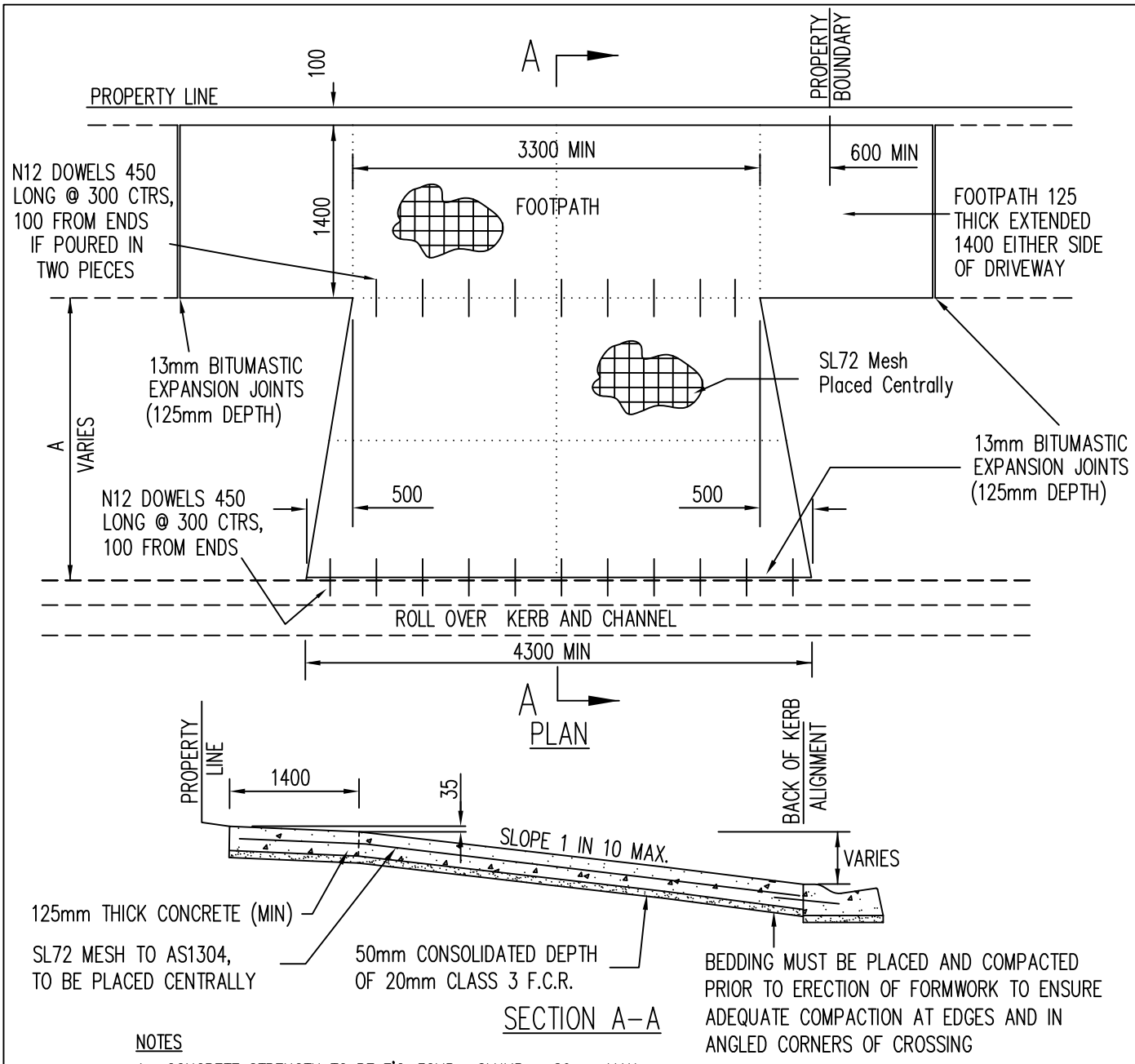

SECTION A–A

NOTES

1. CONCRETE STRENGTH TO BE F'C=32MPa, 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 OR DOWELLED. SEE NOTE 12
10. EXISTING ASPHALT ROAD PAVEMENT IS TO BE REINSTATED IF DAMAGED
11. VEHICLE CROSSING SHALL BE A MINIMUM OF 6m OFFSET FROM TANGENT POINT OF ANY SIDE STREETS
12. WHERE EXISTING FOOTPATH IS 125mm THICK, THE FOOTPATH IS NOT REQUIRED TO BE REPLACED. JOINT BETWEEN NEW CONCRETE AND EXISTING PATH SHALL BE DOWELLED IN A SIMILAR FASHION AS JOINT WITH KERB AND CHANNEL.
13. VEHICLE CROSSINGS IN COURT HEADS TO BE 150mm THICK REINFORCED WITH SL72 (F72) MESH, PLACED CENTRALLY.
14. VEHICLE CROSSINGS ARE TO BE CONSTRUCTED TO COUNCIL APPROVED LEVELS.

CITY OF CASEY

VEHICULAR ENTRANCE DETAIL
RESIDENTIAL
(ROLLOVER KERB & CHANNEL)

AMENDMENTS: DOWELLING NOTATION ADDED, GENERAL UPGRADE

MANAGER OF ENGINEERING & ENVIRONMENTAL SERVICES

LAST UPDATE 09.11.2012

S–401 | V2