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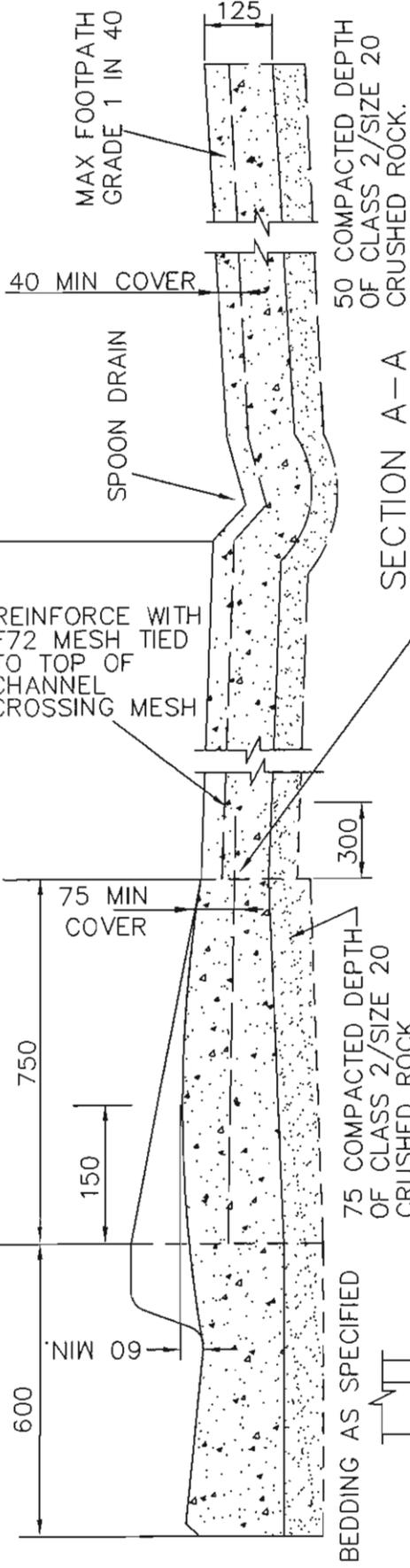
KNOX CITY COUNCIL

PRIVATE CROSSING
 RESIDENTIAL

DATE
 27-11-2019

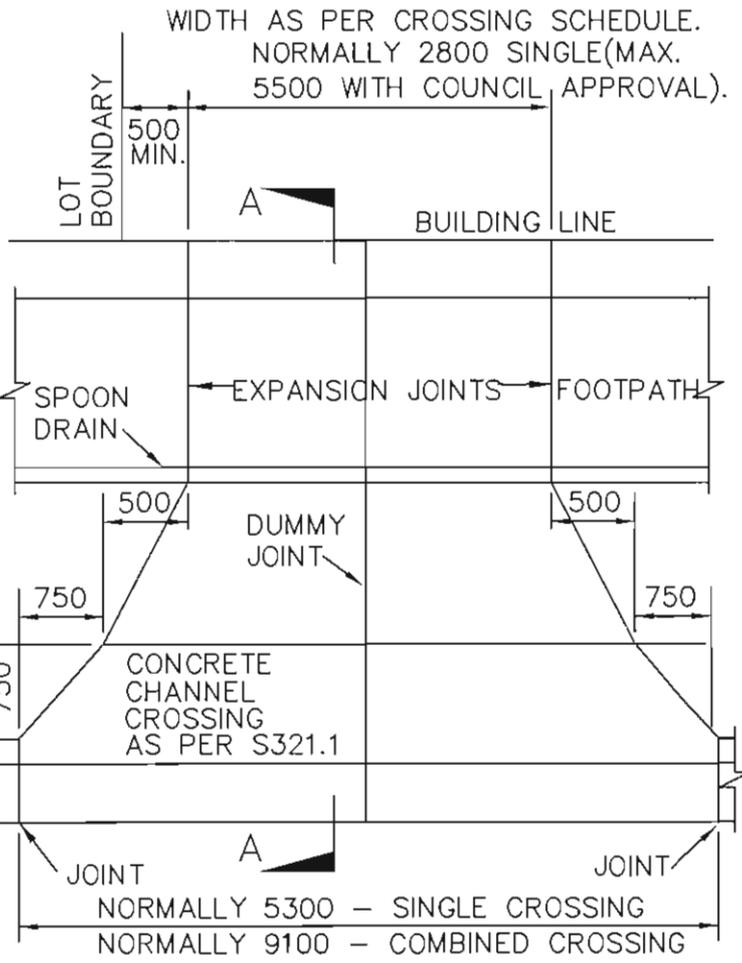
REVISION
 E

CAD FILE NAME
 S 320.1



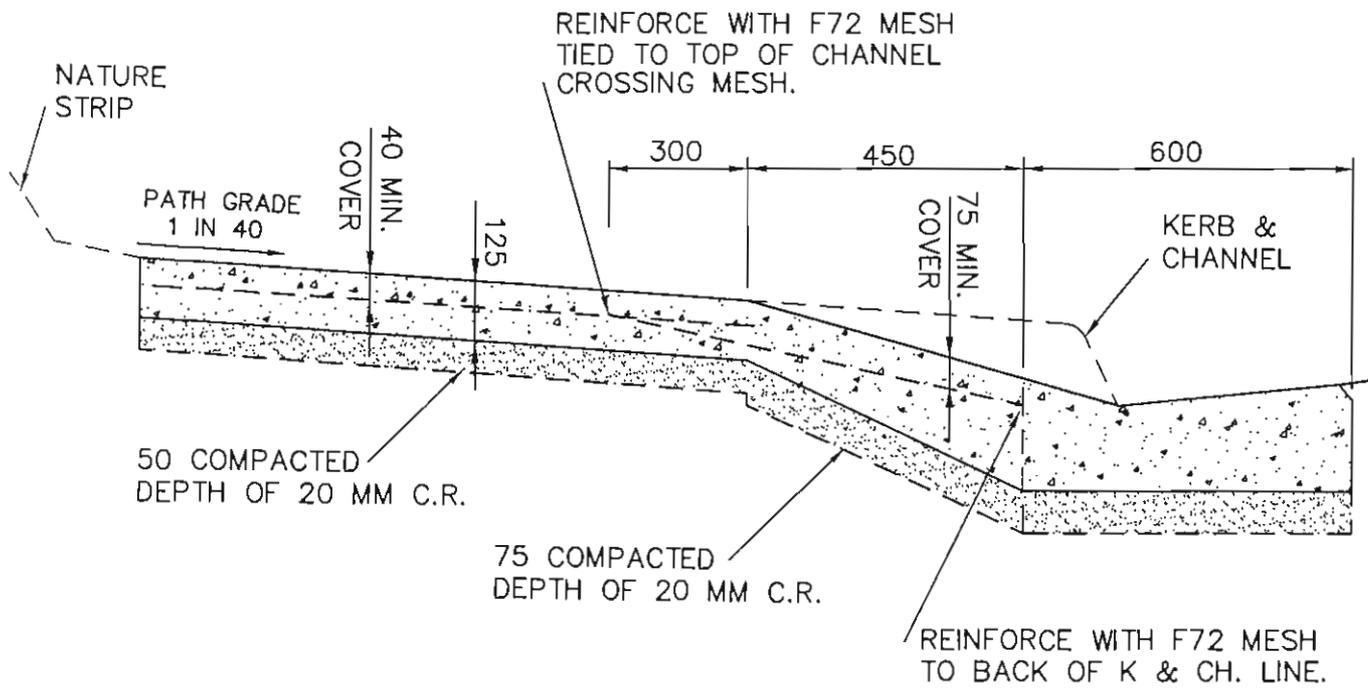
- NOTE:
1. WHERE INFILL IS POURED SEPARATELY TO FOOTPATH, REINFORCING MESH SHALL OVERLAP 300 WITH FOOTPATH MESH.
 2. CONCRETE STRENGTH 25 MPa MINIMUM.
 3. IF THE EXISTING KERB & CHANNEL IS TO BE REMOVED A SAW CUT SHALL BE MADE ALONG THE EDGE OF THE ROADWAY PRIOR TO REMOVAL. ANY DAMAGE TO THE ROAD PAVEMENT SHALL BE REINSTATED BY CONTRACTORS AT THEIR EXPENCE.

REINFORCE WITH F72 MESH FROM BACK OF KERB & CHANNEL LINE



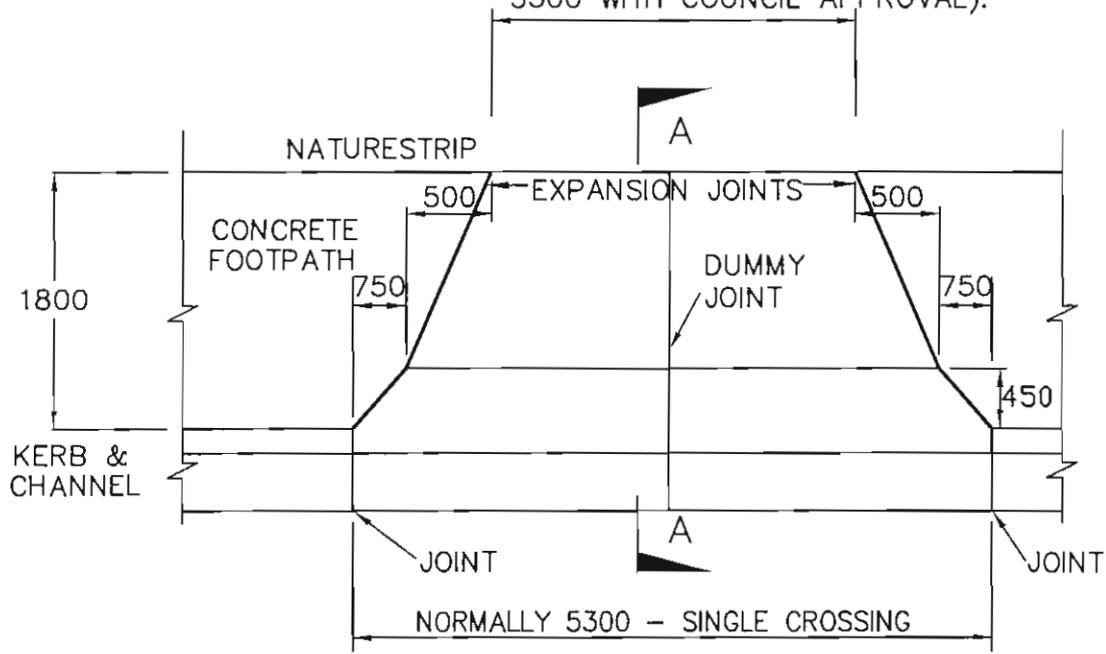
NOTE: SEE S323.1 FOR LAYOUT AND POSITIONING VARIATIONS.

CHECKED <i>Baley</i>	<h1>KNOX CITY COUNCIL</h1> <h2>PRIVATE CROSSING</h2> <h3>REVERSE FALL NATURE STRIP</h3>	DATE 11-1-2010
APPROVED <i>Stewart</i>		REVISION D
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SECTION A-A

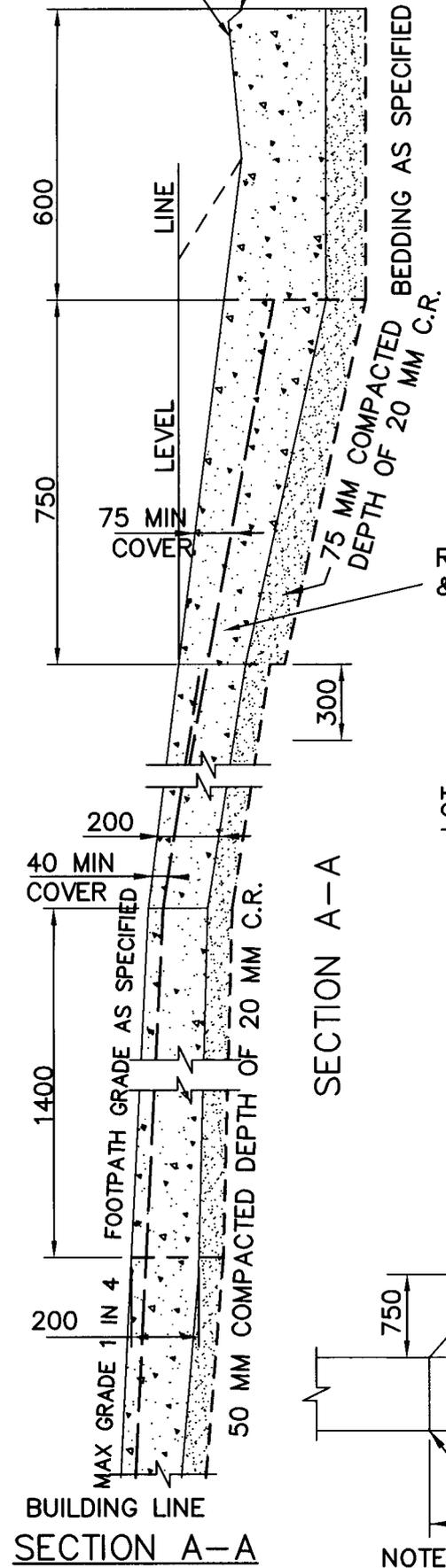
REINFORCED CONCRETE VEHICLE CROSSING 125 THICK.
 WIDTH AS PER CROSSING SCHEDULE.
 NORMALLY 2800 SINGLE (MAX. 5500 WITH COUNCIL APPROVAL).



NOTES
 1. CONCRETE STRENGTH 25 MPa MINIMUM.

CHECKED <i>[Signature]</i>	<h1>KNOX CITY COUNCIL</h1> <p>PRIVATE CROSSING BARRIER KERB CONCRETE PATH AGAINST KERB</p>	DATE 11-1-2010
APPROVED <i>[Signature]</i>		REVISION C
SCALE N.T.S.		CAD FILE NAME S 320.3

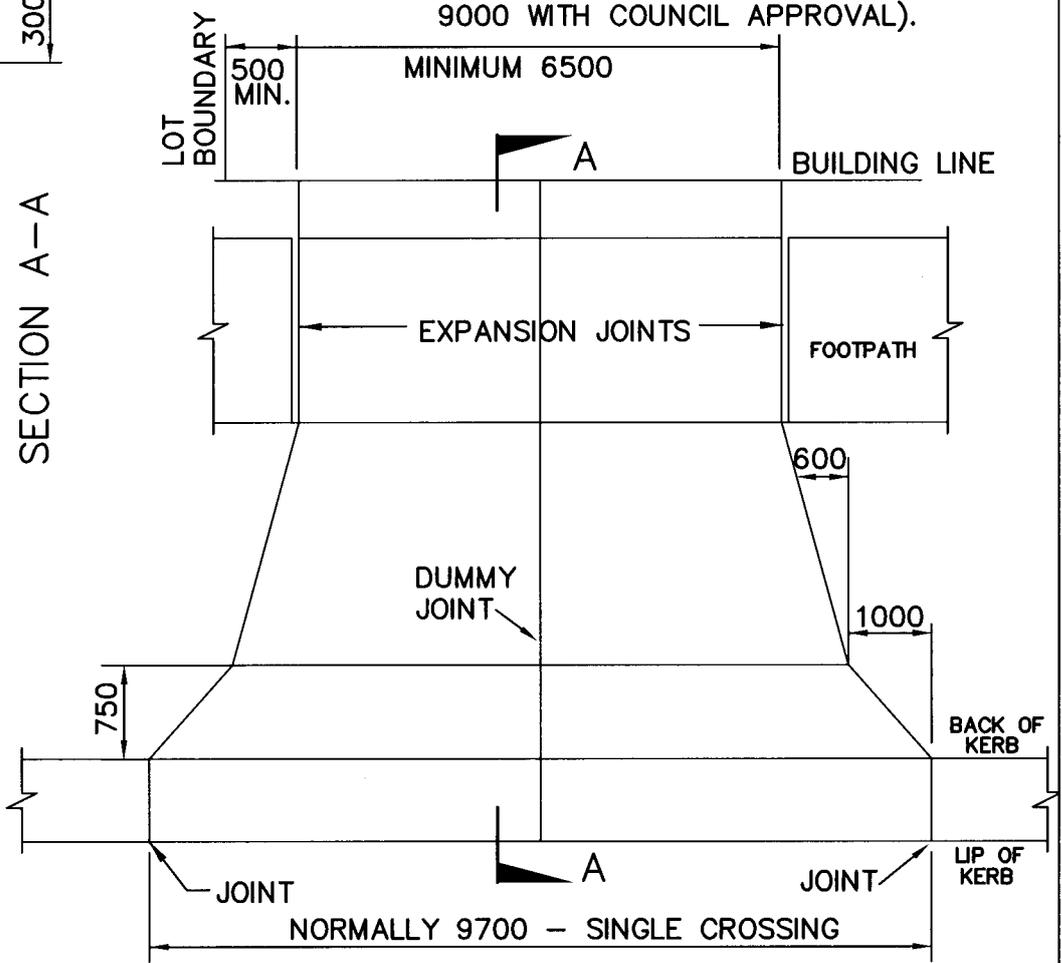
SM2 OR S301.4 KERB
SAW CUT IF REQUIRED



- NOTE:
1. IF THE EXISTING KERB & CHANNEL IS TO BE REMOVED A SAW CUT SHALL BE MADE ALONG THE EDGE OF THE ROADWAY PRIOR TO REMOVAL. ANY DAMAGE TO THE ROAD PAVEMENT SHALL BE REINSTATED BY CONTRACTORS AT THEIR EXPENSE.
 2. CONCRETE STRENGTH 25MPa MINIMUM.
 3. ADJACENT FOOTPATH BAYS ARE TO BE REMOVED AND REPLACED WITH 125MM THICK CONCRETE WITH F72 REINFORCEMENT.
 4. EXCESS KERB & CHANNEL MIX FROM KERB NOT TO BE USED IN CHANNEL LAYBACK.

REINFORCE WITH F72 MESH FROM BACK OF KERB & CHANNEL LINE.

WIDTH AS PER CROSSING SCHEDULE.
NORMALLY 2800 SINGLE (MAX.
9000 WITH COUNCIL APPROVAL).



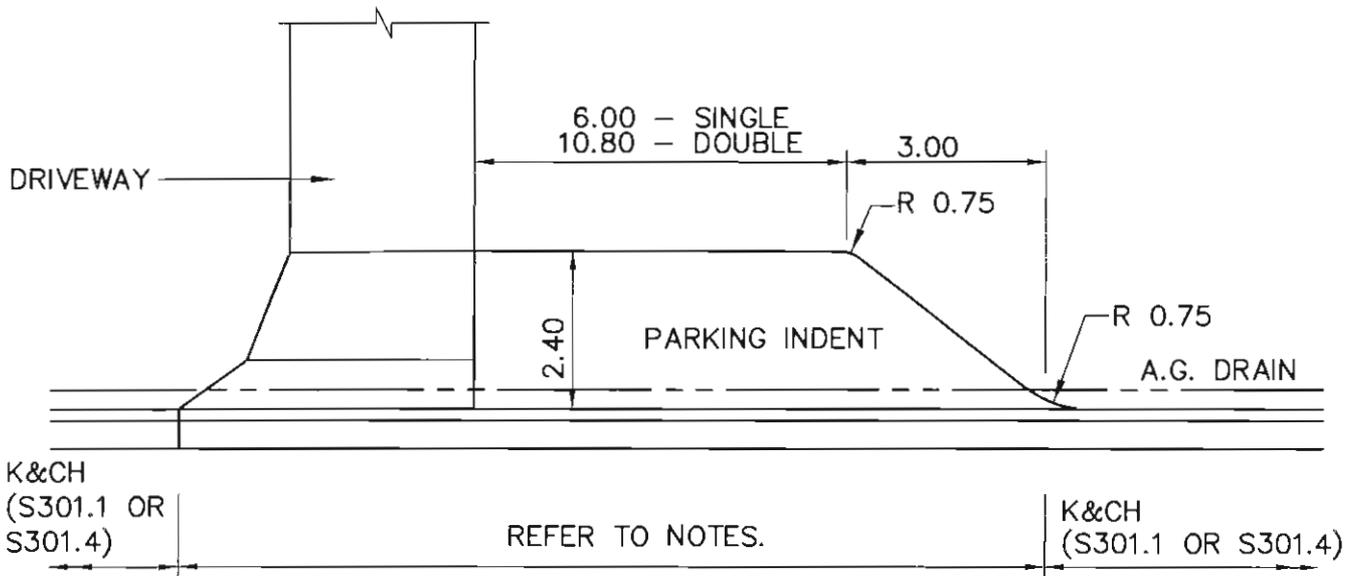
NOTE: SEE S323.1 FOR LAYOUT AND POSITIONING VARIATIONS.

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KNOX CITY COUNCIL

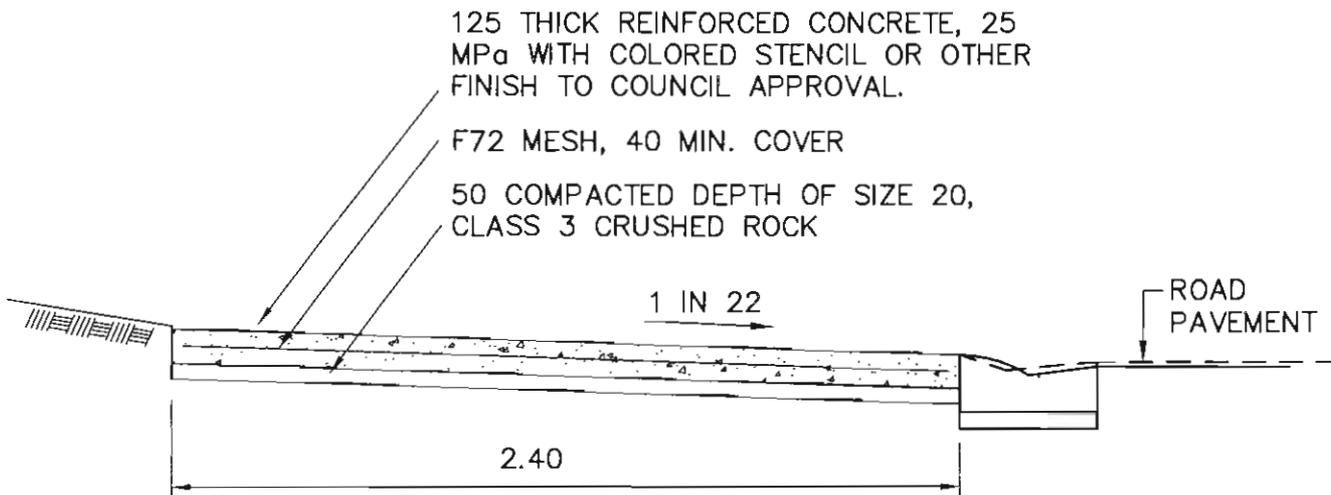
COMMERCIAL/INDUSTRIAL CROSSING

DATE
27-11-2019
REVISION
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CAD FILE NAME
S 321.3



NOTES:

1. FOR A RESIDENTIAL ACCESS STREET LEVEL 1, THE INDENT IS TO BE BUTTED UP AGAINST ROLLOVER KERB AND CHANNEL S301.4.
2. FOR A RESIDENTIAL COLLECTOR STREET, THE INDENT IS TO BE BUTTED UP AGAINST CHANNEL LAYBACK S301.2



SECTION THROUGH PARKING INDENT

CHECKED
Jon Stacey

APPROVED
K Ward

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N.T.S.

KNOX CITY COUNCIL

PARKING INDENT

DATE
1-5-2006

REVISION
A

CAD FILE NAME
S 322.1

RELATION TO EXISTING DRIVEWAY:

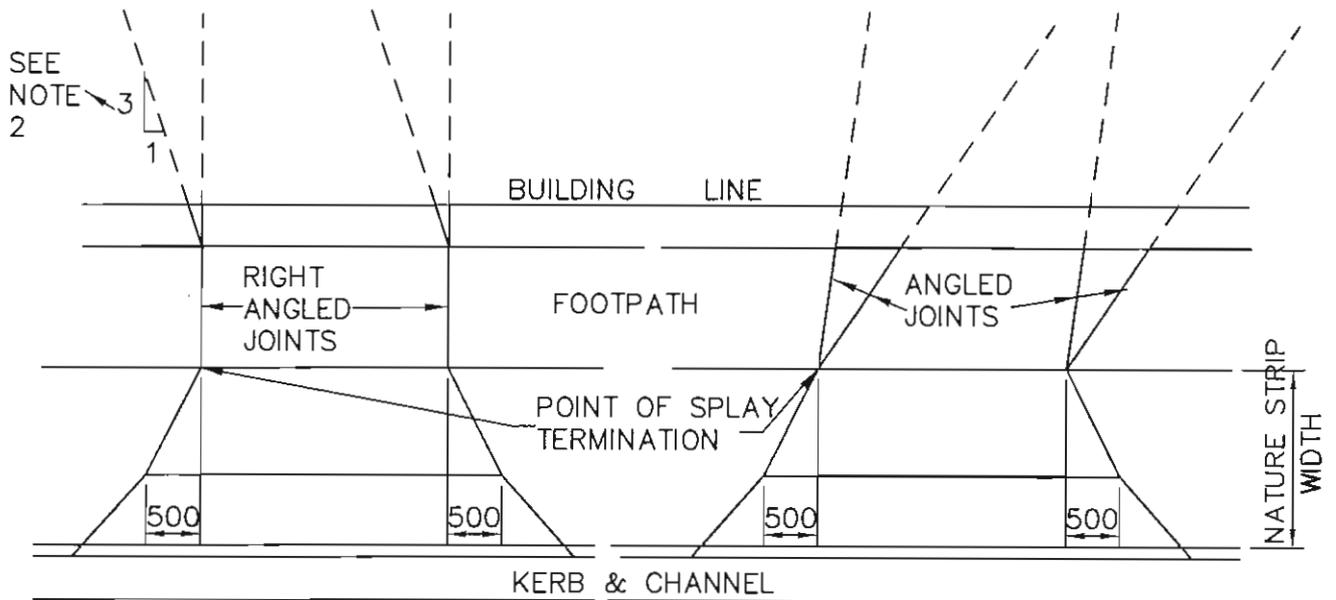


FIG. 1.

FOR DRIVEWAYS AT RIGHT ANGLES OR ANGLED TO THE LEFT.

FIG. 2.

FOR DRIVEWAYS ANGLED TO THE RIGHT (SEE NOTE 3.)

EFFECT OF NATURE STRIP WIDTH ON CROSSING APPROACH SPLAY:

<u>NATURE STRIP WIDTH</u>	<u>POINT OF SPLAY TERMINATION</u>	<u>EXAMPLE</u>
LESS THAN 1900	BACK OF FOOTPATH	
1900 TO 2500	FRONT OF FOOTPATH	
GREATER THAN 2500	1900 FROM BACK OF KERB	

NOTE:

1. THE WIDTH OF A PRIVATE CROSSING CAN VARY BETWEEN 2.75 MINIMUM UP TO 5.50 MAXIMUM WITH COUNCIL APPROVAL. INDUSTRIAL CROSSINGS CAN BE UP TO 9.00 WIDE.
2. WHERE THE DRIVEWAY ANGLE SHOWN IN FIG. 1 EXCEEDS 1 IN 3 THE CROSSING MAY BE REVERSED SO THAT ITS LAYOUT BECOMES A MIRROR IMAGE OF FIG. 2.
3. FOR DRIVEWAYS ANGLED TO THE RIGHT, THE DRIVEWAY ANGLE IS ALWAYS TO BE TAKEN TO THE POINT OF SPLAY TERMINATION IRRESPECTIVE OF NATURE STRIP WIDTH.
4. WHERE TWO DRIVEWAYS EXIST FOR ACCESS TO A SINGLE ALLOTMENT ONE CROSSING MAY BE REVERSED TO ALLOW FOR DRIVES 'IN' AND 'OUT'.
5. WHERE THE GAP BETWEEN ADJACENT CHANNEL CROSSINGS IS LESS THAN 300, A COMBINED CHANNEL CROSSING IS TO BE CONSTRUCTED.

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KNOX CITY COUNCIL

DATE

11-1-2010

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LAYOUT AND POSITIONING OF PRIVATE CROSSING

REVISION

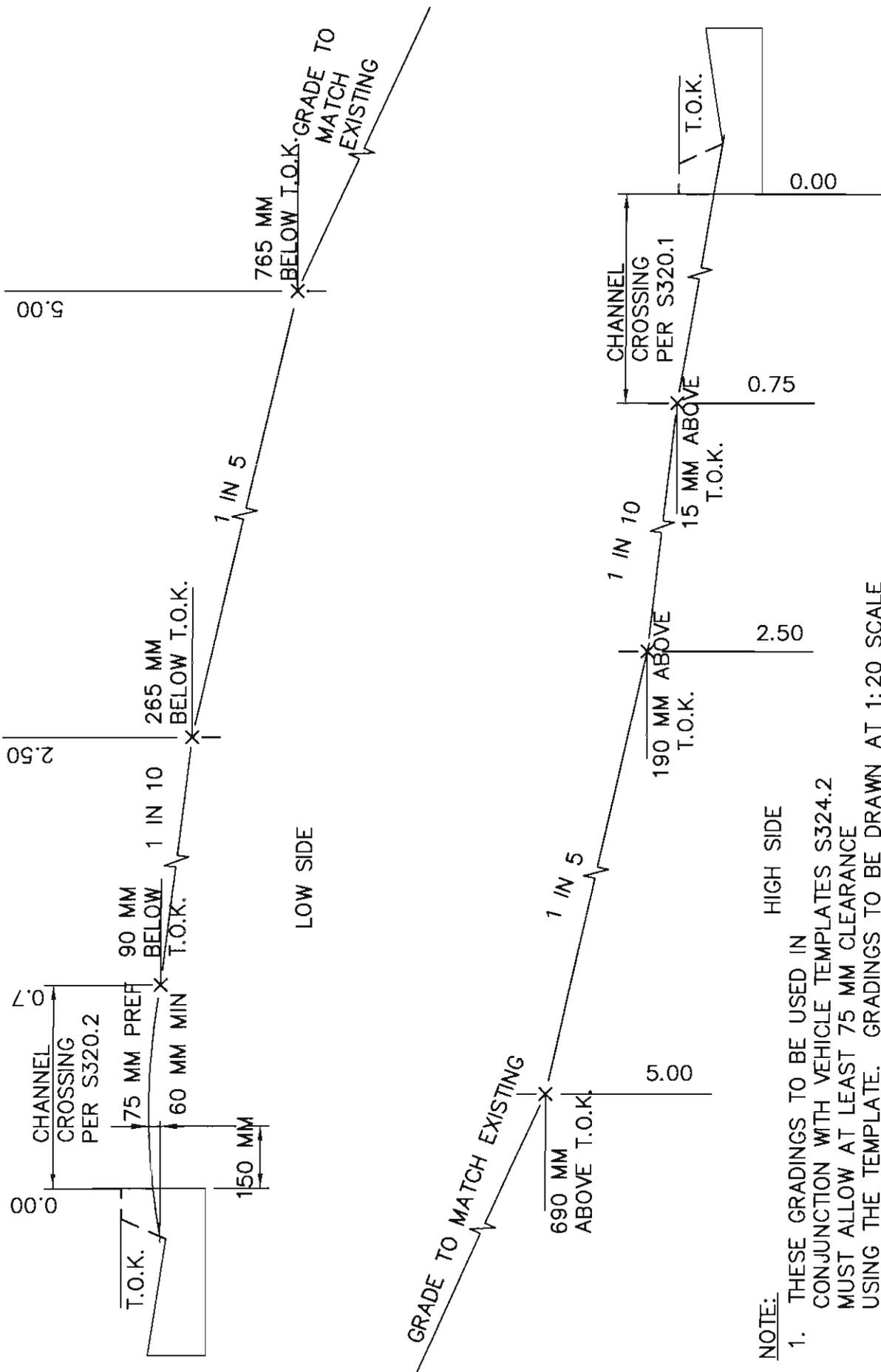
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CAD FILE NAME

S 323.1



NOTE:

1. THESE GRADINGS TO BE USED IN CONJUNCTION WITH VEHICLE TEMPLATES S324.2 MUST ALLOW AT LEAST 75 MM CLEARANCE USING THE TEMPLATE. GRADINGS TO BE DRAWN AT 1:20 SCALE
2. IF FOOTPATH IS A REQUIREMENT THE PREFERRED LOCATION IS (IF APPROVED) ADJACENT TO KERB AND CHANNEL, AND CHANNEL LAYBACK MUST BE REDUCED TO 450 WIDE PER S320.3.
3. THESE GRADINGS TO BE USED AS A GUIDE ONLY.

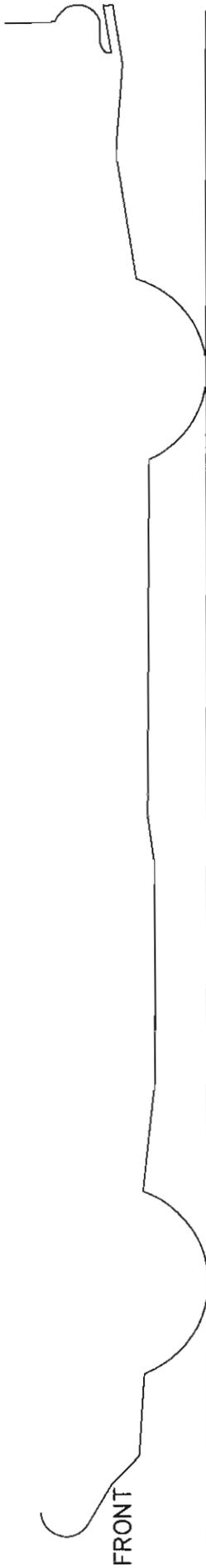
NOT TO SCALE

CHECKED	<i>Jon Stacey</i>
APPROVED	<i>Jim Conboy</i>
SCALE	N.T.S.

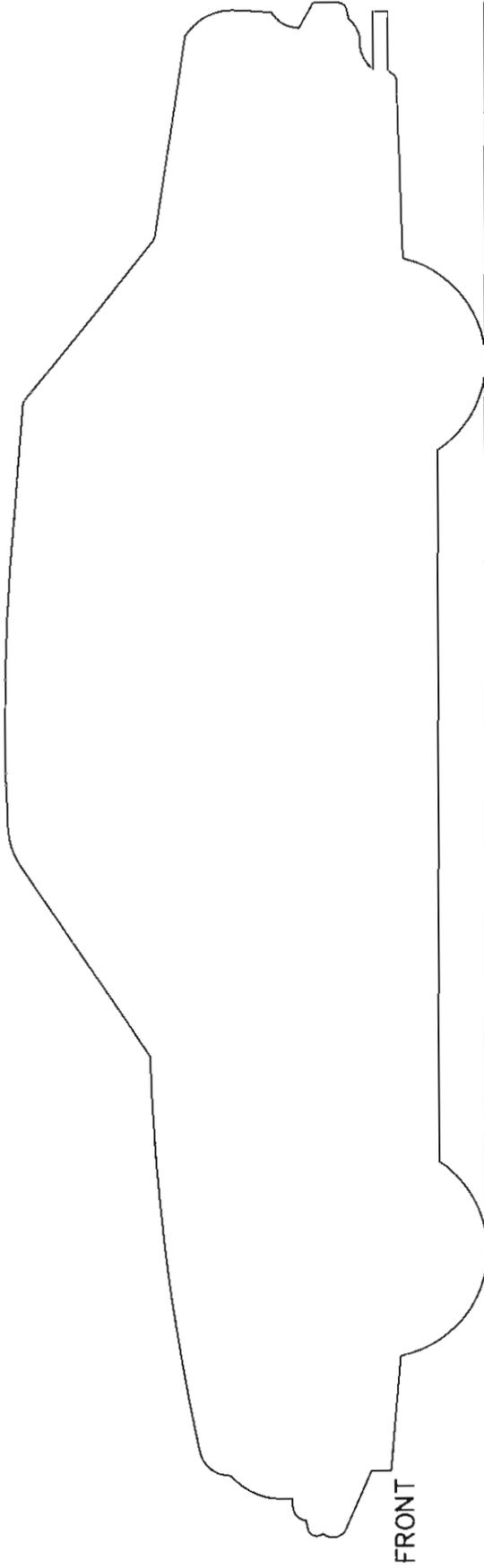
KNOX CITY COUNCIL

PRIVATE STREET CONSTRUCTION RECOMMENDED MAXIMUM DRIVEWAY GRADINGS

DATE	1-8-2001
REVISION	
CAD FILE NAME	S 324.1



1986 FORD FALCON WAGON



1985 HOLDEN COMMODORE SEDAN (R.C.A. DESIGN CAR)

NOTE:

1. TO BE USED WITH S-324.1.
2. BOTH VEHICLES UNLADEN AND STATIC

SCALE 1:20

CHECKED
Jon Stacey

APPROVED
Jim Conroy

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KNOX CITY COUNCIL

RECOMMENDED VEHICLE TEMPLATES

DATE
1-8-2001

REVISION

CAD FILE NAME
S 324.2