Vehicle Crossing in Concrete Type 1 Reverse Fall  A170.02

DESIGN STATEMENT
Type 1 (reverse fall) concrete vehicle crossings have been superseded. All new vehicle crossings must use Type 2 or 3 (reverse fall) standards. This standard is to be used only when reinstating an old type vehicle crossing.

APPLICABLE LOCATION
This standard is to be used only when reinstating an old type vehicle crossing.

COUNCIL STANDARD DRAWING
SD 263 Type 1 r.c vehicle crossing (k & c type B & SM2) – Reverse fall

CROSS REFERENCE DOCUMENT
- AS 1428 (Australian Standard for Access and Mobility).
- Moreland City Council Specifications: Sections 61 & 80.

STANDARD SPECIFICATION
Refer to Notes 1-11 as detailed on the standard specifications. 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. Street channel section to be cast integrated with crossing. No bullnose to be constructed.
3. Concrete strength 25 MPa.
4. Contraction joints shall be provided in both directions. Maximum spacing 1.5 m.
5. For industrial properties, provide a second F72 reinforcement fabric at the bottom of the crossing, 30mm cover.
6. Where the new crossing is jointed to an existing crossing, provide ø12mm 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. 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. 25 kg of powder per cubic metre of concrete). Refer to Australian Standards 2890.1 to ensure vehicles are not subject to scraping.
9. 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.
10. Refer to AS2890.1 to ensure vehicles are not scraping.
11. Refer to Road Pavement Reinstatement in Front of New Vehicle Crossing SD 265E.

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**Plan**

- Full width footpath or full width nature strip
- Expansion joint (full width footpath)
- Minimum width: residential 2.80 m, industrial 3.00 m
- Maximum width: residential 3.80 m, industrial 6.00 m
- 150 kerb height varies from 0 at footpath to 150mm at kerb
- 1m minimum radius

**Section A-A**

- Footpath section, 1.65 m wide, 40 mm cross fall
- SL72 reinforcement fabric to be placed 30 mm from finish level (see Table)
- 50 mm compacted depth of size 20 mm recycled crushed concrete class CC3

<table>
<thead>
<tr>
<th>Width W</th>
<th>Splay S</th>
<th>Thickness T</th>
<th>Reinforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min.</td>
<td>Max.</td>
<td>105 mm</td>
<td>SL72 top</td>
</tr>
<tr>
<td>Residential</td>
<td>2.6 m</td>
<td>3.6 m</td>
<td>125 mm</td>
</tr>
<tr>
<td>Industrial</td>
<td>3.0 m</td>
<td>6.0 m</td>
<td>175 mm</td>
</tr>
</tbody>
</table>

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