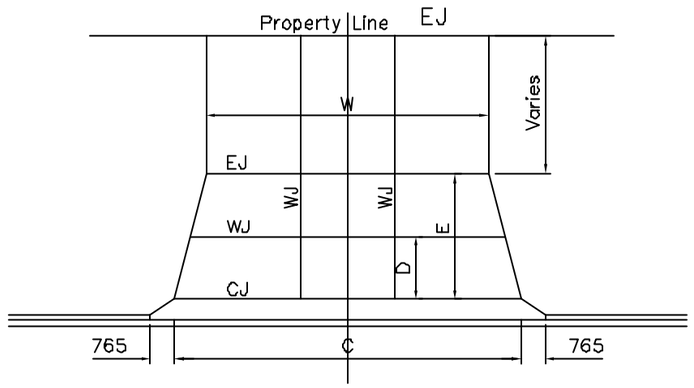
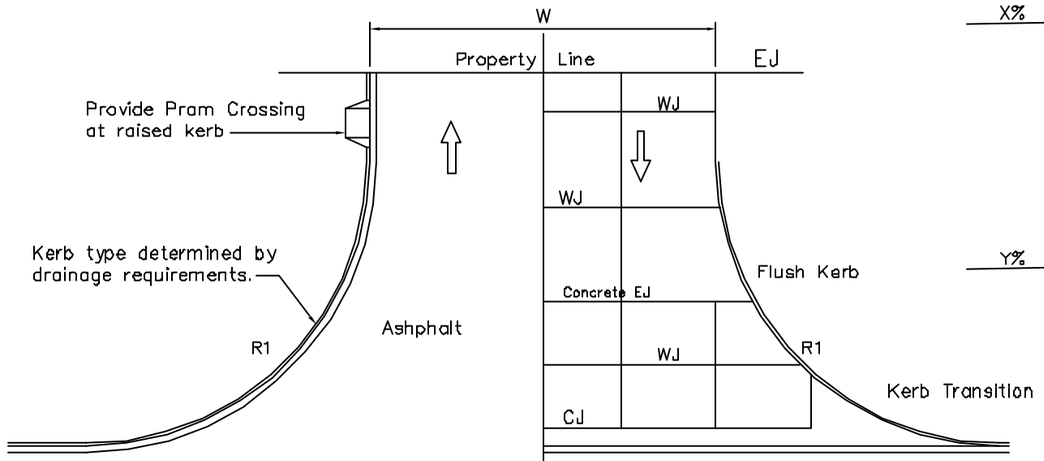
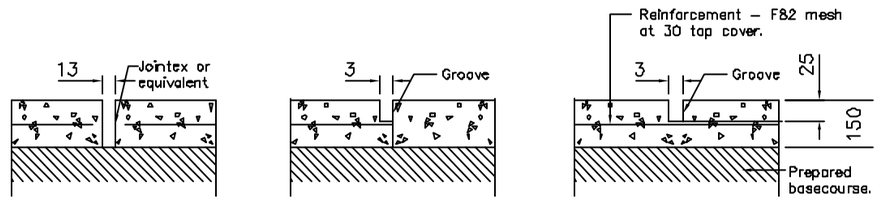


TYPE B1



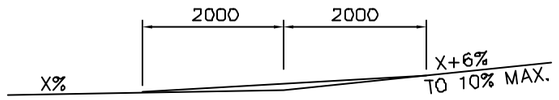
TYPE B2A – Kerb return with asphalt driveway | TYPE B2B – Kerb return with concrete driveway

TYPE B2



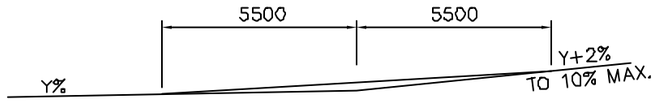
EXPANSION JOINT "EJ" | CONSTRUCTION JOINT "CJ" | WEAKENED PLANE JOINT "WJ"

JOINT DETAILS



Rate of change is 1.5% in each metre to a maximum slope of 10%

a). RIGID VEHICLES



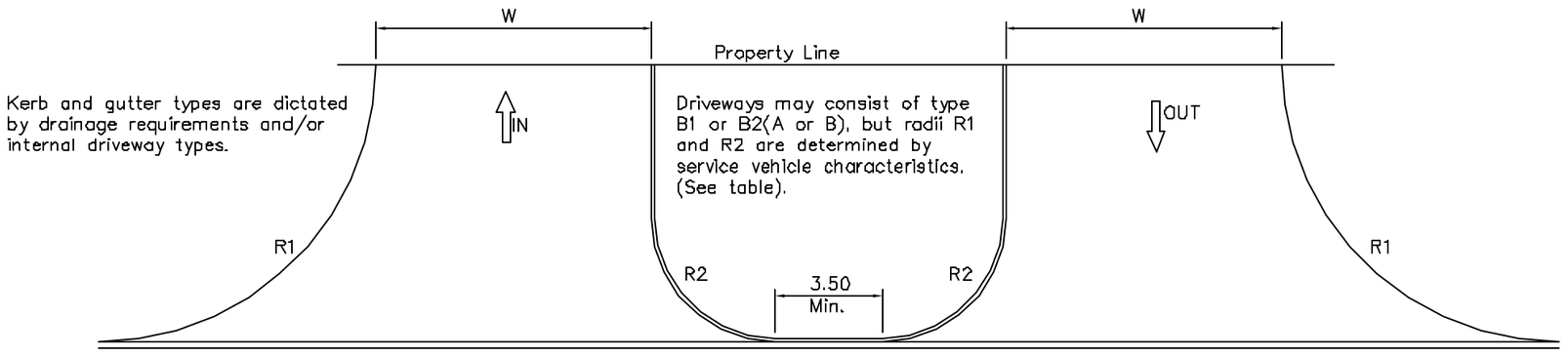
Rate of change is 1.0% in each 5500 to a maximum slope of 10%.

b). ARTICULATED VEHICLES

DRIVEWAY SLOPES

NOTES:

1. All concrete shall be 20MPa. Aggregate size to be 20 maximum.
2. Industrial driveways shall be 150 thick and reinforced with f82 mesh of 30 top cover.
3. All new driveways shall be constructed on granular sub-base of 75 minimum thickness and compacted to 100% of modified maximum dry density (MMDD). Subgrades shall be compacted to 95% MMDD.
4. Expansion joints (EJ) shall be located 4000 from vehicle crossings or layback kerbs and at 6000 elsewhere.
5. Weakened plane joints (WJ) shall be located at 3000 maximum centres on industrial driveways.
6. Construction joints (CJ) to be provided against all all existing concrete paving except where EJ is specified.
7. Existing footpaths of less than 150 thickness across proposed driveways are to be removed and replaced with standard driveway section.
8. Driveways to be located in accordance with site plan or to suit existing vehicle crossing and/or internal driveway.
9. Industrial driveways to be graded longitudinally at a max. of 1:10 and matched to footpath levels and grades where applicable.
10. Driveways to be constructed normal to the kerb wherever possible. Where necessary, a maximum skew of 1:10 is permissible.
11. Broomed finish to be applied to all concrete surfaces.
12. All concrete to be cured continuously for three (3) days after placing.
13. Driveways not to be constructed closer than 1200 to any engineering service such as sump, light pole etc.
14. Where conditions are such that specified design limits cannot be met engineering advice should be sought.
15. This drawing is to be used for construction purposes only, and not for location of driveways.
16. The entry must always be on the left hand side of the exit. Where entry and exit are separated, they should be signposted accordingly.
17. Provide an expansion joint on either side of councils watermains as required.



TYPE B3

VEHICLE TYPE / DRIVEWAY TYPE	S.R.V			H.R.V.			A.V.		
	B1	B2	B3	B1	B2	B3	B1	B2	B3
W	6.0	6.0	4.5	8.0	8.0	8.0	10.0	12	9.0
C	8.0	–	–	10.0	–	–	14.0	13.0	11.0
D	2.0	–	–	2.0	–	–	2.0	2.0	2.0
E	4.0	–	–	4.0	–	–	4.0	4.0	4.0
R1	–	4.0	3.0	–	9.0	9.0	–	9.0	9.0
R2	–	–	0.6	–	–	4.0	–	–	4.0

S.R.V. = Small Rigid Vehicle
H.R.V. = Heavy Rigid Vehicle
A.V = Articulated Vehicle

DATUM		SURVEYED			RECOMMENDED DESIGN ENGINEER	SCALES	KEMPSEY SHIRE COUNCIL
FIELD BOOK	LEVEL BOOK	DRAWN	CB	JAN96	APPROVED DIR. OP.	AS SHOWN	CONCRETE INDUSTRIAL DRIVEWAYS.
		CHECKED	AJC	JAN96			
		DESIGN ENGINEER					FILE NO.C:\ACADR13\DRAWINGS\INDRVR14 PLAN NO. / / / A1