  
SCALE 1:10


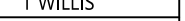
- STEEL REINFORCEMENT NOTES:**
1. STEEL REINFORCEMENT SHALL BE PROVIDED WITH A MINIMUM COVER OF 30mm TO THE TOP SURFACE OF THE PAVEMENT AND 40mm TO THE SLAB EDGE OR A FORMED JOINT.
  2. STEEL REINFORCEMENT SHALL BE SUPPORTED BY BAR CHAIRS IN ACCORDANCE WITH AS/NZS 2425, AT A MAXIMUM OF 600mm CENTRES.
  3. STEEL REINFORCEMENT SHALL BE LAPPED SO THAT A MINIMUM OF 2 CROSS BARS SHALL BE OVERLAPPED.
  4. RE-ENTRANT CORNERS SHALL BE REINFORCED WITH TRIMMING STEEL REINFORCEMENT NOT LESS THAN 2xN12 BARS 1m MINIMUM LONG.
  5. STEEL REINFORCING MESH SHALL BE TERMINATED EITHER SIDE OF THE CONTROL JOINT OR EXPANSION JOINT.
- CONCRETE NOTES:**
1. CONCRETE STRENGTH GRADE FOR COLOURED KERB RAMPS SHALL BE N32.
  2. CONCRETE SHALL BE CONTINUOUSLY CURED FOR A MINIMUM 3 DAYS.
  3. CONCRETE SHALL BE PROTECTED FROM TRAFFIC FOR A MINIMUM 7 DAYS.
  4. KERB RAMP AND WINGS TO BE CONSTRUCTED WITH INTEGRALLY COLOURED CONCRETE. DOSE RATE: 1x20kg BAG OF YORKSTONE OXIDE PIGMENT COLOURING, OR EQUIVALENT, FOR EACH 1m<sup>3</sup> OF CONCRETE (6 TO 7% PIGMENT BY WEIGHT OF CEMENT CONTENT).
  5. CONCRETE TO BE BROOM FINISHED TO PROVIDE A SLIP-RESISTANT SURFACE AND SHALL HAVE A SMOOTH PERIMETER BORDER WITH 10mm RADIUS EDGES.
- CONTROL JOINT (CJ) NOTES:**
1. SAW CUT DEPTH OF THE WEAKENED PLANE JOINT SHALL BE 0.25 TIMES THICKNESS OF SLAB. CONTROL JOINTS SHALL BE INSTALLED WITHOUT A SMOOTH BORDER ON EACH SIDE OF THE JOINT (EXCEPT CONTROL JOINTS IN KERB RAMP).
  2. CONTROL JOINT SPACING SHALL BE 2.5m IN FOOTPATH SLABS, 3.1m IN SHARED PATH SLABS; AND 3m MAXIMUM IN KERB AND CHANNEL.
  3. MAXIMUM CONTROL JOINT SPACING SHOULD BE NO GREATER THAN 1.5 TIMES THE WIDTH OF THE SLAB PANEL.
- EXPANSION JOINT (EJ) NOTES:**
1. EXPANSION JOINT SPACING SHALL BE 10m (12m MAXIMUM) IN FOOTPATH; AND 12.4m IN SHARED PATH SLABS; AND WHERE KERB AND CHANNEL ABUTS A COMMERCIAL AND INDUSTRIAL VEHICLE ACCESS CROSSING LAYBACK. EXPANSION JOINTS SHALL BE INSTALLED WITH A SMOOTH BORDER ON EACH SIDE OF THE JOINT.
  2. A SYSTEM TO CORRECTLY ALIGN DOWELS SHALL BE PROVIDED.
  3. BOND-BREAKING COMPOUND AND END CAP MAY BE REPLACED WITH A PURPOSE-MADE DOWEL SLEEVE.



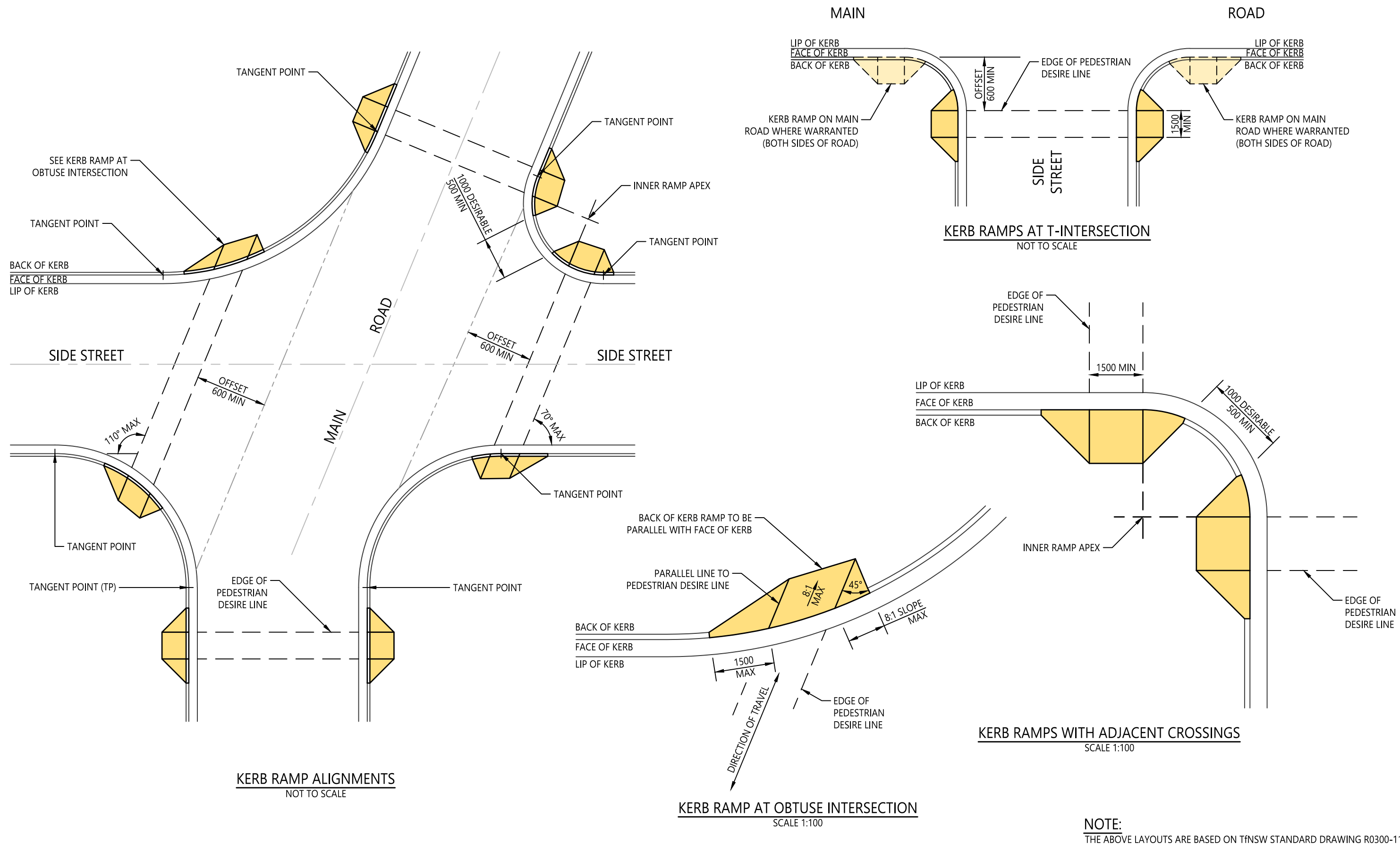
**CONTROL JOINT IN KERB AND CHANNEL**  
SCALE 1:10



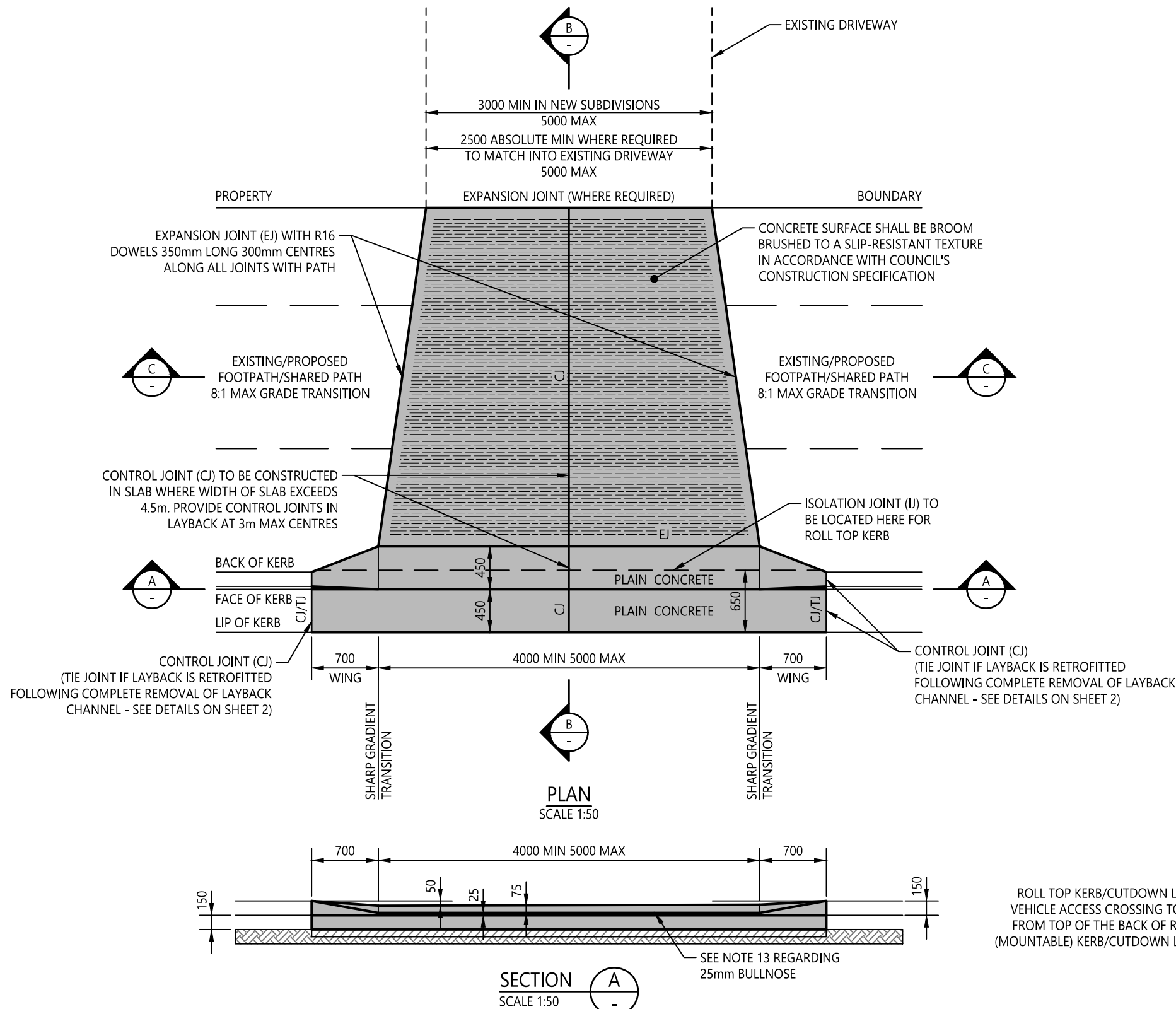
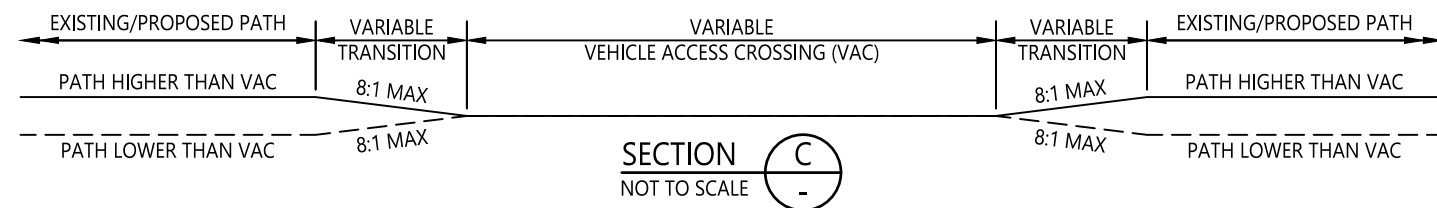
**ISOLATION JOINT (IJ)**  
SCALE 1:10

					SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS		Central Coast Council	Kerb and Channel Series Kerb Ramps	STANDARD DRAWING	
					AS SHOWN	CHECKED	M BAMBER				DRAWING NUMBER	REV
						DATE	28/4/20					
						UNIT MANAGER APPROVAL						
REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN	ASSETS PLANNING AND DESIGN		ROADS TRANSPORT DRAINAGE AND WASTE				



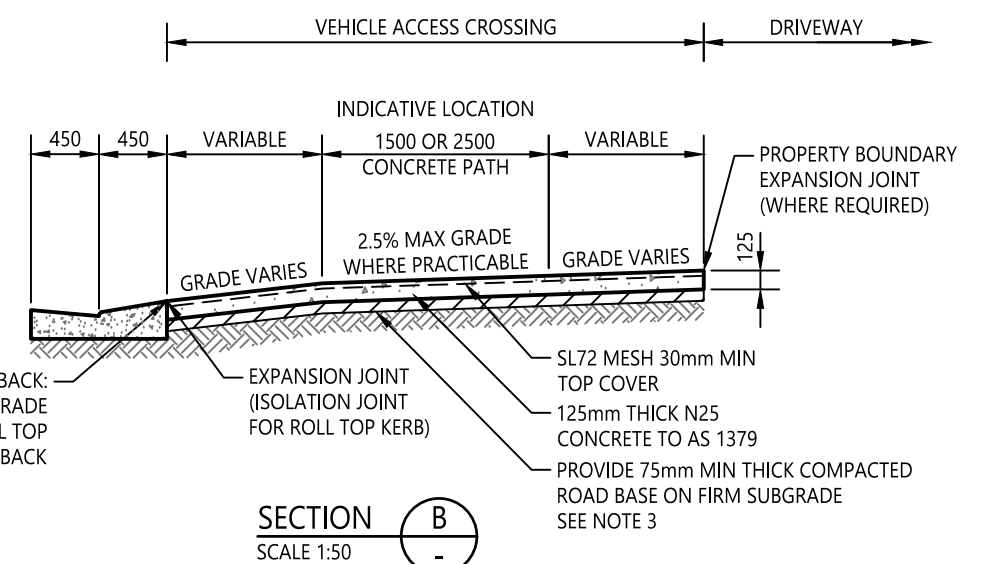


REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING  AS SHOWN	DRAWN T WILLIS	CHECKED M BAMBER	DATE 28/4/20	UNIT MANAGER APPROVAL  <i>[Signature]</i>	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	STANDARD DRAWING	
													DRAWING NUMBER	REV
													SD0502	-
													SHEET 3 OF 3	A3






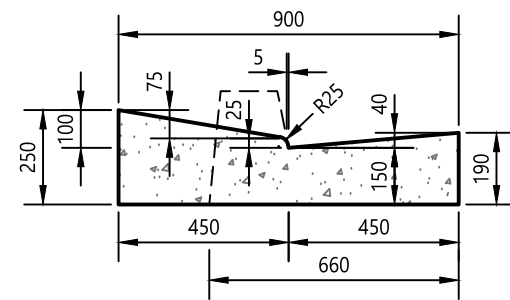
## NOTES:

- THIS DRAWING IS TO BE USED AS A GUIDE ONLY. RESIDENTIAL VEHICULAR ACCESS CROSSINGS ARE TO BE DESIGNED AND CONSTRUCTED TO COMPLY WITH AS 2890.1 AND AS 3727.1.
- SUITABLY COMPACT APPROVED SUBGRADE MATERIAL. PROVIDE REPLACEMENT SUBGRADE IF REQUIRED.
- CONCRETE STRENGTH GRADE SHALL BE N25 UNLESS OTHERWISE SPECIFIED AND SHALL CONFORM TO AS 1379 SPECIFICATION AND SUPPLY OF CONCRETE.
- EXPANSION JOINTS SHALL BE 10mm WIDE AND FILLED WITH A PREFORMED COMPRESSIBLE BITUMEN-IMPREGNATED FILLER AT 12m CENTRES AS SHOWN ON SHEET 2.
- CONTROL JOINTS SHALL BE FORMED AS SHOWN ON SHEET 2.
- SAWN CONTROL JOINTS SHALL BE CUT AS SOON AS SURFACE IS HARD ENOUGH THAT IT WILL NOT CHIP, SPALL AND COLLAPSE ON THE CUTTING BLADE. GENERALLY, THIS SHOULD BE WITHIN 24 HOURS OF CONCRETE PLACEMENT.
- REINFORCING MESH SHALL BE FABRICATED TO AS 4671 STEEL REINFORCING MATERIALS.
- REINFORCING MESH IN SLABS SHALL BE PLACED WITH 30mm MINIMUM TOP COVER.
- DOWELS TO BE GALVANISED AND INSTALLED PARALLEL TO EACH OTHER AND PARALLEL TO FINISHED SURFACE.
- DOWELS ARE TO BE INSTALLED WITH DOWEL SLEEVE AND GREASED AT ONE END WITH A 10mm FREE MOVEMENT GAP AT THE GREASED END, UNLESS OTHERWISE NOTED.
- WHERE A NEW CROSSING IS TO BE CONSTRUCTED IN EXISTING KERB AND CHANNEL, THE KERB MAY BE REMOVED BY SAW CUTTING ALONG THE INVERT. THE NEW LAYBACK SHALL BE TIED TO THE CHANNEL USING 400mm LONG N12 DEFORMED TIE-BARS DRILLED AND EPOXIED INTO THE EXISTING CHANNEL AT 300mm CENTRES. REFER TO DETAILS ON SHEET 2.
- WHERE VEHICULAR ACCESS CROSSINGS ARE ALSO USED AS KERB RAMPS, THE LAYBACK SHALL BE MODIFIED TO OMIT THE 25mm BULLNOSE AND A KERB RAMP PROFILE AND SHAPE INTEGRATED WITH THE WHOLE VEHICULAR ACCESS CROSSING.
- ALTERNATIVE DECORATIVE VEHICLE ACCESS CROSSING SURFACE TREATMENT MAY BE PROVIDED (NOT IN LAYBACK) AT THE LANDOWNER'S EXPENSE, OR IN COMMERCIAL AREAS, SUBJECT TO APPROVAL BY COUNCIL'S REPRESENTATIVE.
- REFER TO SD0508 FOR APPROPRIATE DRIVEWAY PROFILE CONFIGURATION.
- ALL SERVICES UNDER VEHICLE ACCESS CROSSING SHALL BE LOCATED BY POTHOLING AND RELOCATED WHERE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

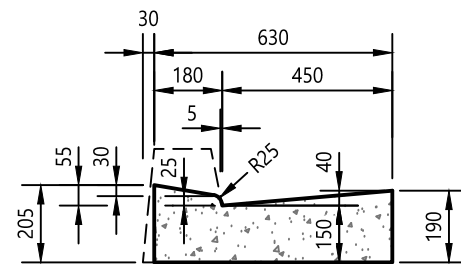


ROLL TOP KERB/CUTDOWN LAYBACK:  
VEHICLE ACCESS CROSSING TO GRADE  
FROM TOP OF THE BACK OF ROLL TOP  
(MOUNTABLE) KERB/CUTDOWN LAYBACK

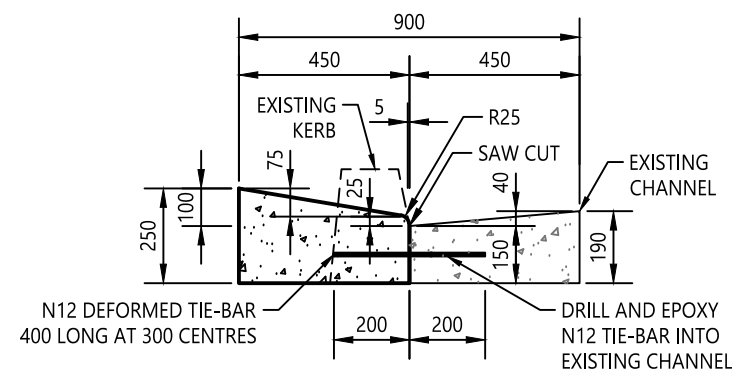
					<div>SCALE ON ORIGINAL A3 SIZE DRAWING</div> <div>05001000150020002500</div> <div></div> <div>1:50</div>	<div>DRAWN</div> <div>T WILLIS</div> <div>CHECKED</div> <div>M BAMBER</div> <div>DATE</div> <div>28/4/20</div> <div>UNIT MANAGER APPROVAL</div> <div></div> <div>ASSETS PLANNING AND DESIGN</div>	<div></div> <div>ROADS TRANSPORT DRAINAGE AND WASTE</div>	<div>Central Coast Council</div> <div>KERB AND CHANNEL SERIES</div> <div>RESIDENTIAL VEHICLE ACCESS CROSSING</div> <div>FOR ROADS WITH KERB AND CHANNEL</div>	<div>STANDARD DRAWING</div> <div>DRAWING NUMBER</div> <div>SD0503</div> <div>SHEET 1 OF 2</div> <div>REV</div> <div>-</div> <div>A3</div>	
REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN					



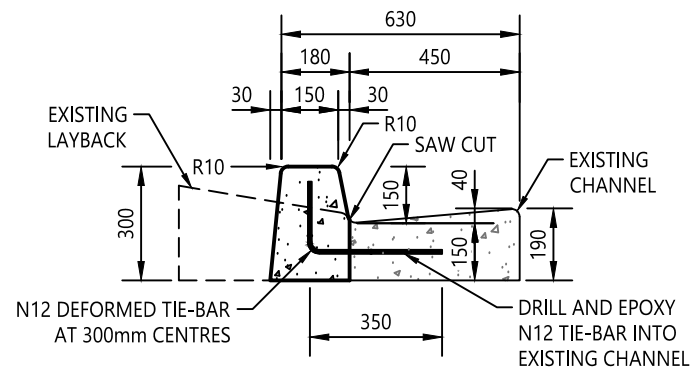
**STANDARD LAYBACK**  
SCALE 1:20



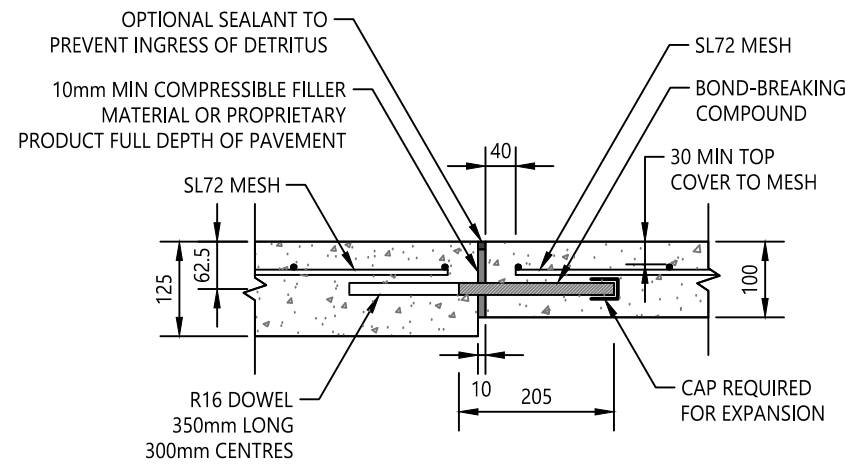
**NON-STANDARD CUTDOWN LAYBACK**  
SCALE 1:20  
ONLY TO BE USED WITH APPROVAL FROM COUNCIL'S REPRESENTATIVE



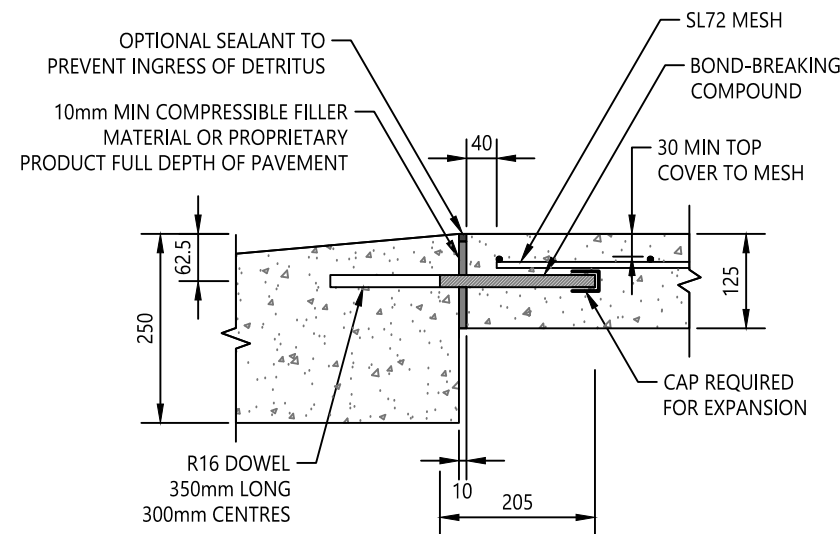
**RETROFITTED LAYBACK TO EXISTING CHANNEL**  
SCALE 1:20



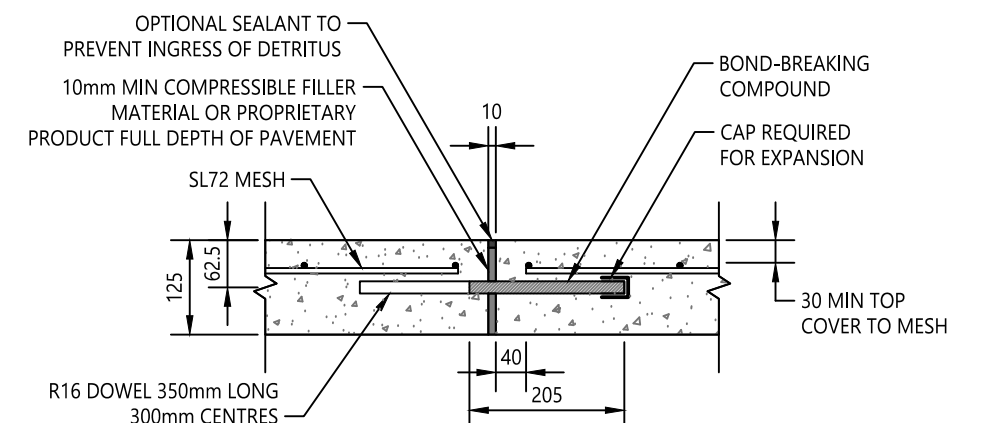
**RETROFITTED KERB TO EXISTING CHANNEL**  
SCALE 1:20



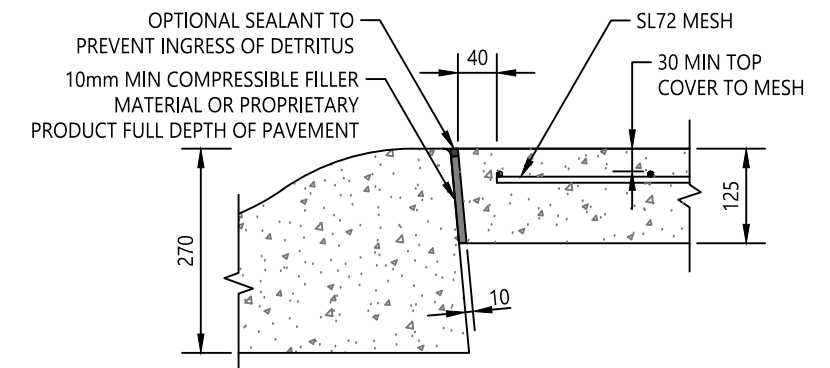
**EXPANSION JOINT (EJ) 125mm TO 100mm  
VEHICLE ACCESS CROSSING TO FOOTPATH**  
SCALE 1:10



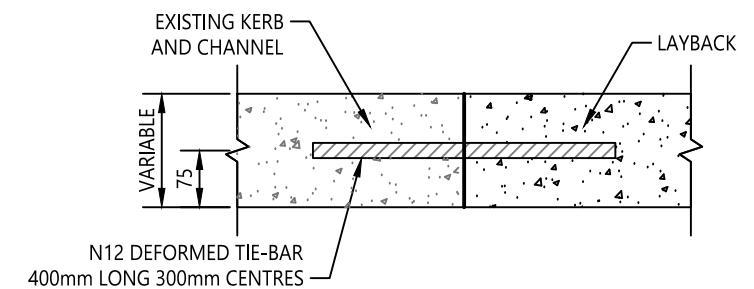
**EXPANSION JOINT (EJ) 250mm TO 125mm  
LAYBACK TO VEHICLE ACCESS CROSSING**  
SCALE 1:10



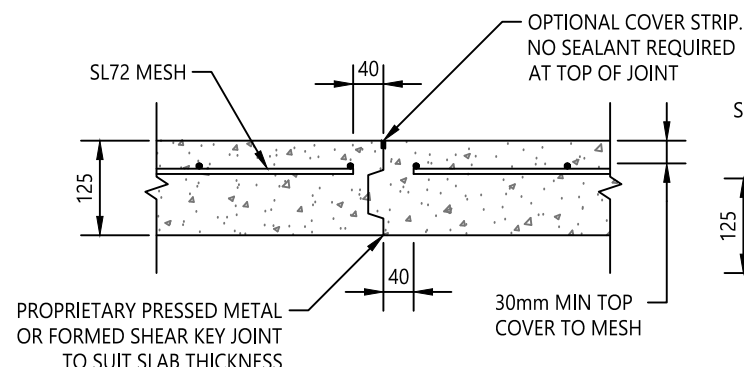
**EXPANSION JOINT (EJ) 125mm**  
SCALE 1:10



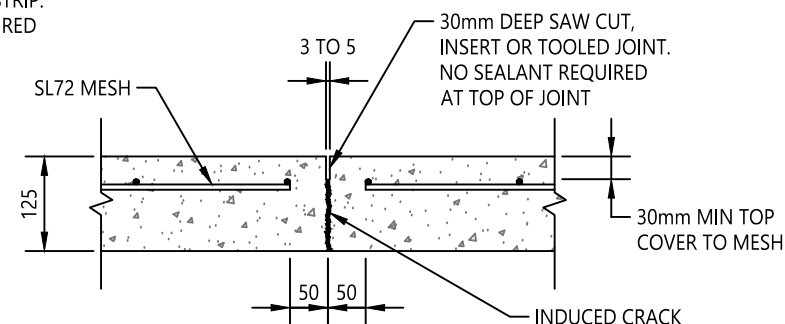
**ISOLATION JOINT (IJ) 270mm TO 125mm  
ROLL TOP KERB TO VEHICLE ACCESS CROSSING**  
SCALE 1:10



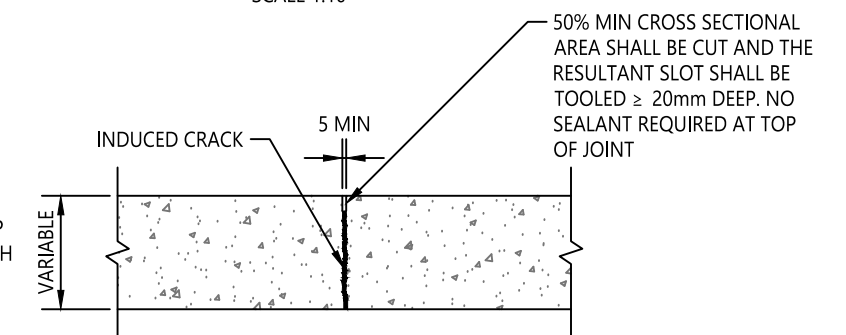
**TIE JOINT (TJ) IN KERB AND CHANNEL TO  
COMPLETELY RETROFITTED LAYBACK**  
SCALE 1:10



**CONTROL JOINT (CJ) - TYPE 1**  
SCALE 1:10



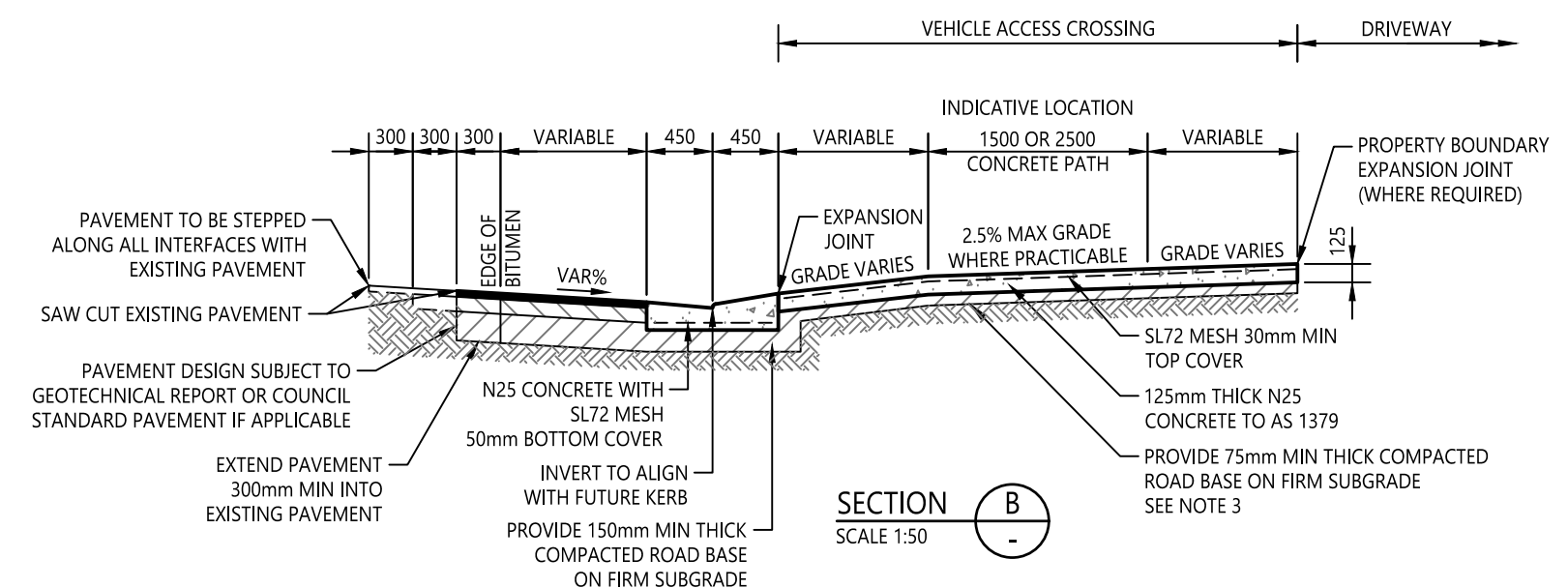
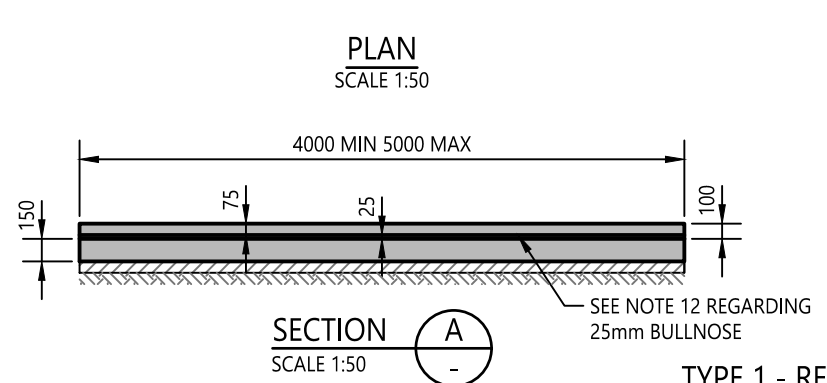
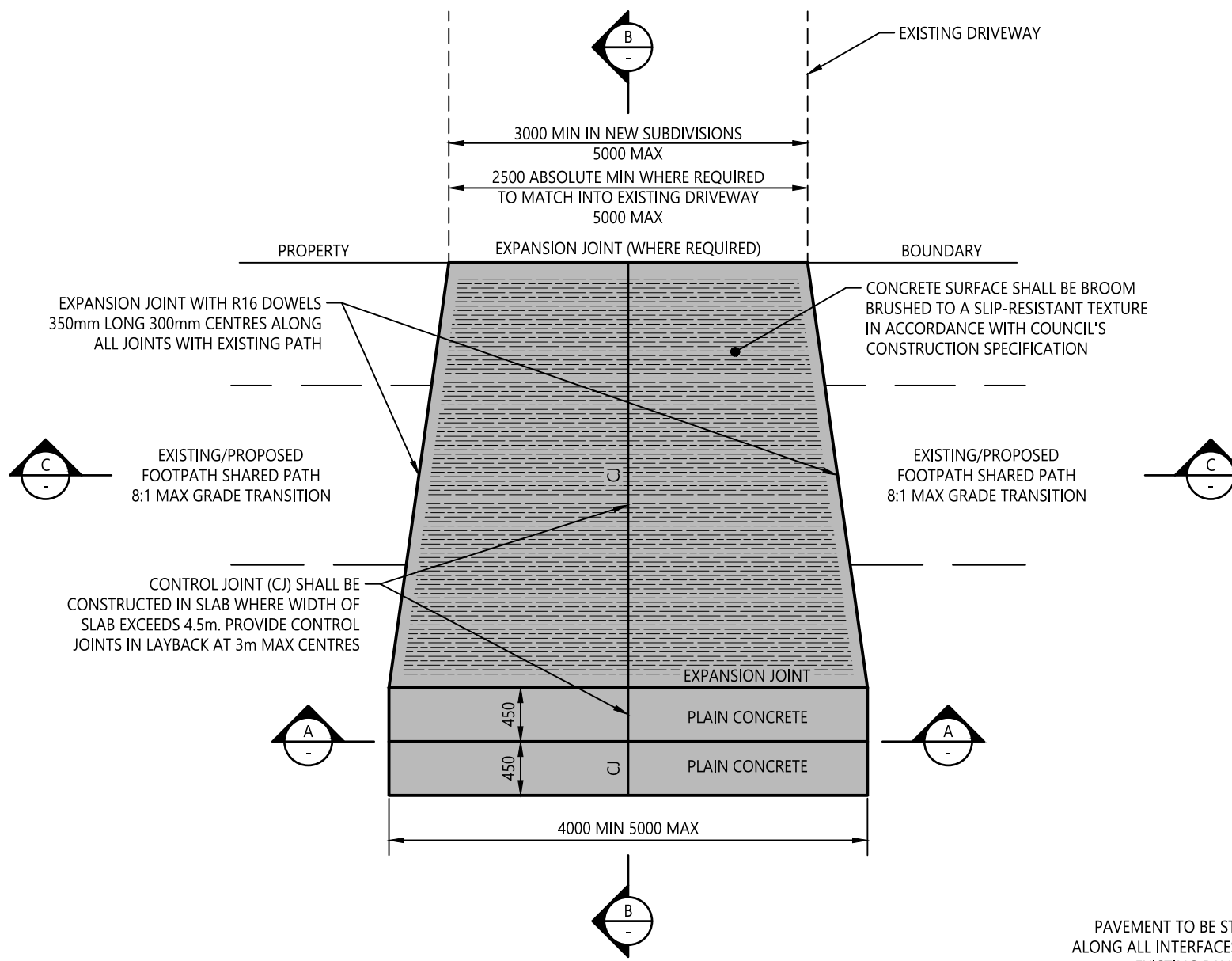
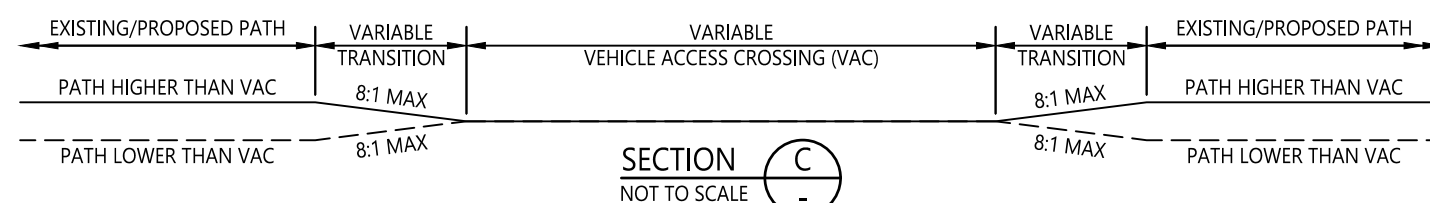
**CONTROL JOINT (CJ) - TYPE 2**  
SCALE 1:10



**CONTROL JOINT IN LAYBACK**  
SCALE 1:10




REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	CHECKED	M BAMBER	DATE	28/4/20	UNIT MANAGER APPROVAL	AS SHOWN	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	KERB AND CHANNEL SERIES RESIDENTIAL VEHICLE ACCESS CROSSING FOR ROADS WITH KERB AND CHANNEL	STANDARD DRAWING	
																			DRAWING NUMBER	REV
																			SD0503	-
																			SHEET 2 OF 2	A3

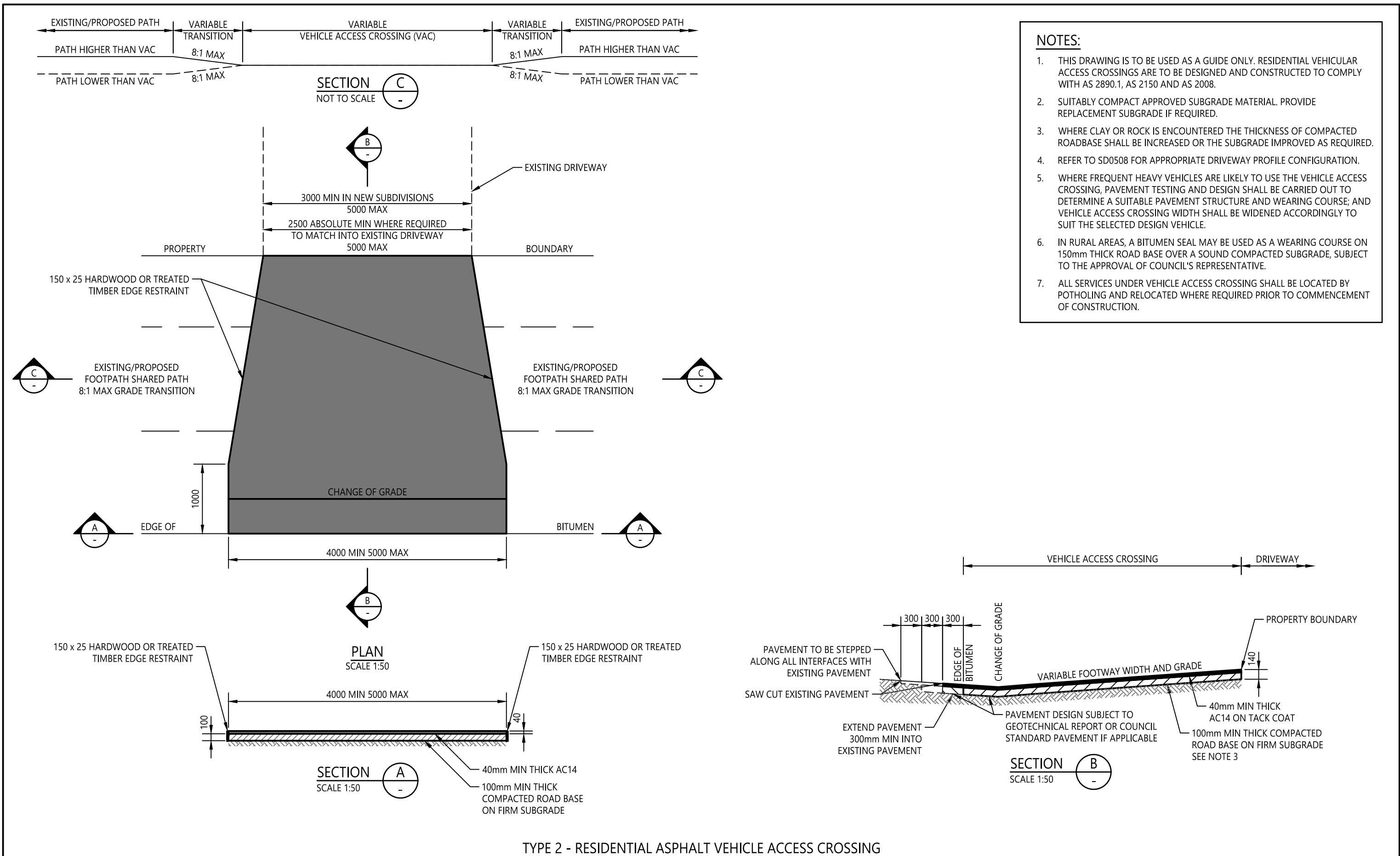






- NOTES:**
- THIS DRAWING IS TO BE USED AS A GUIDE ONLY. RESIDENTIAL VEHICULAR ACCESS CROSSINGS ARE TO BE DESIGNED AND CONSTRUCTED TO COMPLY WITH AS 2890.1 AND AS 3727.1.
  - SUITABLY COMPACT APPROVED SUBGRADE MATERIAL. PROVIDE REPLACEMENT SUBGRADE IF REQUIRED.
  - CONCRETE STRENGTH GRADE SHALL BE N25 UNLESS OTHERWISE SPECIFIED AND SHALL CONFORM TO AS 1379 SPECIFICATION AND SUPPLY OF CONCRETE.
  - EXPANSION JOINTS SHALL BE 10mm WIDE AND FILLED WITH A PREFORMED COMPRESSIBLE BITUMEN-IMPREGNATED FILLER AT 12m CENTRES AS SHOWN ON SHEET 3.
  - CONTROL JOINTS SHALL BE FORMED AS SHOWN ON SHEET 3.
  - SAWN CONTROL JOINTS SHALL BE CUT AS SOON AS SURFACE IS HARD ENOUGH THAT IT WILL NOT CHIP, SPALL AND COLLAPSE ON THE CUTTING BLADE. GENERALLY, THIS SHOULD BE WITHIN 24 HOURS OF CONCRETE PLACEMENT.
  - REINFORCING MESH SHALL BE FABRICATED TO AS/NZS 4671 STEEL REINFORCING MATERIALS.
  - REINFORCING MESH IN SLABS SHALL BE PLACED WITH 30mm MINIMUM TOP COVER.
  - DOWELS SHALL BE GALVANISED AND INSTALLED PARALLEL TO EACH OTHER AND PARALLEL TO FINISHED SURFACE.
  - DOWELS SHALL BE INSTALLED WITH DOWEL SLEEVE AND GREASED AT ONE END WITH A 10mm FREE MOVEMENT GAP AT THE GREASED END, UNLESS OTHERWISE NOTED.
  - WHERE VEHICULAR ACCESS CROSSINGS ARE ALSO USED AS KERB RAMPS, THE LAYBACK SHALL BE MODIFIED TO OMIT THE 25mm BULLNOSE AND A KERB RAMP PROFILE AND SHAPE INTEGRATED WITH THE WHOLE VEHICULAR ACCESS CROSSING.
  - REFER TO SD0508 FOR APPROPRIATE DRIVEWAY PROFILE CONFIGURATION.
  - ALL SERVICES UNDER VEHICLE ACCESS CROSSING SHALL BE LOCATED BY POTHOLING AND RELOCATED WHERE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

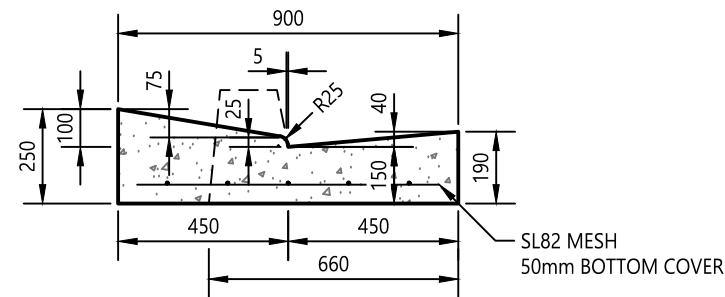
**TYPE 1 - RESIDENTIAL CONCRETE VEHICLE ACCESS CROSSING**

					SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS		Central Coast Council		STANDARD DRAWING	
					<div>05001000150020002500</div> <div></div> <div>1:50</div>	CHECKED	M BAMBER		UNIT MANAGER APPROVAL 	KERB AND CHANNEL SERIES RESIDENTIAL VEHICLE ACCESS CROSSING FOR ROADS WITHOUT KERB AND CHANNEL	DRAWING NUMBER	REV
						DATE	28/4/20				SD0504	-
						ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN					ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE

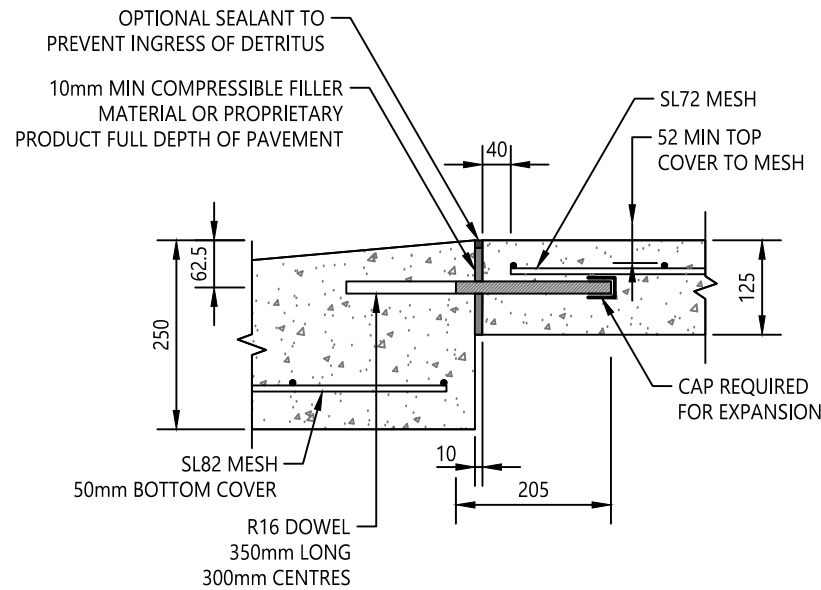


TYPE 2 - RESIDENTIAL ASPHALT VEHICLE ACCESS CROSSING

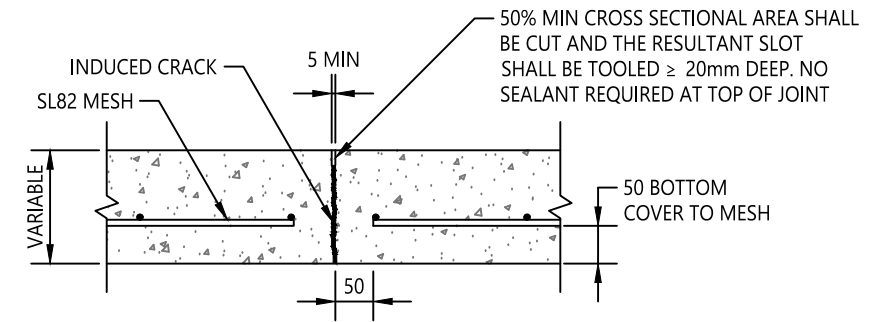
					<div>SCALE ON ORIGINAL A3 SIZE DRAWING</div> <div><div>05001000150020002500</div><div>1:50</div></div>	<div>DRAWN</div> <div>T WILLIS</div> <div>CHECKED</div> <div>M BAMBER</div> <div>DATE</div> <div>28/4/20</div> <div>UNIT MANAGER APPROVAL</div> <div></div> <div>ASSETS PLANNING AND DESIGN</div>	<div></div> <div>ROADS TRANSPORT DRAINAGE AND WASTE</div>	<div>Central Coast Council</div> <div>KERB AND CHANNEL SERIES RESIDENTIAL VEHICLE ACCESS CROSSING FOR ROADS WITHOUT KERB AND CHANNEL</div>	<div>STANDARD DRAWING</div> <div><div>DRAWING NUMBER</div><div>SD0504</div><div>SHEET 2 OF 3</div></div> <div><div>REV</div><div>-</div><div>A3</div></div>	
REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN					



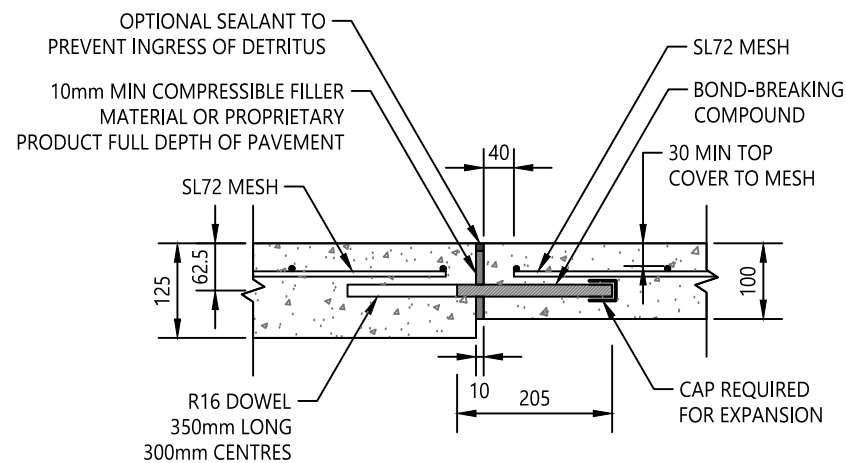
**STANDARD LAYBACK**  
SCALE 1:20



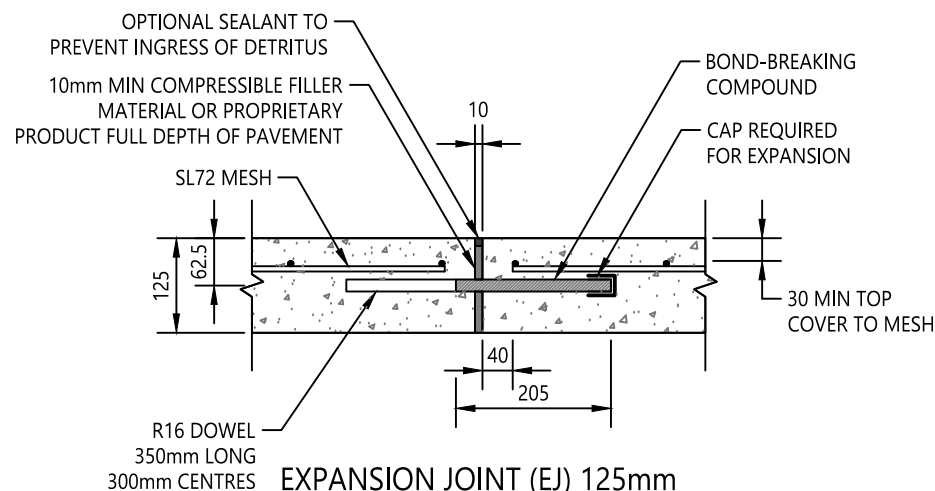
**EXPANSION JOINT (EJ) 250mm TO 125mm LAYBACK TO VEHICLE ACCESS CROSSING**  
SCALE 1:10



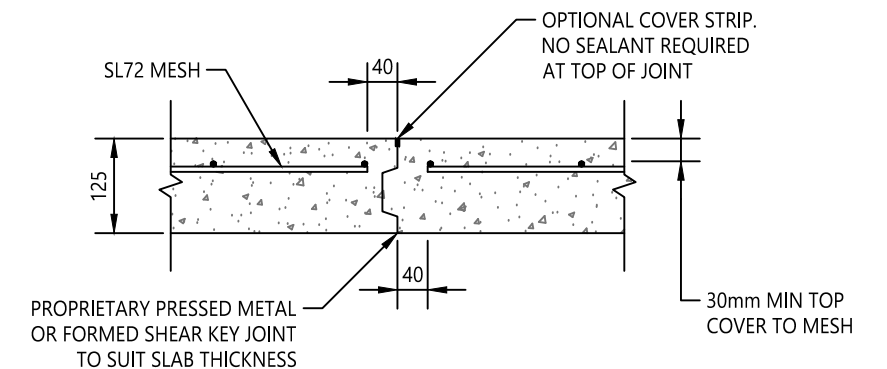
**CONTROL JOINT (CJ) IN LAYBACK**  
SCALE 1:10



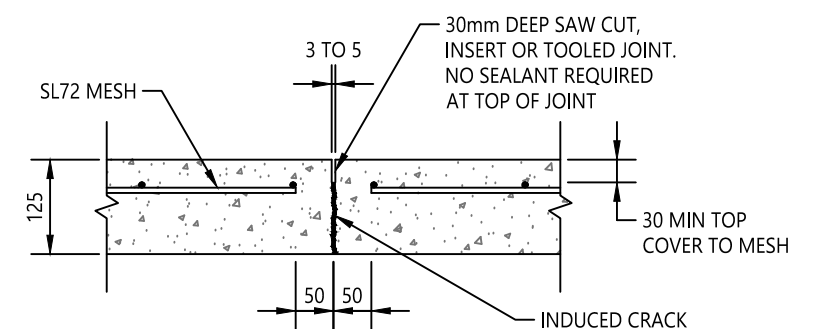
**EXPANSION JOINT (EJ) 125mm TO 100mm VEHICLE ACCESS CROSSING TO FOOTPATH**  
SCALE 1:10



**EXPANSION JOINT (EJ) 125mm**  
SCALE 1:10



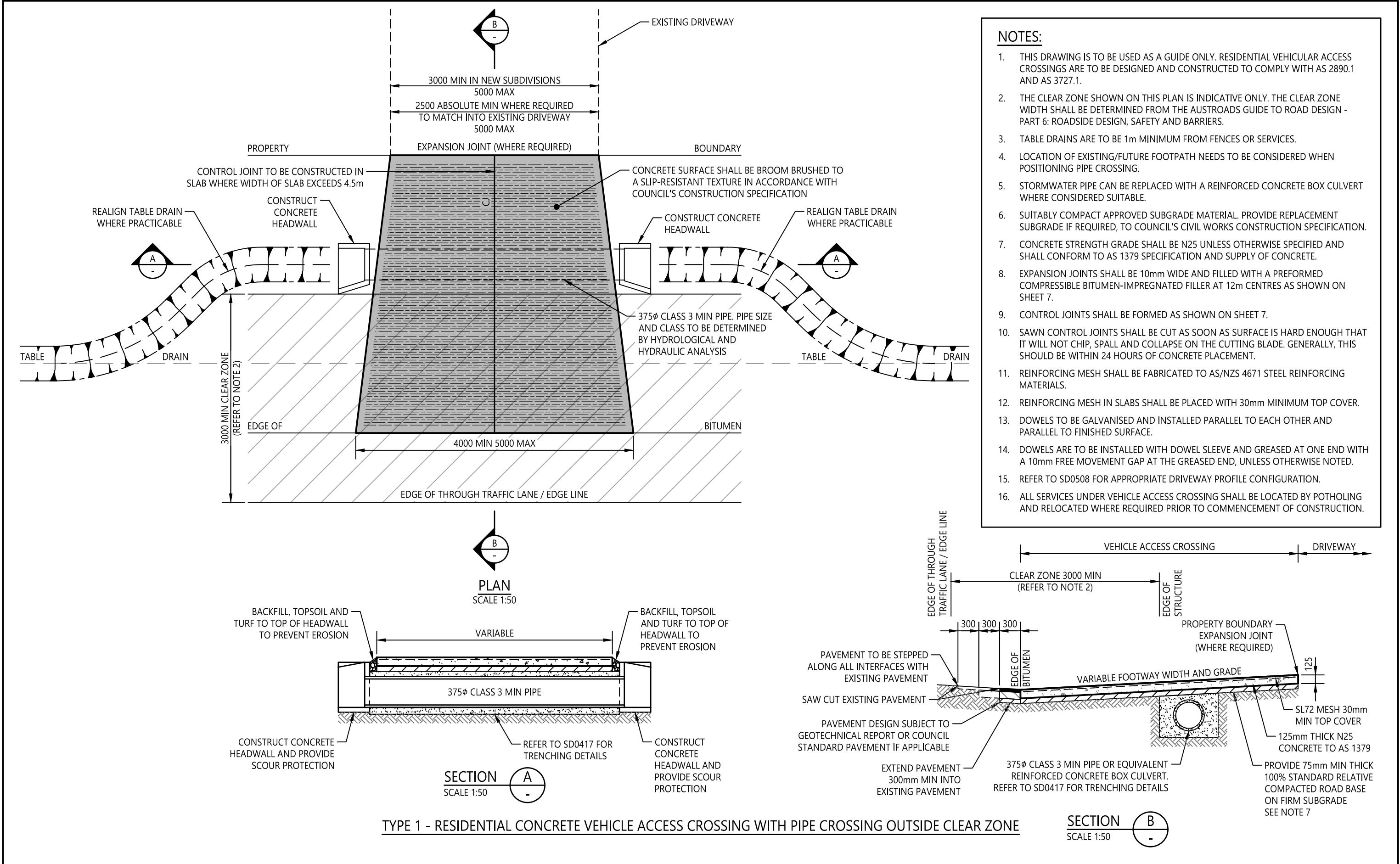
**CONTROL JOINT (CJ) - TYPE 1**  
SCALE 1:10






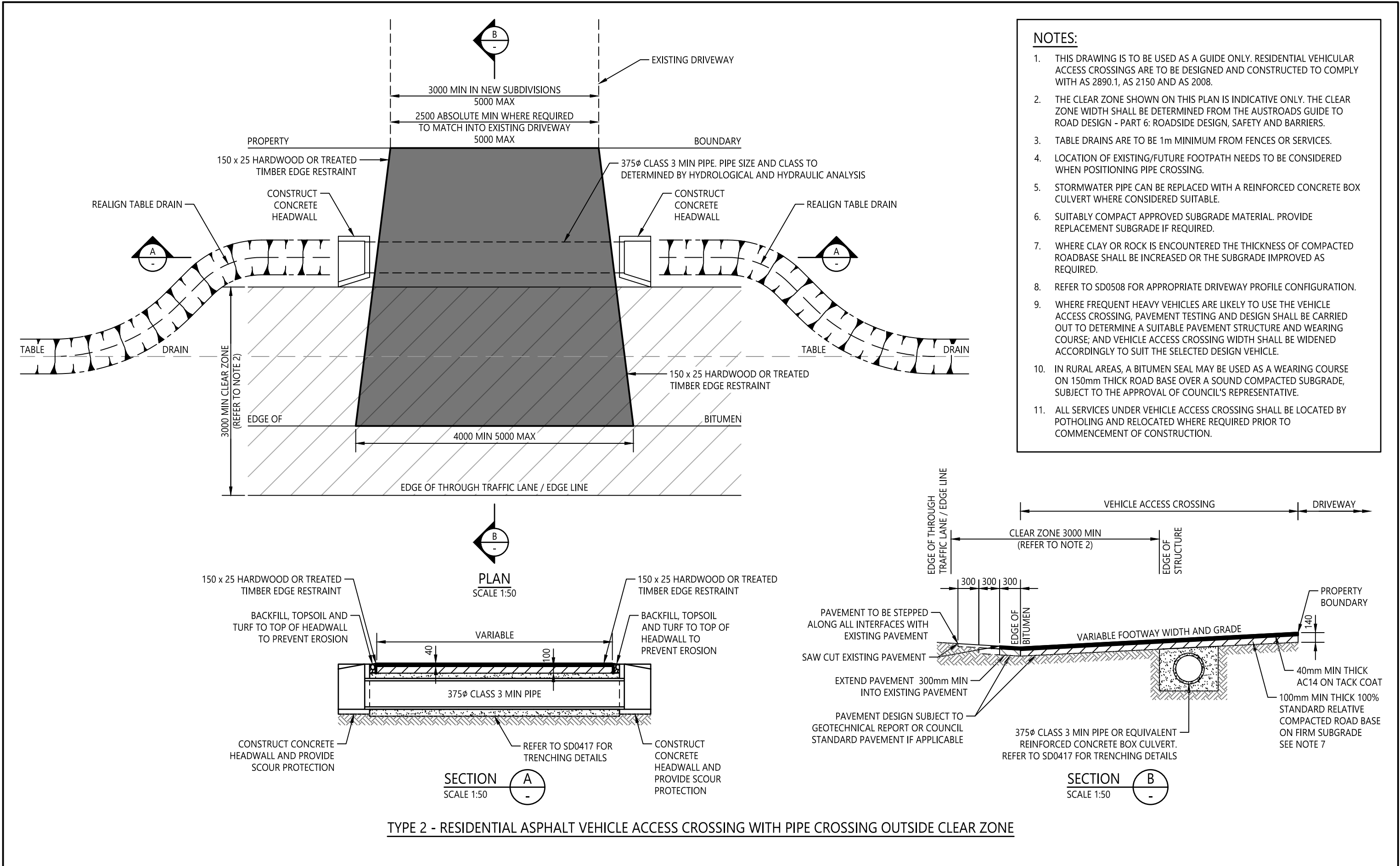
**CONTROL JOINT (CJ) - TYPE 2**  
SCALE 1:10

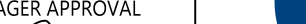

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	CHECKED	M BAMBER	DATE	28/4/20	UNIT MANAGER APPROVAL	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	Kerb and Channel Series Residential Vehicle Access Crossing for Roads without Kerb and Channel	STANDARD DRAWING	
																	Drawing Number	Rev
					AS SHOWN												SD0504	-
																	SHEET 3 OF 3	A3

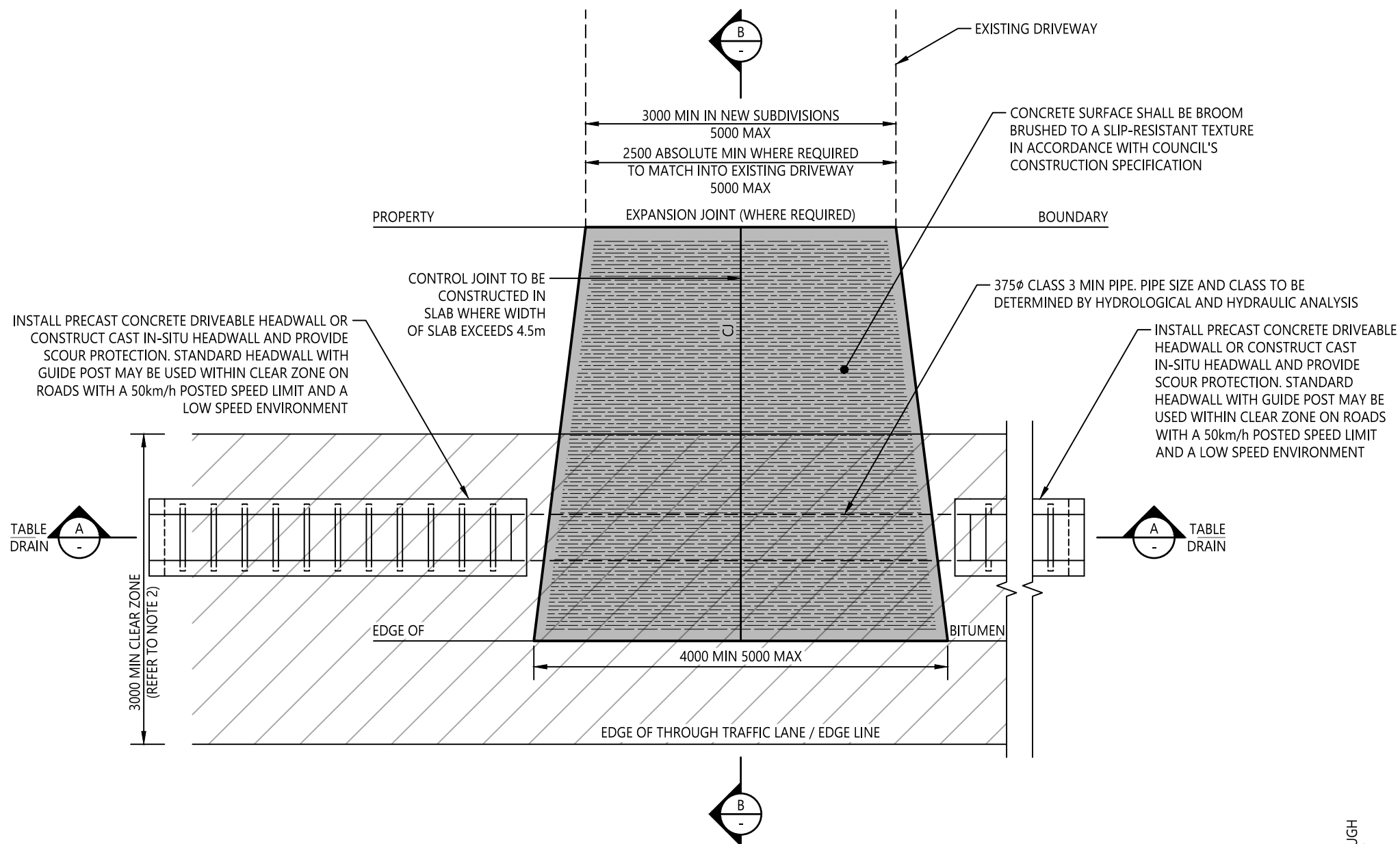




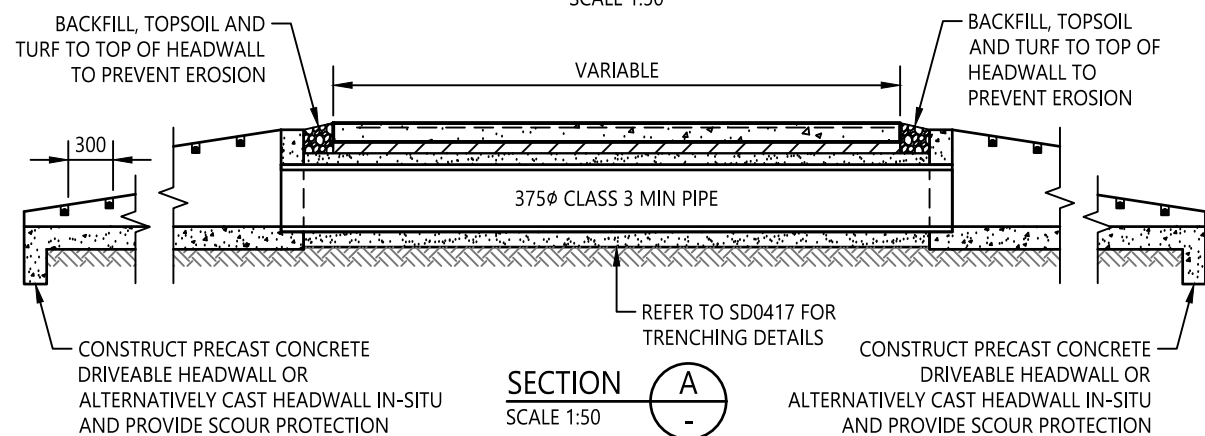
					SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS		Central Coast Council	KERB AND CHANNEL SERIES RESIDENTIAL, INDUSTRIAL AND COMMERCIAL VEHICLE ACCESS CROSSING WITH CULVERT	STANDARD DRAWING	
					0 500 1000 1500 2000 2500	CHECKED	M BAMBER				DRAWING NUMBER SD0505	REV -
					 1:50	DATE	28/4/20					
											UNIT MANAGER APPROVAL 	
REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN	ASSETS PLANNING AND DESIGN		ROADS TRANSPORT DRAINAGE AND WASTE				



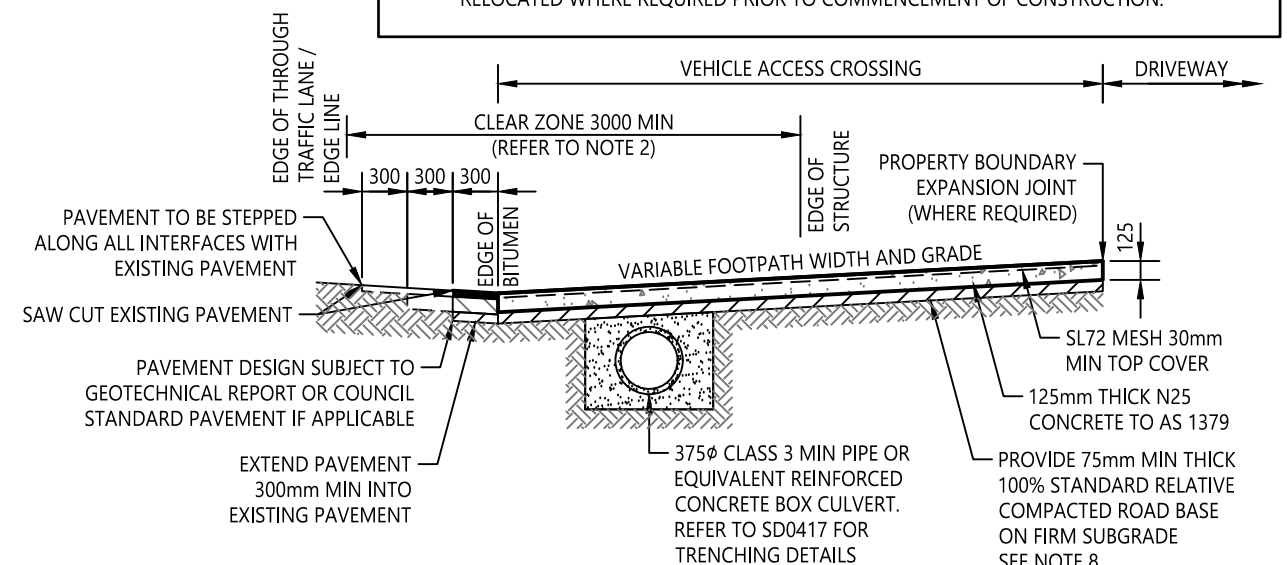
					<div>SCALE ON ORIGINAL A3 SIZE DRAWING</div> <div><div>05001000150020002500</div><div><div></div><div></div><div></div><div></div><div></div></div><div>1:50</div></div>	<div>DRAWN</div> <div>T WILLIS</div> <div>CHECKED</div> <div>M BAMBER</div> <div>DATE</div> <div>28/4/20</div> <div>UNIT MANAGER APPROVAL</div> <div></div> <div>ASSETS PLANNING AND DESIGN</div>	<div></div> <div>ROADS TRANSPORT DRAINAGE AND WASTE</div>	<div>Central Coast Council</div> <div>KERB AND CHANNEL SERIES RESIDENTIAL, INDUSTRIAL AND COMMERCIAL VEHICLE ACCESS CROSSING WITH CULVERT</div>	<div>STANDARD DRAWING</div> <div><div>DRAWING NUMBER</div><div>SD0505</div><div>SHEET 2 OF 7</div></div> <div><div>REV</div><div>-</div><div>A3</div></div>	
REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN					



PLAN  
SCALE 1:50






TYPE 3 - RESIDENTIAL CONCRETE VEHICLE ACCESS CROSSING WITH PIPE CROSSING WITHIN CLEAR ZONE

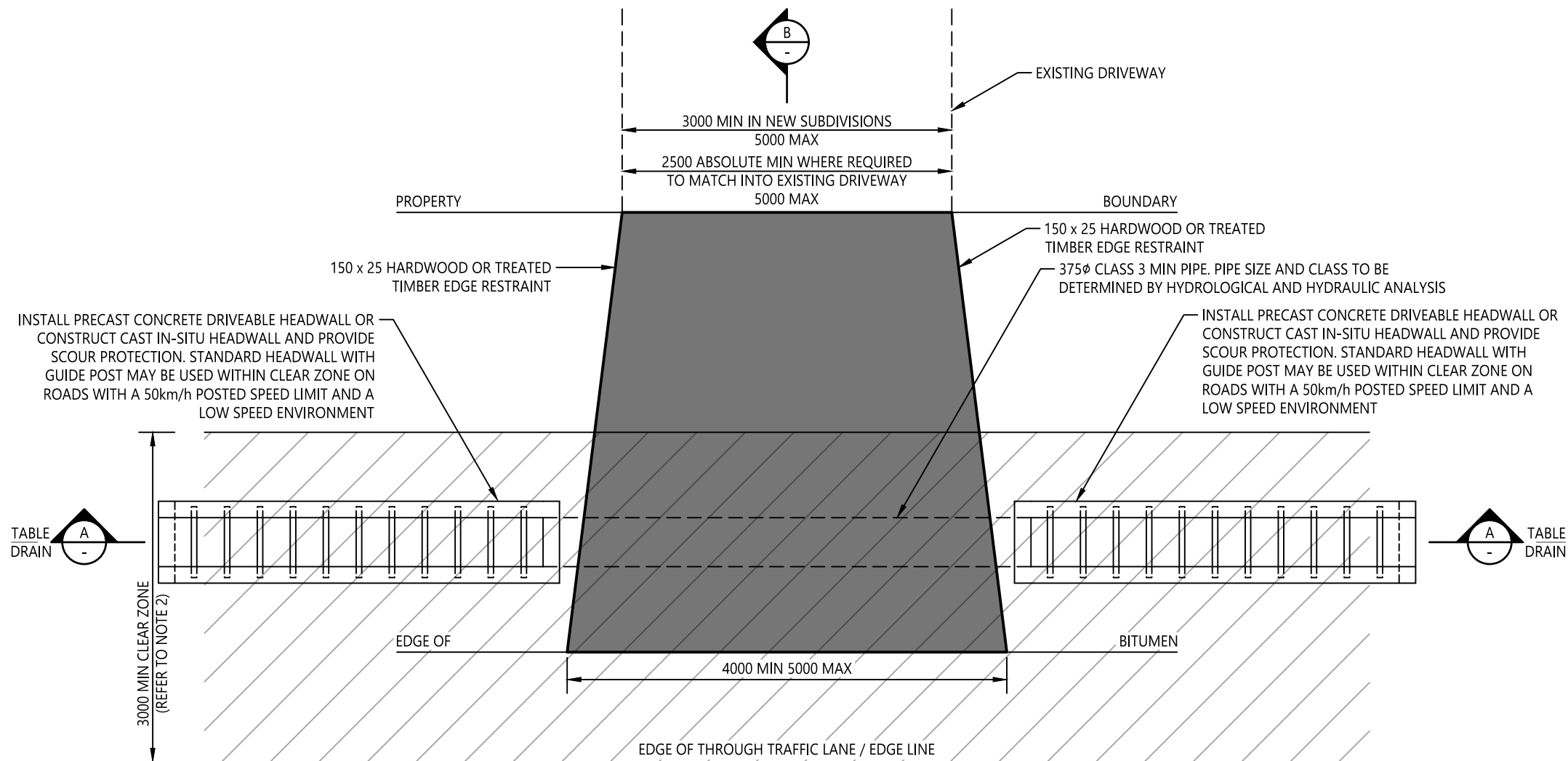


## NOTES:

- THIS DRAWING IS TO BE USED AS A GUIDE ONLY. RESIDENTIAL VEHICULAR ACCESS CROSSINGS ARE TO BE DESIGNED AND CONSTRUCTED TO COMPLY WITH AS 2890.1 AND AS 3727.1.
- THE CLEAR ZONE SHOWN ON THIS PLAN IS INDICATIVE ONLY. THE CLEAR ZONE WIDTH SHALL BE DETERMINED FROM THE AUSTRROADS GUIDE TO ROAD DESIGN - PART 6: ROADSIDE DESIGN, SAFETY AND BARRIERS.
- TABLE DRAINS ARE TO BE 1m MINIMUM FROM FENCES OR SERVICES.
- LOCATION OF EXISTING/FUTURE FOOTPATH NEEDS TO BE CONSIDERED WHEN POSITIONING PIPE CROSSING.
- CONSIDER INSTALLING A GRATE ON TOP OF THE DRIVEABLE HEADWALL AT LOCATIONS IN CLOSE PROXIMITY TO PEDESTRIAN AND CYCLIST ACTIVITY AREAS.
- STORMWATER PIPE CAN BE REPLACED WITH A REINFORCED CONCRETE BOX CULVERT WHERE CONSIDERED SUITABLE.
- SUITABLY COMPACT APPROVED SUBGRADE MATERIAL. PROVIDE REPLACEMENT SUBGRADE IF REQUIRED.
- WHERE CLAY OR ROCK IS ENCOUNTERED THE THICKNESS OF COMPACTED ROADBASE SHALL BE INCREASED OR THE SUBGRADE IMPROVED AS REQUIRED.
- CONCRETE STRENGTH GRADE SHALL BE N25 UNLESS OTHERWISE SPECIFIED AND SHALL CONFORM TO AS 1379 SPECIFICATION AND SUPPLY OF CONCRETE.
- EXPANSION JOINTS SHALL BE 10mm WIDE AND FILLED WITH A PREFORMED COMPRESSIBLE BITUMEN-IMPREGNATED FILLER AT 12m CENTRES AS SHOWN ON SHEET 7.
- CONTROL JOINTS SHALL BE FORMED AS SHOWN ON SHEET 7.
- SAWN CONTROL JOINTS SHALL BE CUT AS SOON AS SURFACE IS HARD ENOUGH THAT IT WILL NOT CHIP, SPALL AND COLLAPSE ON THE CUTTING BLADE. GENERALLY, THIS SHOULD BE WITHIN 24 HOURS OF CONCRETE PLACEMENT.
- REINFORCING MESH SHALL BE FABRICATED TO AS/NZS 4671 STEEL REINFORCING MATERIALS.
- REINFORCING MESH IN SLABS SHALL BE PLACED WITH 30mm MINIMUM TOP COVER.
- DOWELS TO BE GALVANISED AND INSTALLED PARALLEL TO EACH OTHER AND PARALLEL TO FINISHED SURFACE.
- DOWELS ARE TO BE INSTALLED WITH DOWEL SLEEVE AND GREASED AT ONE END WITH A 10mm FREE MOVEMENT GAP AT THE GREASED END, UNLESS OTHERWISE NOTED.
- REFER TO SD0508 FOR APPROPRIATE DRIVEWAY PROFILE CONFIGURATION.
- ALL SERVICES UNDER VEHICLE ACCESS CROSSING SHALL BE LOCATED BY POTHOLING AND RELOCATED WHERE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

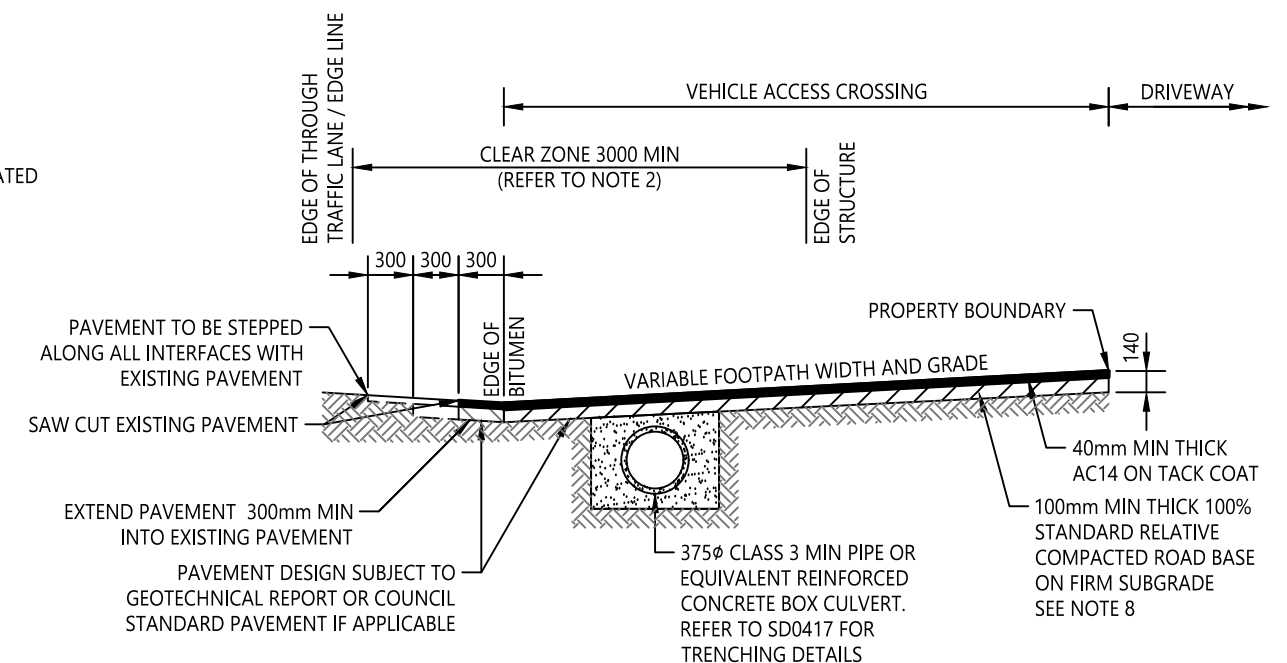
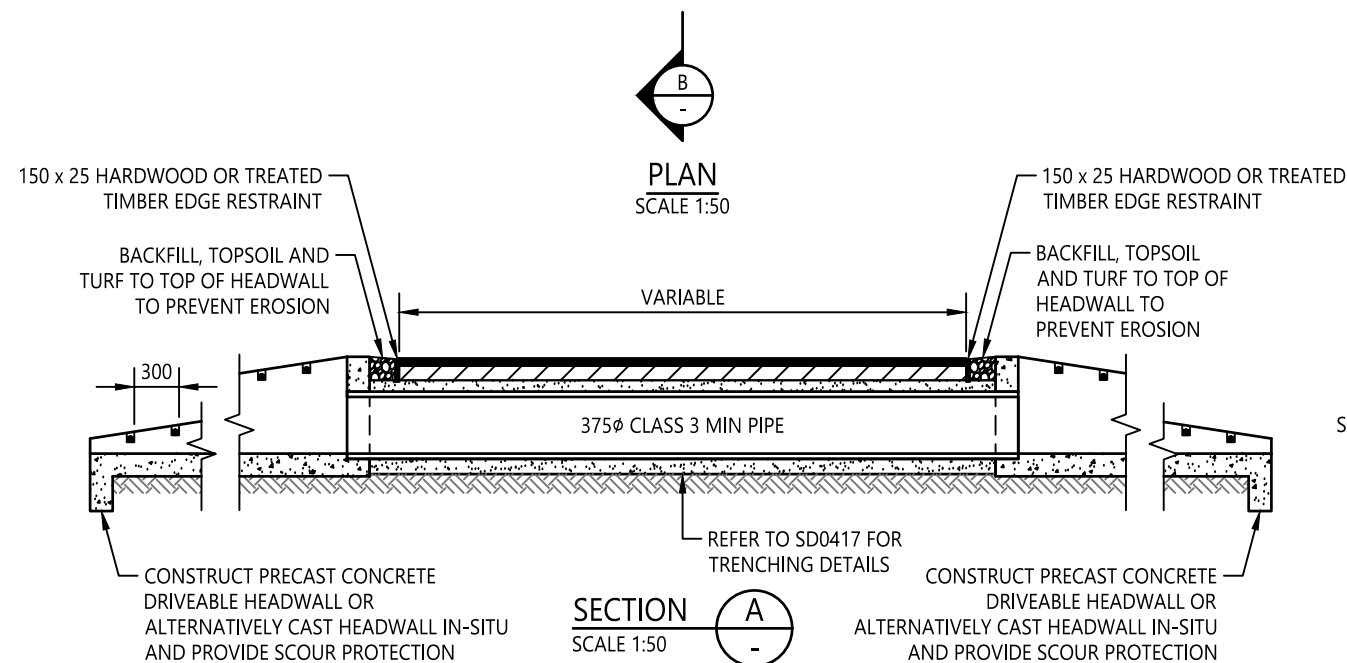
					SCALE ON ORIGINAL A3 SIZE DRAWING		DRAWN	T WILLIS			Central Coast Council		STANDARD DRAWING	
					<div>05001000150020002500</div> <div></div> <div>1:50</div>		CHECKED	M BAMBER				Kerb and Channel Series Residential, Industrial and Commercial Vehicle Access Crossing with Culvert	DRAWING NUMBER	REV
							DATE	28/4/20					SD0505	-
							UNIT MANAGER APPROVAL		ASSETS PLANNING AND DESIGN				ROADS TRANSPORT DRAINAGE AND WASTE	SHEET 3 OF 7
REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN									





### NOTES:

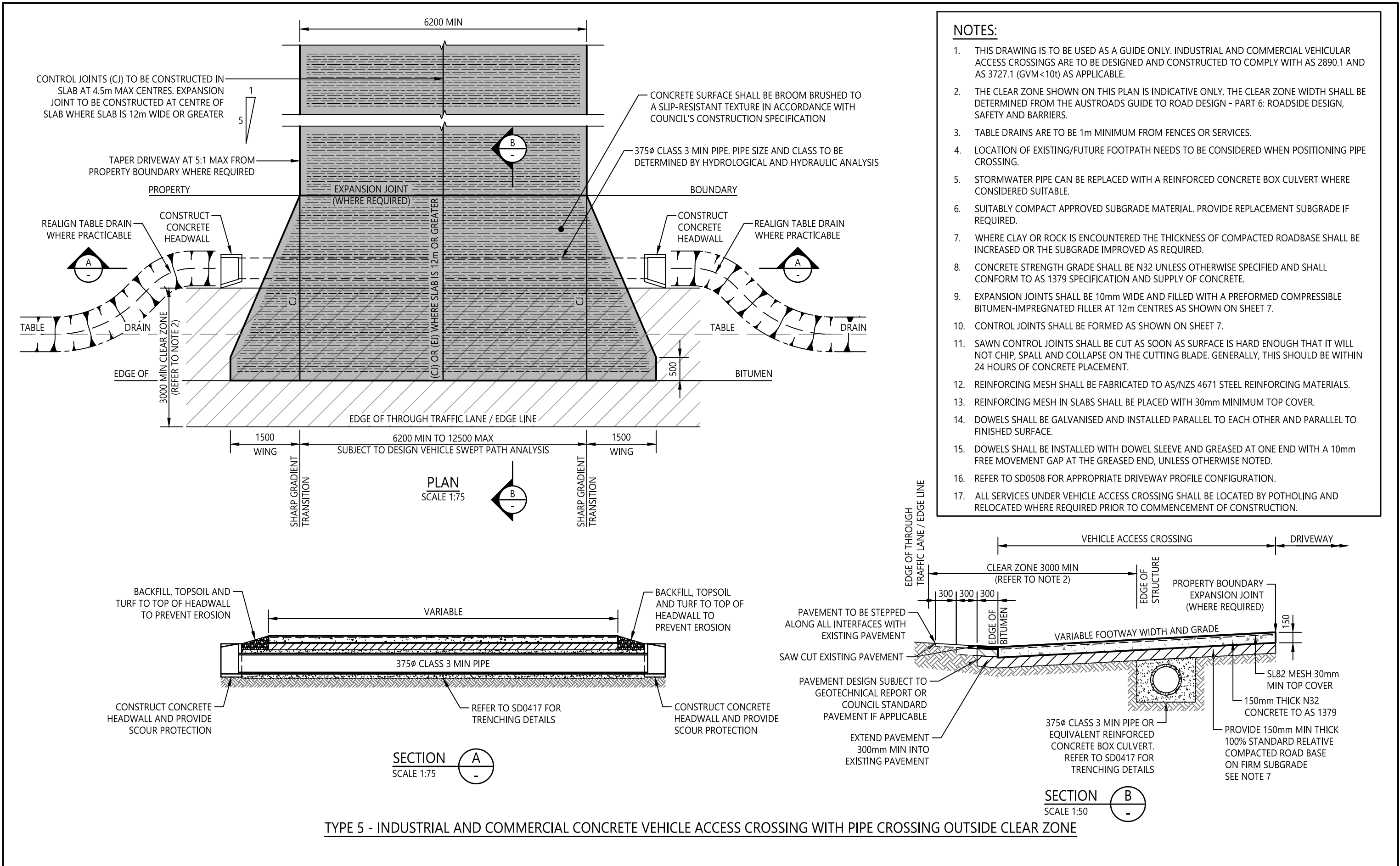
- THIS DRAWING IS TO BE USED AS A GUIDE ONLY. RESIDENTIAL VEHICULAR ACCESS CROSSINGS ARE TO BE DESIGNED AND CONSTRUCTED TO COMPLY WITH AS 2890.1, AS 2150 AND AS 2008.
- THE CLEAR ZONE SHOWN ON THIS PLAN IS INDICATIVE ONLY. THE CLEAR ZONE WIDTH SHALL BE DETERMINED FROM THE AUSTRROADS GUIDE TO ROAD DESIGN - PART 6: ROADSIDE DESIGN, SAFETY AND BARRIERS.
- TABLE DRAINS ARE TO BE 1m MINIMUM FROM FENCES OR SERVICES.
- LOCATION OF EXISTING/FUTURE FOOTPATH NEEDS TO BE CONSIDERED WHEN POSITIONING PIPE CROSSING.
- CONSIDER INSTALLING A GRATE ON TOP OF THE DRIVEABLE HEADWALL AT LOCATIONS IN CLOSE PROXIMITY TO PEDESTRIAN AND CYCLIST ACTIVITY AREAS.
- STORMWATER PIPE CAN BE REPLACED WITH A REINFORCED CONCRETE BOX CULVERT WHERE CONSIDERED SUITABLE.
- SUITABLY COMPACT APPROVED SUBGRADE MATERIAL. PROVIDE REPLACEMENT SUBGRADE IF REQUIRED.
- WHERE CLAY OR ROCK IS ENCOUNTERED THE THICKNESS OF COMPACTED ROADBASE SHALL BE INCREASED OR THE SUBGRADE IMPROVED AS REQUIRED.
- REFER TO SD0508 FOR APPROPRIATE DRIVEWAY PROFILE CONFIGURATION.
- WHERE FREQUENT HEAVY VEHICLES ARE LIKELY TO USE THE VEHICLE ACCESS CROSSING, PAVEMENT TESTING AND DESIGN SHALL BE CARRIED OUT TO DETERMINE A SUITABLE PAVEMENT STRUCTURE AND WEARING COURSE; AND VEHICLE ACCESS CROSSING WIDTH SHALL BE WIDENED ACCORDINGLY TO SUIT THE SELECTED DESIGN VEHICLE.
- IN RURAL AREAS, A BITUMEN SEAL MAY BE USED AS A WEARING COURSE ON 150mm THICK ROAD BASE OVER A SOUND COMPACTED SUBGRADE, SUBJECT TO THE APPROVAL OF COUNCIL'S REPRESENTATIVE.
- ALL SERVICES UNDER VEHICLE ACCESS CROSSING SHALL BE LOCATED BY POTHOLES AND RELOCATED WHERE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.



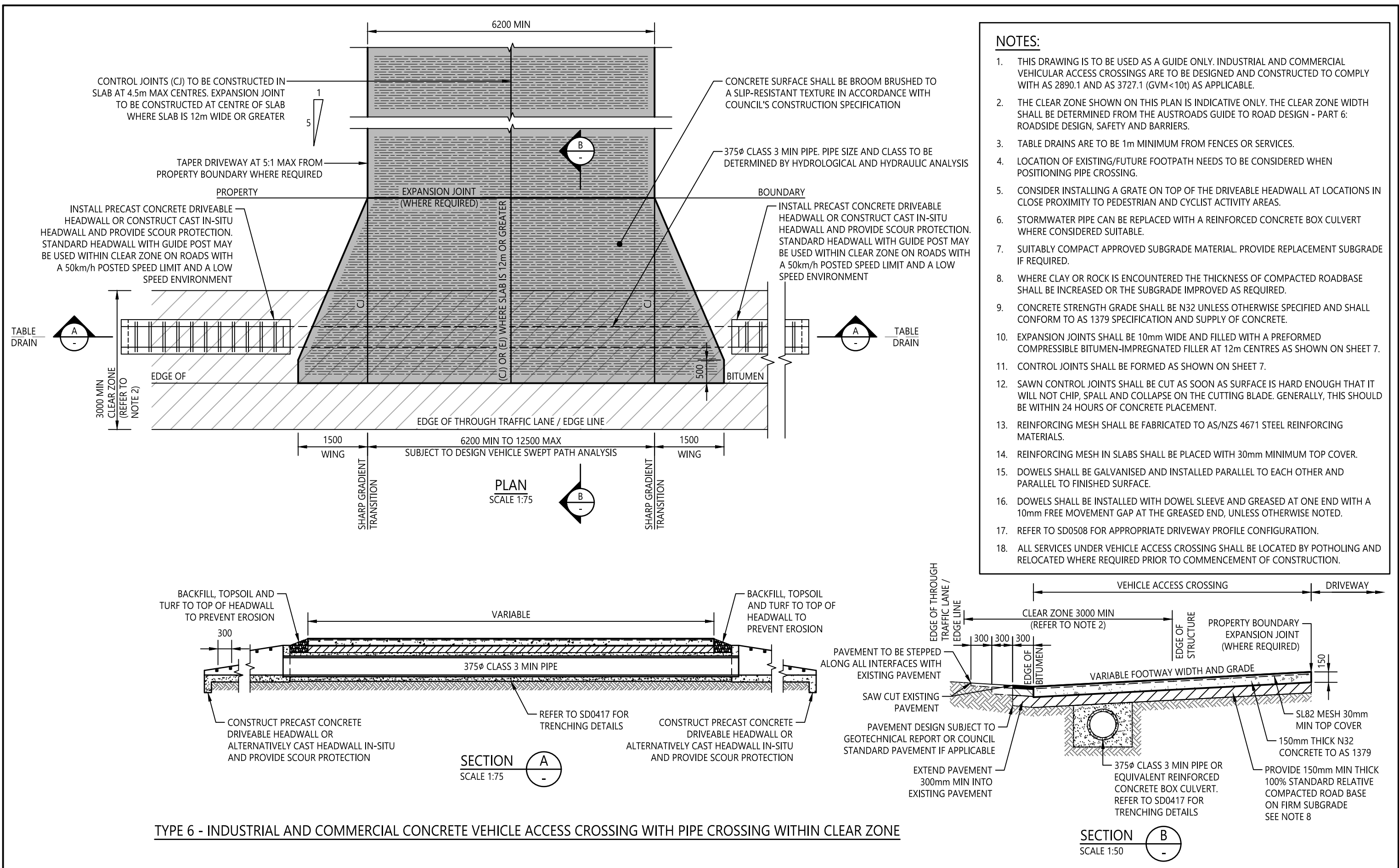
TYPE 4 - RESIDENTIAL ASPHALT VEHICLE ACCESS CROSSING WITH PIPE CROSSING WITHIN CLEAR ZONE

SECTION B  
SCALE 1:50

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	Central Coast Council	Central Coast Council	KERB AND CHANNEL SERIES RESIDENTIAL, INDUSTRIAL AND COMMERCIAL VEHICLE ACCESS CROSSING WITH CULVERT	STANDARD DRAWING	
						CHECKED	M BAMBER				DRAWING NUMBER	REV
					0 500 1000 1500 2000 2500 1:50	DATE	28/4/20				SD0505	-
						UNIT MANAGER APPROVAL					SHEET 4 OF 7	A3
					ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN	ASSETS PLANNING AND DESIGN			ROADS TRANSPORT DRAINAGE AND WASTE			



REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING  AS SHOWN	DRAWN T WILLIS CHECKED M BAMBER DATE 28/4/20 UNIT MANAGER APPROVAL 	ASSETS PLANNING AND DESIGN		ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council  KERB AND CHANNEL SERIES RESIDENTIAL, INDUSTRIAL AND COMMERCIAL VEHICLE ACCESS CROSSING WITH CULVERT	STANDARD DRAWING	
											DRAWING NUMBER	REV
											SD0505	-
											SHEET 5 OF 7	A3

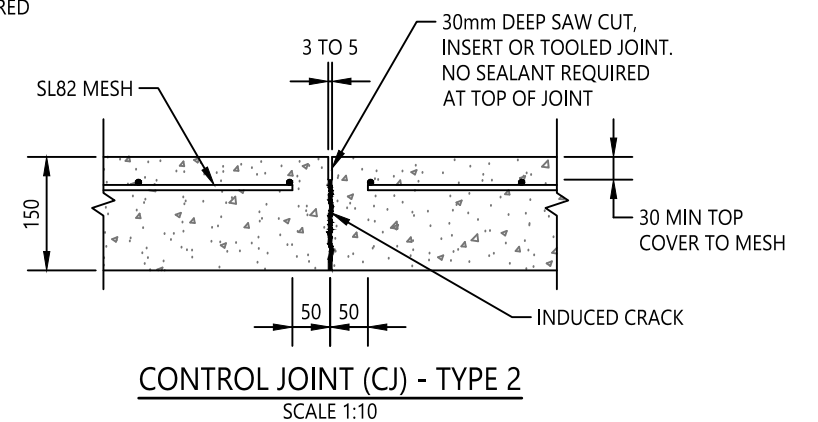
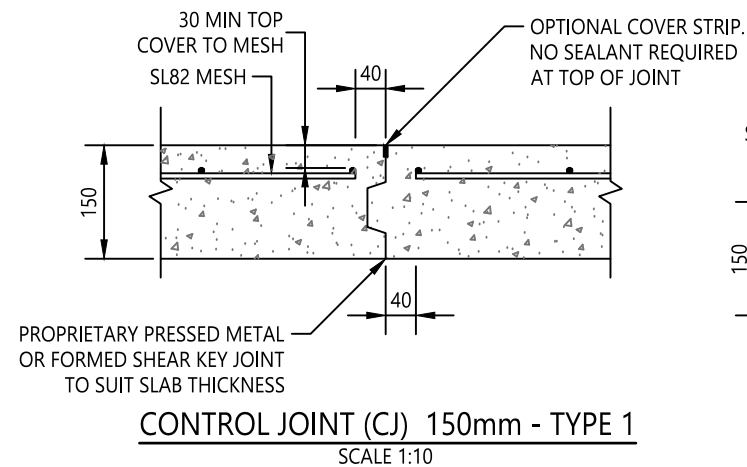
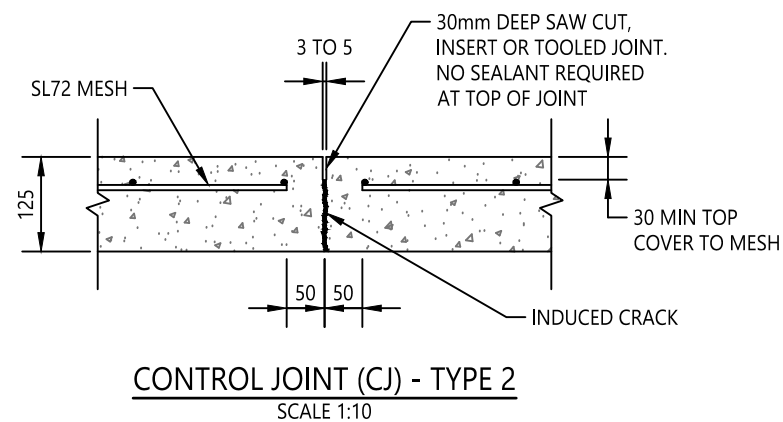
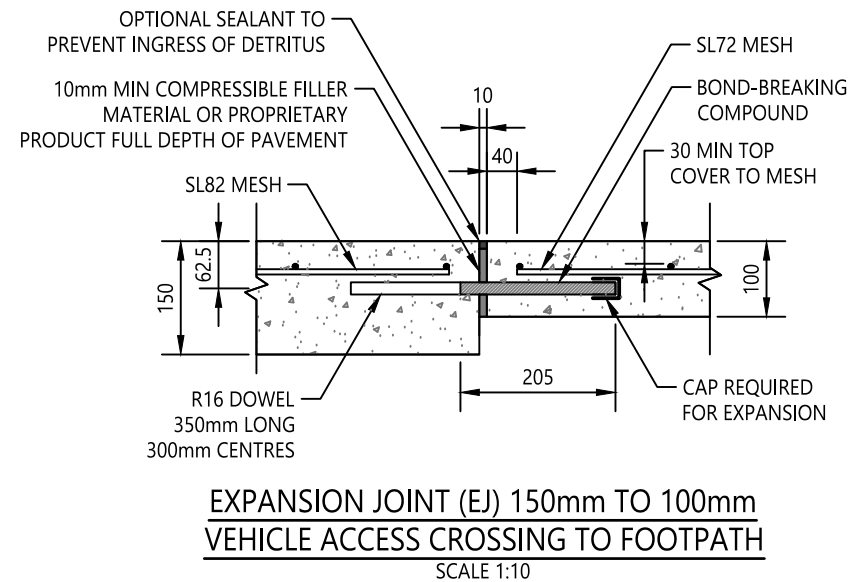
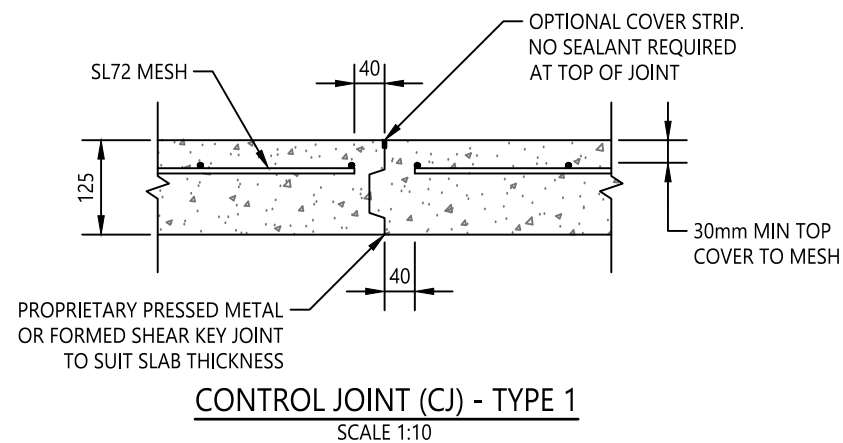
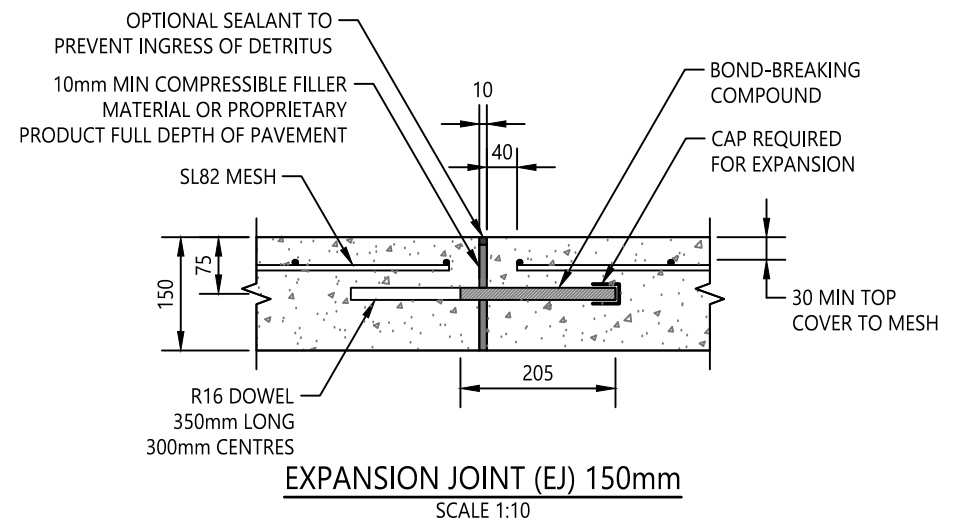
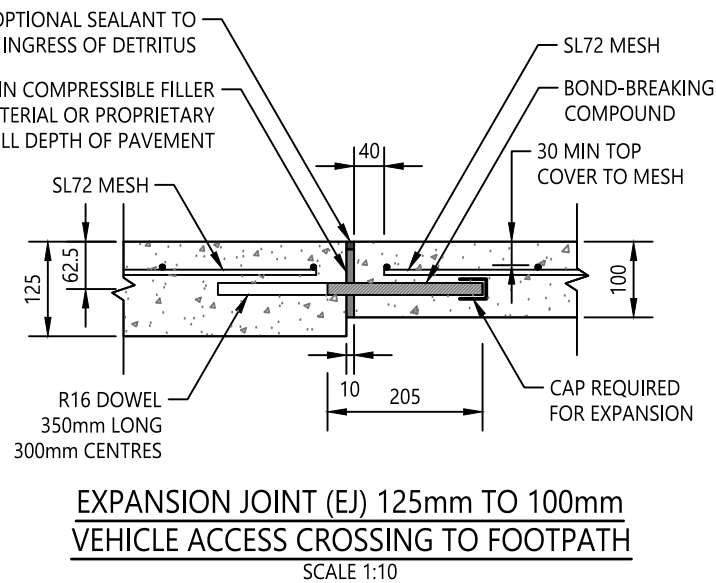
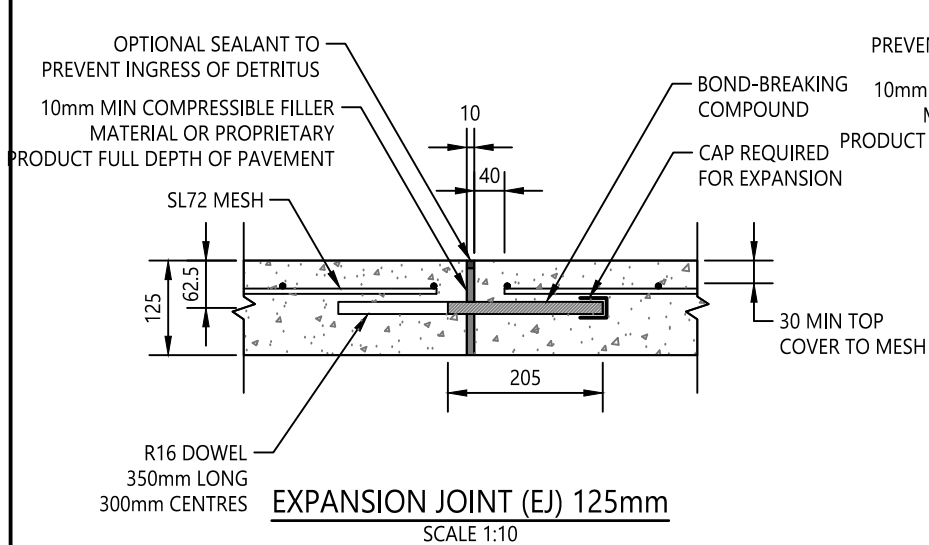


NOTES:

- THIS DRAWING IS TO BE USED AS A GUIDE ONLY. INDUSTRIAL AND COMMERCIAL VEHICULAR ACCESS CROSSINGS ARE TO BE DESIGNED AND CONSTRUCTED TO COMPLY WITH AS 2890.1 AND AS 3727.1 (GVM<10t) AS APPLICABLE.
- THE CLEAR ZONE SHOWN ON THIS PLAN IS INDICATIVE ONLY. THE CLEAR ZONE WIDTH SHALL BE DETERMINED FROM THE AUSTRROADS GUIDE TO ROAD DESIGN - PART 6: ROADSIDE DESIGN, SAFETY AND BARRIERS.
- TABLE DRAINS ARE TO BE 1m MINIMUM FROM FENCES OR SERVICES.
- LOCATION OF EXISTING/FUTURE FOOTPATH NEEDS TO BE CONSIDERED WHEN POSITIONING PIPE CROSSING.
- CONSIDER INSTALLING A GRATE ON TOP OF THE DRIVEABLE HEADWALL AT LOCATIONS IN CLOSE PROXIMITY TO PEDESTRIAN AND CYCLIST ACTIVITY AREAS.
- STORMWATER PIPE CAN BE REPLACED WITH A REINFORCED CONCRETE BOX CULVERT WHERE CONSIDERED SUITABLE.
- SUITABLY COMPACT APPROVED SUBGRADE MATERIAL. PROVIDE REPLACEMENT SUBGRADE IF REQUIRED.
- WHERE CLAY OR ROCK IS ENCOUNTERED THE THICKNESS OF COMPACTED ROADBASE SHALL BE INCREASED OR THE SUBGRADE IMPROVED AS REQUIRED.
- CONCRETE STRENGTH GRADE SHALL BE N32 UNLESS OTHERWISE SPECIFIED AND SHALL CONFORM TO AS 1379 SPECIFICATION AND SUPPLY OF CONCRETE.
- EXPANSION JOINTS SHALL BE 10mm WIDE AND FILLED WITH A PREFORMED COMPRESSIBLE BITUMEN-IMPREGNATED FILLER AT 12m CENTRES AS SHOWN ON SHEET 7.
- CONTROL JOINTS SHALL BE FORMED AS SHOWN ON SHEET 7.
- SAWN CONTROL JOINTS SHALL BE CUT AS SOON AS SURFACE IS HARD ENOUGH THAT IT WILL NOT CHIP, SPALL AND COLLAPSE ON THE CUTTING BLADE. GENERALLY, THIS SHOULD BE WITHIN 24 HOURS OF CONCRETE PLACEMENT.
- REINFORCING MESH SHALL BE FABRICATED TO AS/NZS 4671 STEEL REINFORCING MATERIALS.
- REINFORCING MESH IN SLABS SHALL BE PLACED WITH 30mm MINIMUM TOP COVER.
- DOWELS SHALL BE GALVANISED AND INSTALLED PARALLEL TO EACH OTHER AND PARALLEL TO FINISHED SURFACE.
- DOWELS SHALL BE INSTALLED WITH DOWEL SLEEVE AND GREASED AT ONE END WITH A 10mm FREE MOVEMENT GAP AT THE GREASED END, UNLESS OTHERWISE NOTED.
- REFER TO SD0508 FOR APPROPRIATE DRIVEWAY PROFILE CONFIGURATION.
- ALL SERVICES UNDER VEHICLE ACCESS CROSSING SHALL BE LOCATED BY POTHOLING AND RELOCATED WHERE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	CHECKED	M BAMBER	DATE	28/4/20	UNIT MANAGER APPROVAL	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	KERB AND CHANNEL SERIES RESIDENTIAL, INDUSTRIAL AND COMMERCIAL VEHICLE ACCESS CROSSING WITH CULVERT	STANDARD DRAWING	
																	DRAWING NUMBER	REV
					AS SHOWN												SD0505	-
																	SHEET 6 OF 7	A3

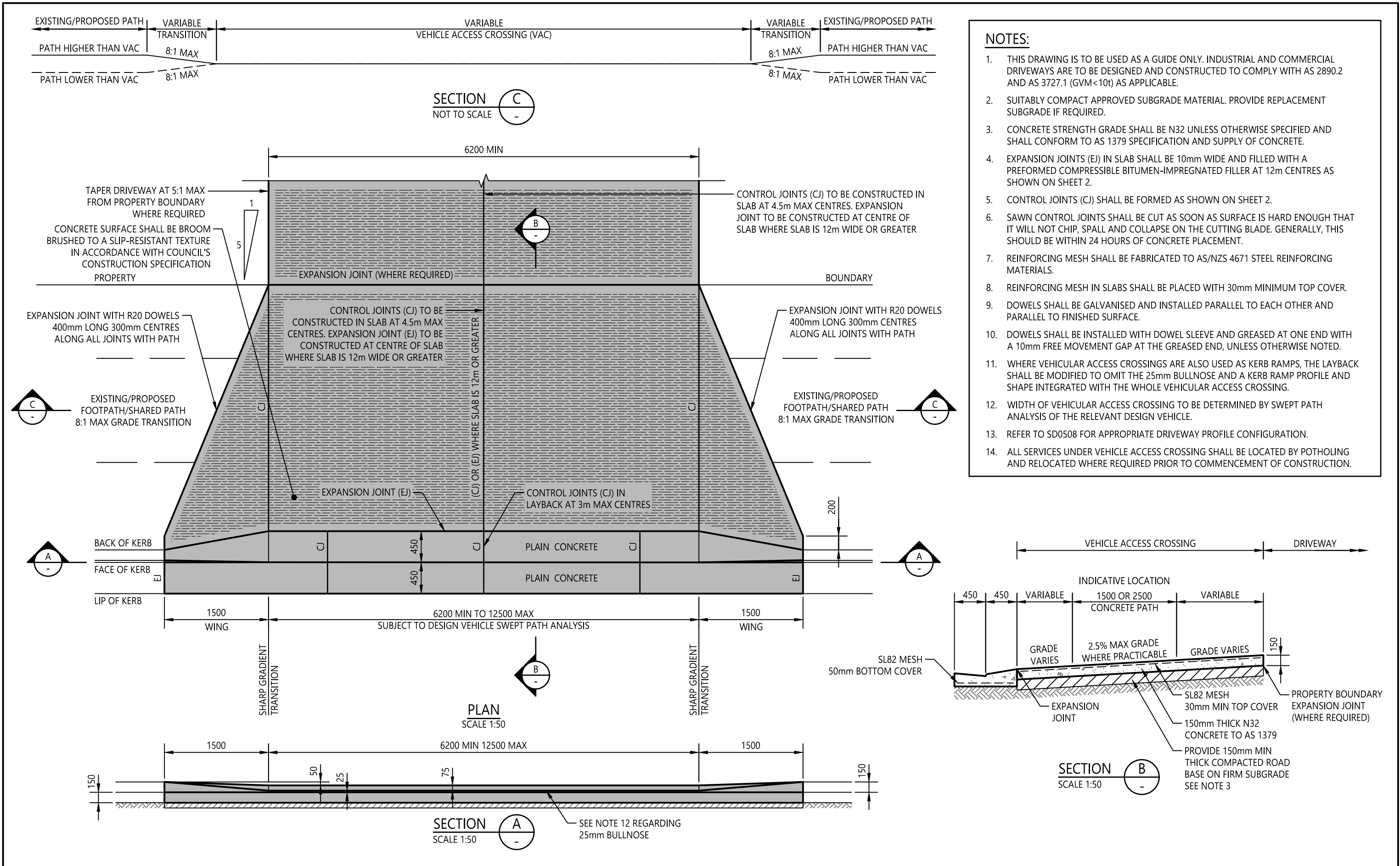







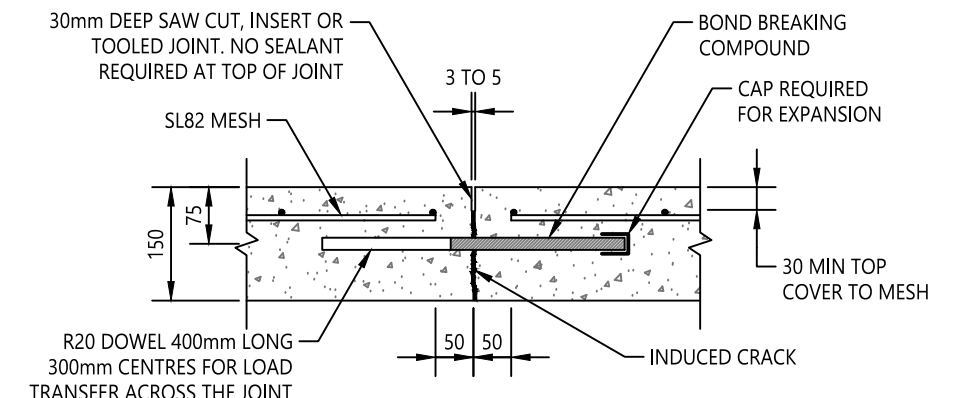
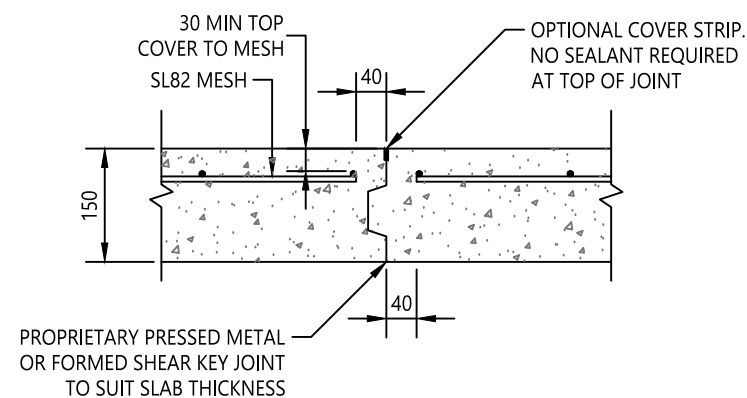
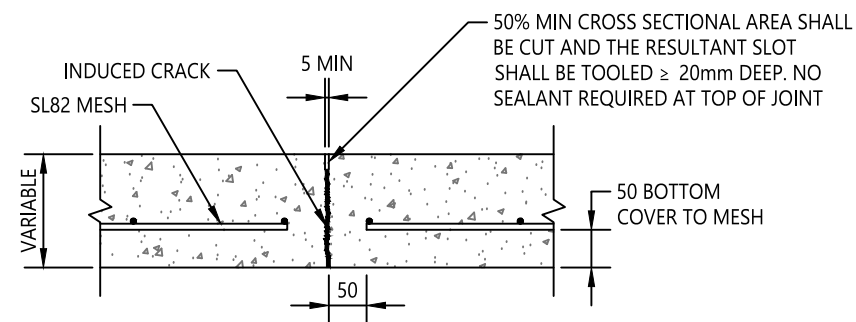
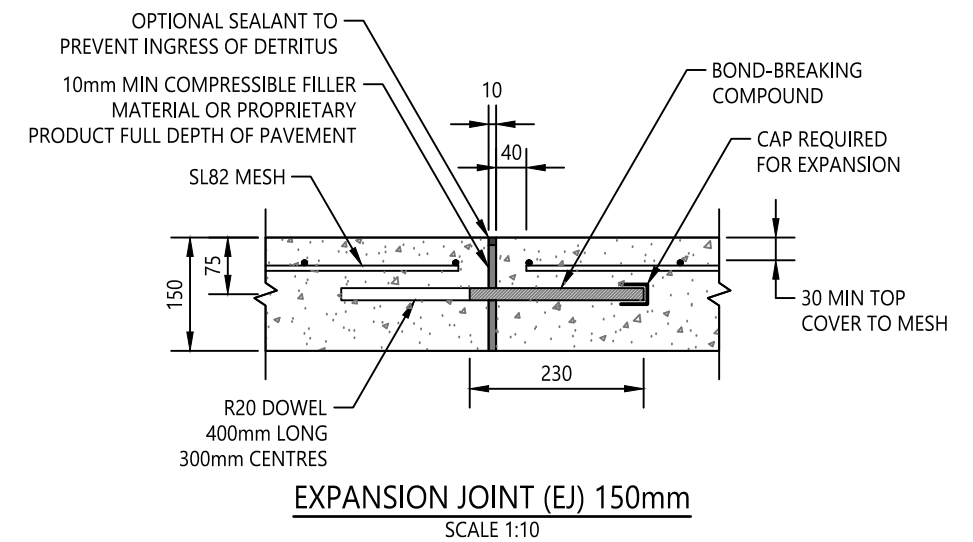
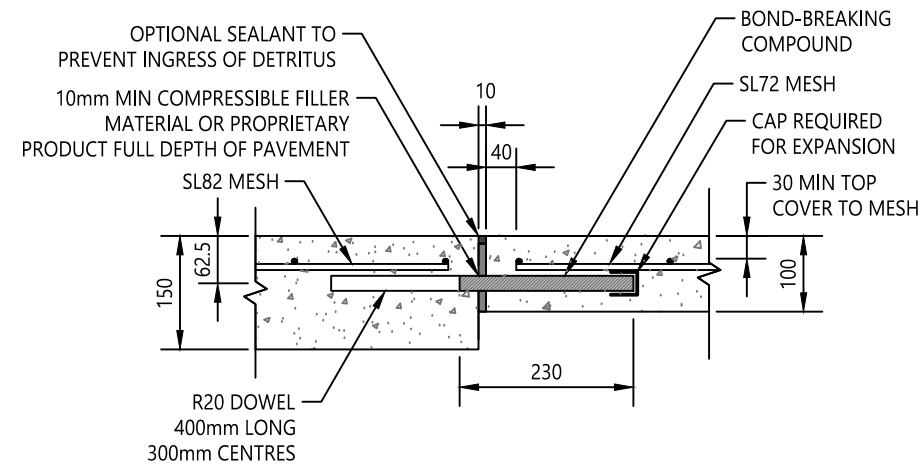
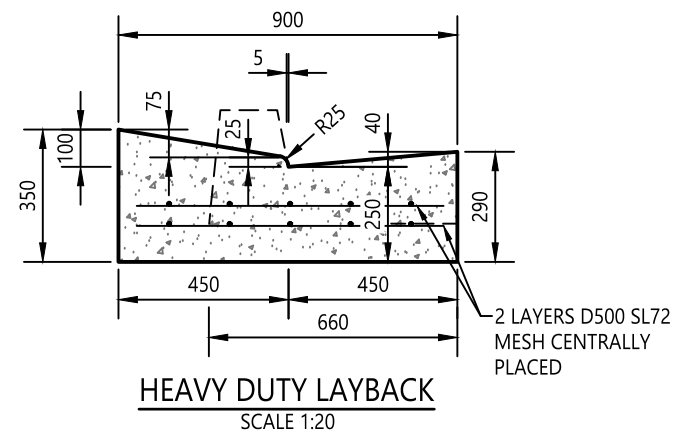
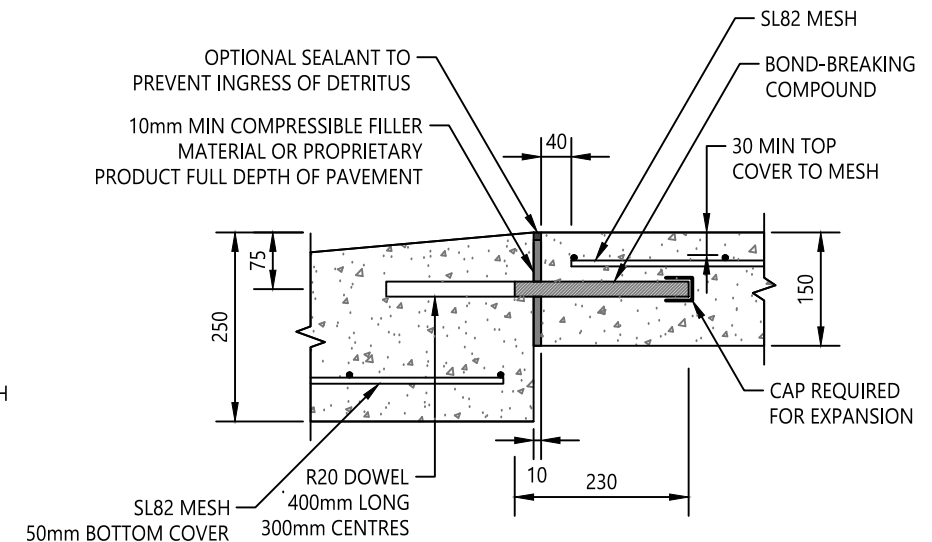
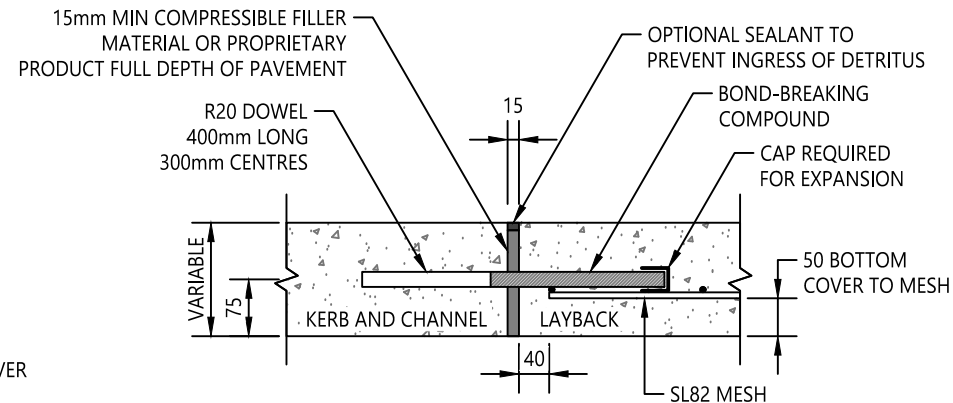
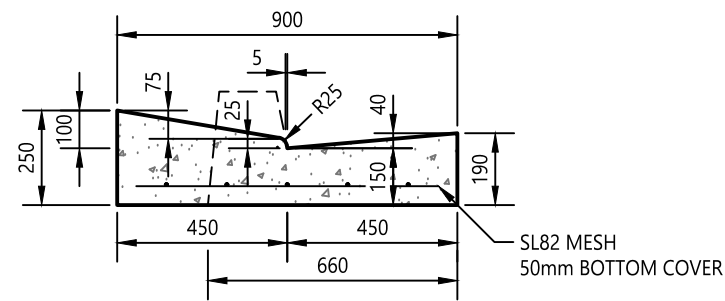
### JOINT DETAILS - RESIDENTIAL


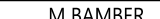
### JOINT DETAILS - INDUSTRIAL AND COMMERCIAL

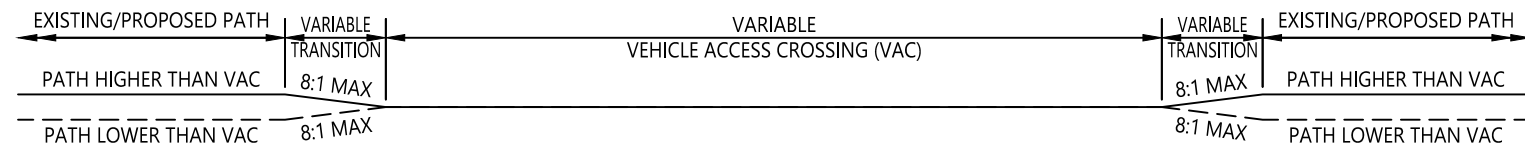
REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	CHECKED	M BAMBER	DATE	28/4/20	UNIT MANAGER APPROVAL	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	Kerb and Channel Series Residential, Industrial and Commercial Vehicle Access Crossing with Culvert	STANDARD DRAWING	
																	Drawing Number	Rev
					0 100 200 300 400 500 1:10												SD0505	-
																	SHEET 7 OF 7	A3



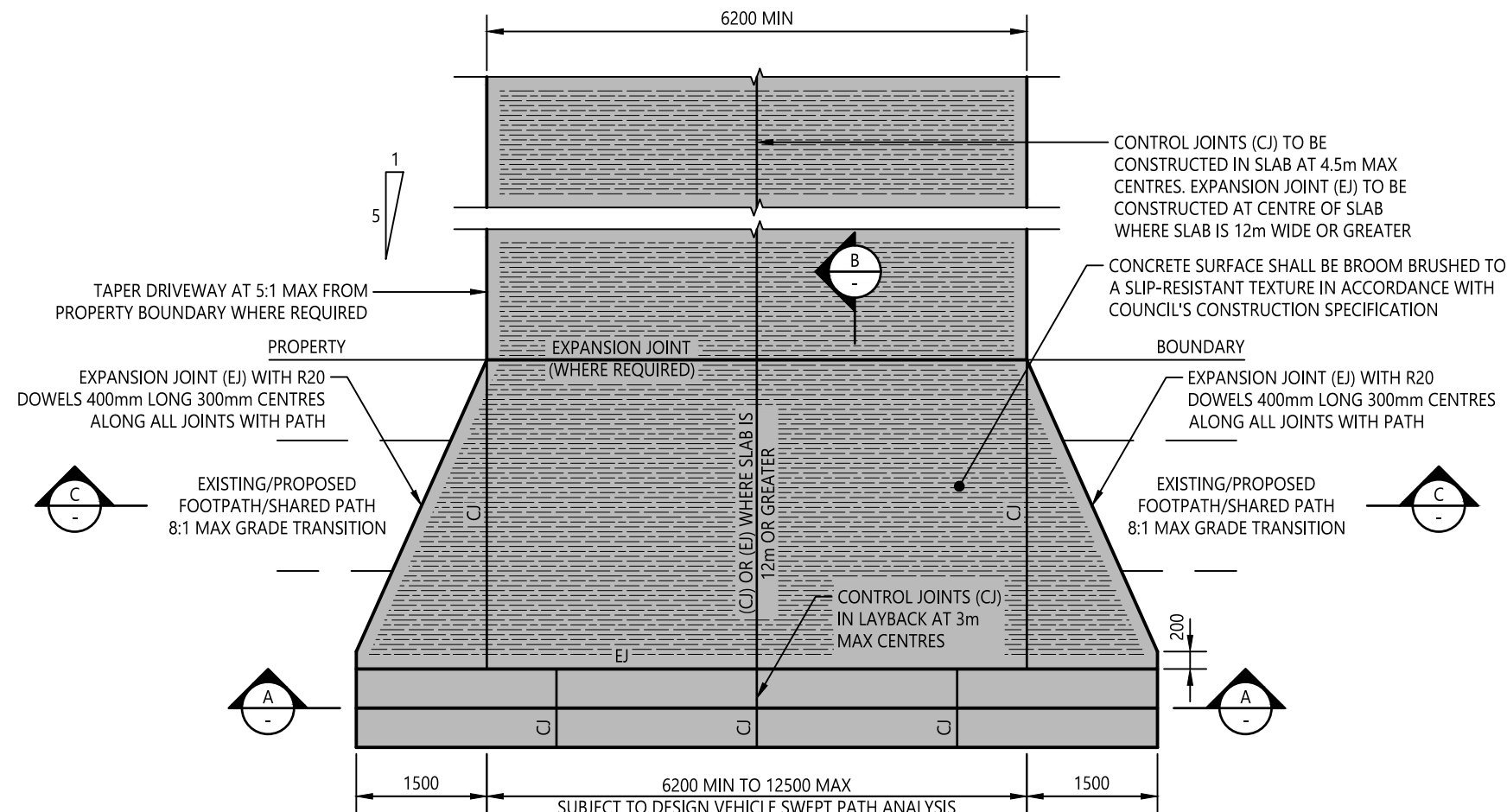
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REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN					



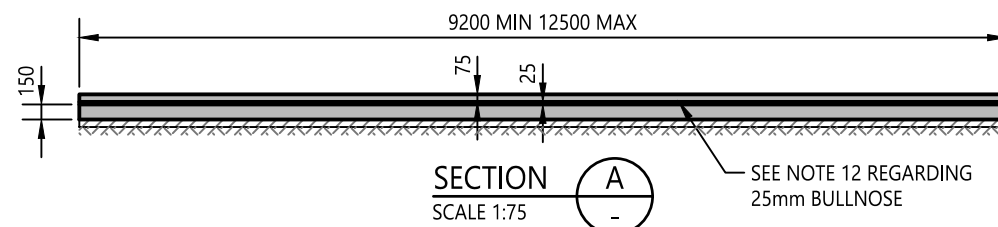
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					AS SHOWN	CHECKED	M BAMBER				DRAWING NUMBER	REV	
						DATE	28/4/20				UNIT MANAGER APPROVAL 	SD0506	-
REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN	ASSETS PLANNING AND DESIGN		ROADS TRANSPORT DRAINAGE AND WASTE		SHEET 2 OF 2		A3	



SECTION C  
NOT TO SCALE

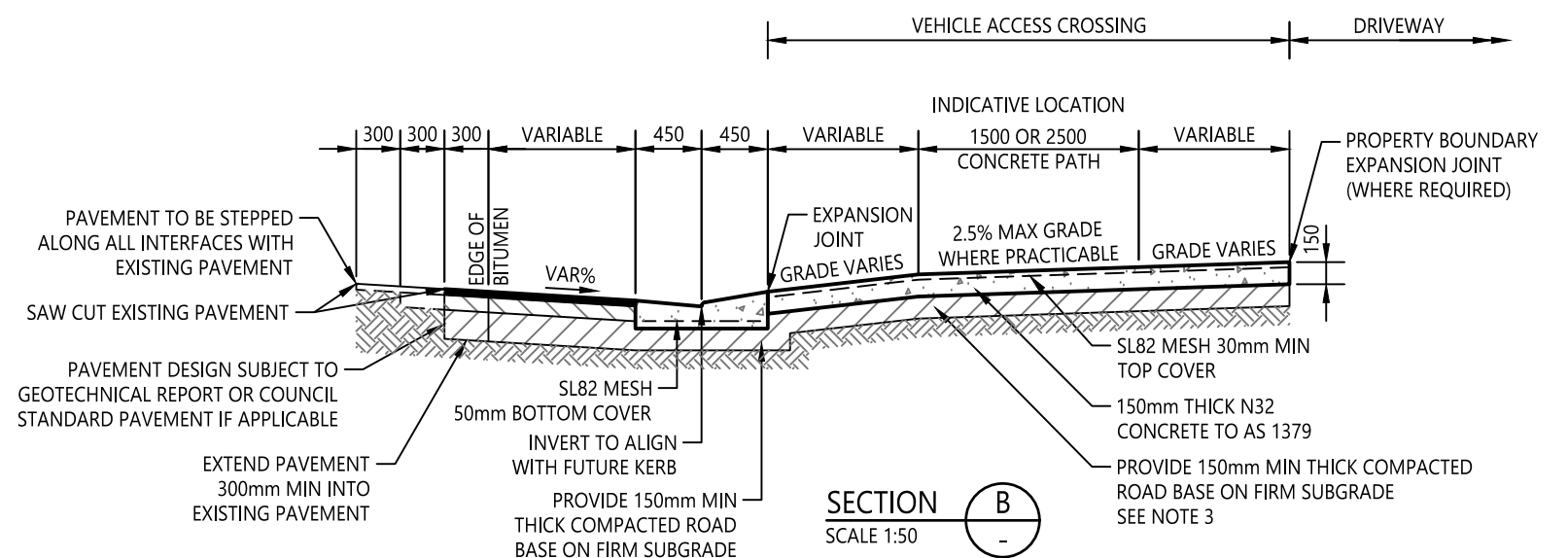


PLAN  
SCALE 1:75



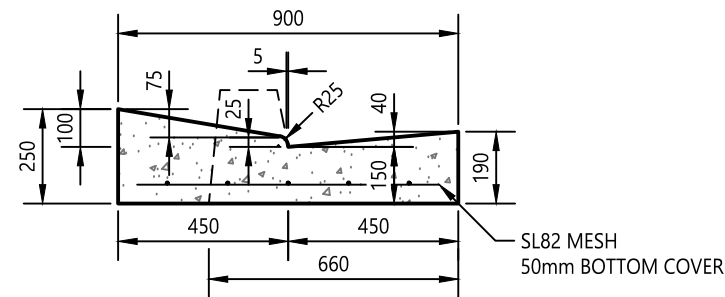
## NOTES:

1. THIS DRAWING IS TO BE USED AS A GUIDE ONLY. INDUSTRIAL AND COMMERCIAL VEHICULAR ACCESS CROSSINGS ARE TO BE DESIGNED AND CONSTRUCTED TO COMPLY WITH AS 2890.1 AND AS 3727.1 (GVM < 10t) AS APPLICABLE.
2. SUITABLY COMPACT APPROVED SUBGRADE MATERIAL. PROVIDE REPLACEMENT SUBGRADE IF REQUIRED.
3. CONCRETE STRENGTH GRADE SHALL BE N32 UNLESS OTHERWISE SPECIFIED AND SHALL CONFORM TO AS 1379 SPECIFICATION AND SUPPLY OF CONCRETE.
4. EXPANSION JOINTS SHALL BE 10mm WIDE AND FILLED WITH A PREFORMED COMPRESSIBLE BITUMEN-IMPREGNATED FILLER AT 12m CENTRES AS SHOWN ON SHEET 2.
5. CONTROL JOINTS SHALL BE FORMED AS SHOWN ON SHEET 2.
6. SAWN CONTROL JOINTS SHALL BE CUT AS SOON AS SURFACE IS HARD ENOUGH THAT IT WILL NOT CHIP, SPALL AND COLLAPSE ON THE CUTTING BLADE. GENERALLY, THIS SHOULD BE WITHIN 24 HOURS OF CONCRETE PLACEMENT.
7. REINFORCING MESH SHALL BE FABRICATED TO AS/NZS 4671 STEEL REINFORCING MATERIALS.
8. REINFORCING MESH IN SLABS SHALL BE PLACED WITH 30mm MINIMUM TOP COVER.
9. DOWELS SHALL BE GALVANISED AND INSTALLED PARALLEL TO EACH OTHER AND PARALLEL TO FINISHED SURFACE.
10. DOWELS SHALL BE INSTALLED WITH DOWEL SLEEVE AND GREASED AT ONE END WITH A 10mm FREE MOVEMENT GAP AT THE GREASED END, UNLESS OTHERWISE NOTED.
11. WHERE VEHICULAR ACCESS CROSSINGS ARE ALSO USED AS KERB RAMPS, THE LAYBACK SHALL BE MODIFIED TO OMIT THE 25mm BULLNOSE AND A KERB RAMP PROFILE AND SHAPE INTEGRATED WITH WHOLE VEHICULAR ACCESS CROSSING.
12. REFER TO SD0508 FOR APPROPRIATE DRIVEWAY PROFILE CONFIGURATION.
13. ALL SERVICES UNDER VEHICLE ACCESS CROSSING SHALL BE LOCATED BY POTHOLING AND RELOCATED WHERE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

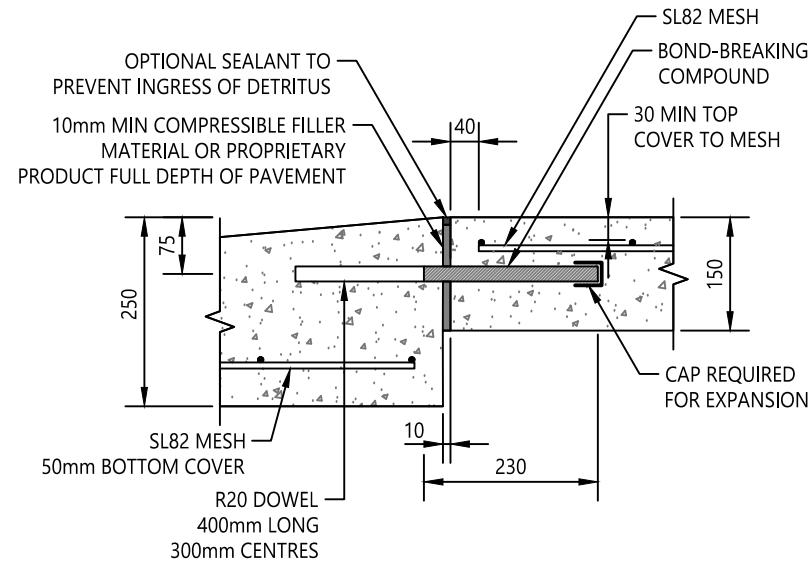


REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	CHECKED	M BAMBER	DATE	28/4/20	UNIT MANAGER APPROVAL	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	KERB AND CHANNEL SERIES INDUSTRIAL AND COMMERCIAL VEHICLE ACCESS CROSSING ROADS WITHOUT KERB AND CHANNEL	STANDARD DRAWING	
																	DRAWING NUMBER	REV
					AS SHOWN												SD0507	-
																	SHEET 1 OF 2	A3

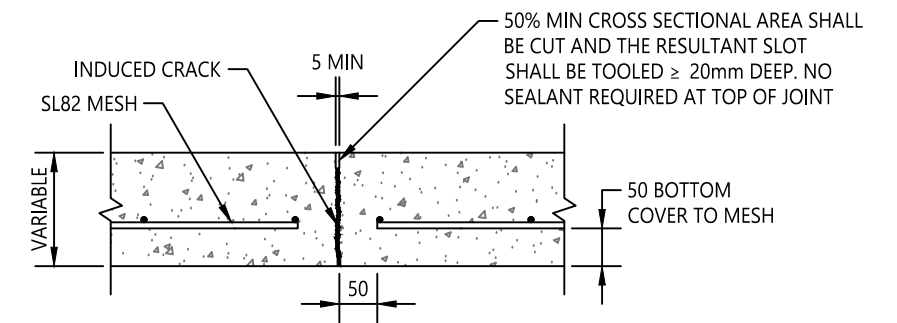




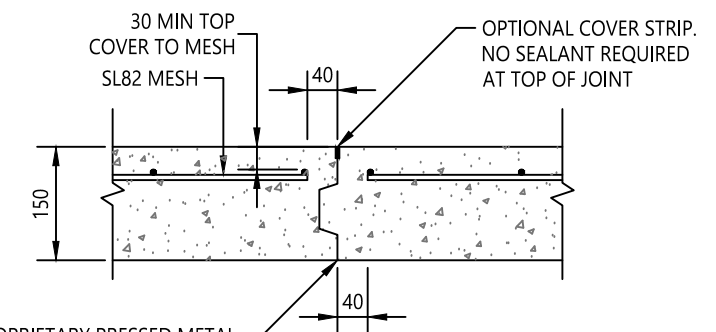
**STANDARD LAYBACK**  
SCALE 1:20



**EXPANSION JOINT (EJ) 250mm TO 150mm  
LAYBACK TO VEHICLE ACCESS CROSSING**  
SCALE 1:10

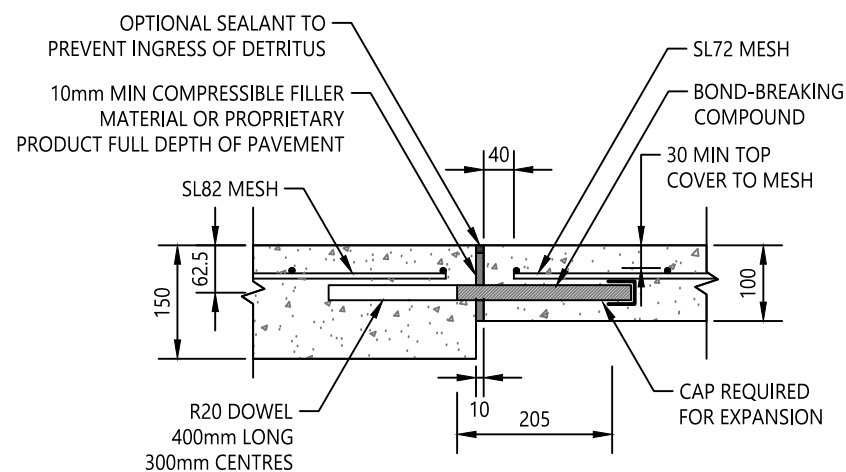


**CONTROL JOINT (CJ) IN LAYBACK**  
SCALE 1:10

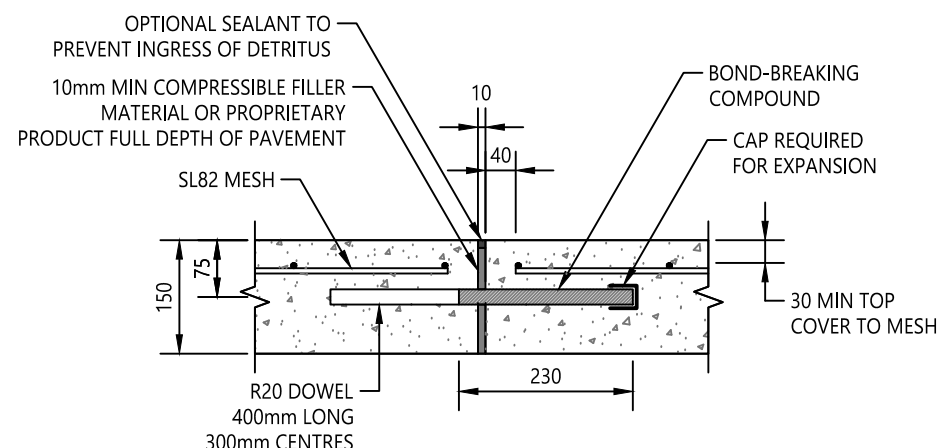


PROPRIETARY PRESSED METAL  
OR FORMED SHEAR KEY JOINT  
TO SUIT SLAB THICKNESS

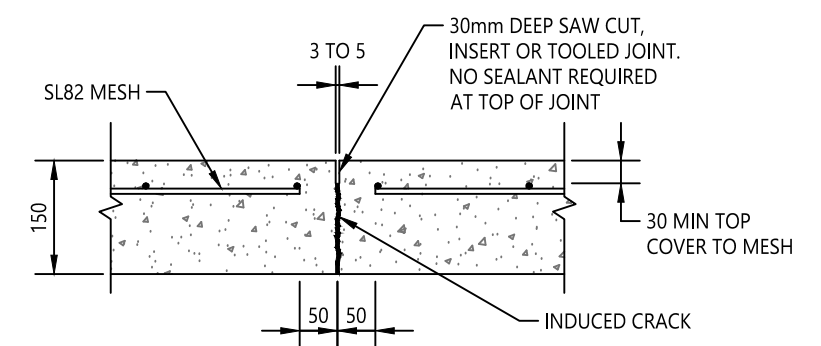
**CONTROL JOINT (CJ) 150mm - TYPE 1**  
SCALE 1:10



**EXPANSION JOINT (EJ) 150mm TO 100mm  
VEHICLE ACCESS CROSSING TO FOOTPATH**  
SCALE 1:10

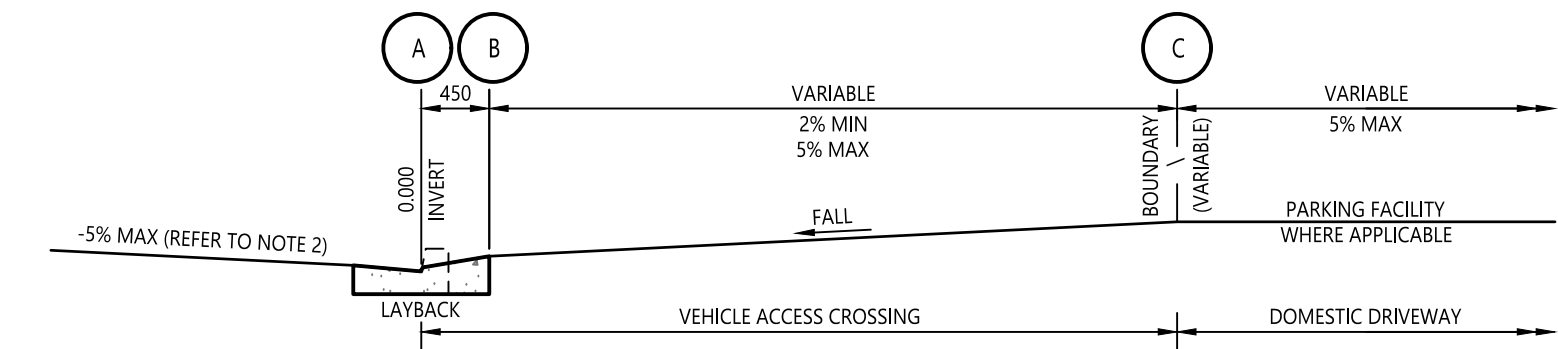


**EXPANSION JOINT (EJ) 150mm**  
SCALE 1:10

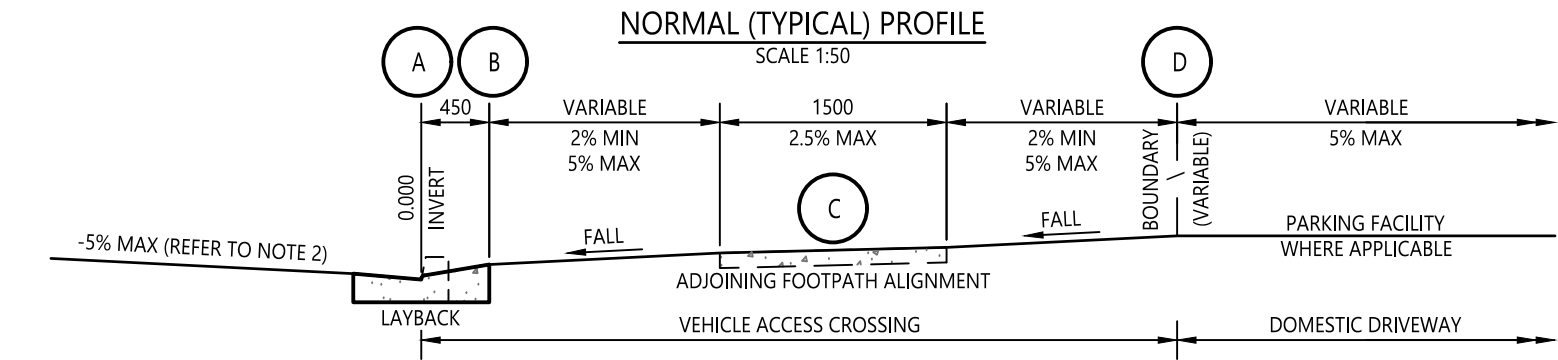


**CONTROL JOINT (CJ) - TYPE 2**  
SCALE 1:10

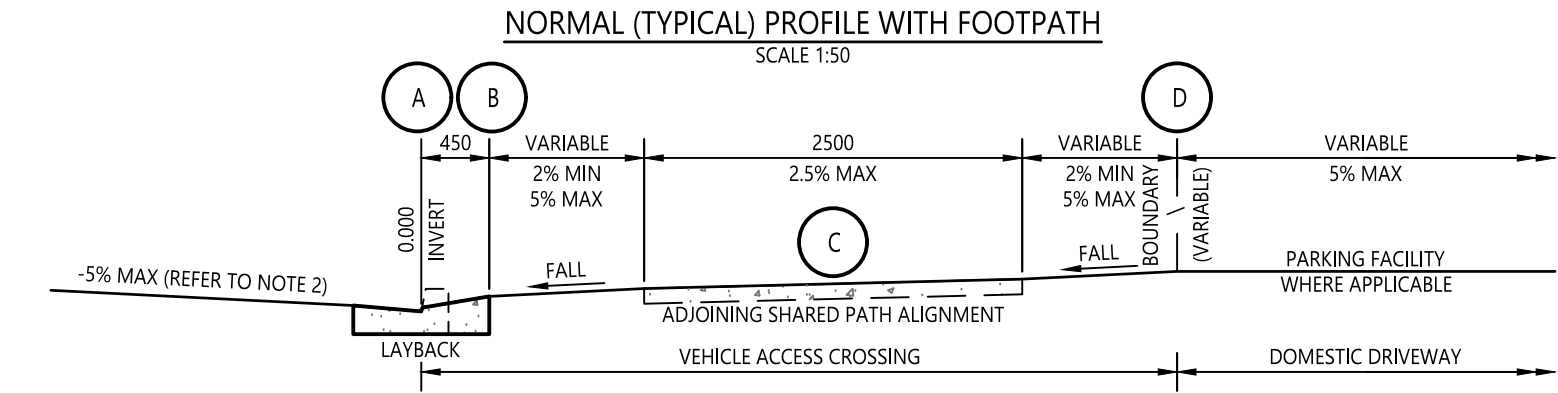
REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	CHECKED	M BAMBER	DATE	28/4/20	UNIT MANAGER APPROVAL	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	Kerb and Channel Series Industrial and Commercial Vehicle Access Crossing Roads without Kerb and Channel	STANDARD DRAWING	
																	DRAWING NUMBER	REV
					AS SHOWN												SD0507	-
																	SHEET 2 OF 2	A3



POINT	DESCRIPTION	LEVEL INFORMATION
A	KERB AND CHANNEL INVERT	DATUM FOR VEHICLE ACCESS CROSSING
B	REAR OF LAYBACK	100mm ABOVE KERB AND CHANNEL INVERT
C	BOUNDARY ALIGNMENT	PROVIDE A 10mm EXPANSION JOINT (WHERE REQUIRED)



POINT	DESCRIPTION	LEVEL INFORMATION
A	KERB AND CHANNEL INVERT	DATUM FOR VEHICLE ACCESS CROSSING
B	REAR OF LAYBACK	100mm ABOVE KERB AND CHANNEL INVERT
C	CONCRETE FOOTPATH	ADJOINING 1500mm WIDE CONCRETE FOOTPATH SHALL BE ALIGNED BETWEEN POINT B AND POINT D AND NOT EXCEED 2.5% CROSSFALL
D	BOUNDARY ALIGNMENT	PROVIDE A 10mm EXPANSION JOINT (WHERE REQUIRED)



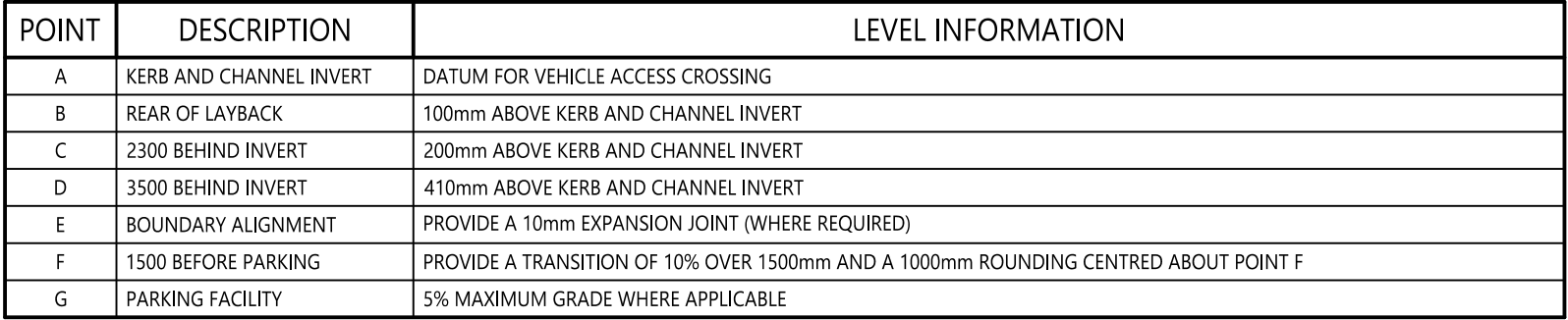
POINT	DESCRIPTION	LEVEL INFORMATION
A	KERB AND CHANNEL INVERT	DATUM FOR VEHICLE ACCESS CROSSING
B	REAR OF LAYBACK	100mm ABOVE KERB AND CHANNEL INVERT
C	CONCRETE SHARED PATH	ADJOINING 2500mm WIDE CONCRETE SHARED PATH SHALL BE ALIGNED BETWEEN POINT B AND POINT D AND NOT EXCEED 2.5% CROSSFALL
D	BOUNDARY ALIGNMENT	PROVIDE A 10mm EXPANSION JOINT (WHERE REQUIRED)

NORMAL (TYPICAL) PROFILE WITH SHARED PATH  
SCALE 1:50

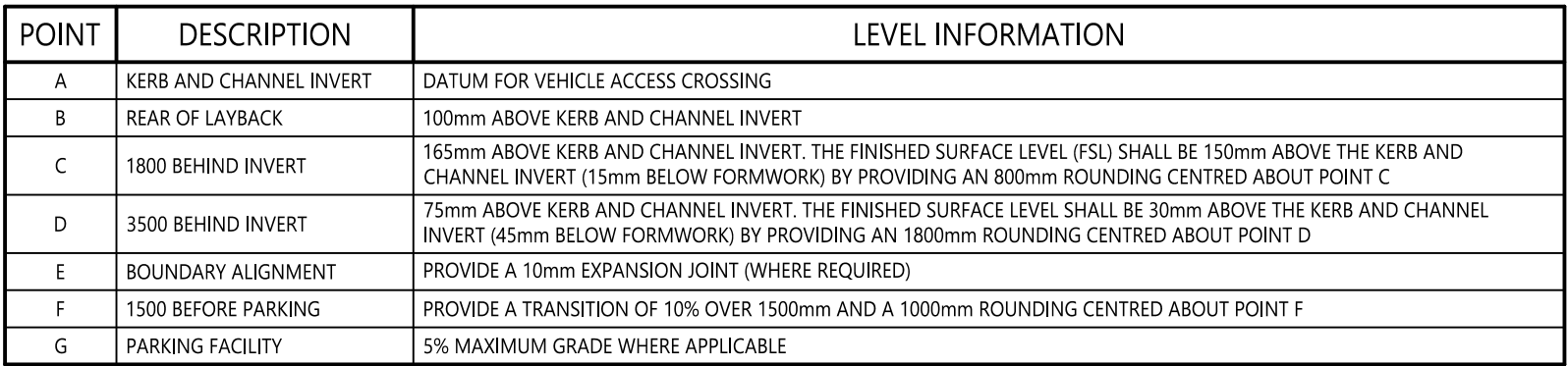
NOTES:

1. VEHICLE ACCESS CROSSING PROFILES ON THIS STANDARD DRAWING ARE BASED ON AS/NZS 2890.1 OFF-STREET CAR PARKING AND THE B85 DESIGN VEHICLE WITH A GROUND CLEARANCE OF 120mm (LADEN). REFER TO COUNCIL'S STANDARD PASSENGER CAR VERTICAL CLEARANCE PROFILE STANDARD DRAWING SD0509.
2. A SITE SPECIFIC DESIGN BY A SUITABLY QUALIFIED AND EXPERIENCED CIVIL DESIGNER MAY BE REQUIRED DUE TO EXISTING CONSTRAINTS SUCH AS LOWER CLEARANCE VEHICLES OR WHERE LONGITUDINAL AND CROSSFALL GRADES ARE EXCESSIVE. WHERE LONGITUDINAL GRADES ARE EXCESSIVE AND/OR HORIZONTAL ALIGNMENTS ARE CURVED, CONSIDER USING A STEEL-TYNED COMB OR SIMILAR TREATMENT TO GROOVE THE CONCRETE SURFACE TO ACHIEVE GREATER SKID-RESISTANCE.
3. THE MAXIMUM GRADIENT OF DOMESTIC DRIVEWAYS SHALL BE 25%. THE MAXIMUM GRADIENT OF THE ASSOCIATED ACCESS DRIVEWAY ACROSS A PROPERTY LINE OR BUILDING ALIGNMENT SHALL BE 5% AND ACROSS A FOOTPATH OR SHARED PATH ALIGNMENT SHALL BE 2.5% WHERE PRACTICABLE IN EXISTING 'BROWNFIELD' AREAS.
4. TO PREVENT VEHICLES SCRAPING OR BOTTOMING, CHANGES IN GRADE IN EXCESS OF 12.5% FOR SUMMIT GRADE CHANGES AND 15% FOR SAG GRADE CHANGES REQUIRE INTRODUCTION OF A GRADE TRANSITION OR ROUNDING BETWEEN THE MAIN GRADE LINES.
5. ENSURE ALL ADJACENT AREAS ARE ADEQUATELY SHAPED, GRADED AND TURFED/CONCRETED OR HAVE STORMWATER DRAINAGE PROVIDED SHOULD THE VEHICLE ACCESS CROSSING ADVERSELY AFFECT STORMWATER RUNOFF OR ROAD USER SAFETY.
6. REFER TO COUNCIL'S VEHICLE ACCESS CROSSING STANDARD DRAWINGS FOR FURTHER DESIGN AND CONSTRUCTION DETAILS.
7. DEPTH OF SECONDARY GAP FLOW IN ROAD IS CRITICAL. PROVIDE 100mm MINIMUM FREEBOARD FROM MAJOR DESIGN STORM EVENT FLOW LEVEL TO HIGH POINT IN VEHICLE ACCESS CROSSING.
8. THE HIGHEST POINT IN LOW LEVEL ACCESSES SHALL BE 150mm MINIMUM ABOVE INVERT OF KERB IRRESPECTIVE OF THE TYPE OF LAYBACK USED.
9. ALL SERVICES UNDER VEHICLE ACCESS CROSSING SHALL BE LOCATED BY POTHOLING AND RELOCATED WHERE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
10. THE VEHICLE ACCESS CROSSING APPLICANT IS TO PROVIDE INTERIM CONSTRUCTION PADS FOR SERVICE AUTHORITIES ENSURING CORRECT COVER IS PROVIDED TO FINISHED SURFACE LEVELS WHERE REQUIRED.
11. COUNCIL WILL NOT BE RESPONSIBLE IF VEHICLES CANNOT TRAVERSE THE DESIGN VEHICLE ACCESS CROSSING WHERE THE ABOVE GUIDELINES HAVE NOT BEEN TAKEN INTO ACCOUNT.

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING 0 500 1000 1500 2000 2500 1:50	DRAWN	T WILLIS		Central Coast Council	Central Coast Council	STANDARD DRAWING	
						CHECKED	M BAMBER				DRAWING NUMBER	REV
						DATE	28/4/20				SD0508	-
						UNIT MANAGER APPROVAL 					SHEET 1 OF 4	
ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN						ASSETS PLANNING AND DESIGN		ROADS TRANSPORT DRAINAGE AND WASTE		KERB AND CHANNEL SERIES VEHICLE ACCESS CROSSING AND DRIVEWAY PROFILES		





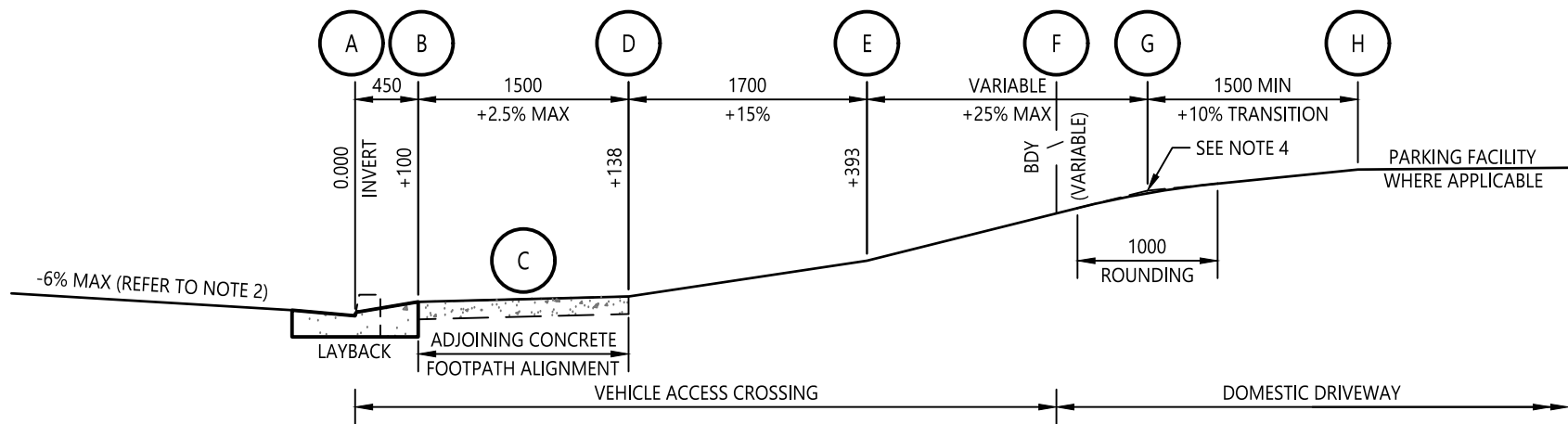
SCALE 1:50



SCALE 1:50

- ## NOTES:
1. VEHICLE ACCESS CROSSING PROFILES ON THIS STANDARD DRAWING ARE BASED ON AS/NZS 2890.1 OFF-STREET CAR PARKING AND THE B85 DESIGN VEHICLE WITH A GROUND CLEARANCE OF 120mm (LADEN). REFER TO COUNCIL'S STANDARD PASSENGER CAR VERTICAL CLEARANCE PROFILE STANDARD DRAWING SD0509.
  2. A SITE SPECIFIC DESIGN BY A SUITABLY QUALIFIED AND EXPERIENCED CIVIL DESIGNER MAY BE REQUIRED DUE TO EXISTING CONSTRAINTS SUCH AS LOWER CLEARANCE VEHICLES OR WHERE LONGITUDINAL AND CROSSFALL GRADES ARE EXCESSIVE. WHERE LONGITUDINAL GRADES ARE EXCESSIVE AND/OR HORIZONTAL ALIGNMENTS ARE CURVED, CONSIDER USING A STEEL-TYNNED COMB OR SIMILAR TREATMENT TO GROOVE THE CONCRETE SURFACE TO ACHIEVE GREATER SKID-RESISTANCE.
  3. THE MAXIMUM GRADIENT OF DOMESTIC DRIVEWAYS SHALL BE 25%. THE MAXIMUM GRADIENT OF THE ASSOCIATED ACCESS DRIVEWAY ACROSS A PROPERTY LINE OR BUILDING ALIGNMENT SHALL BE 5% AND ACROSS A FOOTPATH OR SHARED PATH ALIGNMENT SHALL BE 2.5% WHERE PRACTICABLE IN EXISTING 'BROWNFIELD' AREAS.
  4. TO PREVENT VEHICLES SCRAPING OR BOTTOMING, CHANGES IN GRADE IN EXCESS OF 12.5% FOR SUMMIT GRADE CHANGES AND 15% FOR SAG GRADE CHANGES REQUIRE INTRODUCTION OF A GRADE TRANSITION OR ROUNDING BETWEEN THE MAIN GRADE LINES.
  5. ENSURE ALL ADJACENT AREAS ARE ADEQUATELY SHAPED, GRADED AND TURFED/CONCRETED OR HAVE STORMWATER DRAINAGE PROVIDED SHOULD THE VEHICLE ACCESS CROSSING ADVERSELY AFFECT STORMWATER RUNOFF OR ROAD USER SAFETY.
  6. REFER TO COUNCIL'S VEHICLE ACCESS CROSSING STANDARD DRAWINGS FOR FURTHER DESIGN AND CONSTRUCTION DETAILS.
  7. DEPTH OF SECONDARY GAP FLOW IN ROAD IS CRITICAL. PROVIDE 100mm MINIMUM FREEBOARD FROM MAJOR DESIGN STORM EVENT FLOW LEVEL TO HIGH POINT IN VEHICLE ACCESS CROSSING.
  8. THE HIGHEST POINT IN LOW LEVEL ACCESSSES SHALL BE 150mm MINIMUM ABOVE INVERT OF KERB IRRESPECTIVE OF THE TYPE OF LAYBACK USED.
  9. ALL SERVICES UNDER VEHICLE ACCESS CROSSING SHALL BE LOCATED BY POTHOLING AND RELOCATED WHERE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
  10. THE VEHICLE ACCESS CROSSING APPLICANT IS TO PROVIDE INTERIM CONSTRUCTION PADS FOR SERVICE AUTHORITIES ENSURING CORRECT COVER IS PROVIDED TO FINISHED SURFACE LEVELS WHERE REQUIRED.
  11. COUNCIL WILL NOT BE RESPONSIBLE IF VEHICLES CANNOT TRAVERSE THE DESIGN VEHICLE ACCESS CROSSING WHERE THE ABOVE GUIDELINES HAVE NOT BEEN TAKEN INTO ACCOUNT.

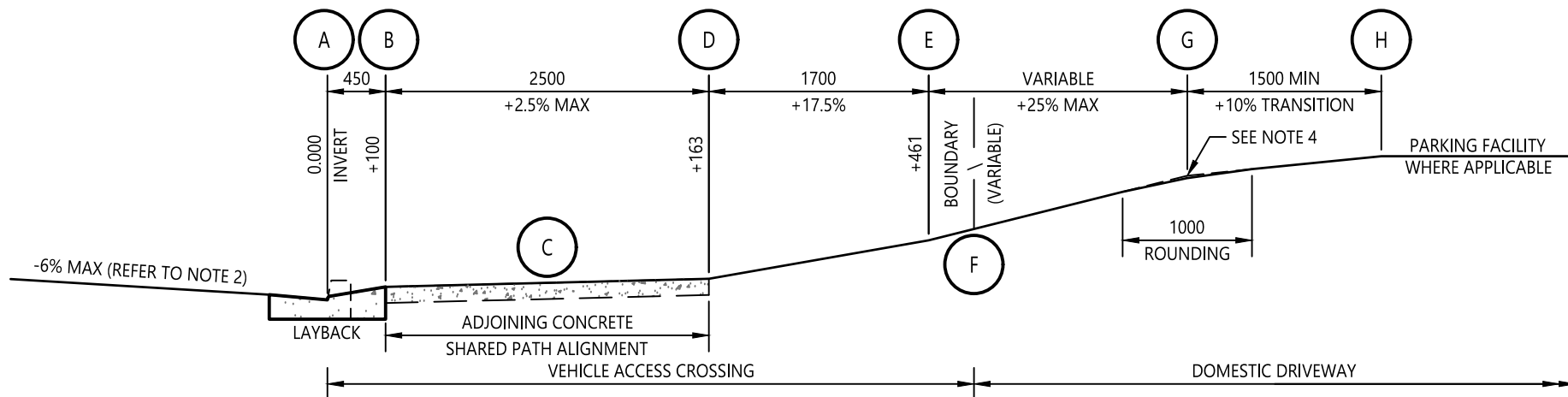
					<div>SCALE ON ORIGINAL A3 SIZE DRAWING</div> <div><div>05001000150020002500</div><div><div></div><div></div><div></div><div></div><div></div></div><div>1:50</div></div>	<div>DRAWN</div> <div>T WILLIS</div> <div>CHECKED</div> <div>M BAMBER</div> <div>DATE</div> <div>28/4/20</div> <div>UNIT MANAGER APPROVAL</div> <div></div>	<div></div>	<div>Central Coast Council</div>	STANDARD DRAWING		
								<div>KERB AND CHANNEL SERIES</div> <div>VEHICLE ACCESS CROSSING AND</div> <div>DRIVEWAY PROFILES</div>	<div>DRAWING NUMBER</div> <div>SD0508</div>	<div>REV</div> <div>-</div>	
REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE			<div>SHEET 2 OF 4</div>	<div>A3</div>



POINT	DESCRIPTION	LEVEL INFORMATION
A	KERB AND CHANNEL INVERT	DATUM FOR VEHICLE ACCESS CROSSING
B	REAR OF LAYBACK	100mm ABOVE KERB AND CHANNEL INVERT. PROVIDE A 10mm EXPANSION JOINT
C	CONCRETE FOOTPATH	ADJOINING 1500mm WIDE CONCRETE FOOTPATH SHALL BE ALIGNED BETWEEN POINT B AND POINT D AND NOT EXCEED 2.5% CROSSFALL
D	1950 BEHIND INVERT	138mm ABOVE KERB AND CHANNEL INVERT
E	3650 BEHIND INVERT	393mm ABOVE KERB AND CHANNEL INVERT
F	BOUNDARY (BDY) ALIGNMENT	PROVIDE A 10mm EXPANSION JOINT (WHERE REQUIRED)
G	1500 BEFORE PARKING	PROVIDE A TRANSITION OF 10% OVER 1500mm AND A 1000mm ROUNDING CENTRED ABOUT POINT G
H	PARKING FACILITY	5% MAXIMUM GRADE WHERE APPLICABLE

PROFILE FOR HIGH LEVEL ACCESSES WITH FOOTPATH

SCALE 1:50



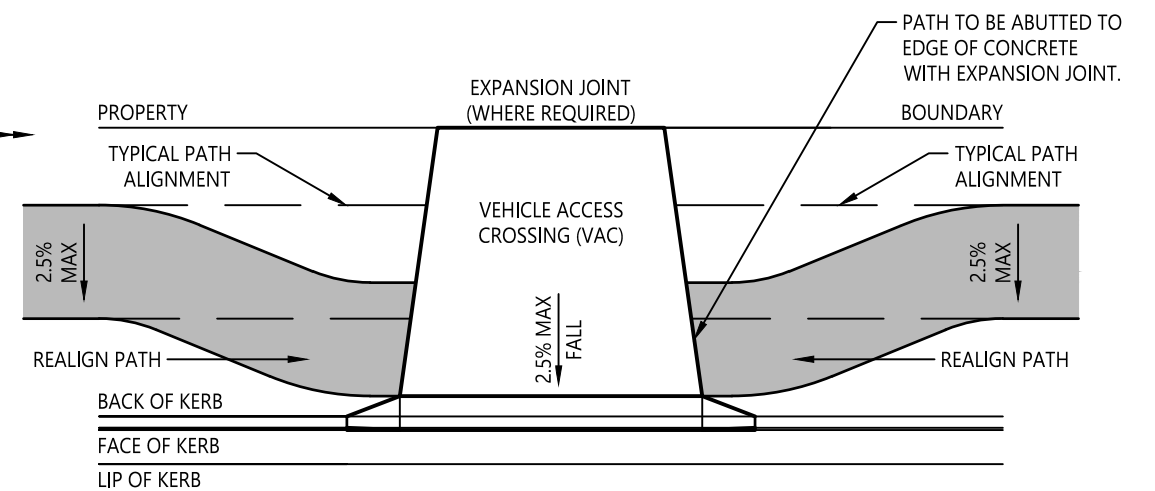
POINT	DESCRIPTION	LEVEL INFORMATION
A	KERB AND CHANNEL INVERT	DATUM FOR VEHICLE ACCESS CROSSING
B	REAR OF LAYBACK	100mm ABOVE KERB AND CHANNEL INVERT. PROVIDE A 10mm EXPANSION JOINT
C	CONCRETE SHARED PATH	ADJOINING 2500mm WIDE CONCRETE SHARED PATH SHALL BE ALIGNED BETWEEN POINT B AND POINT D AND NOT EXCEED 2.5% CROSSFALL
D	2950 BEHIND INVERT	163mm ABOVE KERB AND CHANNEL INVERT
E	4650 BEHIND INVERT	461mm ABOVE KERB AND CHANNEL INVERT
F	BOUNDARY ALIGNMENT	PROVIDE A 10mm EXPANSION JOINT (WHERE REQUIRED)
G	1500 BEFORE PARKING	PROVIDE A TRANSITION OF 10% OVER 1500mm AND A 1000mm ROUNDING CENTRED ABOUT POINT G
H	PARKING FACILITY	5% MAXIMUM GRADE WHERE APPLICABLE

PROFILE FOR HIGH LEVEL ACCESSES WITH SHARED PATH

SCALE 1:50

NOTES:

- VEHICLE ACCESS CROSSING PROFILES ON THIS STANDARD DRAWING ARE BASED ON AS/NZS 2890.1 OFF-STREET CAR PARKING AND THE B85 DESIGN VEHICLE WITH A GROUND CLEARANCE OF 120mm (LADEN). REFER TO COUNCIL'S STANDARD PASSENGER CAR VERTICAL CLEARANCE PROFILE STANDARD DRAWING SD0509
- A SITE SPECIFIC DESIGN BY A SUITABLY QUALIFIED AND EXPERIENCED CIVIL DESIGNER MAY BE REQUIRED DUE TO EXISTING CONSTRAINTS SUCH AS LOWER CLEARANCE VEHICLES OR WHERE LONGITUDINAL AND CROSSFALL GRADES ARE EXCESSIVE. WHERE LONGITUDINAL GRADES ARE EXCESSIVE AND/OR HORIZONTAL ALIGNMENTS ARE CURVED, CONSIDER USING A STEEL-TYED COMB OR SIMILAR TREATMENT TO GROOVE THE CONCRETE SURFACE TO ACHIEVE GREATER SKID-RESISTANCE.
- THE MAXIMUM GRADIENT OF DOMESTIC DRIVEWAYS SHALL BE 25%. THE MAXIMUM GRADIENT OF THE ASSOCIATED ACCESS DRIVEWAY ACROSS A PROPERTY LINE OR BUILDING ALIGNMENT SHALL BE 5% AND ACROSS A FOOTPATH OR SHARED PATH ALIGNMENT SHALL BE 2.5% WHERE PRACTICABLE IN EXISTING 'BROWNFIELD' AREAS.
- TO PREVENT VEHICLES SCRAPING OR BOTTOMING, CHANGES IN GRADE IN EXCESS OF 12.5% FOR SUMMIT GRADE CHANGES AND 15% FOR SAG GRADE CHANGES REQUIRE INTRODUCTION OF A GRADE TRANSITION OR ROUNDING BETWEEN THE MAIN GRADE LINES.
- ENSURE ALL ADJACENT AREAS ARE ADEQUATELY SHAPED, GRADED AND TURFED/CONCRETED OR HAVE STORMWATER DRAINAGE PROVIDED SHOULD THE VEHICLE ACCESS CROSSING ADVERSELY AFFECT STORMWATER RUNOFF OR ROAD USER SAFETY.
- REFER TO COUNCIL'S VEHICLE ACCESS CROSSING STANDARD DRAWINGS FOR FURTHER DESIGN AND CONSTRUCTION DETAILS.
- DEPTH OF SECONDARY GAP FLOW IN ROAD IS CRITICAL. PROVIDE 100mm MINIMUM FREEBOARD FROM MAJOR DESIGN STORM EVENT FLOW LEVEL TO HIGH POINT IN VEHICLE ACCESS CROSSING.
- THE HIGHEST POINT IN LOW LEVEL ACCESSSES SHALL BE 150mm MINIMUM ABOVE INVERT OF KERB IRRESPECTIVE OF THE TYPE OF LAYBACK USED.
- ALL SERVICES UNDER VEHICLE ACCESS CROSSING SHALL BE LOCATED BY POTHOLING AND RELOCATED WHERE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- THE VEHICLE ACCESS CROSSING APPLICANT IS TO PROVIDE INTERIM CONSTRUCTION PADS FOR SERVICE AUTHORITIES ENSURING CORRECT COVER IS PROVIDED TO FINISHED SURFACE LEVELS WHERE REQUIRED.
- COUNCIL WILL NOT BE RESPONSIBLE IF VEHICLES CANNOT TRAVERSE THE DESIGN VEHICLE ACCESS CROSSING WHERE THE ABOVE GUIDELINES HAVE NOT BEEN TAKEN INTO ACCOUNT.

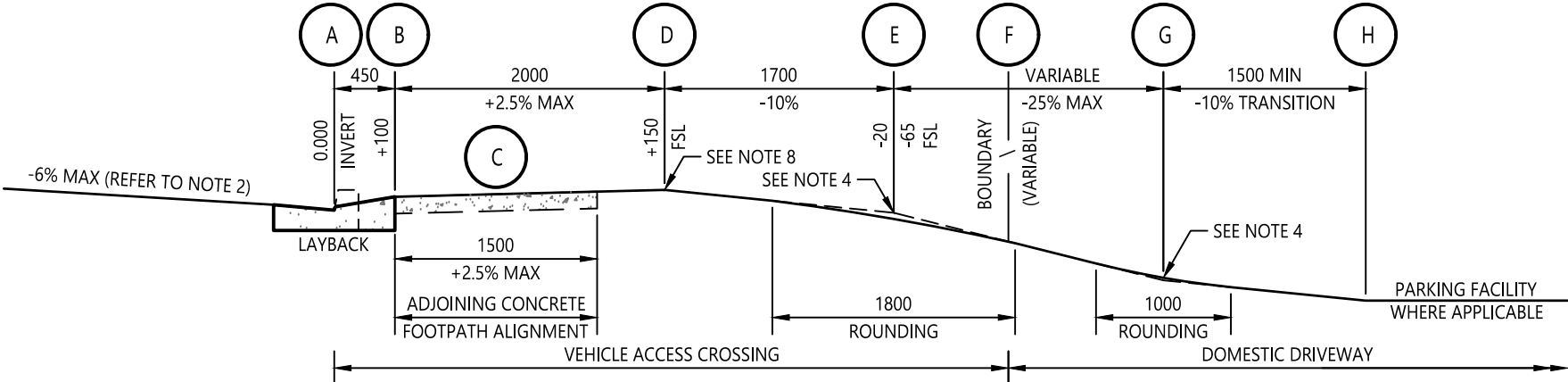


CONCRETE PATH LOCATION AT HIGH AND LOW LEVEL ACCESSSES

SCALE 1:100

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	CHECKED	DATE	UNIT MANAGER APPROVAL	AS SHOWN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	Central Coast Council			STANDARD DRAWING	
													KERB AND CHANNEL SERIES VEHICLE ACCESS CROSSING AND DRIVEWAY PROFILES			DRAWING NUMBER	REV
																SD0508	-
																SHEET 3 OF 4	A3

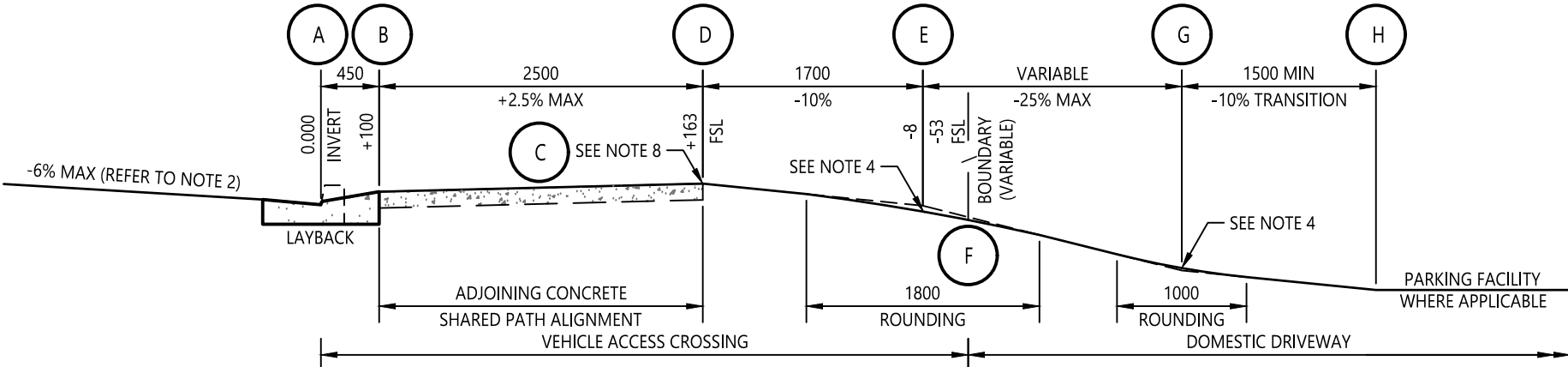




POINT	DESCRIPTION	LEVEL INFORMATION
A	KERB AND CHANNEL INVERT	DATUM FOR VEHICLE ACCESS CROSSING
B	REAR OF LAYBACK	100mm ABOVE KERB AND CHANNEL INVERT. PROVIDE A 10mm EXPANSION JOINT
C	CONCRETE FOOTPATH	ADJOINING 1500mm WIDE CONCRETE FOOTPATH SHALL BE ALIGNED BETWEEN POINT B AND POINT D AND NOT EXCEED 2.5% CROSSFALL
D	2450 BEHIND INVERT	150mm ABOVE KERB AND CHANNEL INVERT
E	4150 BEHIND INVERT	20mm BELOW KERB AND CHANNEL INVERT. THE FINISHED SURFACE LEVEL (FSL) SHALL BE 65mm BELOW THE KERB AND CHANNEL INVERT (45mm BELOW FORMWORK) BY PROVIDING AN 1800mm ROUNDING CENTRED ABOUT POINT E
F	BOUNDARY ALIGNMENT	PROVIDE A 10mm EXPANSION JOINT (WHERE REQUIRED)
G	1500 BEFORE PARKING	PROVIDE A TRANSITION OF 10% OVER 1500mm AND A 1000mm ROUNDING CENTRED ABOUT POINT G
H	PARKING FACILITY	5% MAXIMUM GRADE WHERE APPLICABLE

PROFILE FOR LOW LEVEL ACCESSES WITH FOOTPATH

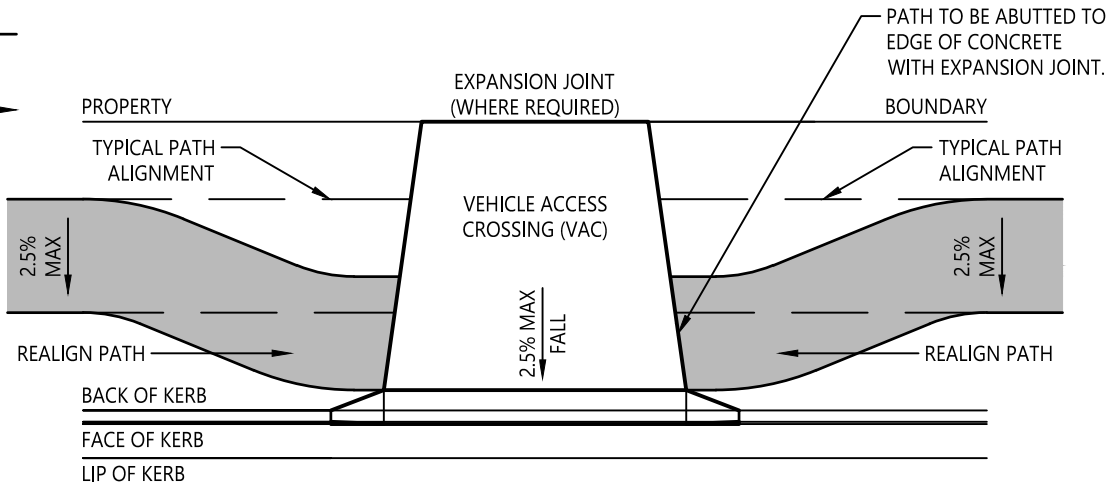
SCALE 1:50



POINT	DESCRIPTION	LEVEL INFORMATION
A	KERB AND CHANNEL INVERT	DATUM FOR VEHICLE ACCESS CROSSING
B	REAR OF LAYBACK	100mm ABOVE KERB AND CHANNEL INVERT. PROVIDE A 10mm EXPANSION JOINT
C	CONCRETE SHARED PATH	ADJOINING 2500mm WIDE CONCRETE SHARED PATH SHALL BE ALIGNED BETWEEN POINT B AND POINT D AND NOT EXCEED 2.5% CROSSFALL
D	2950 BEHIND INVERT	163mm ABOVE KERB AND CHANNEL INVERT
E	4650 BEHIND INVERT	8mm BELOW KERB AND CHANNEL INVERT. THE FINISHED SURFACE LEVEL (FSL) SHALL BE 53mm BELOW THE KERB AND CHANNEL INVERT (45mm BELOW FORMWORK) BY PROVIDING AN 1800mm ROUNDING CENTRED ABOUT POINT E
F	BOUNDARY ALIGNMENT	PROVIDE A 10mm EXPANSION JOINT (WHERE REQUIRED)
G	1500 BEFORE PARKING	PROVIDE A TRANSITION OF 10% OVER 1500mm AND A 1000mm ROUNDING CENTRED ABOUT POINT G
H	PARKING FACILITY	5% MAXIMUM GRADE WHERE APPLICABLE

PROFILE FOR LOW LEVEL ACCESSES WITH SHARED PATH

SCALE 1:50



CONCRETE PATH LOCATION AT HIGH AND LOW LEVEL ACCESSSES

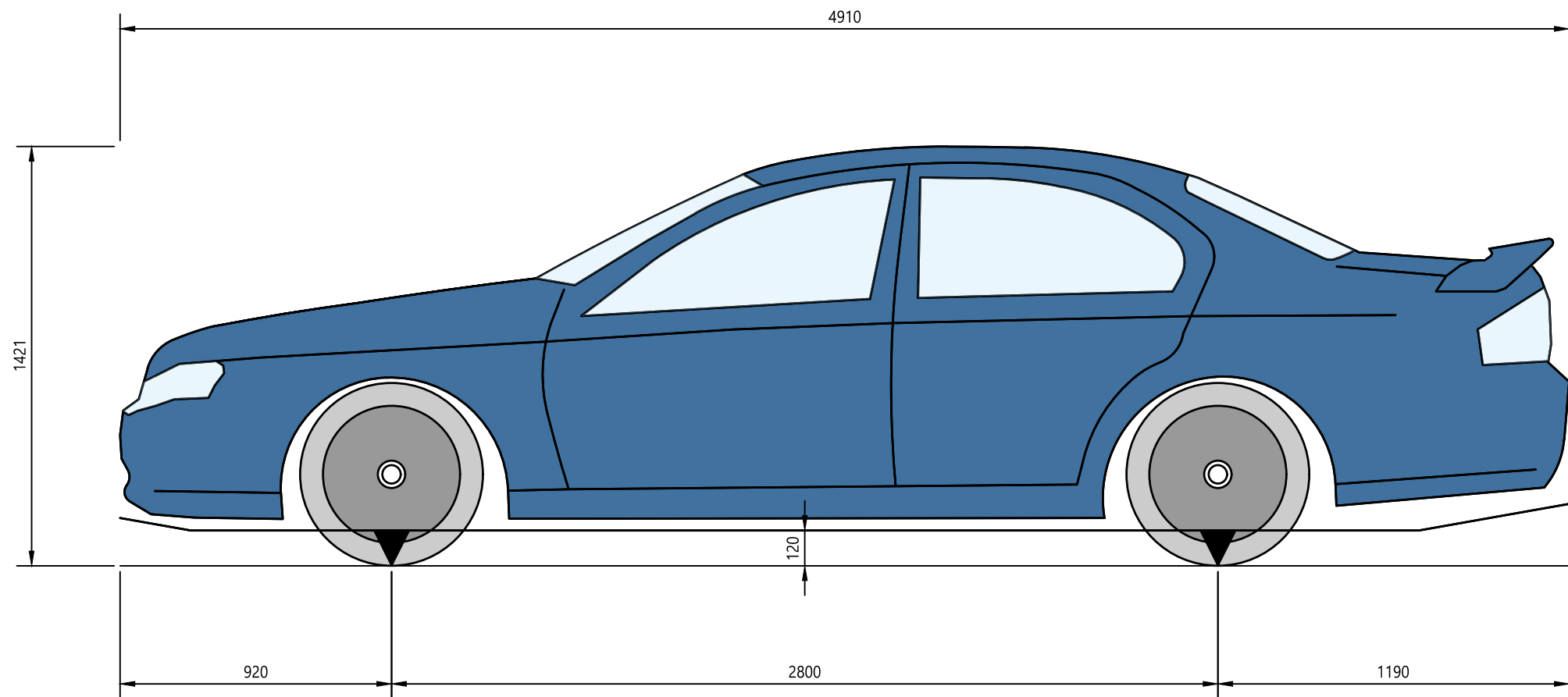
SCALE 1:100

NOTES:

1. VEHICLE ACCESS CROSSING PROFILES ON THIS STANDARD DRAWING ARE BASED ON AS/NZS 2890.1 OFF-STREET CAR PARKING AND THE B85 DESIGN VEHICLE WITH A GROUND CLEARANCE OF 120mm (LADEN). REFER TO COUNCIL'S STANDARD PASSENGER CAR VERTICAL CLEARANCE PROFILE STANDARD DRAWING SD0509.
2. A SITE SPECIFIC DESIGN BY A SUITABLY QUALIFIED AND EXPERIENCED CIVIL DESIGNER MAY BE REQUIRED DUE TO EXISTING CONSTRAINTS SUCH AS LOWER CLEARANCE VEHICLES OR WHERE LONGITUDINAL AND CROSSFALL GRADES ARE EXCESSIVE. WHERE LONGITUDINAL GRADES ARE EXCESSIVE AND/OR HORIZONTAL ALIGNMENTS ARE CURVED, CONSIDER USING A STEEL-TYNED COMB OR SIMILAR TREATMENT TO GROOVE THE CONCRETE SURFACE TO ACHIEVE GREATER SKID-RESISTANCE.
3. THE MAXIMUM GRADIENT OF DOMESTIC DRIVEWAYS SHALL BE 25%. THE MAXIMUM GRADIENT OF THE ASSOCIATED ACCESS DRIVEWAY ACROSS A PROPERTY LINE OR BUILDING ALIGNMENT SHALL BE 5% AND ACROSS A FOOTPATH OR SHARED PATH ALIGNMENT SHALL BE 2.5% WHERE PRACTICABLE IN EXISTING 'BROWNFIELD' AREAS.
4. TO PREVENT VEHICLES SCRAPING OR BOTTOMING, CHANGES IN GRADE IN EXCESS OF 12.5% FOR SUMMIT GRADE CHANGES AND 15% FOR SAG GRADE CHANGES REQUIRE INTRODUCTION OF A GRADE TRANSITION OR ROUNDING BETWEEN THE MAIN GRADE LINES.
5. ENSURE ALL ADJACENT AREAS ARE ADEQUATELY SHAPED, GRADED AND TURFED/CONCRETED OR HAVE STORMWATER DRAINAGE PROVIDED SHOULD THE VEHICLE ACCESS CROSSING ADVERSELY AFFECT STORMWATER RUNOFF OR ROAD USER SAFETY.
6. REFER TO COUNCIL'S VEHICLE ACCESS CROSSING STANDARD DRAWINGS FOR FURTHER DESIGN AND CONSTRUCTION DETAILS.
7. DEPTH OF SECONDARY GAP FLOW IN ROAD IS CRITICAL. PROVIDE 100mm MINIMUM FREEBOARD FROM MAJOR DESIGN STORM EVENT FLOW LEVEL TO HIGH POINT IN VEHICLE ACCESS CROSSING.
8. THE HIGHEST POINT IN LOW LEVEL ACCESSSES SHALL BE 150mm MINIMUM ABOVE INVERT OF KERB IRRESPECTIVE OF THE TYPE OF LAYBACK USED.
9. ALL SERVICES UNDER VEHICLE ACCESS CROSSING SHALL BE LOCATED BY POTHOLING AND RELOCATED WHERE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
10. THE VEHICLE ACCESS CROSSING APPLICANT IS TO PROVIDE INTERIM CONSTRUCTION PADS FOR SERVICE AUTHORITIES ENSURING CORRECT COVER IS PROVIDED TO FINISHED SURFACE LEVELS WHERE REQUIRED.
11. COUNCIL WILL NOT BE RESPONSIBLE IF VEHICLES CANNOT TRAVERSE THE DESIGN VEHICLE ACCESS CROSSING WHERE THE ABOVE GUIDELINES HAVE NOT BEEN TAKEN INTO ACCOUNT.

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING  AS SHOWN	DRAWN T WILLIS CHECKED M BAMBER DATE 28/4/20 UNIT MANAGER APPROVAL 	ASSETS PLANNING AND DESIGN		ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council			STANDARD DRAWING	
										Kerb and Channel Series Vehicle Access Crossing and Driveway Profiles			DRAWING NUMBER SD0508	REV -
													SHEET 4 OF 4	A3

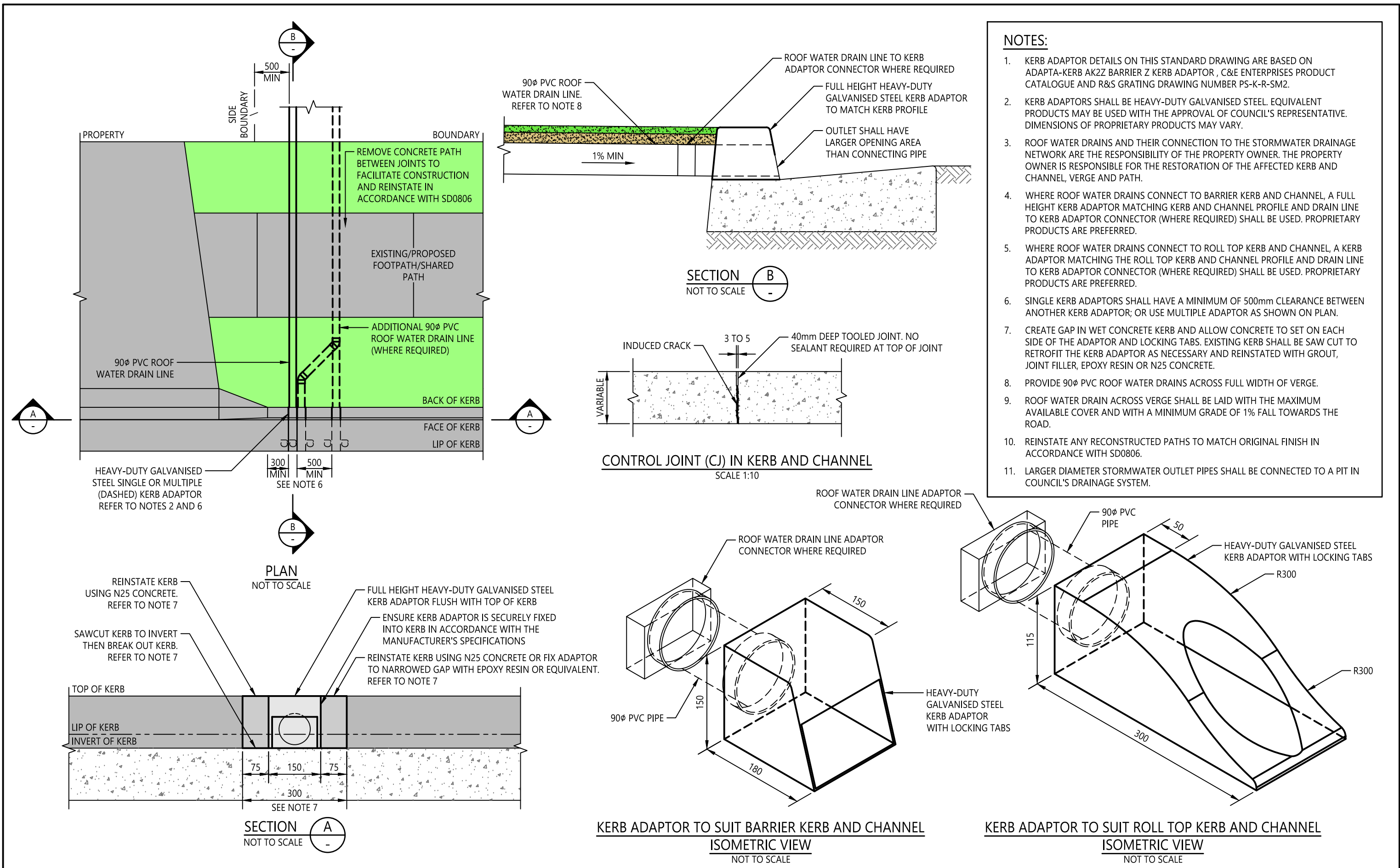
- NOTES:**
1. THIS DESIGN VEHICLE SHALL BE USED FOR CHECKING VERTICAL CLEARANCE PROFILES ON DOMESTIC VEHICULAR ACCESS CROSSINGS AND DRIVEWAYS ONLY.
  2. THE GROUND CLEARANCE IS BASED ON THE DESIGN VEHICLE BEING LADEN WITH PASSENGERS AND FUEL.
  3. THIS PROFILE WAS GENERATED USING AUTODESK VEHICLE TRACKING (FORMERLY AUTOTRACK) AND IS BASED ON THE B85 PASSENGER CAR PROFILE INCLUDED IN AS/NZS 2890.1: 2004.





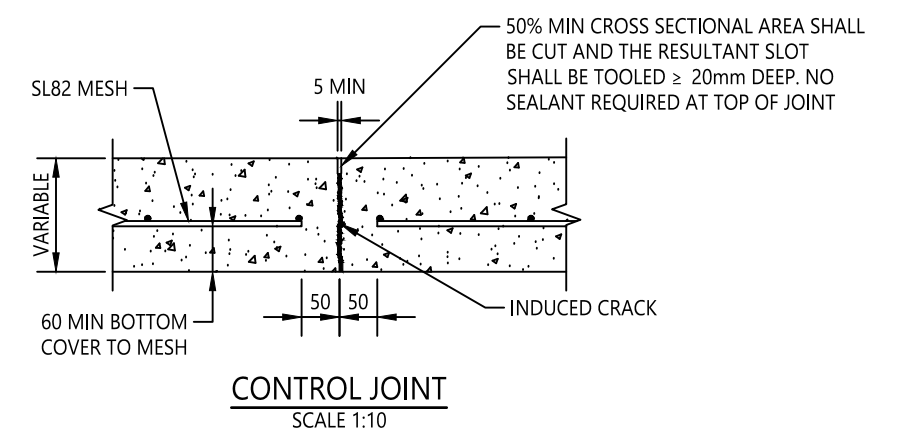
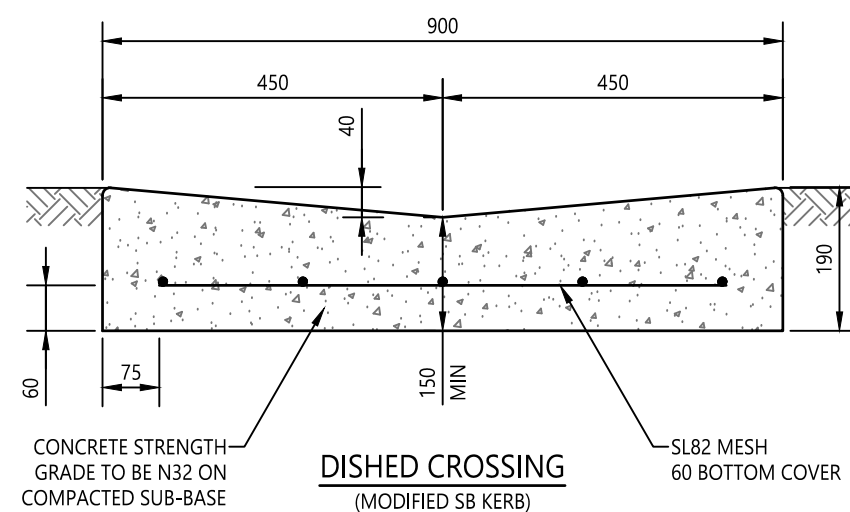
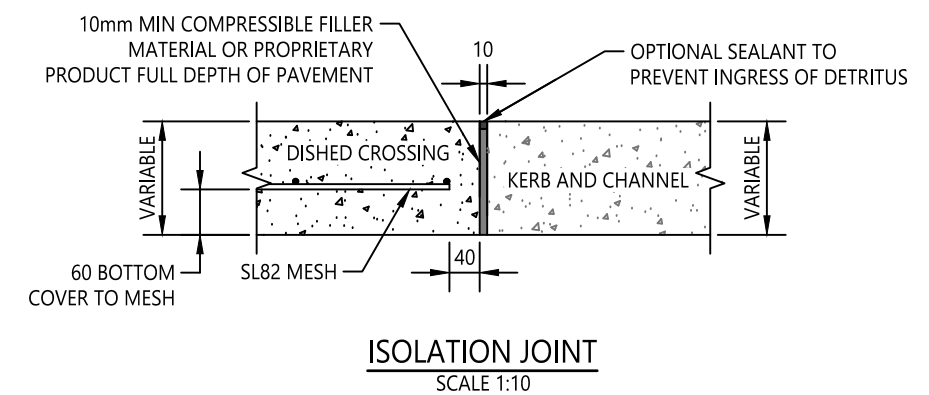
**B85 PASSENGER CAR DIMENSIONS TO AS/NZS 2890.1: 2004**


OVERALL LENGTH	4910
OVERALL WIDTH	1870
OVERALL BODY HEIGHT	1421
MINIMUM BODY GROUND CLEARANCE	120
TRACK WIDTH	1770



REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING 0 200 400 600 800 1000 1:20	DRAWN T WILLIS	CHECKED M BAMBER	DATE 28/4/20	UNIT MANAGER APPROVAL 	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE		Central Coast Council		STANDARD DRAWING	
															DRAWING NUMBER	REV
													KERB AND CHANNEL SERIES STANDARD PASSENGER CAR VERTICAL CLEARANCE PROFILE		SD0509	-
															SHEET 1 OF 1	A3



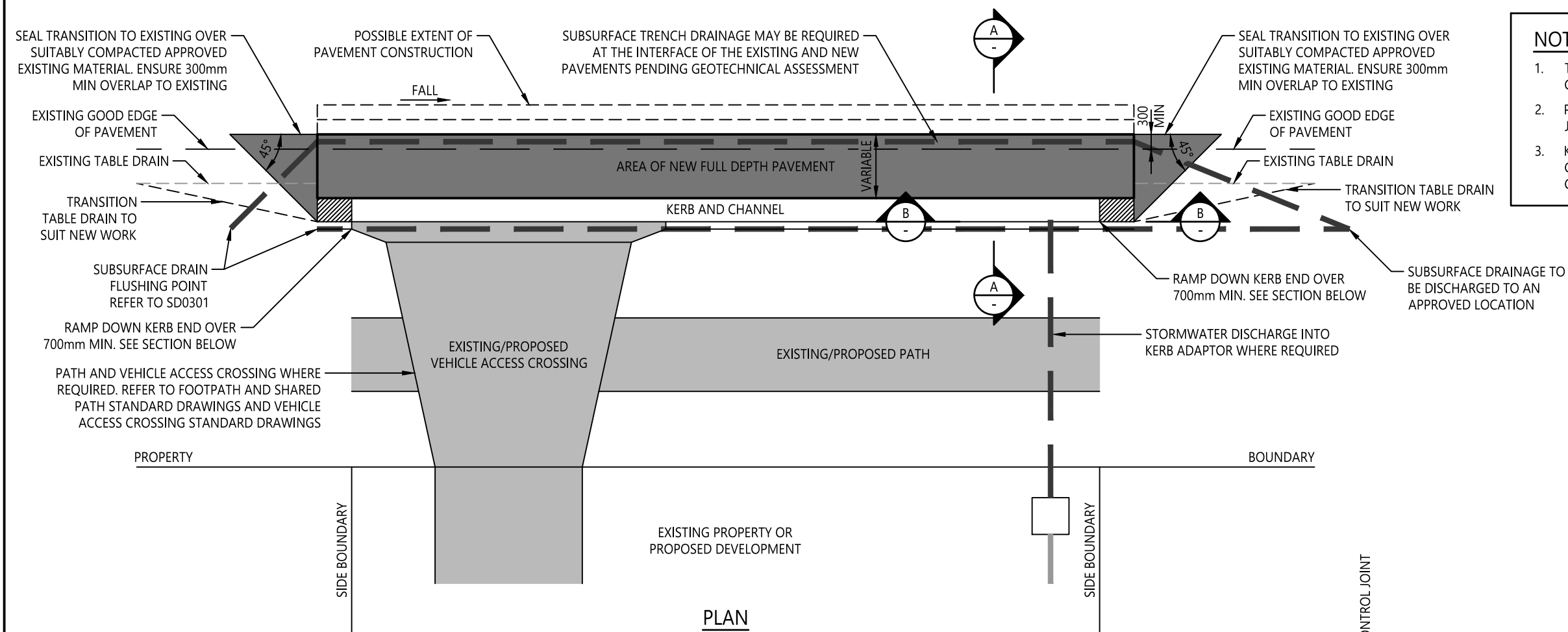
					SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS		Central Coast Council		STANDARD DRAWING	
					NOT TO SCALE	CHECKED	M BAMBER			KERB AND CHANNEL SERIES KERB STORMWATER OUTLET AND KERB ADAPTOR	DRAWING NUMBER	REV
						DATE	28/4/20				SD0510	-
						UNIT MANAGER APPROVAL						
REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN	ASSETS PLANNING AND DESIGN		ROADS TRANSPORT DRAINAGE AND WASTE			SHEET 1 OF 1	A3



REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING		DRAWN	T WILLIS		Central Coast Council		STANDARD DRAWING	
							CHECKED	M BAMBER		KERB AND CHANNEL SERIES DISHED CROSSING FOR MINOR ROAD JUNCTIONS	DRAWING NUMBER	REV	
							DATE	28/4/20			SD0511	-	
							UNIT MANAGER APPROVAL			ROADS TRANSPORT DRAINAGE AND WASTE		SHEET 1 OF 1	A3

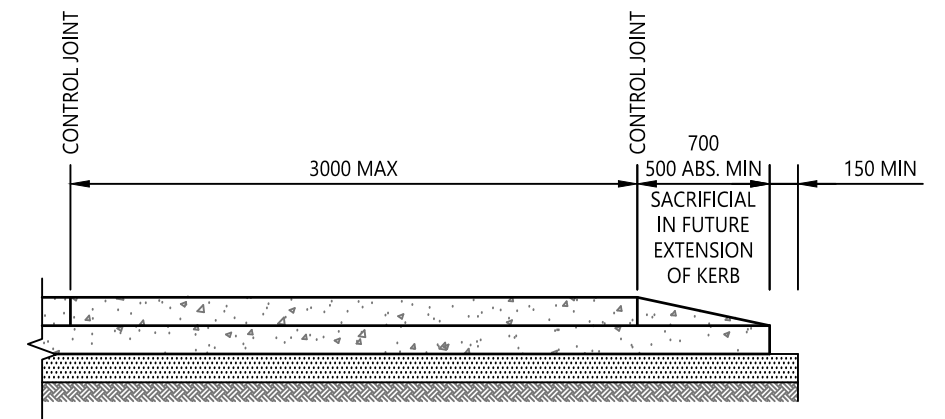
								
					0 100 200 300 400 500 1:10			
					0 2000 4000 6000 8000 10000 1:200			
					ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN		ASSETS PLANNING AND DESIGN	



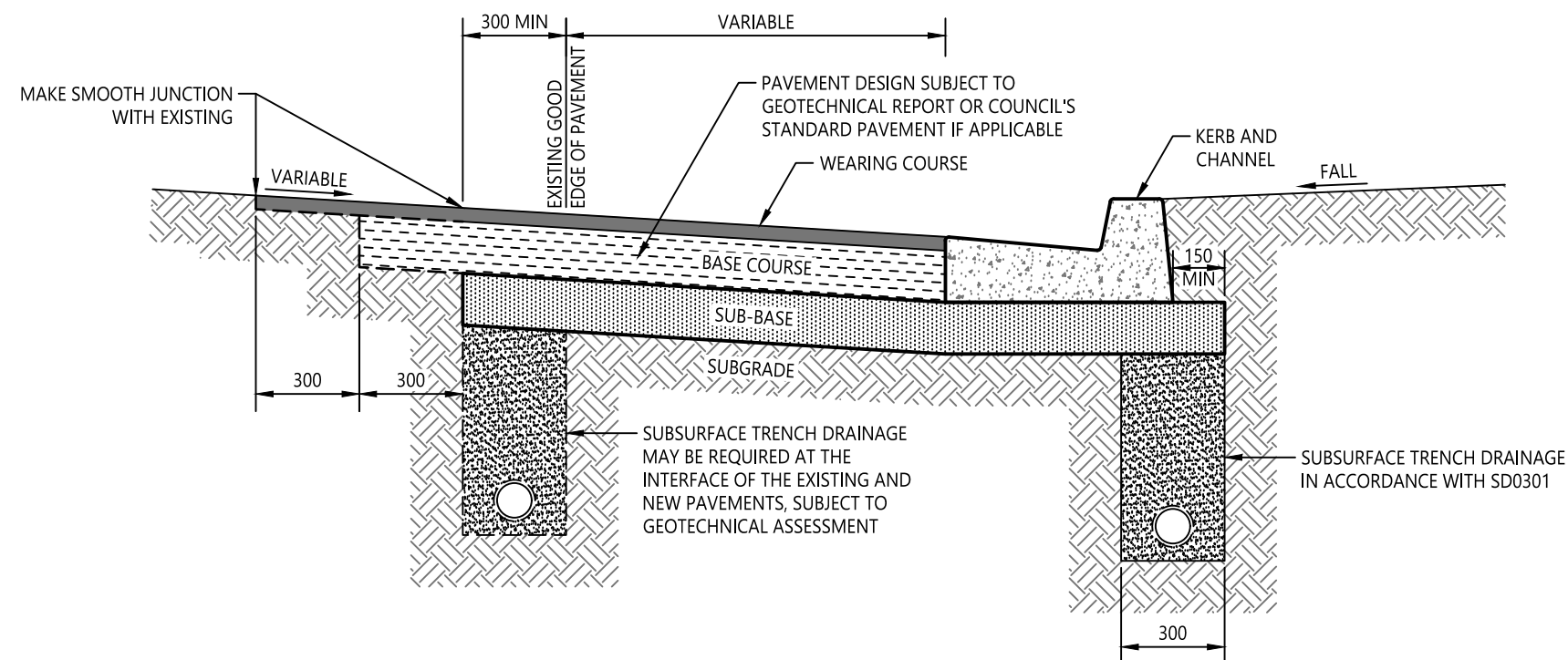


- NOTES:**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH COUNCIL'S CIVIL WORKS CONSTRUCTION SPECIFICATION.
  2. PAVEMENT JOINTS ALONG WHEEL PATHS SHOULD BE AVOIDED. JOINTS TO BE AT LANE OR SUMP LINES WHERE POSSIBLE.
  3. KERB AND CHANNEL AND CONCRETE JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SD0501 IN COUNCIL'S CIVIL WORKS SPECIFICATION - STANDARD DRAWINGS.

PLAN  
SCALE 1:100

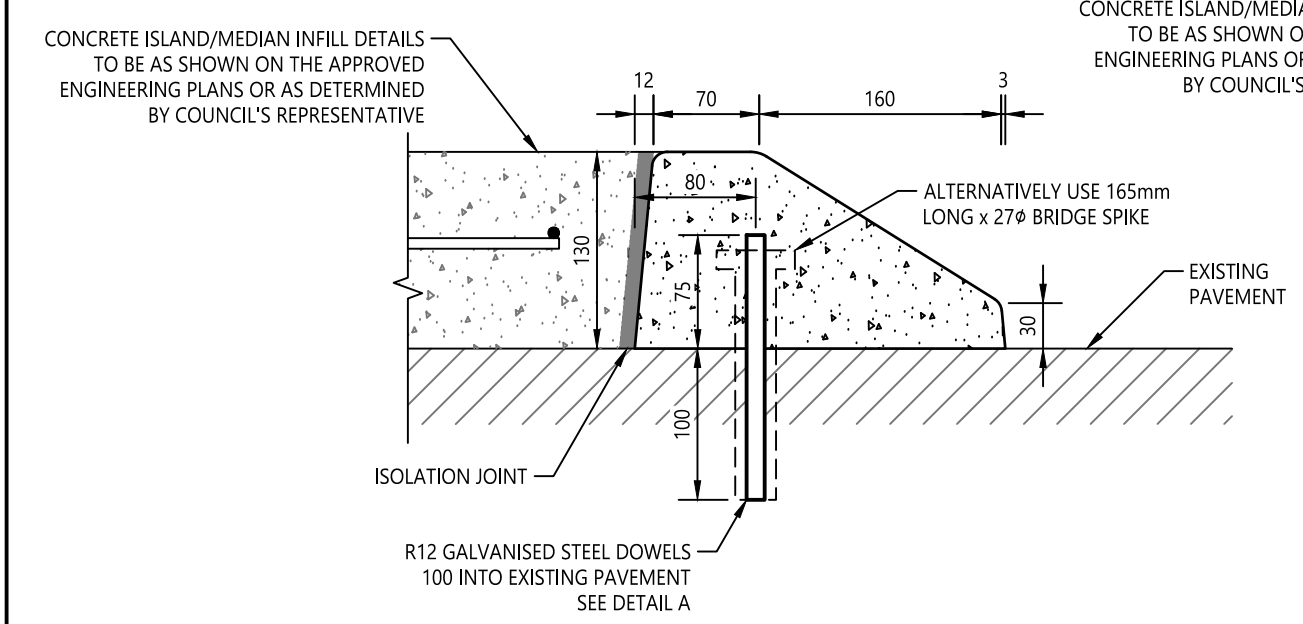


SECTION B  
SCALE 1:40

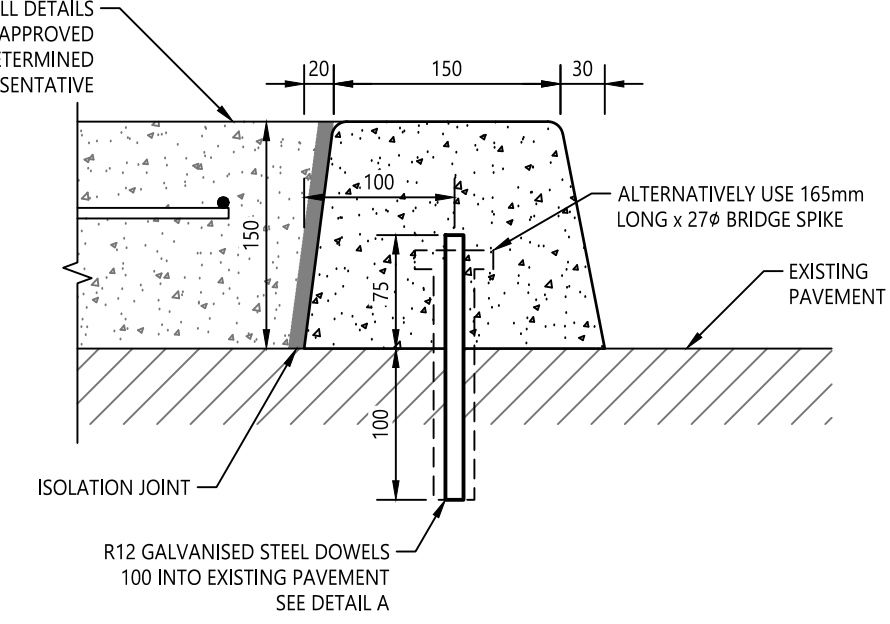


SECTION A  
SCALE 1:20

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	Central Coast Council	Kerb and Channel Series Isolated Kerb and Channel and Shoulder Works	STANDARD DRAWING	
										DRAWING NUMBER	REV
					0 200 400 600 800 1000 1:20 0 1000 2000 3000 4000 5000 1:100	CHECKED	M BAMBER			SD0512	-
						DATE	28/4/20			SHEET 1 OF 1	A3
					ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN	UNIT MANAGER APPROVAL					
						ASSETS PLANNING AND DESIGN					
						ROADS TRANSPORT DRAINAGE AND WASTE					

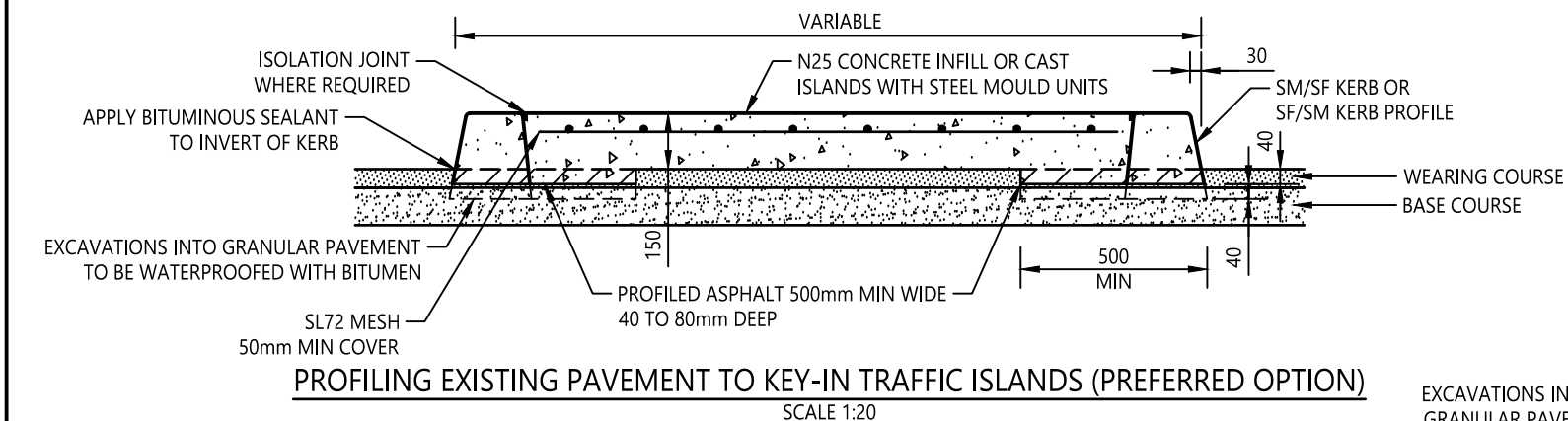
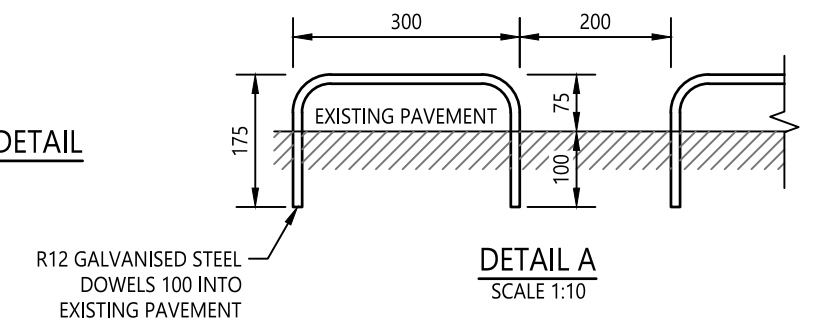


**DOWELLING SEMI-MOUNTABLE (SF) KERB TO EXISTING PAVEMENT DETAIL**  
SCALE 1:5

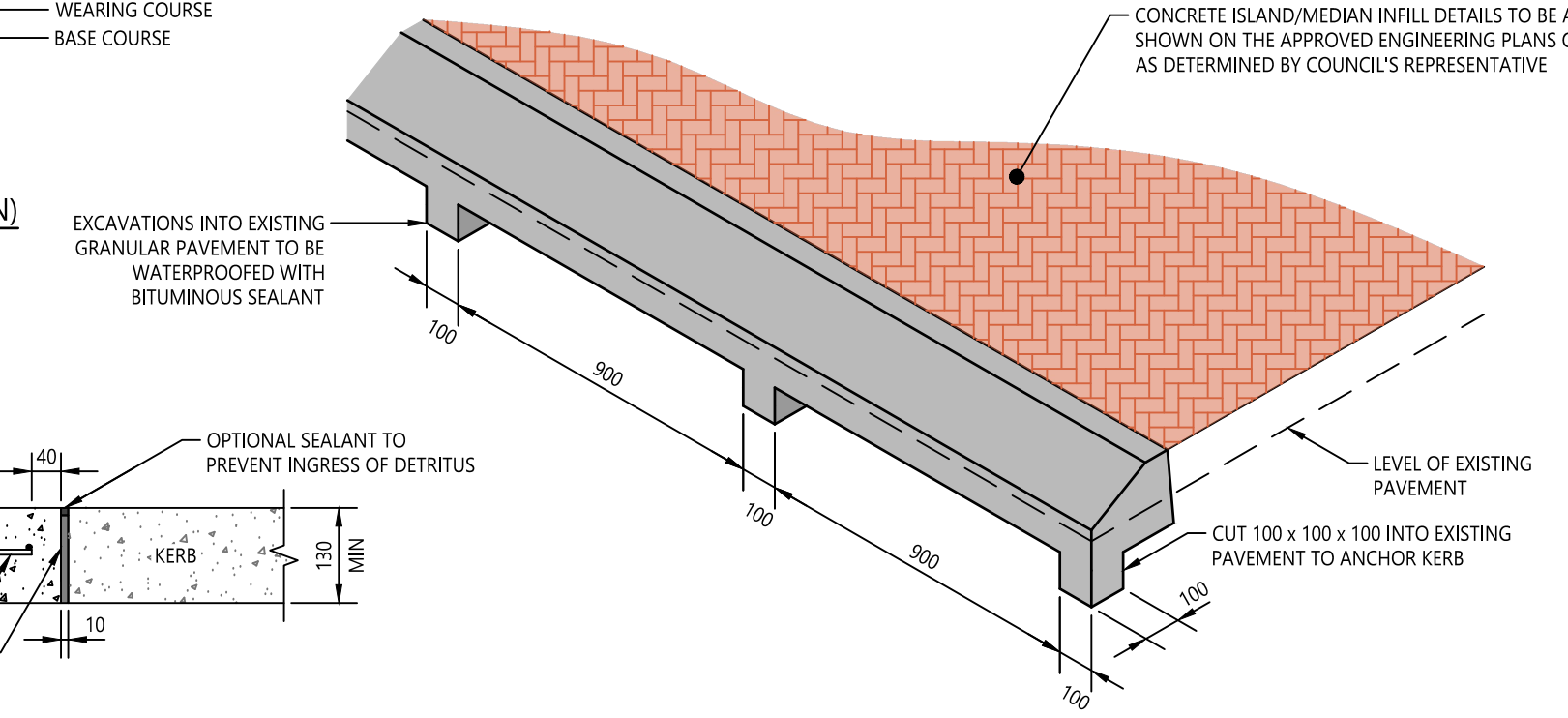


**DOWELLING BARRIER (SM) KERB TO EXISTING PAVEMENT DETAIL**  
SCALE 1:5

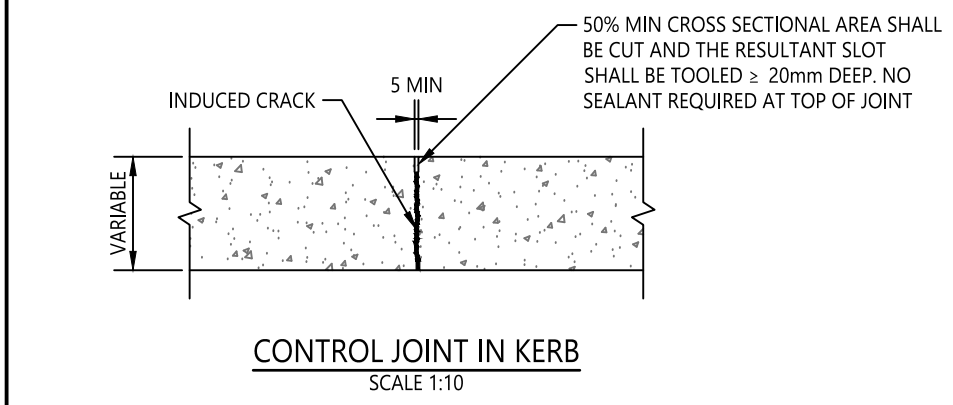
- NOTES:**
1. ONLY SEMI-MOUNTABLE (SF) KERB OR BARRIER (SM) KERB (KERB ONLY) TO BE FIXED TO EXISTING PAVEMENTS.
  2. WHERE ROADS ARE TO BE RESEALED, KERBS SHALL BE RAISED SUFFICIENTLY TO COMPENSATE FOR THE RESEAL THICKNESS UNLESS MILLING OF THE EXISTING SURFACE TAKES PLACE.
  3. ALTERNATIVELY, BRIDGE SPIKES MAY BE EMBEDDED 100mm MINIMUM AT 500mm CENTRES INTO THE PAVEMENT PRIOR TO CASTING KERB OVER THE SPIKES.
  4. CONTROL JOINT SPACING IN KERB SHALL BE 3m MAXIMUM.
  5. ISOLATION JOINTS SHALL BE LOCATED BETWEEN BACK OF KERB AND CONCRETE INFILL.



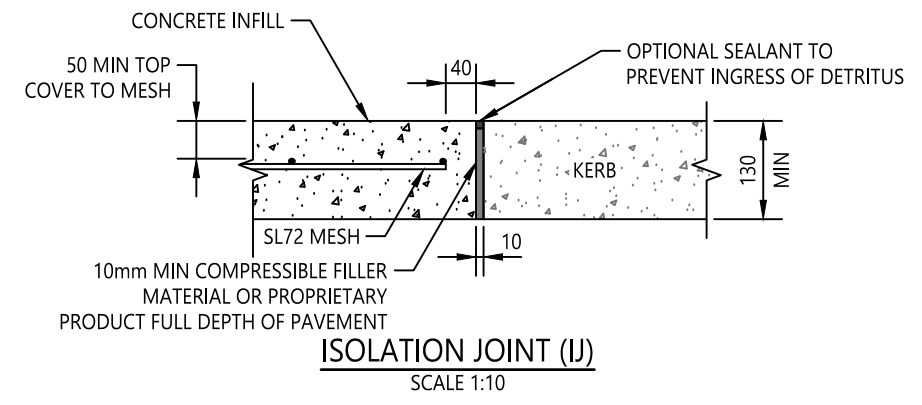
**PROFILING EXISTING PAVEMENT TO KEY-IN TRAFFIC ISLANDS (PREFERRED OPTION)**  
SCALE 1:20



**KERB ANCHORING INTO EXISTING PAVEMENT DETAIL**  
SCALE 1:20

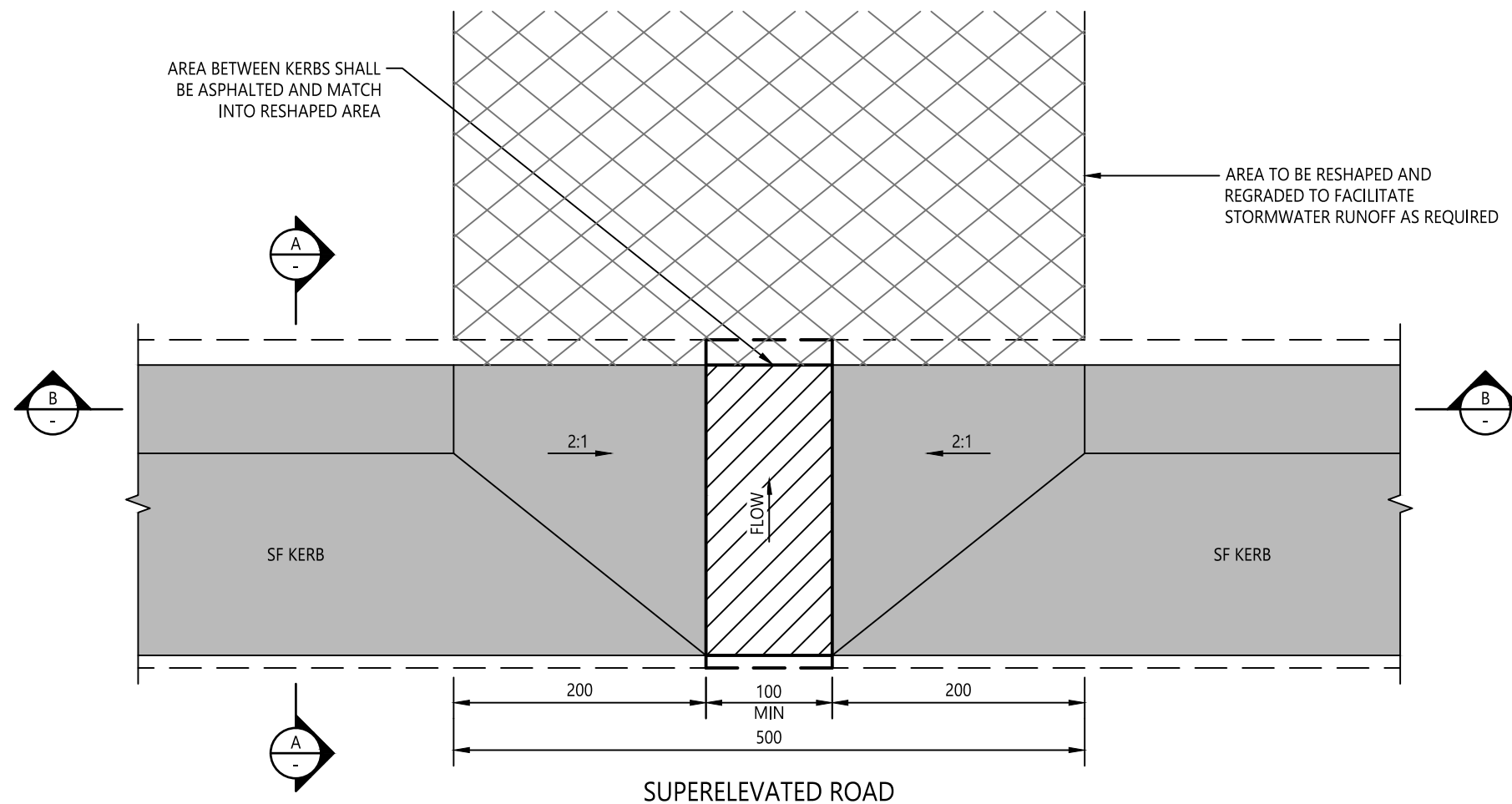


**CONTROL JOINT IN KERB**  
SCALE 1:10

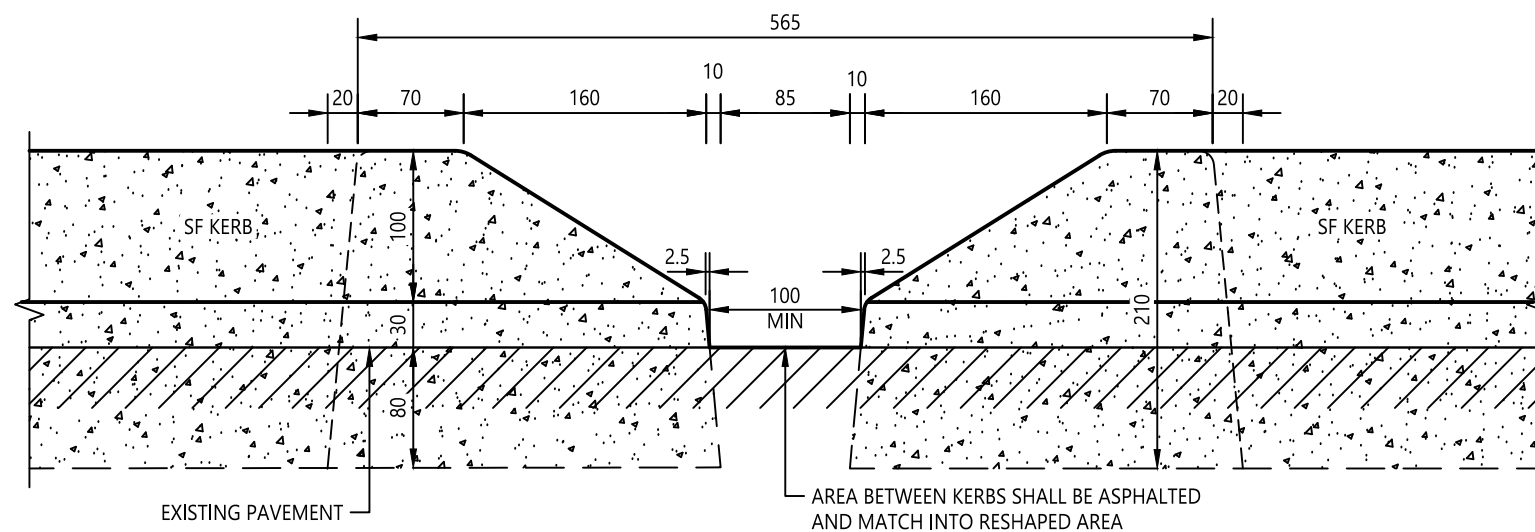


**ISOLATION JOINT (IJ)**  
SCALE 1:10

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING  AS SHOWN	DRAWN T WILLIS CHECKED M BAMBER DATE 28/4/20 UNIT MANAGER APPROVAL 	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE		Central Coast Council			STANDARD DRAWING	
										KERB AND CHANNEL SERIES			DRAWING NUMBER	REV
										FIXING KERB TO EXISTING PAVEMENT			SD0513	-
													SHEET 1 OF 1	A3



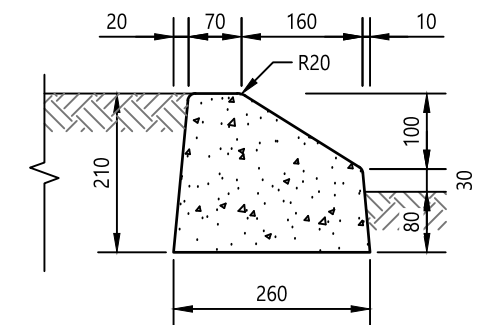
PLAN  
SCALE 1:5



SECTION  
SCALE 1:5

### NOTES:

- MEDIAN DRAINAGE BREAKS SHALL ONLY BE CREATED WHERE THERE IS NO PIPE DRAINAGE SYSTEM WITHIN THE MEDIAN, WHERE THE ROAD IS SUPERELEVATED AND WHERE RESULTING STORMWATER SURFACE FLOWS DO NOT CREATE THE POTENTIAL FOR VEHICLE AQUAPLANING IN THE ADJACENT PAVEMENT.
- CONCRETE STRENGTH GRADE SHALL BE N25 UNLESS OTHERWISE SPECIFIED.
- CONTROL JOINT SPACING SHALL BE 3m MAXIMUM.
- KERB BREAK CAN BE ANGLED WHERE REQUIRED TO ASSIST STORMWATER RUNOFF FLOW.



SEMI-MOUNTABLE KERB  
(SF KERB)

SECTION  
SCALE 1:10

REV	AMENDMENT	DATE	DRAWN	APRVD	SCALE ON ORIGINAL A3 SIZE DRAWING	DRAWN	T WILLIS	CHECKED	M BAMBER	DATE	28/4/20	UNIT MANAGER APPROVAL	ASSETS PLANNING AND DESIGN	ROADS TRANSPORT DRAINAGE AND WASTE	Central Coast Council	KERB AND CHANNEL SERIES MEDIAN DRAINAGE BREAK FOR SF KERB	STANDARD DRAWING	
																	DRAWING NUMBER	REV
					0 50 100 150 200 250 1:5												SD0514	-
					0 100 200 300 400 500 1:10												SHEET 1 OF 1	A3