
Vehicle Crossing in Concrete A170.08 with Alternative / Box Culvert Grate



DESIGN STATEMENT

The alternative concrete vehicle crossing is a temporary measure to solve the problem of vehicles scraping the crossing pavement when entering / exiting a property. The scraping problem is caused by change in car design since the roads were constructed.

APPLICABLE LOCATION

Alternative concrete vehicle crossing should be used as a temporary measure for property owners with scraping problems. Its use should be restricted to local streets only.

COUNCIL STANDARD DRAWING

SD 272 Alternative / Box culvert vehicle crossings

CROSS REFERENCE DOCUMENT

- AS 1428 (Australian Standard for Access and Mobility).
- Refer to Australian Standard 2890.1 to ensure vehicles are not subject to scraping.
- Merri-bek City Council Specifications: Sections 61 & 80. Vic Road Specifications: Part 2, Concrete Vehicular Crossing, Precast.

STANDARD SPECIFICATION

Refer to notes 1-3 as detailed in general notes.

SUPPLIER

N/A

MAINTENANCE

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

Owners to ensure that inlet and outlet of box culvert grate is cleaned, including one metre on either side, so that no blockages occur.

Roads Unit: Trench Grate and Channel to be maintained.

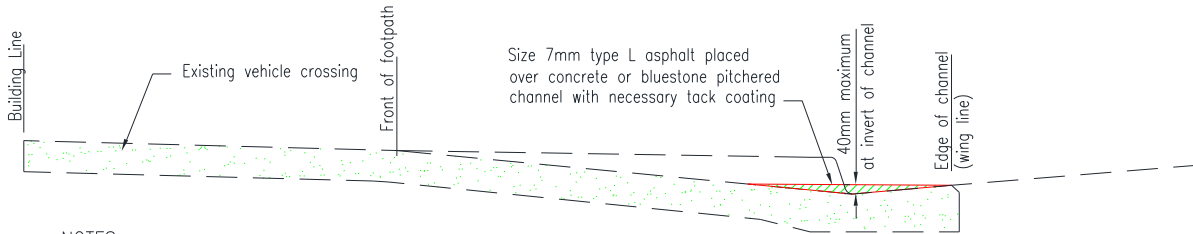
Street Cleansing Unit: Gutter cleaning will be undertaken as per current schedule.

GENERAL NOTES

1. A Vehicle Crossing Permit is required.
2. Refer to Notes on Drawing associated with each option.
3. 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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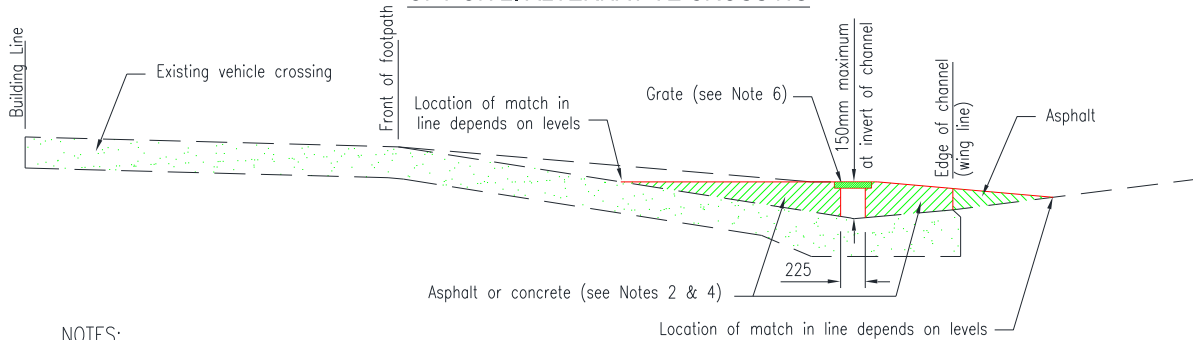
OPTION 1: ASPHALT OVER CHANNEL



NOTES:

1. This option is applicable for street with longitudinal grade greater than 4% (40mm drop over 1m long)
2. Maximum thickness of asphalt: 40mm
3. Transition along the channel from existing to overlay levels shall be 1 m

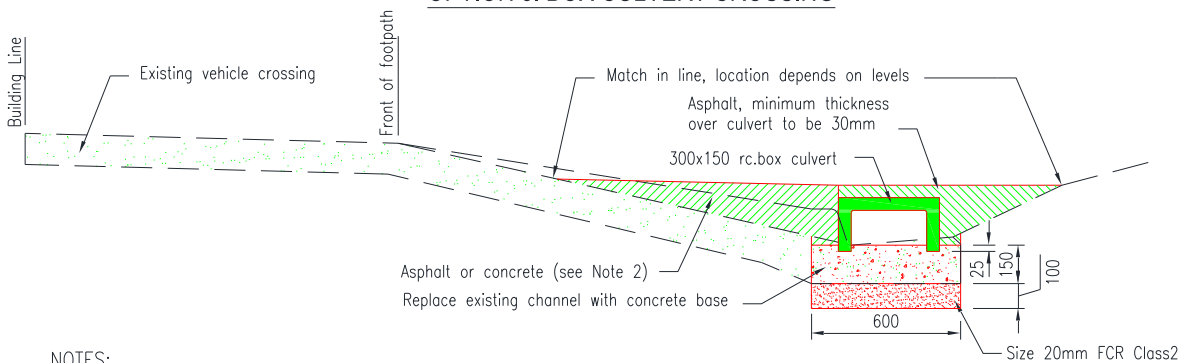
OPTION 2: ALTERNATIVE CROSSING



NOTES:

1. Maximum height to that of kerb, ie. 150mm
2. For bluestone picher k&c only asphalt shall be used
3. Asphalt to be size 7mm type L with necessary tack coating
4. In case of concrete construction (but not asphalt), the section of existing crossing from the matching line will need to be reconstructed. Only asphalt on the road pavement beyond the wing line
5. Transition along the road pavement from existing to new levels shall be 1m
6. Grate to be EGAL medium duty class C of AS3996, product code TG-M-MSG-E225 or similar

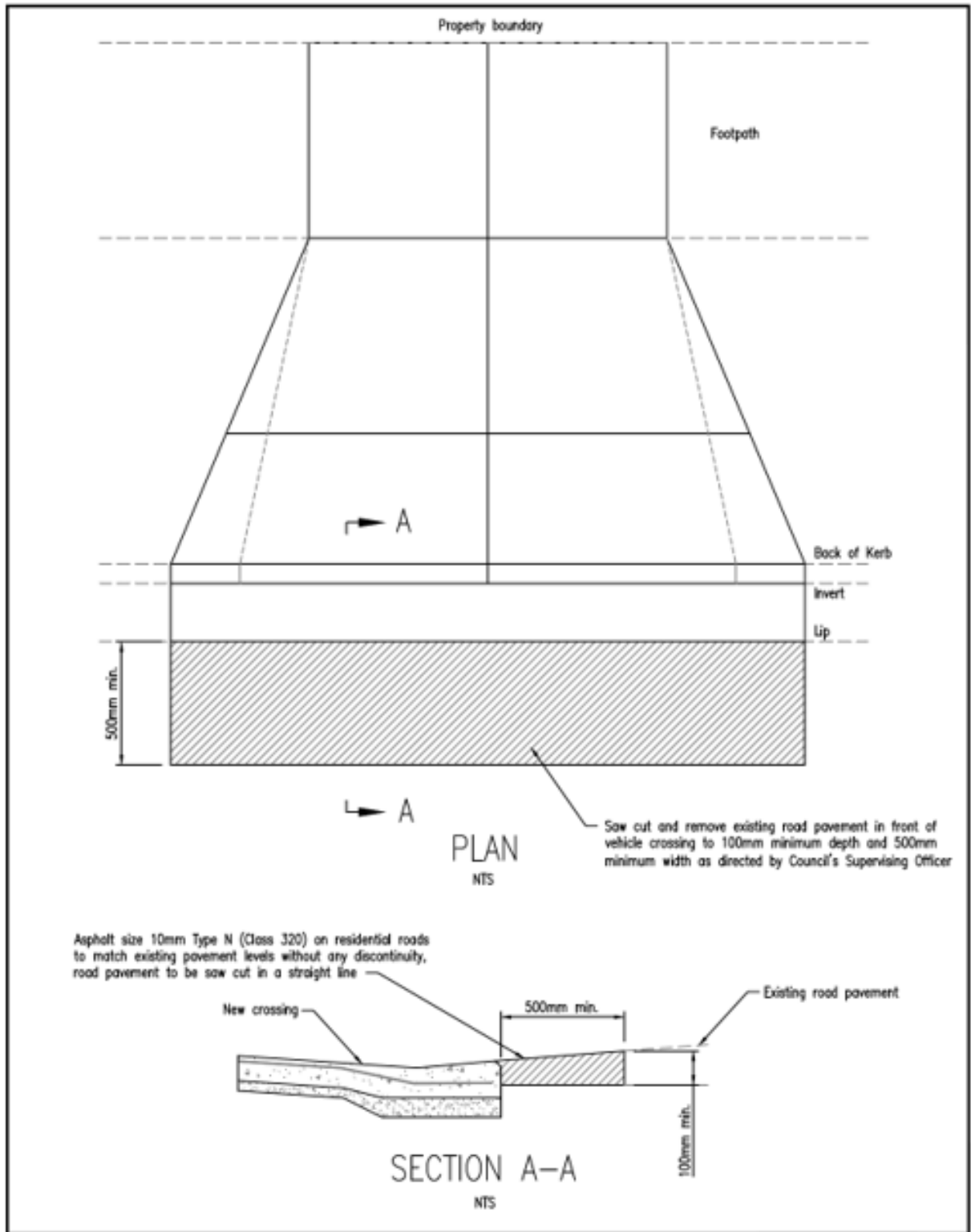
OPTION 3: BOX CULVERT CROSSING



NOTES:

1. Only consider, if level required above kerb height, ie. greater than 150mm
2. For bluestone picher k&c only asphalt shall be used
3. Asphalt to be size 7mm type L with necessary tack coating
4. In case of concrete construction (but not asphalt), the section of existing crossing from the matching line will need to be reconstructed. Only asphalt on box culvert and on the road pavement beyond the wing line
5. Transition along the road pavement from existing to new levels shall be 1 m

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ROAD PAVEMENT REINSTATEMENT IN FRONT OF NEW VEHICLE CROSSING AND KERB