THE CITY OF TEA TREE GULLY

› Technical Specifications

SURFACES

DESCRIPTION: PAVEMENT - INDUSTRIAL VEHICLE CROSSING

CODE: SUR14 28/04/2024

APPLICATIONS

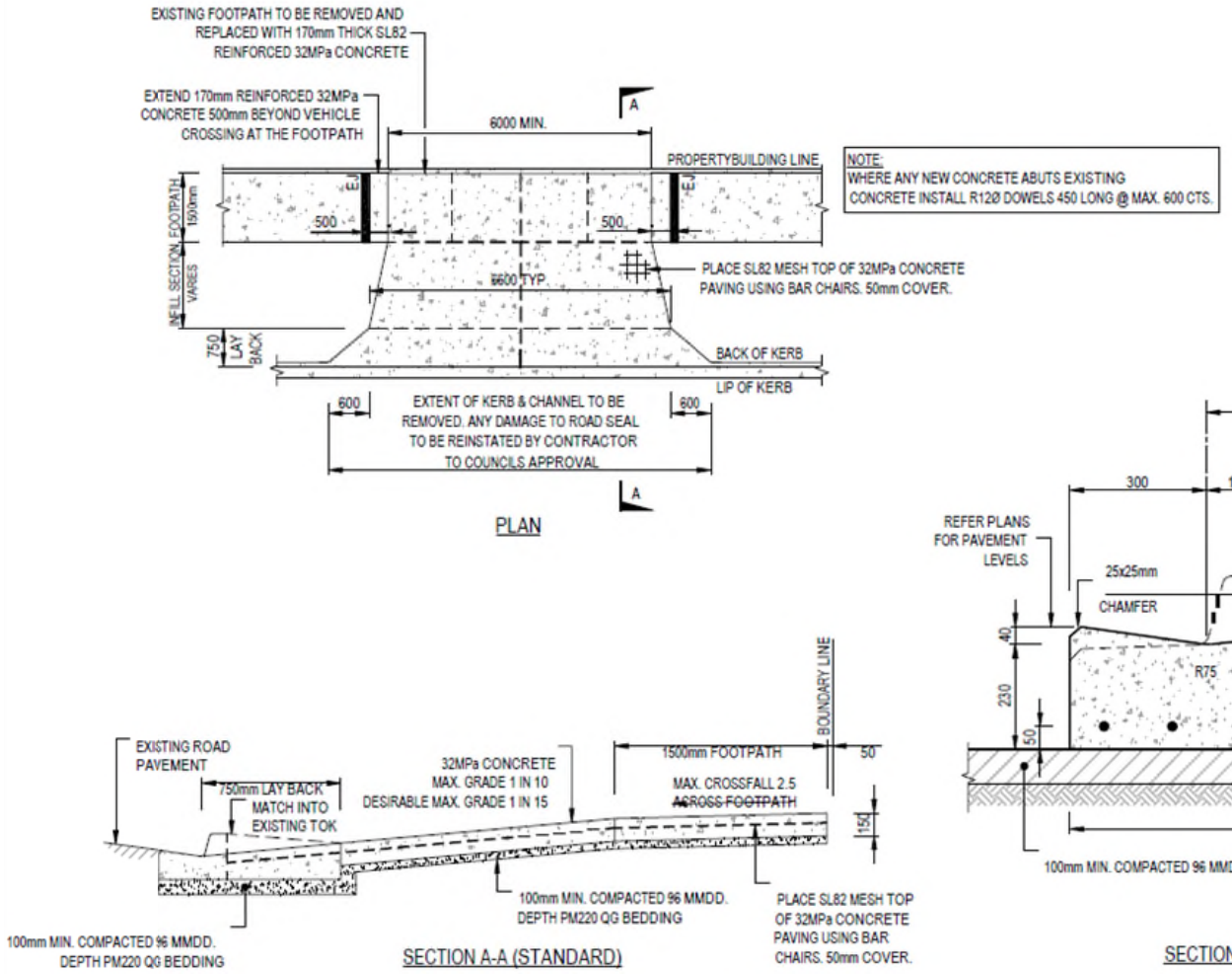
Regional	●
District	●
Neighbourhood	●
Local	○
Main Roads	●
Local Roads	○

PERFORMANCE CRITERIA	strong, durable and crack resistant, suitable for high traffic areas, slip resistance, visually appealing, minimal maintenance, not prone to movement

IMAGE/S

Images are indicative of the style, not a specific brand. Council's procurement policy must be followed when selecting and purchasing items.

MATERIALS	
FINISHES	
COLOURS	
SIZE (INDICATIVE)	Industrial crossover width to suit design vehicle. Width to be approved by Council. Existing footpaths to be reomved and replaced with 170mm thick SL82 reinforced 32MPa concrete.
VARIATIONS	Crossing widths exceeding the maximum allowable will require application for special consideration. If reverse fall is required, design of vehicle crossover to be on a site specific basis.
OPTIONS	Where any new concrete abuts existing concrete install R120 dowels 450 long @ max. CTS.
INSTALLATION INSTRUCTIONS	Extent of kerb & chanel to be removed. Any damage to road seal to be reinstated by contractor to Councils approval. Undertake a “Dial before you dig” search to locate services prior to commencing any excavation. Location and depth of any underground services within the footway area must be established before commencement of excavation. 100mm min. compacted 96 MMDD. Depth PM220 QG bedding. Extend 170mm reinforced 32MPa concrete 500mm beyond vehicle crossing at footpath. Place SL82 mesh top of 32MPa concrete paving using bar chains 50mm cover.
DDA (Universal design principles)	
MAINTENANCE	
ENVIRONMENTAL	
EXPECTED LIFESPAN / END OF LIFE REPLACEMENT	
FURTHER INFORMATION	A minimum clearance of 1m must be achieved from the driveway edge to any street furniture including street trees, light poles, side entry pits, pedestrian ramps and letter boxes.
OTHER INFORMATION	
RELEVANT STANDARDS	


EXISTING FOOTPATH TO BE REMOVED AND REPLACED WITH 170mm THICK SL82 REINFORCED 32MPa CONCRETE
EXTEND 170mm REINFORCED 32MPa CONCRETE 500mm BEYOND VEHICLE CROSSING AT THE FOOTPATH
6000 MIN.
A
PROPERTYBUILDING LINE
NOTE:
WHERE ANY NEW CONCRETE ABUTS EXISTING CONCRETE INSTALL R12Ø DOWELS 450 LONG @ MAX. 600 CTS.
500
500
1500mm
INFILL SECTION FOOTPATH VARIES
6600 TYP
PLACE SL82 MESH TOP OF 32MPa CONCRETE PAVING USING BAR CHAIRS. 50mm COVER.
750
LAY BACK
BACK OF KERB
LIP OF KERB
600
EXTENT OF KERB & CHANNEL TO BE REMOVED. ANY DAMAGE TO ROAD SEAL TO BE REINSTATED BY CONTRACTOR TO COUNCILS APPROVAL
600
A
PLAN
LEGEND:
EXPANSION JOINT
EJ
TOOLED JOINTS (REFER TO SD 210)
TJ
NOTES:
1. T.O.K. DENOTES TOP OF KERB.
2. INDUSTRIAL CROSSOVER WIDTH TO SUIT DESIGN VEHICLE. WIDTH TO BE APPROVED BY COUNCIL.
EXISTING ROAD PAVEMENT
750mm LAY BACK MATCH INTO EXISTING TOK
32MPa CONCRETE MAX. GRADE 1 IN 10 DESIRABLE MAX. GRADE 1 IN 15
1500mm FOOTPATH
BOUNDARY LINE
50
MAX. CROSSFALL 2.5 ACROSS FOOTPATH
150
100mm MIN. COMPACTED 96 MMDD. DEPTH PM220 QG BEDDING
PLACE SL82 MESH TOP OF 32MPa CONCRETE PAVING USING BAR CHAIRS. 50mm COVER.
100mm MIN. COMPACTED 96 MMDD. DEPTH PM220 QG BEDDING
SECTION A-A (STANDARD)
LINE OF KERB
ALL SET OUT TAKEN TO BACK OF KERB UNLESS OTHERWISE SPECIFIED
300
150
750
REFER PLANS FOR PAVEMENT LEVELS
25x25mm CHAMFER
40
R15
50
R75
10
320
230
50
1200
300
100mm MIN. COMPACTED 96 MMDD PM220 QGQR
N12 BARS @ 150mm CENTRES OR EQUIVALENT FOR FULL LENGTH OF LAYBACK
SECTIONAL VIEW OF INDUSTRIAL KERB LAYBACK