

Vehicle Crossing in Concrete Type 3 Reverse Fall A170.06



DESIGN STATEMENT

The concrete vehicle crossing type reverse fall is a variation of the normal type 3 (Tech Note A150.05) 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 should be used where there are concrete footpaths and also where the kerb and channel of type SM2M (semi mountable) and 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. 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

SD 268 Type 3 r.c vehicle crossing (k&c type M & SM2M) – 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 1-11 as detailed in general notes. See Cross Reference Documents for relevant specifications.

SUPPLIER: N/A

MAINTENANCE

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

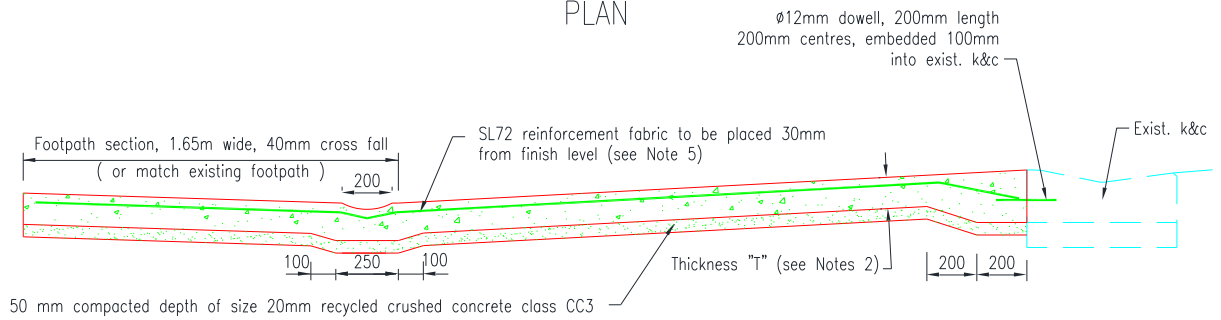
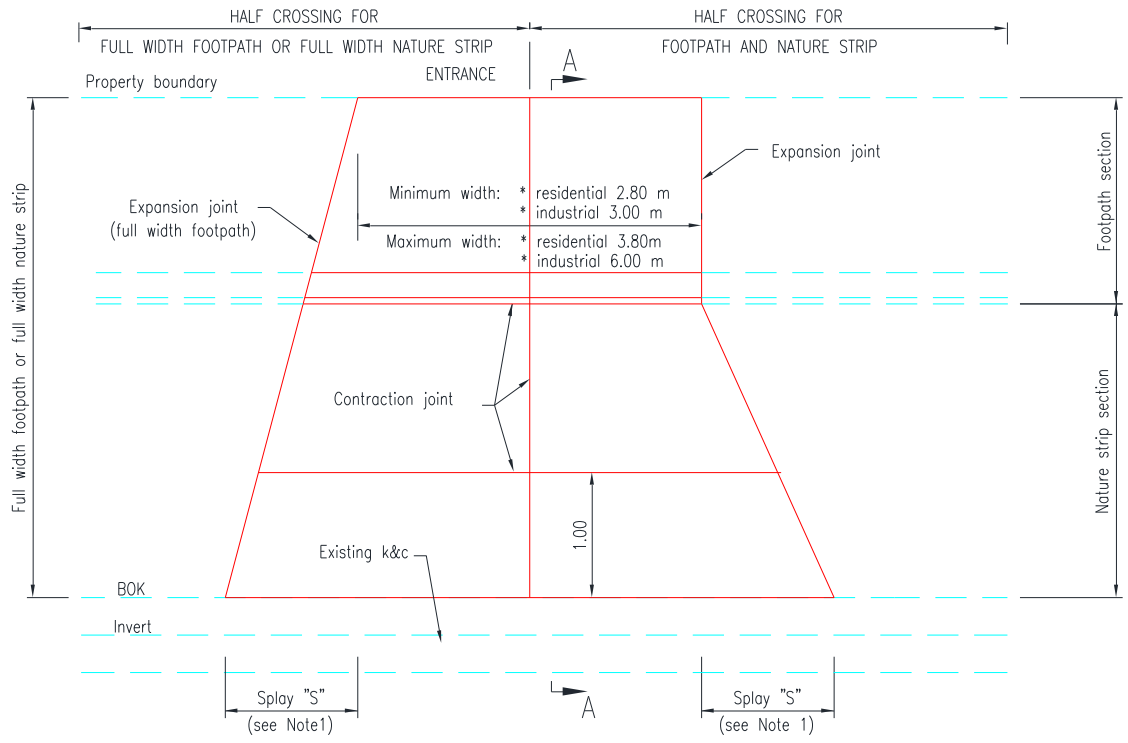
Roads Unit: Channel to be maintained/

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

GENERAL NOTES

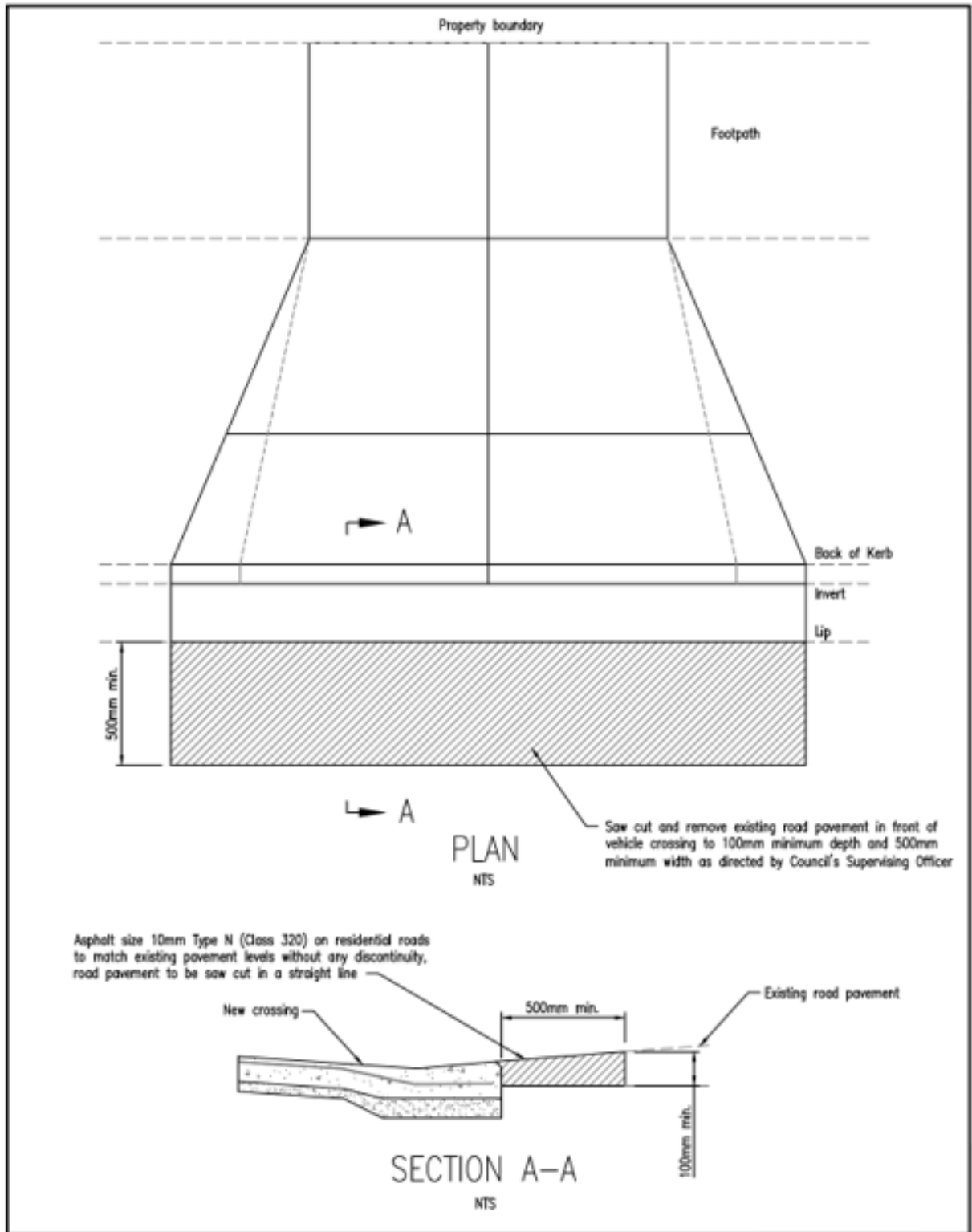
1. A vehicle crossing permit is required.
2. Splay S: *1.00m for residential. *2.00m for industrial. Thickness T: *125mm for residential. *175mm for industrial.
3. Concrete strength: 25MPa.
4. Contraction joints shall be provided in both directions maximum spacing 1500.
5. For Industrial properties, provide a second SL72 fabric at the bottom of the crossover, 30mm cover.
6. Where the new crossing is jointed to an existing crossing, provide 12mm dowels 300mm long (150mm each side of the joint) spacing 400mm.
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. Charcoal coloured concrete, where specified, shall be by adding 'Abilox' black colour powder or equivalent into the premix concrete. The rate of powder is 8.3% by weight of cementitious binder (approx. 25kg per cubic metre of concrete).
10. Refer to Australian Standard 2890.1 to ensure vehicles are not subject to scraping
11. 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.
12. 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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	WIDTH 'W'		SPRAY 'S'	THICKNESS 'T'	REINFORCEMENT
	Min.	Max.			
Residential	2.8m	3.8m	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