

Vehicle Crossing with Charcoal Concrete Layback A170.12 and Bluestone Pitcher Kerb & Channel



DESIGN STATEMENT

Vehicle crossing with charcoal concrete layback adjacent to bluestone pitcher kerb and channel.

Only to be used where layback in the remainder of the street is concrete layback.

APPLICABLE LOCATION

Charcoal concrete layback crossing should be used for reinforced concrete vehicle crossings where the kerb and channel of the street is in bluestone.

COUNCIL STANDARD DRAWING

SD 265D Details of charcoal concrete layback for reinforced concrete vehicle crossing abutting bluestone pitcher kerb and channel.

CROSS REFERENCE DOCUMENT

- AS1428 (Australian Standard for Access & Mobility).
- AS 2890.1-2004 (Australian Standard for Parking Facilities – Off Street Parking).
- Merri-bek City Council Standard Specification Section 63 and Section 80.

STANDARD SPECIFICATION

Refer to Notes 1-7 as detailed. 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.

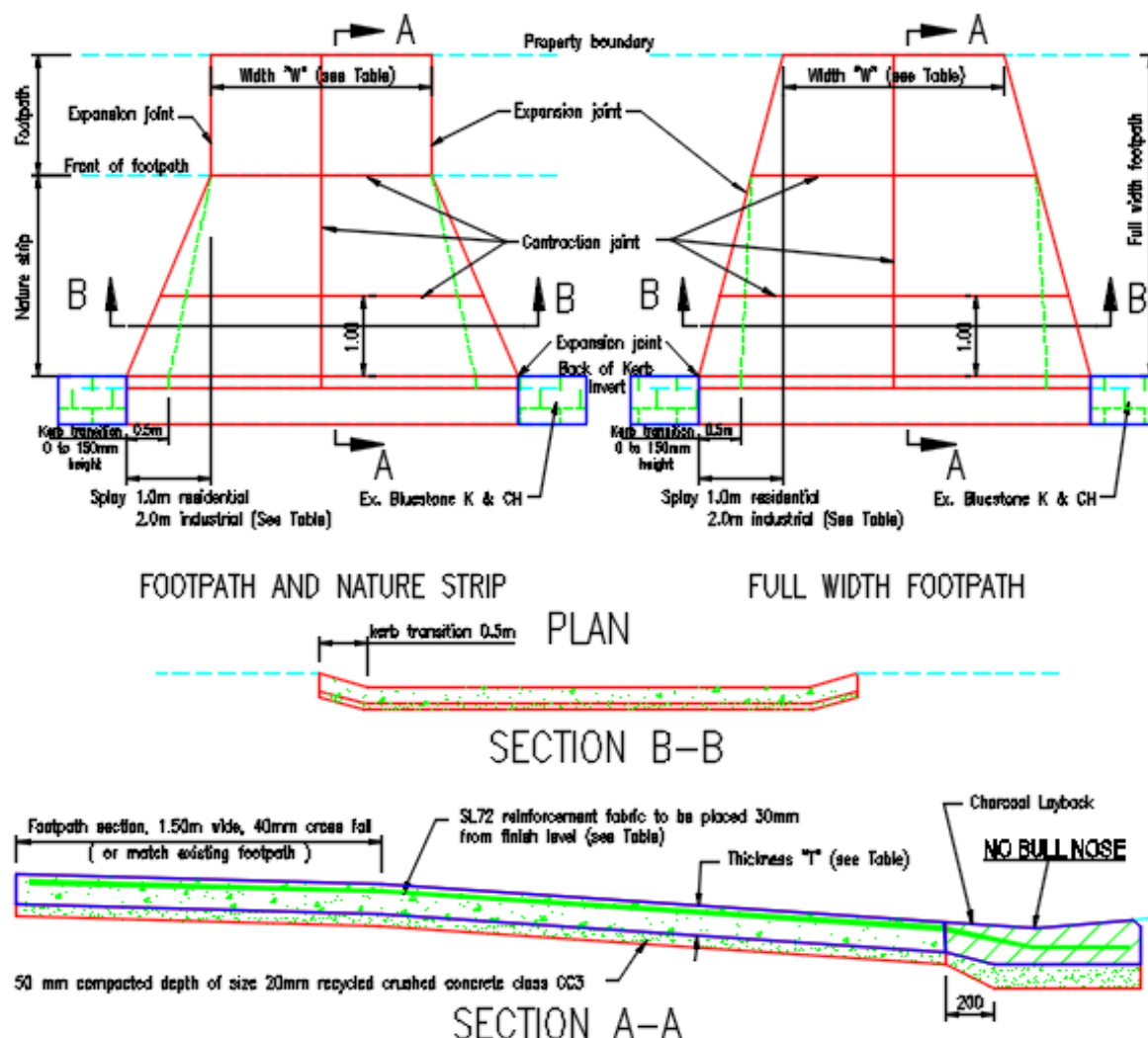
Roads Unit: Channel to be maintained.

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

GENERAL NOTES

1. A Vehicle Crossing Permit is required.
2. This standard drawing is to be used in conjunction with SD 262, SD 263, SD 265 or SD 266.
3. With the exception of the channel section, all other dimensions and details are to be in accordance with SD 262, SD 263, SD 265 and SD 266.
4. The kerb returns of the vehicle crossing are to be in concrete.
5. Concrete finish to be stipple finish with highlighted joints, unless otherwise stated.
6. If the existing channel is more than 2 wide, match the charcoal concrete layback to the existing bluestone pitcher channel width.
7. Refer to AS2890.1 to ensure vehicles are not scraping.
11. 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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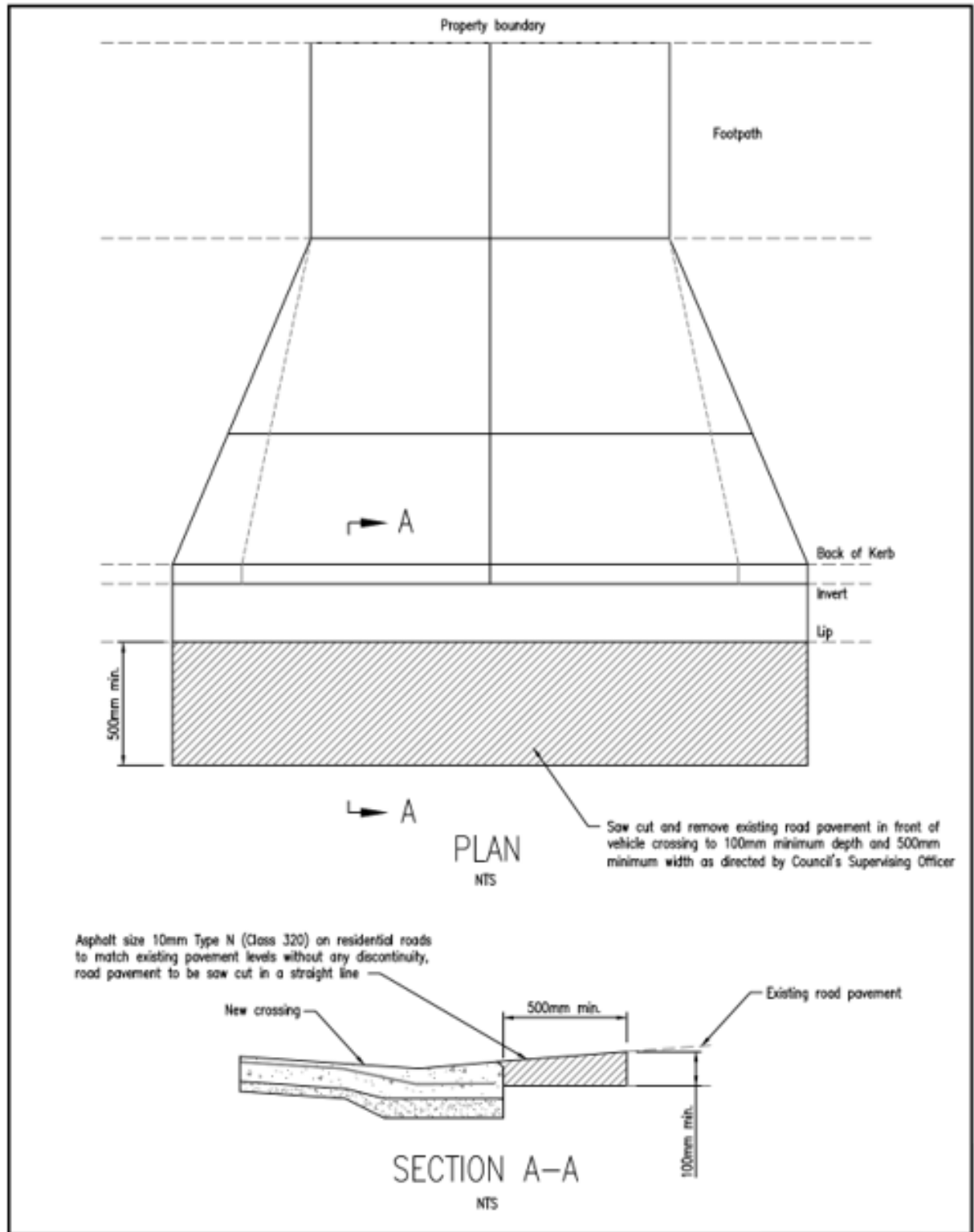
NOTES:

1. Street channel section to be cast separately with crossing, NO BULL NOSE TO BE CONSTRUCTED. Crossing to be dowed into layback.
2. Concrete strength 25 MPa.
3. Contraction joints shall be provide in both directions, maximum spacing 1.5m.
4. For industrial properties, provide a second SL72 reinforcement fabric at the bottom of the crossing, 30mm cover.
5. Where the new crossing is jointed to an existing crossing, provide #12mm deformed steel tie bars, 450mm length (225mm each side of the joint), spacing 300mm.

	Width 'W'		Splay	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

6. 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.
7. Concrete finish to be stipple, unless otherwise stated. Channel section to be smooth finish.
8. Charcoal coloured concrete shall be by adding "Abilox" black colour powder (or equivalent) into the premix concrete. The rate of powder is 6.3% by weight of cementitious binder (approx. 25 kg of powder per cubic metre of concrete).
9. For splay dimension see table.
10. Kerb transition to be 0.5m.
11. Similar arrangement for reverse fall vehicle crossing.

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ROAD PAVEMENT REINSTATEMENT IN FRONT OF NEW VEHICLE CROSSING AND KERB