



## DESIGN STATEMENT

The concrete vehicle crossing is a smooth and continuous surface that is economical, durable and easy to maintain and enables vehicular access from the street to private property. The vehicle crossing provides a smooth transition from the abutting areas (nature strip/footpath) with no steps. 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 should be used where there are concrete footpaths and in situ concrete kerb and channel and barrier kerb and channel. 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 Moreland 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 265 Type 2 r.c vehicle crossing (k&c type B & SM2).

## CROSS REFERENCE DOCUMENT

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

## STANDARD SPECIFICATION

Refer to Notes 1-14 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

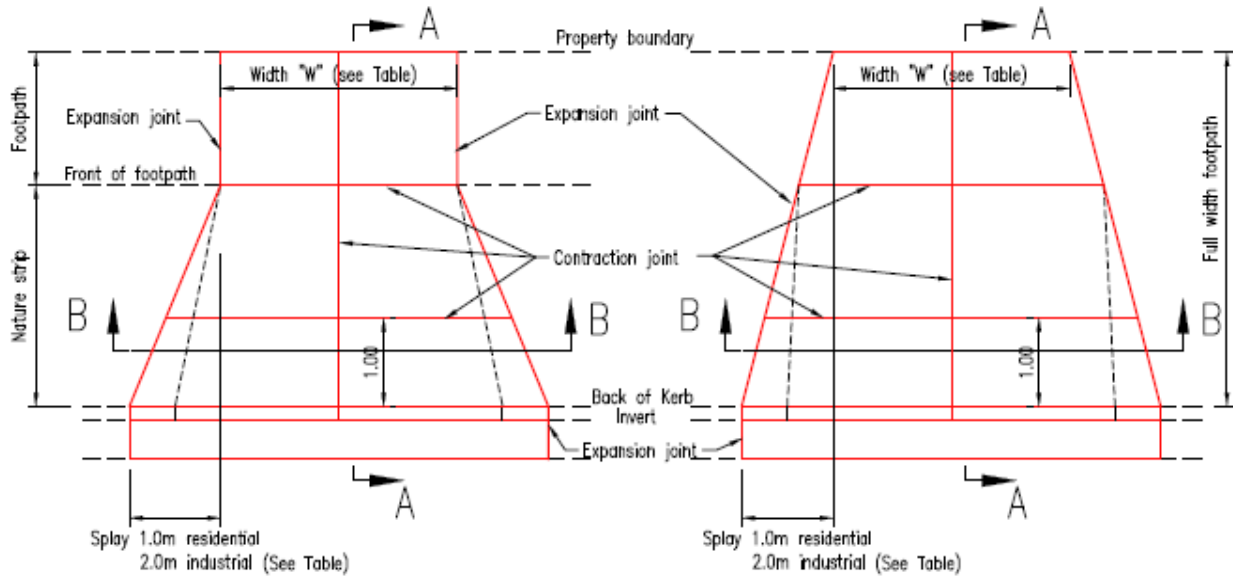
1. A Vehicle Crossing permit is required.
2. Street channel section to be cast integrated with crossing, NO BULL NOSE TO BE CONSTRUCTED.
3. Concrete strength 25 MPa.
4. Contraction joints shall be provided in both directions, maximum spacing 1.5m.
5. For industrial properties, provide a second SL72 reinforcement fabric at the bottom of the crossing, 30mm cover.
6. Where the new crossing is jointed 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 street channel.
8. Concrete finish to be stipple, 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 Standard 2890.1 to ensure vehicles are not subject to scraping.
13. To be used on VicRoads Main Roads and Highways for residential crossovers 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 SD 265E.

July 2019



Moreland City Council

# A170.03 Vehicle Crossing in Concrete Type 2

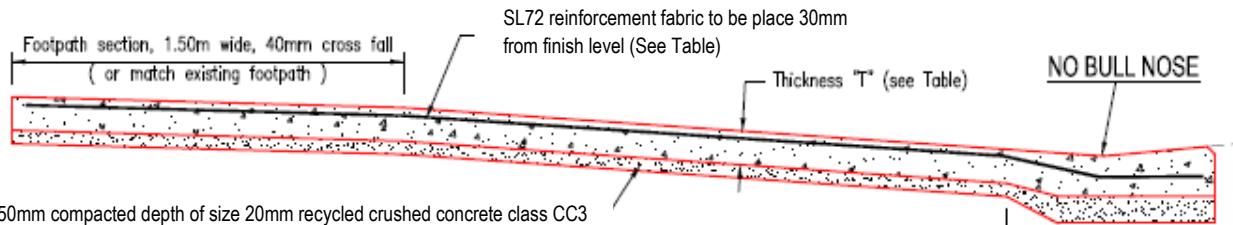


FOOTPATH AND NATURE STRIP

FULL WIDTH FOOTPATH



SECTION B-B



50mm compacted depth of size 20mm recycled crushed concrete class CC3

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