

PLAN - TYPICAL DRIVEWAY ACCESS

SAFE INTERSECTION SIGHT DISTANCE
 (REFER NOTE 3 AND TABLE 1)

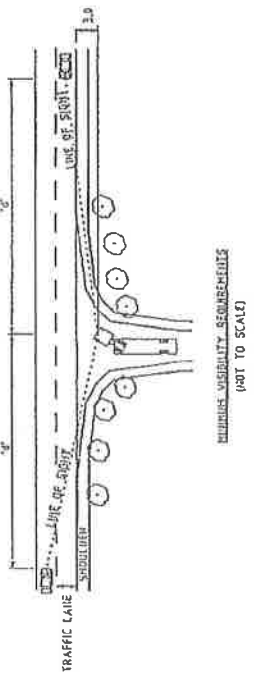
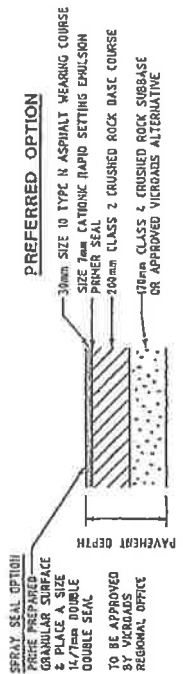


TABLE 1

DESIGN SPEED (km/h)	SAFE INTERSECTION SIGHT DISTANCE (m)
60	123
70	151
80	191
90	226
100	262
110	300

TYPICAL FLEXIBLE PAVEMENT COMPOSITION



PREFERRED OPTION

SPRAY SEAL OPTION
 1. SPRAY PREPARED GRANULAR SURFACE & PLATE A SIZE 14/7mm DOUBLE SEAL TO BE APPROVED BY VICROADS REGIONAL OFFICE

NOTE: ACCESS DRIVEWAY PAVEMENT DEPTH SHOULD BE DETERMINED FROM EXISTING PAVEMENT AND A SOIL TEST ANALYSIS

RIGID PAVEMENT OPTIONS



BASE COURSE THICKNESS "T" SHOULD BE DETERMINED FROM SOIL TEST ANALYSIS

OPTION A
 125mm CONCRETE WITH 72 MESH 011 CLASS 2A CRUSHED ROCK BASE COURSE

PAVEMENT DESIGN

PAVEMENT DESIGN SHOULD BE IN ACCORDANCE WITH VICROADS CODE OF PRACTICE RC 500.22 - SELECTION AND DESIGN OF PAVEMENTS AND SURFACINGS AND AUSTRALASIAN GUIDE TO PAVEMENT TECHNOLOGY PART 2 - PAVEMENT STRUCTURAL DESIGN.

RESIDENTIAL DRIVEWAY ACCESS LAYOUT GUIDELINES

GENERAL NOTES:

1. PAVEMENT COMPOSITION THE DIAGRAMS ARE A GUIDE FOR A TYPICAL LAYOUT OF A DRIVEWAY ACCESS FOR A RURAL PROPERTY. THIS GUIDE IS NOT THE INTEREST OF THE PROPERTY OWNER AND IS NOT TO BE USED TO DETERMINE THE ACCESS OR TO BE USED AS A DESIGN OR CONSTRUCTION STANDARD. THE ACCESS SHOULD BE DETERMINED BY EXISTING PAVEMENT AND SOIL TESTS AND APPROVED BY VICROADS REGIONAL OFFICE.
2. A SEALED BELLMOUTH AREA SHALL EXTEND A MINIMUM OF 6.0m FROM THE EDGE OF THE TRAFFIC LANE AS SHOWN BY THE HATCHED AREA.
3. A PLANNING PERMIT IS REQUIRED FOR A NEW ACCESS OR ALLOCATION TO AN EXISTING DRIVEWAY AND MAY BE REQUIRED FOR THE REMOVAL OF NATIVE VEGETATION.
4. A TRAFFIC MANAGEMENT PLAN MUST COMPLY WITH THE RMA 2004 CODE OF PRACTICE FOR HOURSITE SAFETY TRAFFIC MANAGEMENT IN RELATION TO ANY WORKS UNDERTAKEN WITHIN THE ROAD RESERVE.
5. THE DRIVEWAY ACCESS CONSTRUCTION AND MAINTENANCE IS THE RESPONSIBILITY OF THE PROPERTY OWNER. MAINTENANCE ALSO INCLUDES ASSOCIATED DRAINAGE WORKS.

SIGHT DISTANCE

THE TRUCK DRIVER WHEN LOCATED 3m FROM THE EDGE OF THE TRAFFIC LANE SHOULD BE ABLE TO SEE THE TRUCK DRIVER LOCATED 3m FROM THE EDGE OF THE TRAFFIC LANE WHEN THE TRUCK DRIVER IS APPROXIMATELY 100m FROM THE DRIVEWAY ACCESS. DISTANCES TREE CANOPIES, BUSHES OR OTHER OBJECTS SHALL BE REMOVED TO PROVIDE GOOD VISIBILITY AND TO PREVENT TRUCK DAMAGE. ANY TREE CANOPIES OVERHANGING THE PATH OF A TRUCK SHALL BE A MINIMUM OF 5m ABOVE THE GROUND SURFACE.

REFERENCES AND NOTES:
 1. ALL DIMENSIONS ARE IN METRES
 2. AGRO PART 4 AND VR SUPPLEMENT TO AGRO PART 4 (PROPERTY ACCESS AND MEDIAN OPENINGS)
 3. AGRO PART 4A AND VR SUPPLEMENT TO AGRO PART 4A (SECTION 3 SIGHT DISTANCE AND TABLE 3.2)
 4. DESIGNED FOR 5.2m CAR, 12.5m SINGLE VEHICLE

TECHNICAL
 CONSULTING
 PROJECT NO. 1049
 1049/1049/1049
 VICROADS RC 500.22
 FOR DRIVWAY ACCESS

VICROADS GUIDELINES FOR ACCESS TO RURAL PROPERTIES
 AGRO PART 4
 AGRO PART 2
 VICROADS TECH VOL 2
 VICROADS RC 500.22
 SD 1991 GRWEABLE CULVERT ENDWALLS - TYPE 1

vicroads
 STANDARD DRAWING

ACCESS & STOPPING BAYS SD2008
 TYPICAL RURAL DRIVEWAY ACCESS TO
 RESIDENTIAL PROPERTIES - TYPE C