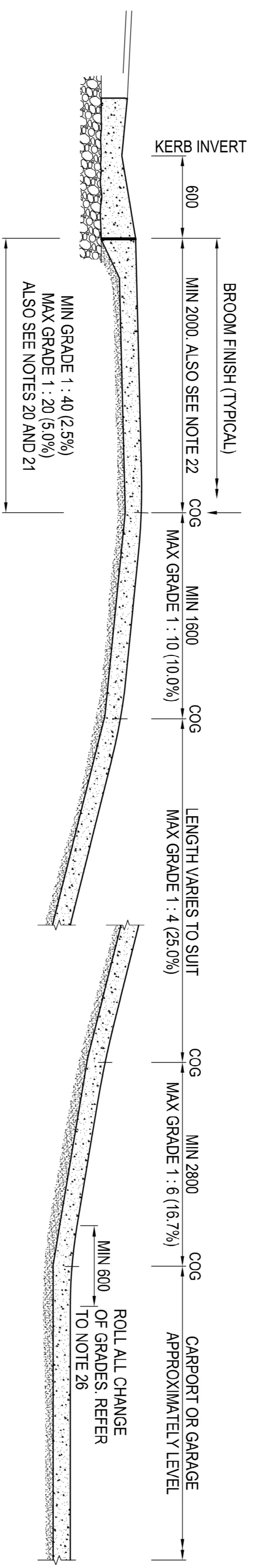
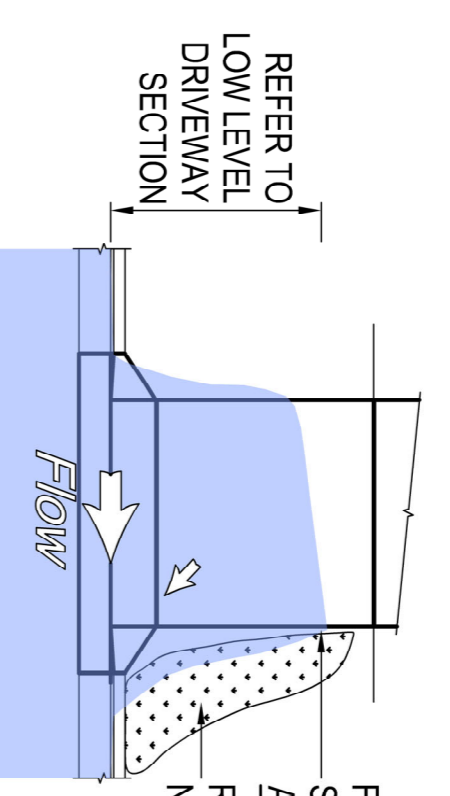


HIGH LEVEL DRIVEWAY SECTION

FOR LOW LEVEL DRIVEWAYS, THIS POINT SHALL BE MINIMUM 30MM ABOVE ADJACENT KERB HEIGHT (H) REFER NOTE 22

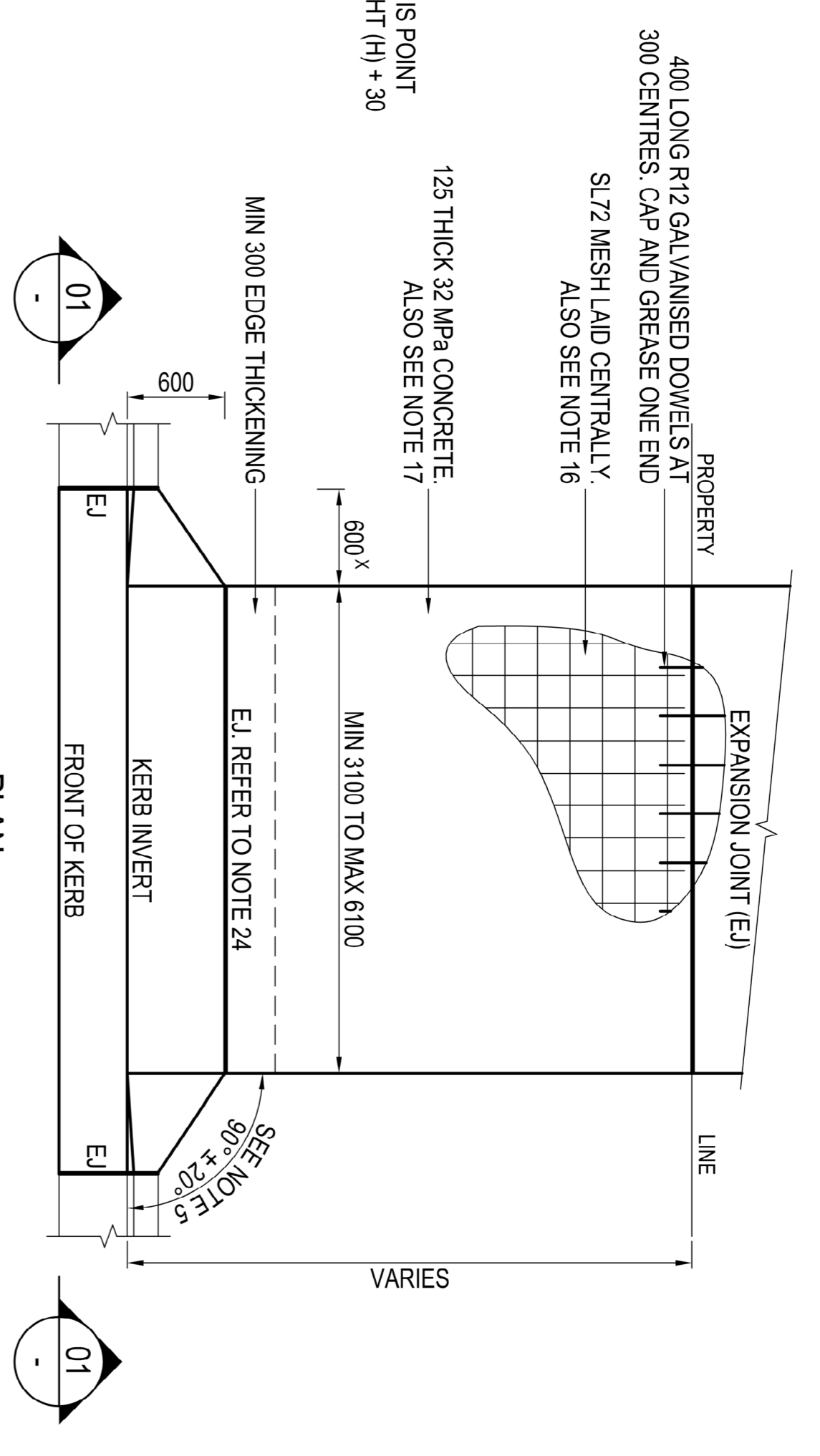


LOW LEVEL DRIVEWAY SECTION

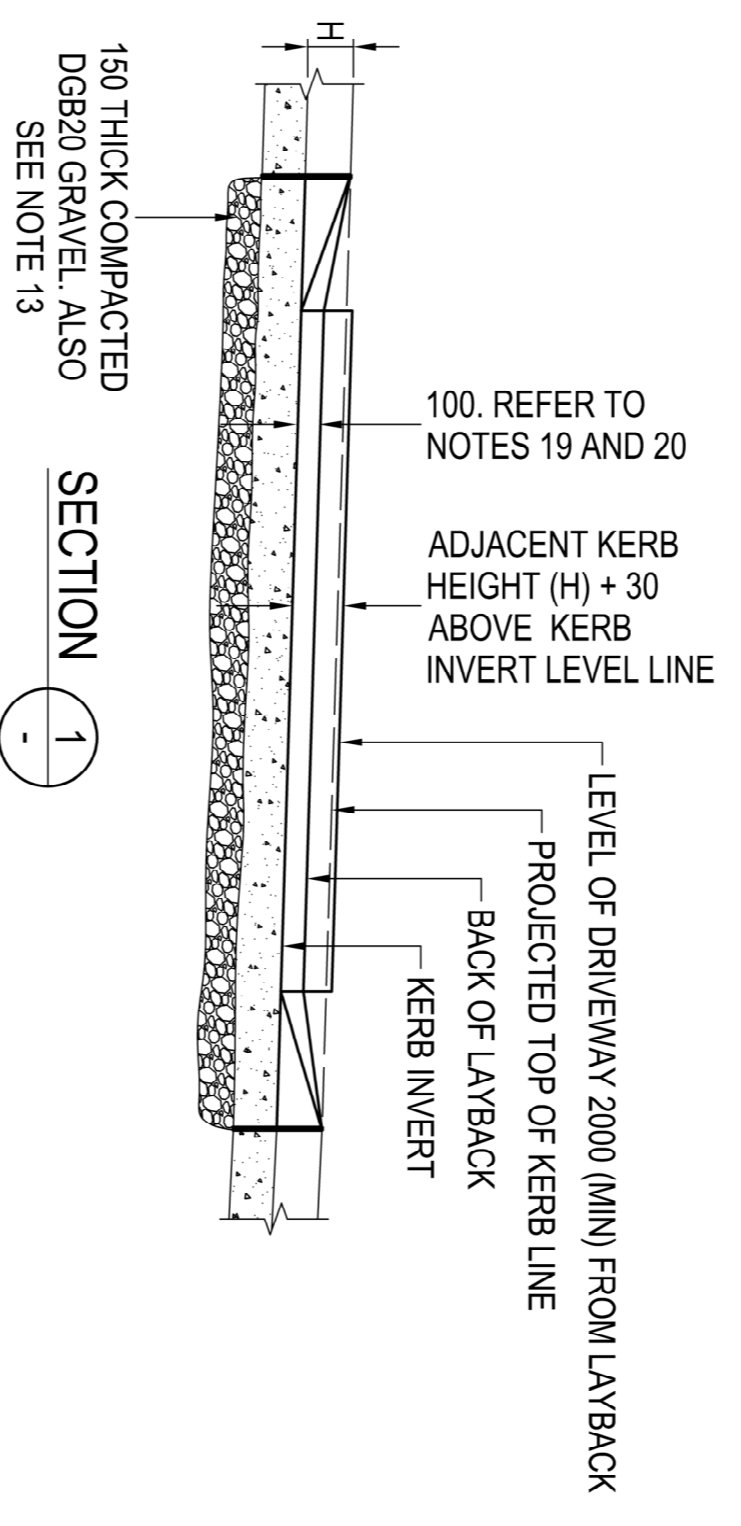


KERB FULL FLOW PLAN

FOR LOW LEVEL DRIVEWAYS, THIS POINT SHALL BE ADJACENT KERB HEIGHT (H) + 30 ABOVE KERB INVERT LEVEL. RAISED VERGE AREA REFER TO NOTE 12



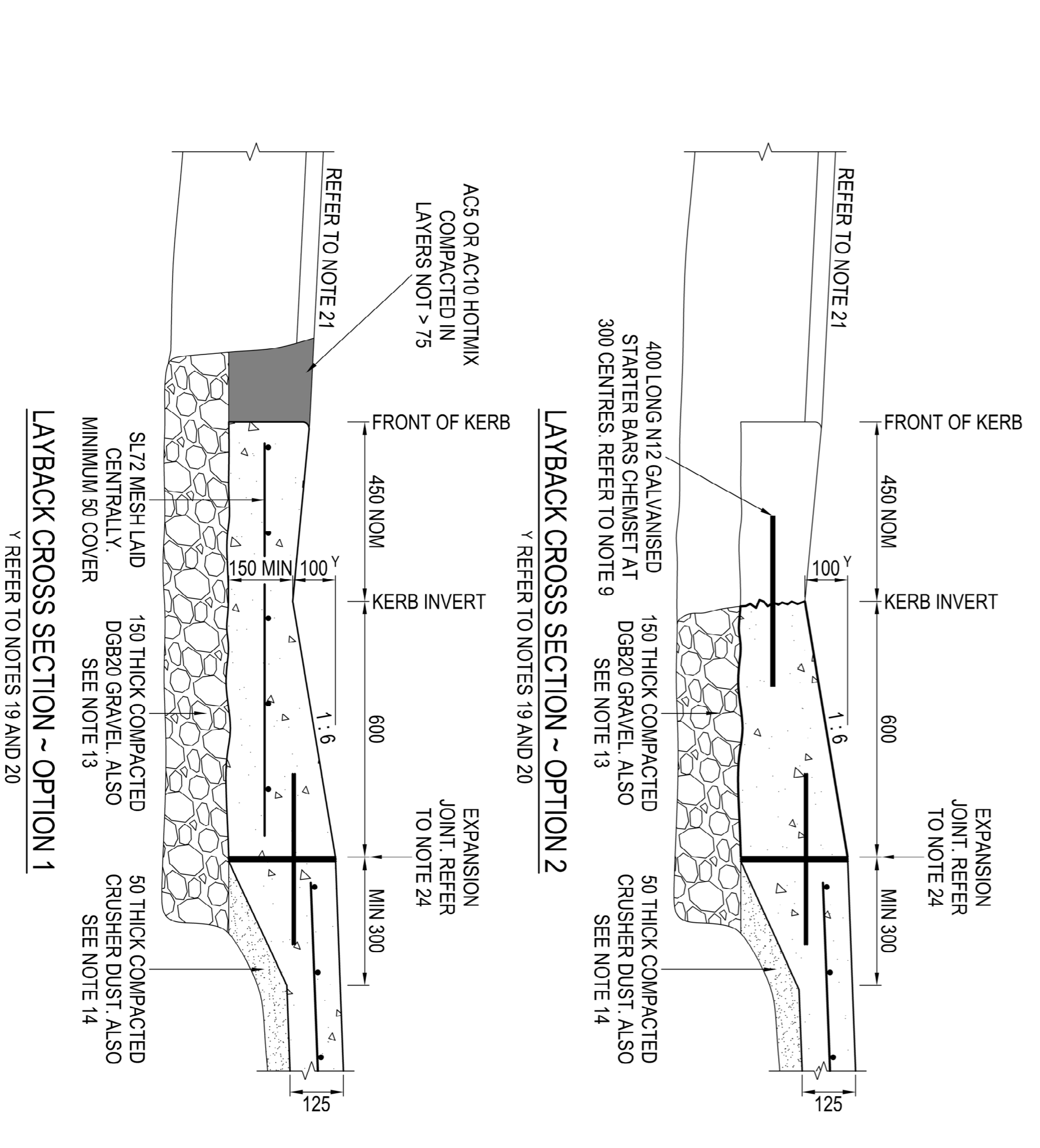
PLAN x REFER TO NOTE 22



SECTION 1

NOTES

- Information provided in this standard includes driveway construction on both public and private property. Construction on all public property is regulated by MCC. Additional information on this drawing is provided as an aid to residential driveway design, recommended for use by architects and / or builders.
- As part of the design process architects and / or builders are to fully consider height and gradient constraints for driveways accessing high or low garages and carports. AS 2890.1 (Sections 2.5 and 2.6 in the 2004 edition) provide additional guidelines on driveway design.
- Where this standard cannot be implemented an alternative design must be submitted to MCC for confirmation prior to construction. Non-standard designs will be assessed to determine that driveway designs are functional for the current standard Austracroads passenger car. Refer to drawing above.
- MCC reserves exclusive rights to modify the specifications indicated in this standard drawing.
- All driveways are to be constructed at an angle of 90° ± 20° (in plan view) to the roadway.
- Where no kerb and gutter exists, council will, prior to construction, specify a future kerb alignment and kerb height at the site.
- Where no kerb and gutter exists, driveway concrete shall finish at least 1.0 m behind the future kerb alignment.
- Council's preferred option for all laybacks is described by LAYBACK CROSS SECTION ~ OPTION 1. Friction saw cut, remove and discard existing kerb and gutter (wing to wing). Fully reconstruct gutter with new layback.
- Council's alternative option for laybacks is described by LAYBACK CROSS SECTION ~ OPTION 2. Only existing kerb behind the line of invert is removed (from wing to wing). The new layback is to be keyed to the existing concrete gutter using 400 long N12 galvanised dowels chemically anchored (urethane or epoxy) at 300 centres. Option 2 only available with prior approval from MCC.
- Kerb laybacks shall be constructed for all driveway crossings with an upright kerb profile. Trafficable kerb profiles, where applicable, may form part of a driveway crossover.
- Verges adjacent to the driveway shall be graded to provide safe pedestrian movement.
- Where indicated by MCC, low level driveways may require the lower verge to be slightly raised and shaped to train and direct kerb full stormwater flows back to the gutter. Refer to KERB FULL FLOW PLAN.
- Laybacks are to be poured on minimum 150 thick DGB20 gravel, or similar, compacted to 95% modified density.
- Residential driveway slabs, 125 thick, are to be poured on a layer of 50 thick (nominal compacted depth) crusher dust, or similar.
- Transverse expansion joints are to be provided at maximum 6.1 m intervals.
- All reinforcing is to be placed in accordance with AS3600. SL72 mesh is to be centrally placed. Minimum cover (top, bottom & edges) is 50. Maximum edge cover is 100.
- Concrete strength is to be 32 MPa at 28 days. Driveway concrete is to have a broom finish. Proposals for textured concrete driveways may be submitted to MCC for consideration. Kerb, gutter, wings and layback are to be steel float finished.
- All exposed edges are to be finished with a suitable edging tool.
- Top of layback shall be 100 ± 5 above and 600 ± 10 behind the kerb invert, except where modified by note 20.
- Notwithstanding note 19, if Council determines that the existing road crossfall at the proposed driveway site is > 5% but ≤ 10%, then, and only with the prior approval of MCC, the height of the layback shall be reduced to 80 ± 5 above the kerb invert.
- This standard drawing applies only to existing road crossfalls ≤ 10%. Road crossfalls > 10% will require a non-standard kerb and gutter crossing to be designed and submitted to MCC for approval prior to construction.
- For existing kerbs having a height (H) greater than 150, minimum first slab length shall be increased on low level driveways to achieve adjacent kerb height (H) + 30 level at a maximum of 5% grade. Layback wings shall be a typical length of 600. The wing length may also be increased where kerb heights are greater than 150, or as directed by MCC. Refer to plan view (upper right).
- Concrete wings are to neatly transition from the layback to the existing kerb profile, including roll-top kerbs.
- Provide 10 wide flexible expansion joint (EJ) material (Jointex™, Adelflex™, or similar) the FULL DEPTH of concrete, where indicated on the drawing. Install 400 long R12 galvanised dowels at 300 centres across joint. Cap and grease one end of the dowel.
- Prior to driveway construction, provision of service conduits under the proposed driveway may be specified by MCC.
- All changes of gradient along the driveway shall have the surface rolled for a minimum length of 600 to ease the change of grade in the surface of the driveway. Refer also to AS2890.1 (Figure 2.10 and Appendix C in the 2004 edition).
- At intersections, all driveways shall be located at a distance of not less than 9 m from the boundary alignment of the adjacent street (ignoring truncation), or not less than 6 m from the Tangent Point of the kerb return, whichever is greater.
- At tee intersections on divided roads driveways shall be located in accordance with AS2890.1 (Figure 3.1 in the 2004 edition)
- After completion of construction, the layback and driveway will be assessed for compliance.
- Any damage to the street infrastructure is to be repaired / reconstructed to current MCC standards at no cost to Council and to the satisfaction of MCC.
- All dimensions are in millimetres
- Kerb laybacks do not comply as accessible ramps based on AS 1428.1
- Reference shall be made to the most current AS codes



LAYBACK CROSS SECTION ~ OPTION 2

LAYBACK CROSS SECTION ~ OPTION 1

Rev.	Date	Description	Drawn	Auth.	Rev.	Date	Description	Drawn	Auth.
C	04/09/20	Dowels included at expansion joints	AJC	GC	E	09/03/23	Adjustments to notes 9 and 24 duplicate minimum grades and kerb in note	AJC	GC
B	25/11/19	Adjustments made to clarify some minor discrepancies	AJC	GC	D	11/03/22	Adjustment to note 30	AJC	RP
A	30/06/17	Issued for construction	DBM	DH				DBM	RP



Approved on Behalf of Midcoast Council
R. P. Patten

STANDARD DRAWING
RESIDENTIAL VEHICULAR DRIVEWAY
PLAN, SECTIONS AND DETAILS

Sheet No. 01
No. of Sheets 01
Revision Standard Dwg No. SD0100