THE CITY OF TEA TREE GULLY

› Technical Specifications

SURFACES

DESCRIPTION: PAVEMENT - VEHICLE BLOCK PAVED CROSSING

CODE: SUR13 24/04/2024

APPLICATIONS

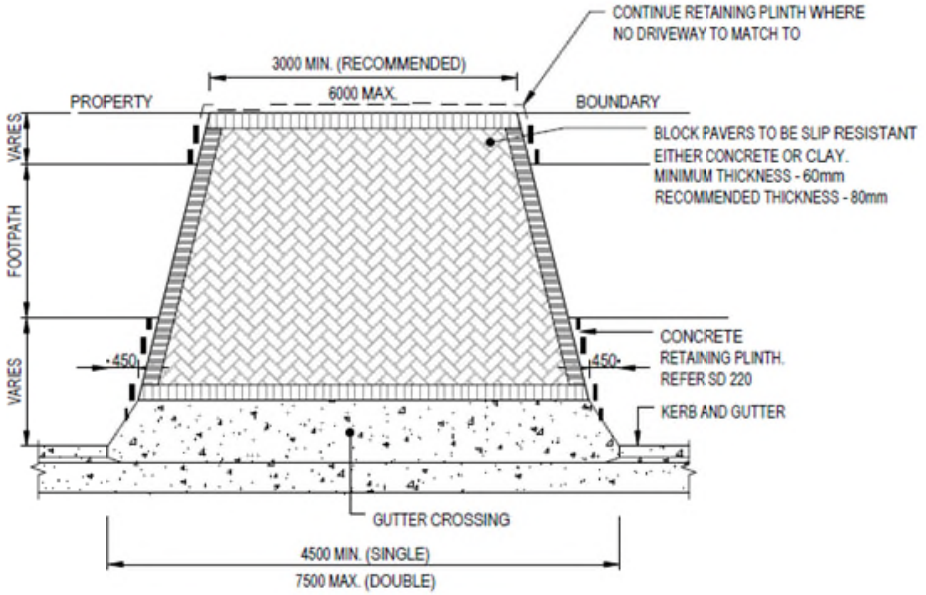
Regional	●
District	●
Neighbourhood	●
Local	●
Main Roads	●
Local Roads	●

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.

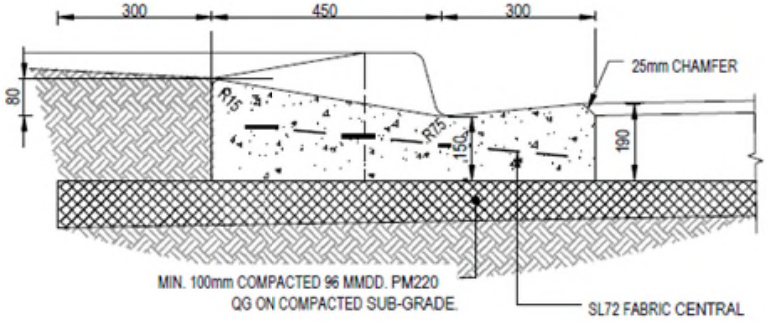
MATERIALS	
FINISHES	
COLOURS	
SIZE (INDICATIVE)	The maximum number of crossings, where any crossing exceeds 3600mm width, shall be one (1) crossing with the maximum width of that crossing to be 6.6m. Crossings to adjacent proprties shall be either fully combined, and of maximum width of 6.6m, or else have a minimum separation of 9m. Footpaths of 100mm thickness are acceptable only where the lots are developed already and the risk of site construction damage is negligible. Where greenfield sites and future housing is still to be done, then the depth of the footpath shall be 125mm throughout.
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	Additional tooled joint required if distance from back of kerb to footpath is greater than 3000mm and shall be placed at the midpoint of the distance.
INSTALLATION INSTRUCTIONS	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. Joints and dowell bars are required on either side of the crossing at the interface with the concrete footpath. Provision shall be made in exisiting concrete sections by drilling holes to a min. depth of 150mm and inserting R12 x 300mm long dowell bars. An approved joint filler shall be placed on either side of the crossing against footpath slabs. Dowell bars are to have an approved bond breaker applied to the end of the bar inserted into the existing concrete footpath sections.
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	Transition area to conform to AS2890.1 - 2004 figure 2.10. Any change of grade greater than 10 to be checked using the template in Appendix C AS2890.1.



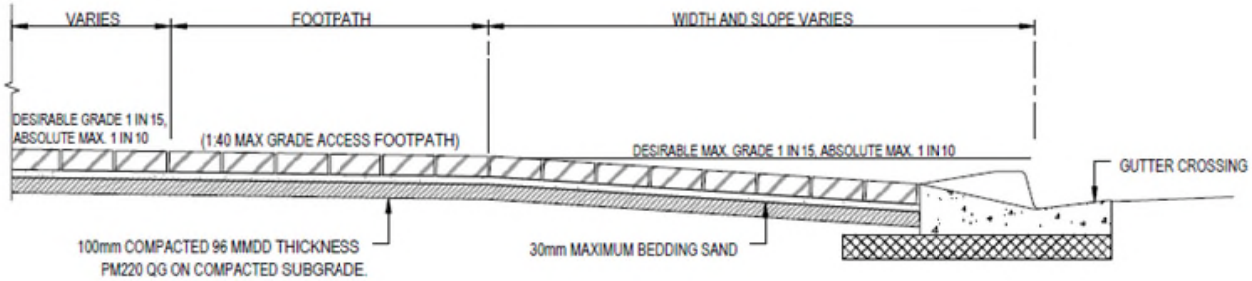
PLAN OF BLOCK PAVED VEHICLE CROSS-OVER
SCALE 1:50

NOTES:

1. TO BE READ IN CONJUNCTION DRAWING SD 225.
2. A MINIMUM CLEARANCE OF 1m MUST BE ACHIEVED FROM THE DRIVEWAY EDGE TO ANY STREET FURNITURE. THIS INCLUDES, STREET TREES, LIGHT POLES, SIDE ENTRY PITS, PEDESTRIAN RAMPS AND LETTER BOXES.
3. REFER ALSO TO NOTES ON DRAWING SD 225.



SECTIONAL VIEW OF RESIDENTIAL KERB & LAYBACK
SCALE 1:10



SECTIONAL VIEW OF VEHICLE CROSSOVER
SCALE 1:10
(HIGH SIDE OF STREET)

ALL MEASUREMENTS IN MILLIMETRE