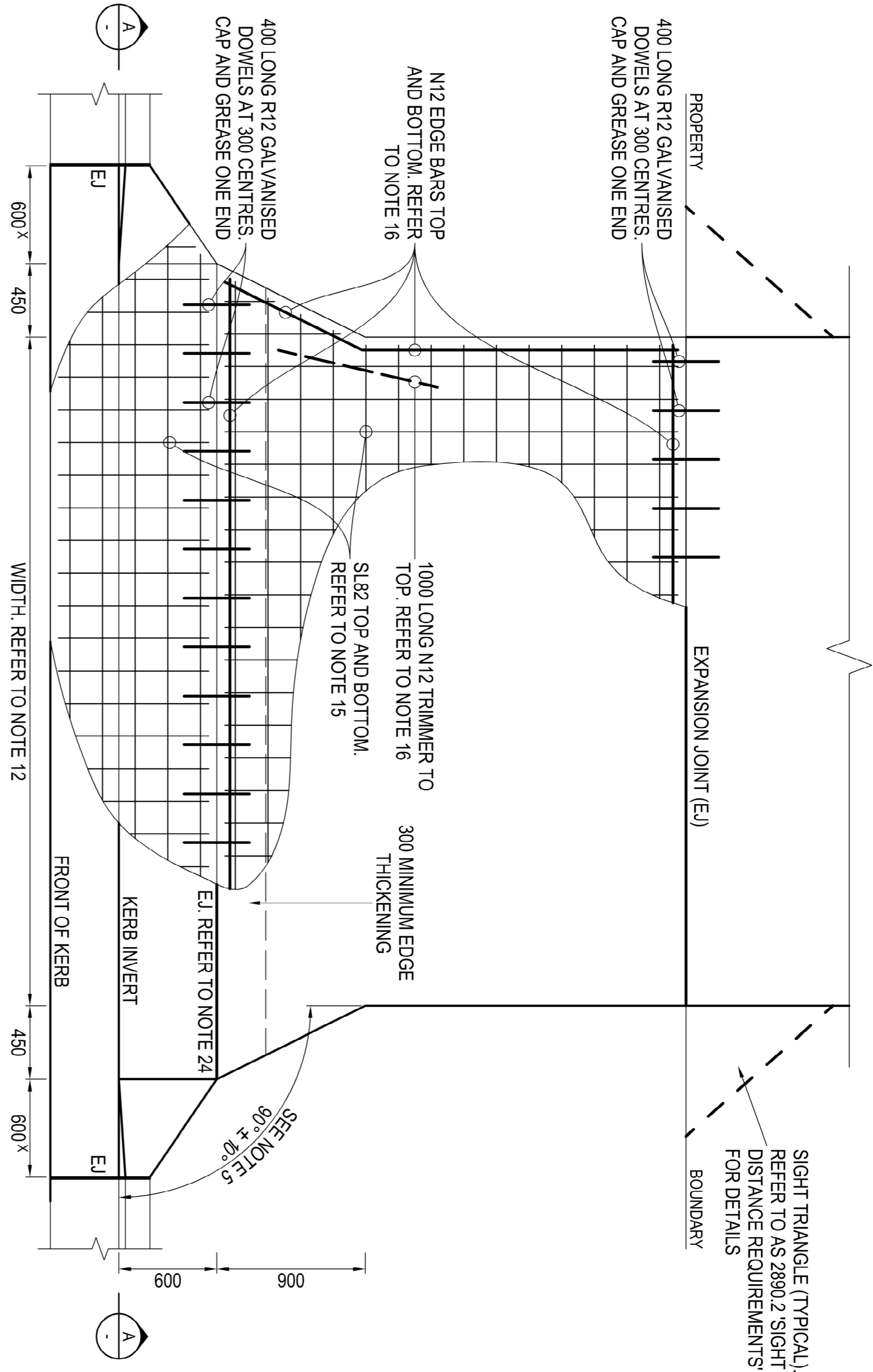


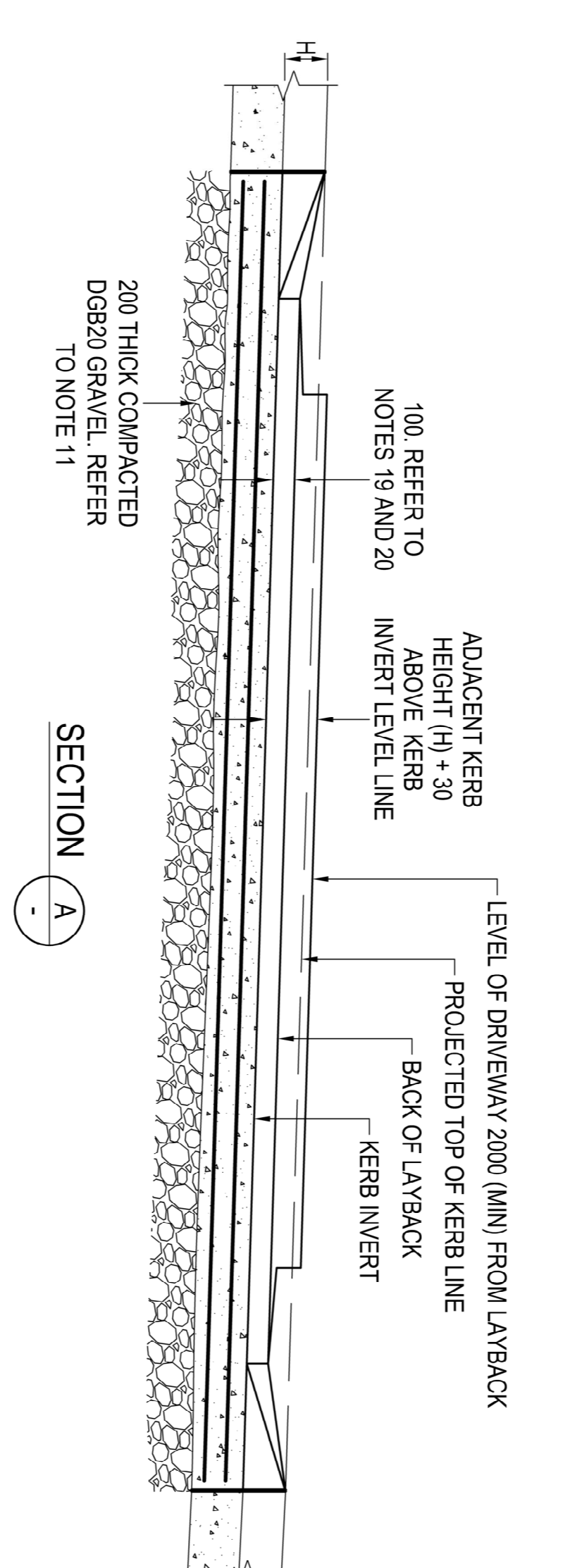
TYPICAL DRIVEWAY SECTION - HIGH AND LOW LEVEL

NOTES - GENERAL

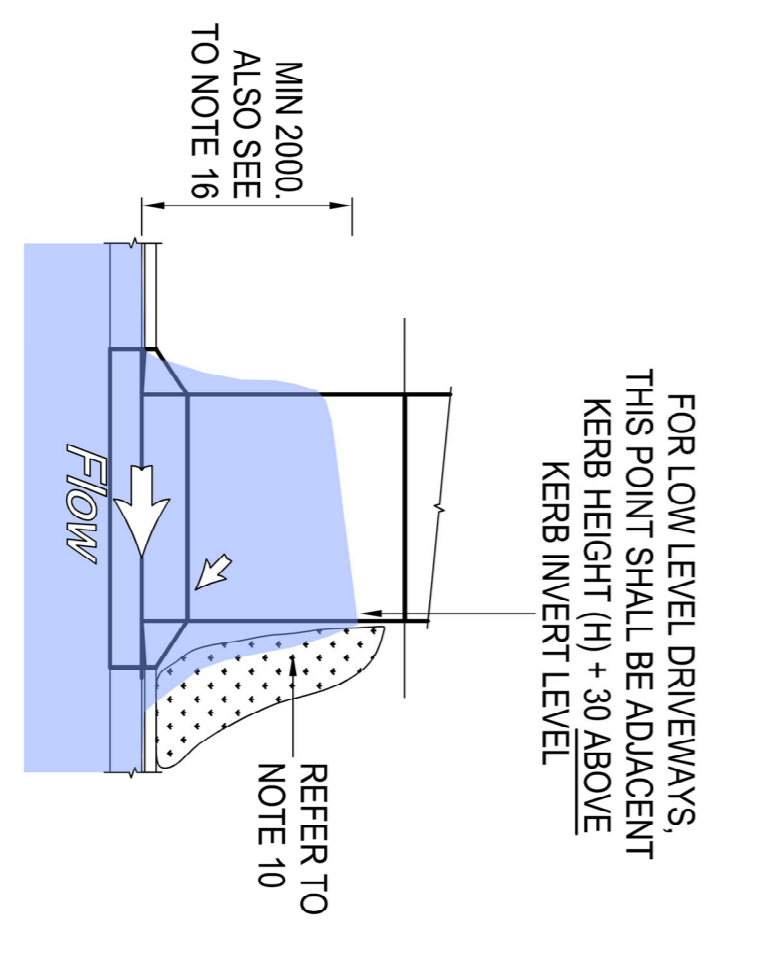
- Information provided in this standard includes driveway construction on both public and private property. Construction on all public property is regulated by MCC. Additional information on this drawing is provided as an aid to industrial and commercial driveway designers, recommended for use by architects 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 premises. AS 2890.1 (Sections 2.5 and 2.6 in the 2004 edition) and AS 2890.2 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 design standard vehicle.
- MCC reserves exclusive rights to modify the specifications indicated in this standard drawing.
- All driveways are to be constructed at an angle of $90^\circ \pm 10^\circ$ (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.
- Council's specification for all industrial and commercial laybacks are described in this standard drawing. Friction saw cut, remove and discard existing kerb and gutter (wing to wing). Fully reconstruct gutter with new layback.
- Kerb laybacks shall be constructed for all driveway crossings irrespective of existing kerb profile.
- 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 the KERB FULL FLOW PLAN detail adjacent.
- Laybacks are to be poured on minimum 200 thick DGB20 gravel, or similar, compacted to 95% modified density. Compacted gravel is to extend a minimum 300 behind the proposed layback.
- The width of all driveways shall be determined by MCC, generally in accordance with the *Development Control Plan* and / or as in accordance with the conditions of consent issued for the development.
- Driveway slabs, 200 thick, are to be poured on a layer of 100 thick (nominal compacted depth) DGB20, or similar, compacted to 95% modified density.
- Transverse expansion joints are to be provided at maximum 6.1 m intervals.
- All reinforcing is to be placed in accordance with AS 3600. SL82 mesh is to be top placed top and bottom. Minimum cover (top, bottom and edges) is 50. Maximum edge covers is 100.
- Place N12 edge bars, top and bottom, for the full perimeter of the driveway slabs. Tie to mesh at maximum 600 centres. Maximum edge cover shall be 100. Additional N12 trimmer bars may be required at re-entrant corners where the angles exceed those shown. Where required, trimmers shall be tied to the top mesh at maximum 500 centres and offset 100 from the top edge bars.
- Concrete compressive strength (F_c) 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 $\leq 10\%$, 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 $\leq 10\%$. 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™, Abetlex™, 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.
- 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™, Abetlex™, 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 AS 2890.1 (Figure 2.10 and Appendix C in the 2004 edition) and AS 2890.2.
- 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 intersections on divided roads driveways shall be located in accordance with AS 2890.1 (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 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.



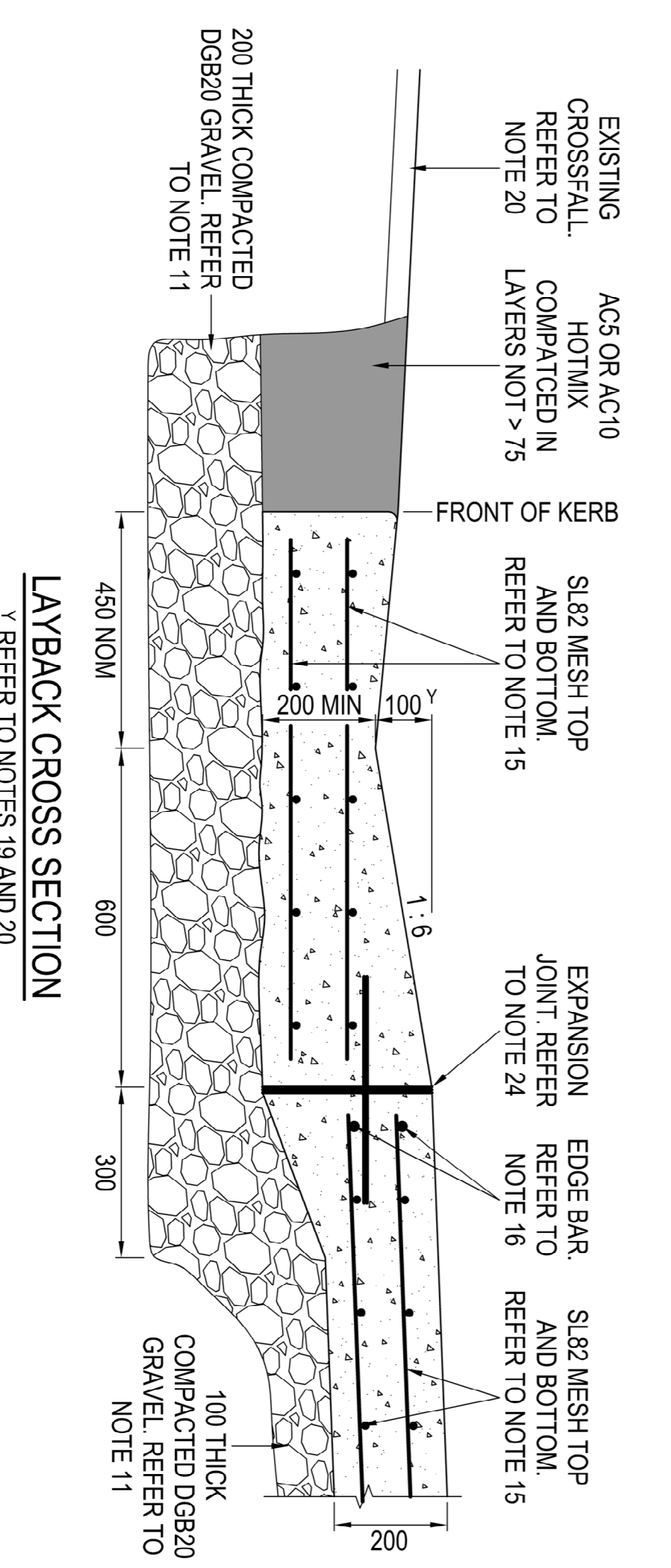
PLAN x REFER TO NOTE 22



SECTION A-A



KERB FULL FLOW PLAN



LAYBACK CROSS SECTION y REFER TO NOTES 19 AND 20

Rev.	Date	Description	Drawn	Auth.	Rev.	Date	Description	Drawn	Auth.
C	04/09/20	Dowels included at expansion joints	AJC	GC				AJC	GC
B	25/11/19	Adjustments made to better reflect AS 2890 requirements	AJC	GC				AJC	GC
A	30/06/17	Issued for construction	DBM	DH		29/09/23	Adjustment to note 24	AJC	GC

AutoCAD File: SD0101 Driveway Commercial Industrial D Draft.dwg

Drawn: DBM
Checked: RP 27/11/2019

Approved on Behalf of Midcoast Council

From Details: STANDARD DRAWING INDUSTRIAL & COMMERCIAL VEHICULAR DRIVEWAY PLAN, SECTIONS AND DETAILS

Sheet No. 01
No. of Sheets 01

Revision: D
Standard Drawing No. SD0101

