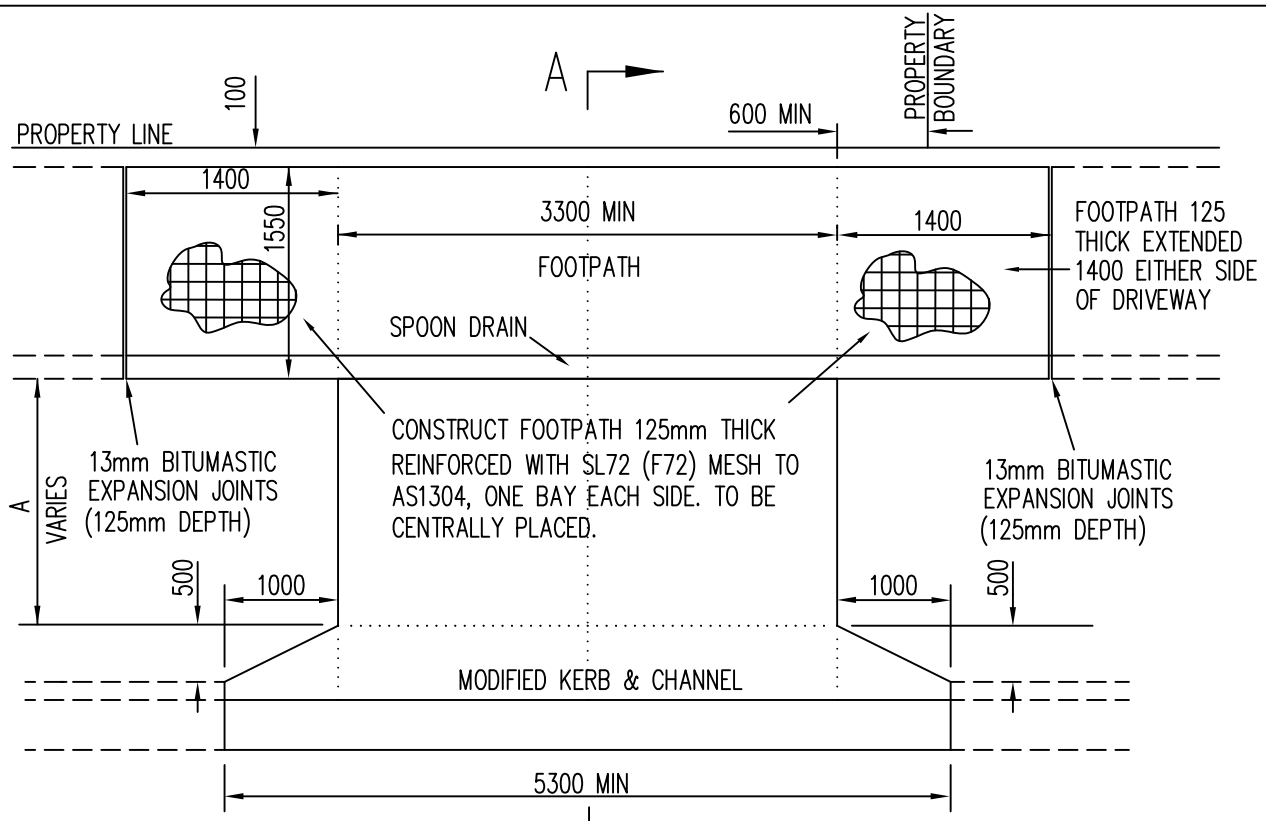
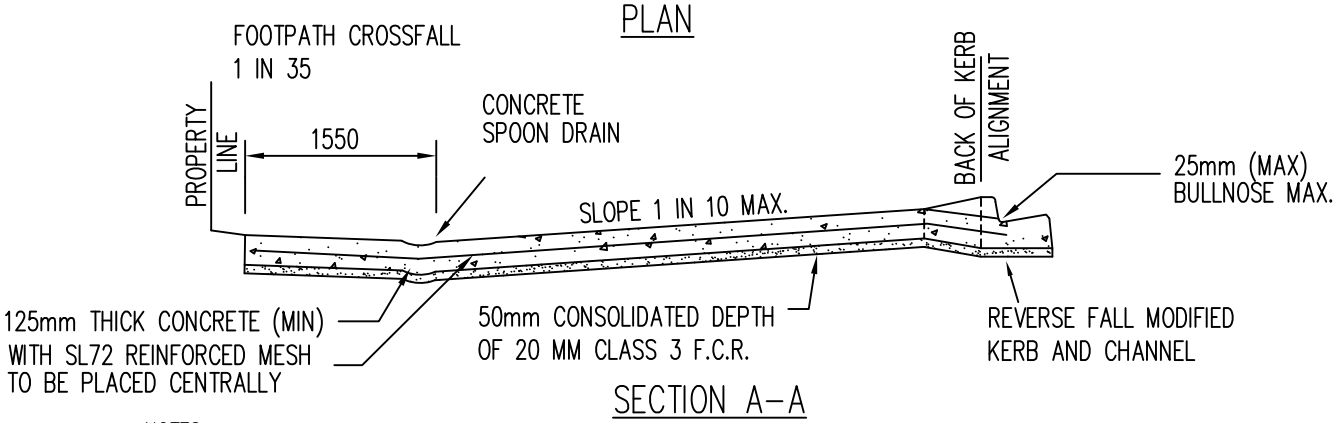


PLAN



SECTION A–A

NOTES

1. CONCRETE STRENGTH TO BE F'C=25MPa, SLUMP = 80mm MAX.
2. VEHICLE CROSSING TO BE OFFSET 0.60m MIN. FROM SIDE BOUNDARY.
3. DOUBLE DRIVEWAY IS TWO DRIVEWAYS WITH INNER SPLAYS DELETED AND 1200mm WIDE GAP INFILLED WITH CONCRETE AND CAST INTEGRALLY WITH ENTIRE CROSSING
4. IF A>2000mm PROVIDE CONSTRUCTION JOINT AT A/2.
5. EXPANSION MATERIAL TO BE BIFB OR SEMI–RIGID CCPF (125mm DEPTH).
6. THE CENTRELINE OF VEHICLE CROSSING IS TO BE PERPENDICULAR TO THE ROAD CENTRELINE, WITH JOINTS ADJUSTED AS REQUIRED (EXCEPT EXPANSION JOINTS)
7. WHERE NO FOOTPATH IS CONSTRUCTED, DRIVEWAY SETOUT IS NOT VARIED.
8. CONSTRUCTION JOINTS LOCATIONS SHOWN THUS
9. FOOTPATH AND INFILL TO BE FORMED AND POURED AS AN INTEGRAL UNIT.
10. THE MINIMUM INSIDE RADIUS ON CURVED DRIVEWAYS SHALL BE 8m
11. VEHICLE CROSSINGS ARE TO BE CONSTRUCTED TO COUNCIL APPROVED LEVELS.
12. WHERE EXISTING FOOTPATH DOES NOT COMPLY WITH THIS STANDARD IT MUST BE REPLACED WITH 125mm THICK CONCRETE REINFORCED WITH SL72 (F72) MESH TO AS.1304 TO BE CENTRALLY PLACED.

CITY OF CASEY

VEHICULAR ENTRANCE DETAIL
REVERSE FALL – RESIDENTIAL (KERB & CHANNEL)

AMENDMENTS: PROPERTY BOUNDARY OFFSET AMENDED, GENERAL UPGRADE

MANAGER OF ENGINEERING & ENVIRONMENTAL SERVICES

LAST UPDATE 09.11.2012

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