

Vehicle Crossing in Concrete Type 2 Reverse Fall A170.04



GENERAL

DESIGN STATEMENT

The concrete vehicle type 2 reverse fall crossing is a variation of the normal type 2 (Tech Note A150.04) to stop stormwater runoff from kerb and channel entering a property via the crossing where the property is lower than the kerb and channel. Council specifies the shape and construction details to protect Council's assets; however, it is up to the applicant to engage a qualified person to ensure that the levels of the crossing will allow appropriate access without the vehicle scraping. If this also requires alteration of the levels of the abutting Council assets, permission for this must be obtained from the relevant Council officer.

APPLICABLE LOCATION

The Concrete Vehicle crossing type 2 reverse fall should be used where there are concrete footpaths, where there are in situ concrete kerb and channels and where the property line is lower than the kerb line. The vehicular crossing should be graded flush with existing channels and footpaths to create a continuous smooth surface. The vehicular crossing should be graded flush with existing channels and footpaths to create a continuous smooth surface. A vehicle crossing permit must be obtained from Merri-bek City Council to construct/alter/remove a vehicle crossing. These permits are issued under the powers granted by Clause 12, Schedule 10 of the *Local Government Act 1989*.

COUNCIL STANDARD DRAWING

SD263 Type 2 r.c Vehicle Crossing (k&c type B 7 SM2) – Reverse fall.

CROSS REFERENCE DOCUMENT

- AS 1428 (Australian Standard for Access and Mobility).
- AS2890.1-2004 (Australian Standard for Parking Facilities – Off Street Parking)
- Merri-bek City Council Specifications: Sections 61 & 80.

STANDARD SPECIFICATION

Refer to Notes 1-14 as detailed general notes.

SUPPLIER: N/A

MAINTENANCE

Street Cleansing Unit: Channel of vehicular crossing to be cleaned as per current schedule.

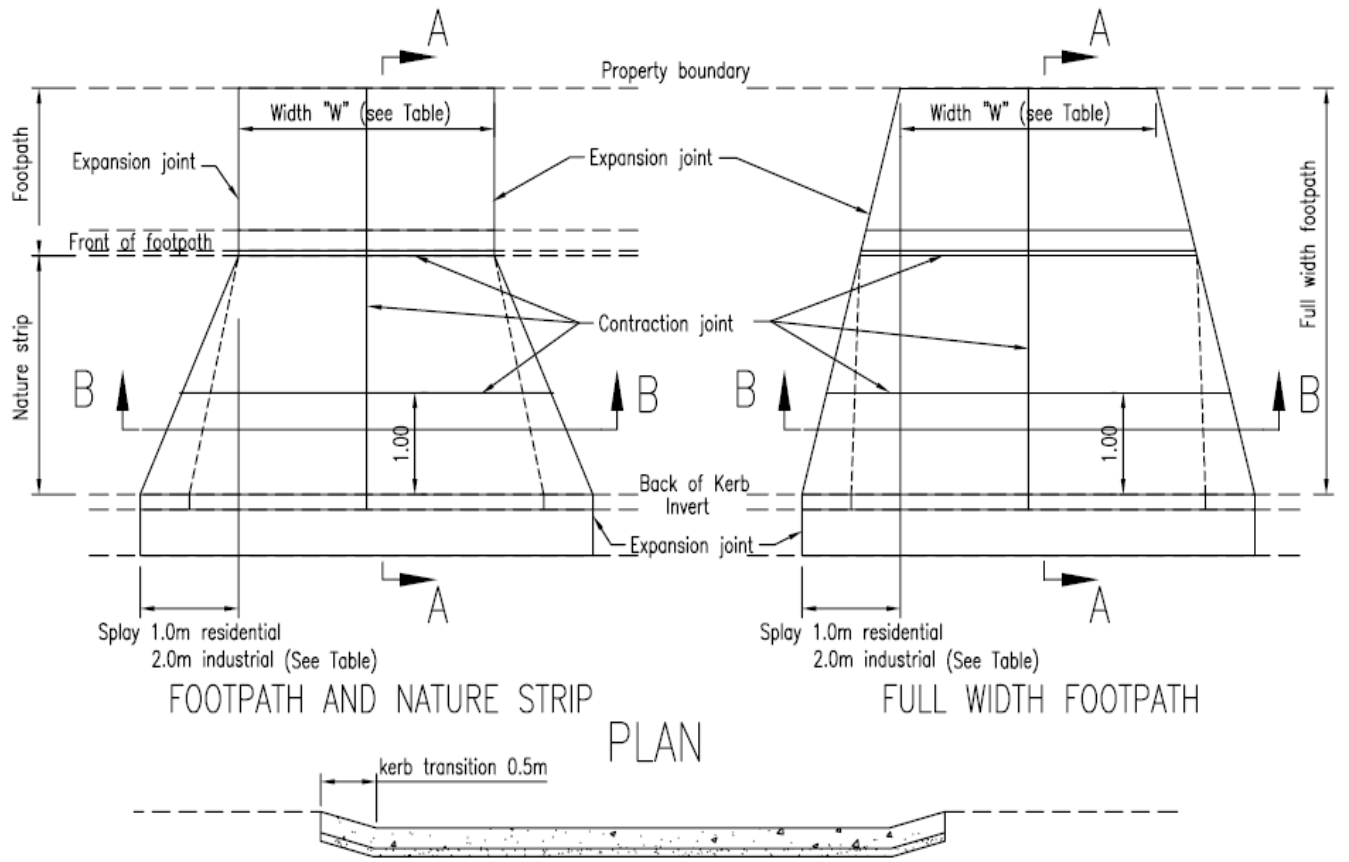
Roads Unit: Channel to be maintained.

Property Owner: The maintenance of vehicle crossings is the responsibility of the property owners.

GENERAL NOTES

1. A vehicle crossing permit is required.
2. Street channel section to be cast integrated with crossing. No Bull nose to be constructed.
3. Concrete strength 25 MPa.
4. Contraction joints shall be provided in both directions, maximum spacing 1.5m.
5. For industrial properties, provide a second SL72 reinforcement fabric at the bottom of the crossing, 30mm cover.
6. Where the new crossing joined to an existing crossing, provide 12mm deformed steel tie bars, 450mm length (225mm each side of the joint), spacing 300mm.
7. Council's inspection officer to have discretion to vary standard, depending on existing street conditions, that is: crossing shape, charcoal colour and the treatment of the street channel.
8. Concrete finish to be stipple finish with highlighted joints, unless otherwise stated.
9. Concrete colour to be natural.
10. For splay dimension see table.
11. Kerb transition to be 0.5m.
12. Refer to Australian Standards 2890.1 to ensure vehicles are not subject to scraping.
13. To be used on VicRoads Main Roads and Highways as per VicRoads Supplement to the Austroads Guide to Road Design –Part 4- Intersections & Crossings-General.
14. Refer to Road Pavement Reinstatement in front of new vehicle crossing SD265E. To be used for Vehicle Crossing and Kerb & Channel reconstruction works for isolated vehicle crossing replacement and all property development works.

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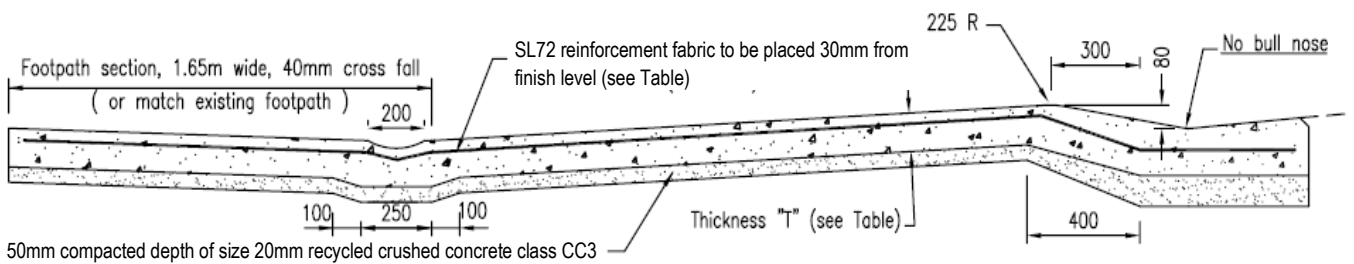


FOOTPATH AND NATURE STRIP

FULL WIDTH FOOTPATH

PLAN

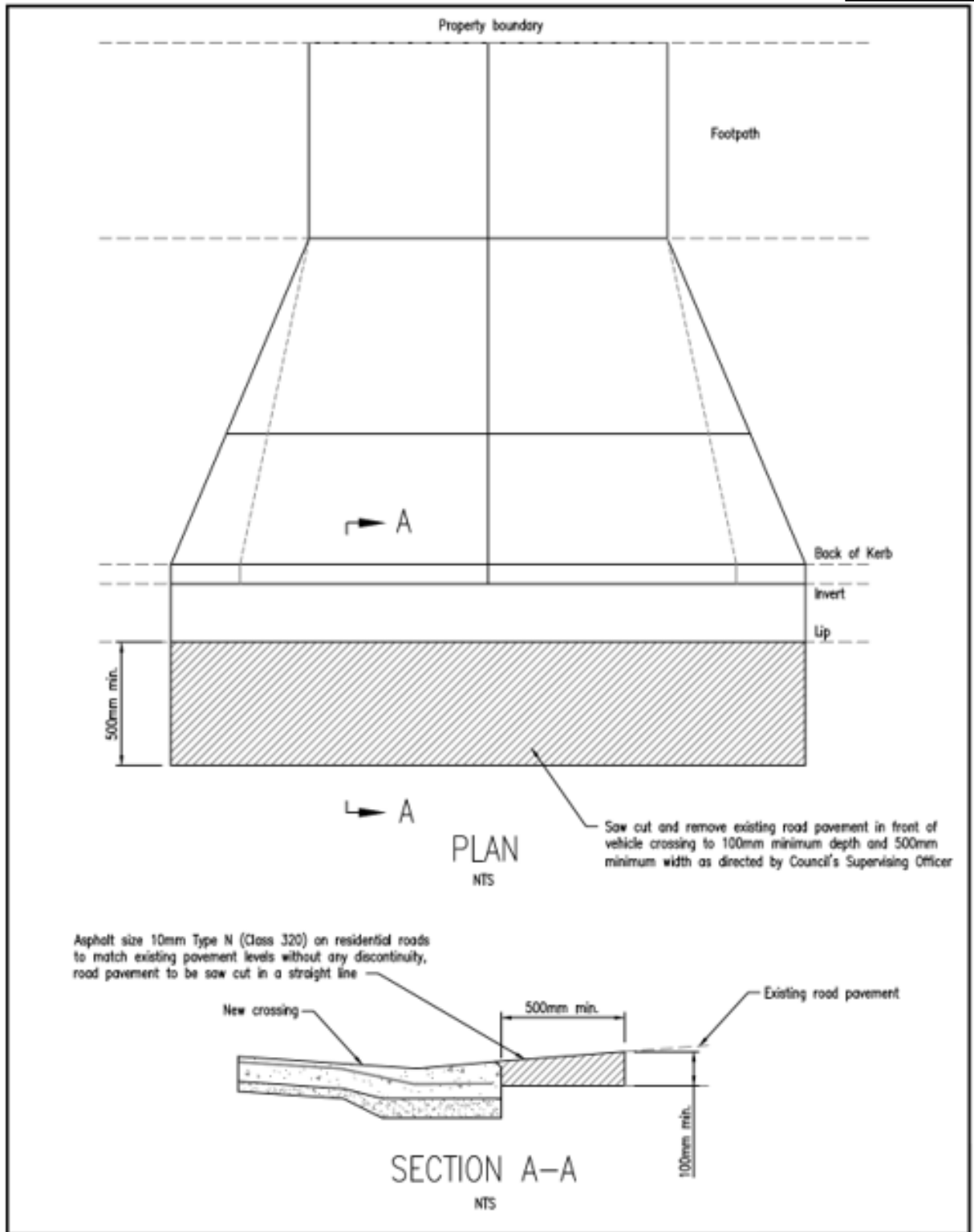
SECTION B-B



SECTION A-A

	Width W		Splay S	Thickness T	Reinforcement
	Min.	Max.			
Residential	3.0m	4.0m	1.0m	125mm	SL72 top
Industrial	3.0m	6.0m	2.0m	175mm	SL72 top & bottom

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ROAD PAVEMENT REINSTATEMENT IN FRONT OF NEW VEHICLE CROSSING AND KERB