SECTION A - A

FOOTPATH 1500 GENERALLY

VARIES

750 LAYBACK

BUILDING LINE

TOOL JOINT TO BE FORMED 200mm OFFSET FROM THE BUILDING LINE

200

35mm FALL

GRADE EVENLY

TOP OF LAY BACK TO MATCH TOP OF KERB LEVEL UNLESS NOTE 1 APPLIES

NO BULL NOSE

BARRIER AND SEMI-MOUNTABLE KERBS

SEE DETAIL 1

125mm THICK, 32mpa, PRE-MIXED CONCRETE STIPPLE TROWEL FINISH

Min. 75mm COMPACTED 20mm Nom. CLASS 2 CRUSHED ROCK OR SAND OR AS SPECIFIED

Min. OF 100mm OF COMPACTED DEPTH OF 20mm Nom. CLASS 2 3% CEMENT STABILISED CRUSHED ROCK UNDER THE LAYBACK AND CHANNEL. IN LIEU OF CRUSHED ROCK UNDER THE LAYBACK AND THE CHANNEL, THE OVERALL CONCRETE DEPTH IS TO BE INCREASED BY 50mm

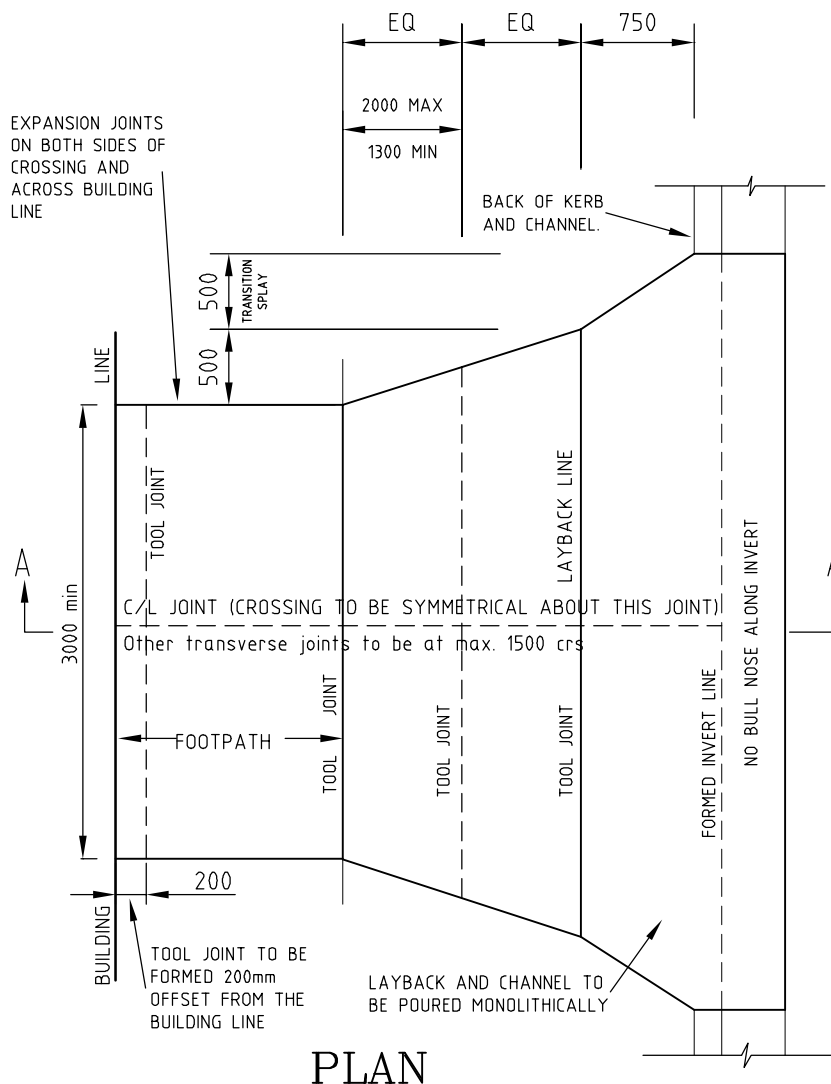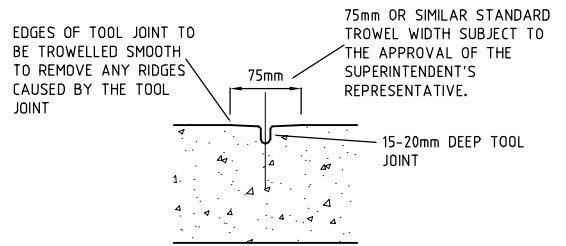## NOTES:

1. WHEN LEVEL DIFFERENCE BETWEEN BUILDING LINE AND TOP OF KERB IS LESS THAN 50mm, CROSSING AND LAY BACK ARE TO GRADE EVENLY FROM INVERT OF CHANNEL TO FOOTPATH.

2. ALL NEW CONCRETE INCLUDING VEHICLE CROSSING, FOOTPATH AND KERB AND CHANNEL TO BE FULL DEPTH BLACK COLOUR TO ACHIEVE A CONSISTENT COLOUR. THE COLOUR IS TO BE 'ABILOX' PREMIUM SPECIAL BLACK AT A DOSE RATE OF **2.0%** BY WEIGHT IN GREY CEMENT.

3. ALL ITEMS TO BE DEMOLISHED SHALL BE SAW CUT AT JOINTS PRIOR TO REMOVAL (INCLUDES ASPHALT TO CONCRETE INTERFACE).

4. EXPANSION JOINTS TO BE 10mm WIDE & FILLED WITH CORK OR BITUMINOUS IMPREGNATED PARTICLEBOARD FOR FULL WIDTH & DEPTH OF EDGE.

5. EXISTING KERB & CHANNEL TO REMAIN FOR ROLL-OVER KERB (WHERE TOP OF KERB IS LESS THAN 90mm ABOVE INVERT). CROSSING TO BE TIED TO BACK OF KERB.

6. WHERE PARTIAL CROSSING REPLACEMENT / CONSTRUCTION IS TO OCCUR, COMPLETE BAYS ARE TO BE REMOVED. REINSTATED BAYS ARE TO BE TIED TO EX. CONCRETE WITH Y12 BARS @ 400mm CENTRES, 300mm LONG, 150mm INTO EX. CONCRETE.

7. FOR LOCATION, SPECIFICATIONS AND INSPECTION REQUIREMENTS REFER TO "CITY OF KINGSTON VEHICLE CROSSING GUIDELINES".

PLAN

EQ EQ 750

2000 MAX

1300 MIN

EXPANSION JOINTS ON BOTH SIDES OF CROSSING AND ACROSS BUILDING LINE

BACK OF KERB AND CHANNEL.

LINE

500 TRANSITION SPLAY

500

TOOL JOINT

LAYBACK LINE

A

3000 min

FORMED INVERT LINE

NO BULL NOSE ALONG INVERT

C/L JOINT (CROSSING TO BE SYMMETRICAL ABOUT THIS JOINT)

Other transverse joints to be at max. 1500 crs

FOOTPATH

JOINT

TOOL JOINT

TOOL JOINT

TOOL JOINT

A

BUILDING

200

TOOL JOINT TO BE FORMED 200mm OFFSET FROM THE BUILDING LINE

LAYBACK AND CHANNEL TO BE POURED MONOLITHICALLY

TYPICAL TOOL JOINT DETAIL

EDGES OF TOOL JOINT TO BE TROWELLED SMOOTH TO REMOVE ANY RIDGES CAUSED BY THE TOOL JOINT

75mm

75mm OR SIMILAR STANDARD TROWEL WIDTH SUBJECT TO THE APPROVAL OF THE SUPERINTENDENT'S REPRESENTATIVE.

15-20mm DEEP TOOL JOINT

DETAIL 1

NEATLY SAW CUT ALONG INVERT LINE, REMOVE KERB SECTION AND NEATLY MATCH NEW CROSSING TO INVERT. INSTALL Y12 TIE BARS AS SHOWN BELOW.
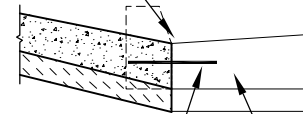
Y12 BARS @ 400 CENTRES 300mm LONG, 150mm INTO THE EXISTING CHANNEL, FIXED WITH EPOXY RESIN

BARRIER AND SEMI-MOUNTABLE KERBS

RETENTION OF THE EXISTING CHANNEL IS ONLY APPLICABLE WHEN WRITTEN CONSENT FROM COUNCIL IS OBTAINED FOR RETENTION OF THE CHANNEL. IF NO CONSENT IS OBTAINED FULL KERB AND CHANNEL MUST BE REMOVED.
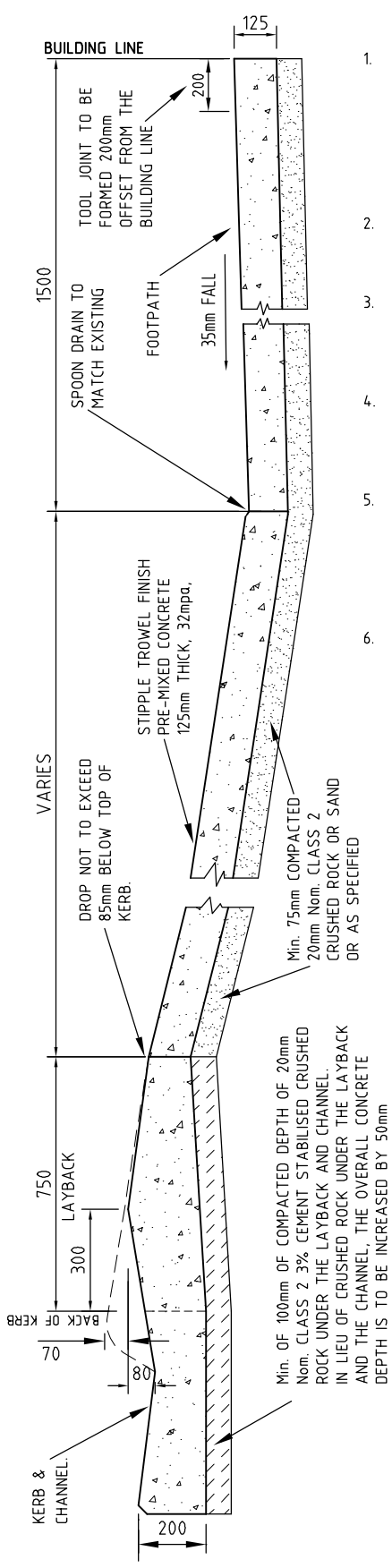

KINGSTON CITY COUNCIL
STANDARD DRAWING
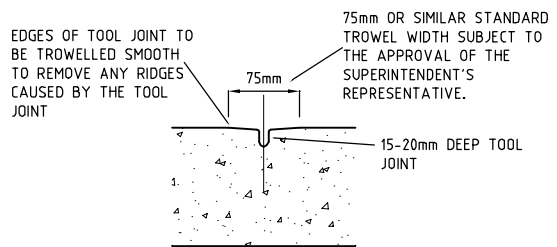
DRG. NO. S201

ISSUE DATE: 22/03/12

STANDARD VEHICLE CROSSING FOR RESIDENTIAL AREAS
IF BUILDING LINE >50mm BELOW TOP OF KERB S202 APPLIES

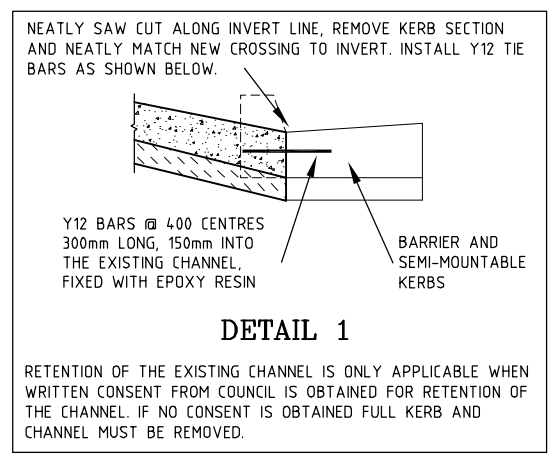STANDARD DRAWING ISSUE CURRENT AT TIME OF CONSTRUCTION MUST BE USED

NOTES:

1. ALL NEW CONCRETE INCLUDING VEHICLE CROSSING, FOOTPATH AND KERB AND CHANNEL TO BE FULL DEPTH BLACK COLOUR TO ACHIEVE A CONSISTENT COLOUR. THE COLOUR IS TO BE 'ABILOX' PREMIUM SPECIAL BLACK AT A DOSE RATE OF **2.0%** BY WEIGHT IN GREY CEMENT.

2. ALL ITEMS TO BE DEMOLISHED SHALL BE SAW CUT AT JOINTS PRIOR TO REMOVAL (INCLUDES ASPHALT TO CONCRETE INTERFACE).

3. EXPANSION JOINTS TO BE 10mm WIDE & FILLED WITH CORK OR BITUMINOUS IMPREGNATED PARTICLEBOARD FOR FULL WIDTH & DEPTH OF EDGE.

4. EXISTING KERB & CHANNEL TO REMAIN FOR ROLL-OVER KERB (WHERE TOP OF KERB IS LESS THAN 90mm ABOVE INVERT). CROSSING TO BE TIED TO BACK OF KERB.

5. WHERE PARTIAL CROSSING REPLACEMENT / CONSTRUCTION IS TO OCCUR, COMPLETE BAYS ARE TO BE REMOVED. REINSTATED BAYS ARE TO BE TIED TO EX. CONCRETE WITH Y12 BARS @ 400mm CENTRES, 300mm LONG, 150mm INTO EX. CONCRETE.

6. FOR LOCATION, SPECIFICATIONS AND INSPECTION REQUIREMENTS REFER TO "CITY OF KINGSTON VEHICLE CROSSING GUIDELINES".
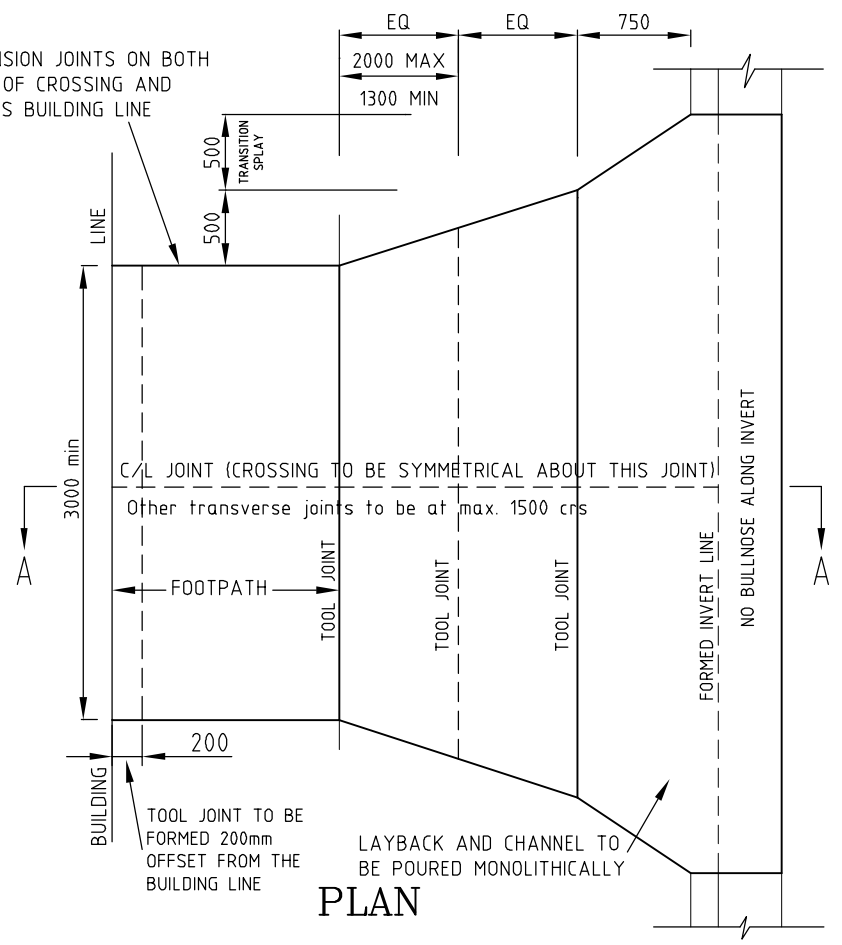
TYPICAL TOOL JOINT DETAIL

EDGES OF TOOL JOINT TO BE TROWELLED SMOOTH TO REMOVE ANY RIDGES CAUSED BY THE TOOL JOINT

75mm OR SIMILAR STANDARD TROWEL WIDTH SUBJECT TO THE APPROVAL OF THE SUPERINTENDENT'S REPRESENTATIVE.

75mm

15-20mm DEEP TOOL JOINT

DETAIL 1

NEATLY SAW CUT ALONG INVERT LINE, REMOVE KERB SECTION AND NEATLY MATCH NEW CROSSING TO INVERT. INSTALL Y12 TIE BARS AS SHOWN BELOW.

Y12 BARS @ 400 CENTRES 300mm LONG, 150mm INTO THE EXISTING CHANNEL, FIXED WITH EPOXY RESIN

BARRIER AND SEMI-MOUNTABLE KERBS

RETENTION OF THE EXISTING CHANNEL IS ONLY APPLICABLE WHEN WRITTEN CONSENT FROM COUNCIL IS OBTAINED FOR RETENTION OF THE CHANNEL. IF NO CONSENT IS OBTAINED FULL KERB AND CHANNEL MUST BE REMOVED.

SECTION A-A

BUILDING LINE

125

200

TOOL JOINT TO BE FORMED 200mm OFFSET FROM THE BUILDING LINE

1500

SPOON DRAIN TO MATCH EXISTING

FOOTPATH

35mm FALL

STIPPLE TROWEL FINISH PRE-MIXED CONCRETE 125mm THICK, 32mpa,

VARIES

DROP NOT TO EXCEED 85mm BELOW TOP OF KERB.

Min. 75mm COMPACTED 20mm Nom. CLASS 2 CRUSHED ROCK OR SAND OR AS SPECIFIED

Min. OF 100mm OF COMPACTED DEPTH OF 20mm Nom. CLASS 2 3% CEMENT STABILISED CRUSHED ROCK UNDER THE LAYBACK AND CHANNEL. IN LIEU OF CRUSHED ROCK UNDER THE LAYBACK AND THE CHANNEL, THE OVERALL CONCRETE DEPTH IS TO BE INCREASED BY 50mm

750

LAYBACK

300

BACK OF KERB

70

80

KERB & CHANNEL.

200

PLAN

EXPANSION JOINTS ON BOTH SIDES OF CROSSING AND ACROSS BUILDING LINE

EQ   EQ   750

2000 MAX

1300 MIN

500   TRANSITION SPLAY

500

LINE

3000 min

C/L JOINT (CROSSING TO BE SYMMETRICAL ABOUT THIS JOINT)

Other transverse joints to be at max. 1500 crs

FOOTPATH   TOOL JOINT   TOOL JOINT   TOOL JOINT   FORMED INVERT LINE   NO BULLNOSE ALONG INVERT

BUILDING

200

TOOL JOINT TO BE FORMED 200mm OFFSET FROM THE BUILDING LINE

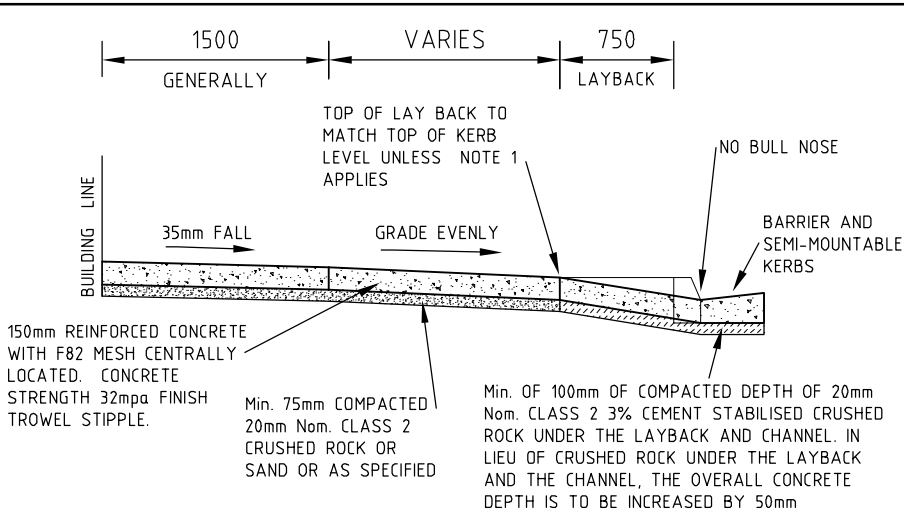LAYBACK AND CHANNEL TO BE POURED MONOLITHICALLY

A

A

KINGSTON CITY COUNCIL
STANDARD DRAWING

DRG. NO. **S202**

ISSUE DATE: 22/03/12

REVERSE FALL VEHICLE CROSSING FOR RESIDENTIAL AREAS
BUILDING LINE IS MORE THAN 50mm BELOW TOP PF KERB LEVEL – SEE S201 IF THIS CONDITION IS NOT MET

STANDARD DRAWING ISSUE CURRENT AT TIME OF CONSTRUCTION MUST BE USED

1500
GENERALLY

VARIES

750
LAYBACK

BUILDING LINE

TOP OF LAY BACK TO MATCH TOP OF KERB LEVEL UNLESS NOTE 1 APPLIES

NO BULL NOSE

BARRIER AND SEMI-MOUNTABLE KERBS

35mm FALL

GRADE EVENLY

150mm REINFORCED CONCRETE WITH F82 MESH CENTRALLY LOCATED. CONCRETE STRENGTH 32mpa FINISH TROWEL STIPPLE.

Min. 75mm COMPACTED 20mm NOM. CLASS 2 CRUSHED ROCK OR SAND OR AS SPECIFIED

Min. OF 100mm OF COMPACTED DEPTH OF 20mm Nom. CLASS 2 3% CEMENT STABILISED CRUSHED ROCK UNDER THE LAYBACK AND CHANNEL. IN LIEU OF CRUSHED ROCK UNDER THE LAYBACK AND THE CHANNEL, THE OVERALL CONCRETE DEPTH IS TO BE INCREASED BY 50mm

SECTION A – A

EQ

EQ

750

2000 MAX

1300 MIN

500 TRANSITION SPLAY

BACK OF KERB AND CHANNEL.

EXPANSION JOINTS ON BOTH SIDES OF CROSSING AND ACROSS BUILDING LINE

1000 MIN TO 1500 MAX

LINE

LAYBACK LINE

NO BULL NOSE ALONG INVERT

FULL LENGTH OF EXISTING KERB AND CHANNEL TO BE REPLACED IN CONJUNCTION WITH CROSSING

A

A

3000 min

C/L JOINT (CROSSING TO BE SYMMETRICAL ABOUT THIS JOINT)
Other transverse joints to be at max. 1500 crs

FOOTPATH

FORMED JOINT

FORMED JOINT

FORMED JOINT

FORMED INVERT LINE

BUILDING

PLAN

LAYBACK AND CHANNEL TO BE POURED MONOLITHICALLY

EDGES OF TOOL JOINT TO BE TROWELLED SMOOTH TO REMOVE ANY RIDGES CAUSED BY THE TOOL JOINT

75mm OR SIMILAR STANDARD TROWEL WIDTH SUBJECT TO THE APPROVAL OF THE SUPERINTENDENT'S REPRESENTATIVE.

75mm

15-20mm DEEP TOOL JOINT

TYPICAL TOOL JOINT DETAIL

NOTES:

1. WHEN LEVEL DIFFERENCE BETWEEN BUILDING LINE AND TOP OF KERB IS LESS THAN 50mm, CROSSING AND LAY BACK ARE TO GRADE EVENLY FROM INVERT OF CHANNEL TO FOOTPATH.

2. ALL NEW CONCRETE INCLUDING VEHICLE CROSSING, FOOTPATH AND KERB AND CHANNEL TO BE FULL DEPTH BLACK COLOUR TO ACHIEVE A CONSISTENT COLOUR. THE COLOUR IS TO BE 'ABILOX' PREMIUM SPECIAL BLACK AT A DOSE RATE OF **8.3%** BY WEIGHT IN GREY CEMENT.

3. ALL ITEMS TO BE DEMOLISHED SHALL BE SAW CUT AT JOINTS PRIOR TO REMOVAL (INCLUDES ASPHALT TO CONCRETE INTERFACE).

4. EXPANSION JOINTS TO BE 10mm WIDE & FILLED WITH CORK OR BITUMINOUS IMPREGNATED PARTICLEBOARD FOR FULL WIDTH & DEPTH OF EDGE.

5. WHERE PARTIAL CROSSING REPLACEMENT / CONSTRUCTION IS TO OCCUR, COMPLETE BAYS ARE TO BE REMOVED. REINSTATED BAYS ARE TO BE TIED TO EX. CONCRETE WITH Y12 BARS @ 400mm CENTRES, 300mm LONG, 150mm INTO EX. CONCRETE.

6. IF THE BUILDING LINE IS LESS THAN 50mm BELOW THE TOP OF KERB NO PREPARATION WORKS ON THE VEHICLE CROSSING ARE TO COMMENCE UNTIL A DRAINAGE PLAN IS APPROVED BY COUNCIL AND THE APPROVED DRAINAGE WORKS ARE CONSTRUCTED.

7. FOR LOCATION, SPECIFICATIONS AND INSPECTION REQUIREMENTS REFER TO "CITY OF KINGSTON VEHICLE CROSSING GUIDELINES".
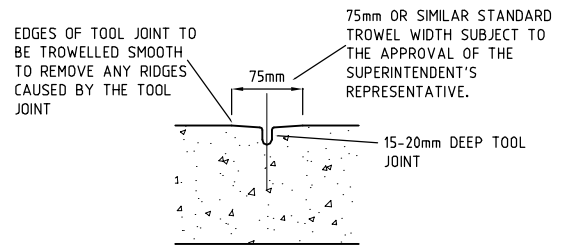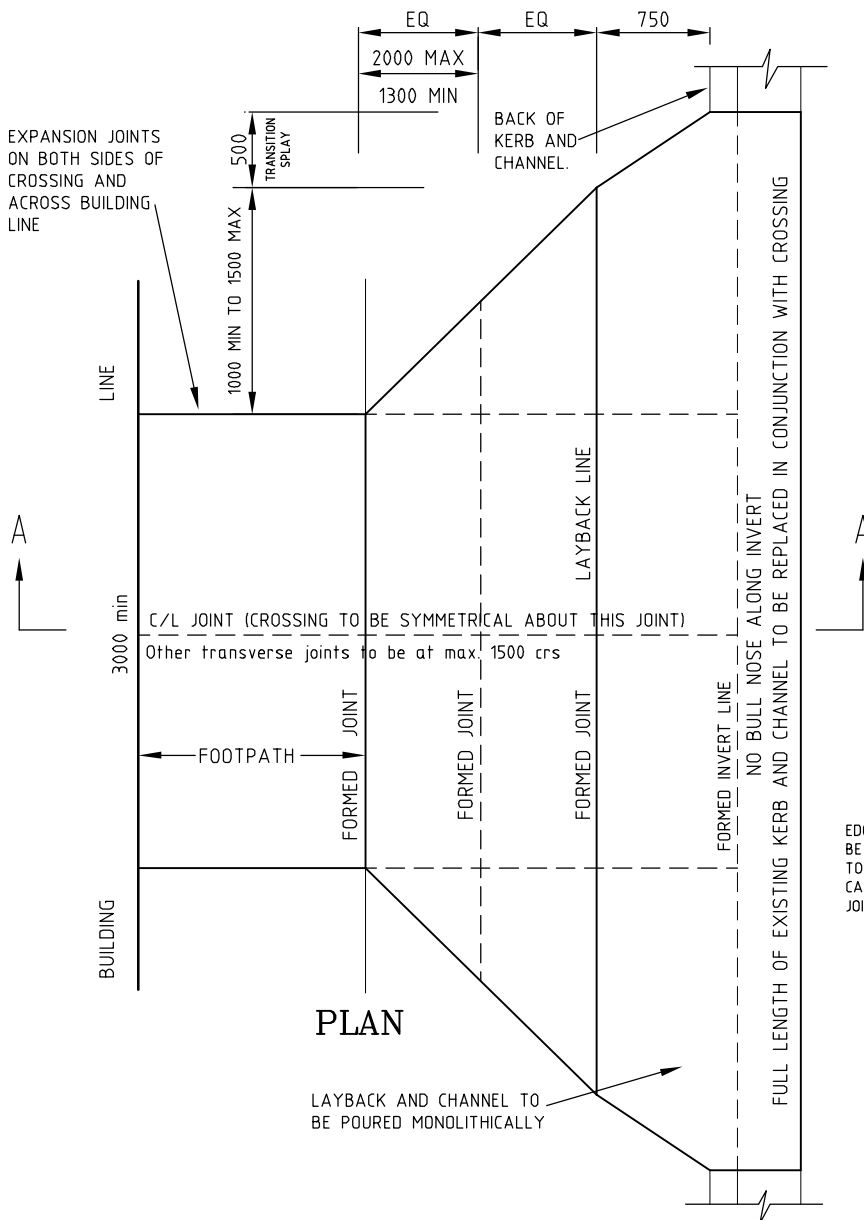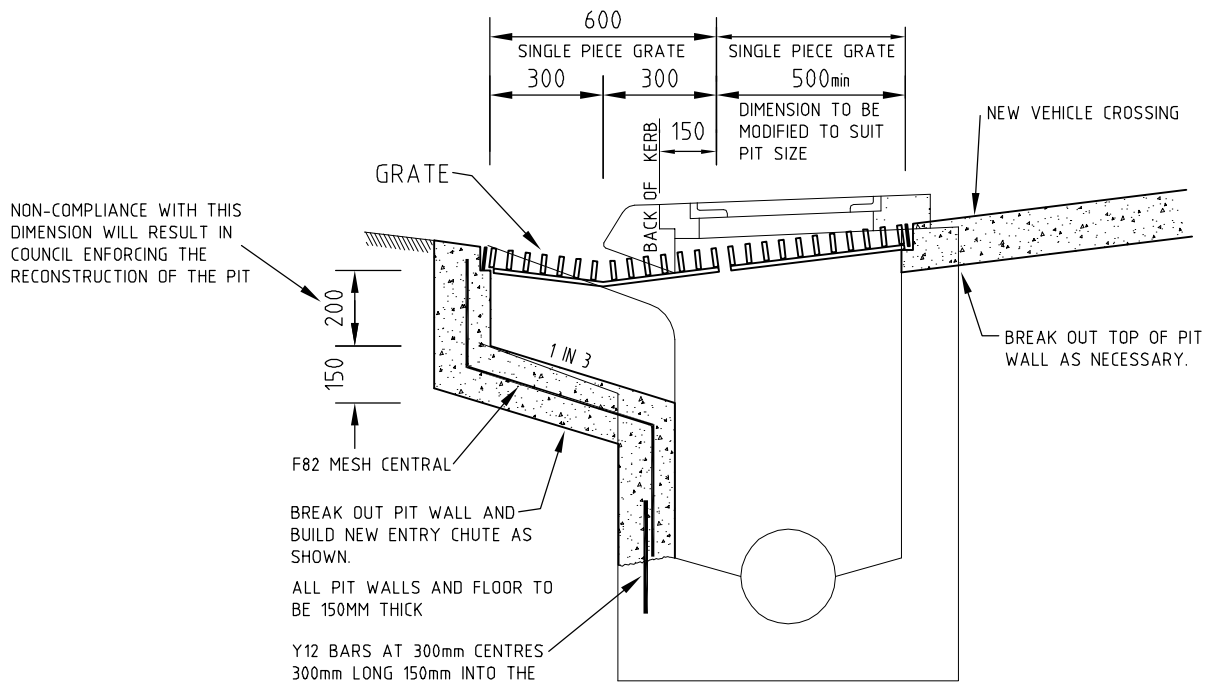
KINGSTON CITY COUNCIL
STANDARD DRAWING

DRG. NO. S203

ISSUE DATE: 22/03/12

STANDARD DRAWING ISSUE CURRENT AT TIME OF CONSTRUCTION MUST BE USED

HEAVY DUTY VEHICLE CROSSING
FOR USE IN INDUSTRIAL AND COMMERCIAL AREAS

600

SINGLE PIECE GRATE | SINGLE PIECE GRATE

300 300 500 min

DIMENSION TO BE MODIFIED TO SUIT PIT SIZE

KERB 150

BACK OF

NEW VEHICLE CROSSING

GRATE

NON-COMPLIANCE WITH THIS DIMENSION WILL RESULT IN COUNCIL ENFORCING THE RECONSTRUCTION OF THE PIT

200

150

1 IN 3

BREAK OUT TOP OF PIT WALL AS NECESSARY.

F82 MESH CENTRAL

BREAK OUT PIT WALL AND BUILD NEW ENTRY CHUTE AS SHOWN.

ALL PIT WALLS AND FLOOR TO BE 150MM THICK

Y12 BARS AT 300mm CENTRES 300mm LONG 150mm INTO THE EXISTING CONCRETE

SECTION A – A

NOTES

1. ALL NEW COVER DIMENSIONS GIVEN ON THIS DRAWING MUST BE VERIFIED FOR SUITABILITY AGAINST THOSE OF THE PIT BEING MODIFIED BEFORE ORDERING COMPONENTS.

2. ALL GRATE COMPONENTS TO BE CLASS D AND GALVANISED. APPROVED SUPPLIERS AS OF MARCH 2012
   R&S GRATING, BIKE SAFE GRATES
   13 HEALY ROAD DANDENONG SOUTH.
   Ph. 9238 5888
   www.grating.com.au

3. DIMENSIONS GIVEN ON THIS DRAWING ARE FOR THE CURRENT STANDARD 900x600 SIDE ENTRY PIT. DUE TO THE LARGE VARIATION IN PIT SIZES WITHIN THE CITY OF KINGSTON, INDIVIDUAL PITS MUST BE MEASURED BEFORE ORDERING COVER COMPONENTS. MOST EXISTING PITS WILL REQUIRE MODIFICATION FROM THE DIMENSIONS SHOWN ON THIS DRAWING.

4. THIS DRAWING GIVES DETAILS FOR A SINGLE FRAME (2 SINGLE PIECE GRATES) WHICH IS SUITABLE FOR VEHICLE CROSSINGS WITH MINIMAL SLOPE. FOR STEEP VEHICLE CROSSINGS, A TWO PIECE FRAME WILL BE REQUIRED WITH A CHANGE IN GRADE BETWEEN FRAMES.

5. ALL PROPRIETARY COMPONENTS TO BE SUPPLIED BY MANUFACTURERS LISTED OR OTHERS IF APPROVED BY COUNCIL.

6. THIS MODIFICATION CANNOT BE LOCATED WITHIN THE TRANSITION SPLAY ZONE OF THE VEHICLE CROSSING. SEE VEHICLE CROSSING STANDARD DRAWINGS S201, S202 AND S203 FOR THE DEFINITION OF THE TRANSITION SPLAY.

KERB PROFILE SHOWN IS 600mm WIDE, OTHER PROFILES EXIST

SINGLE PIECE GRATE DIMENSIONS TO BE MODIFIED TO SUIT PIT SIZE.

600

500 min

single piece grate

A

A

150

900

1200

150

TRANSITION LENGTH TO BE DETERMINED ON SITE WITH THE COUNCIL ENGINEER.

PLAN
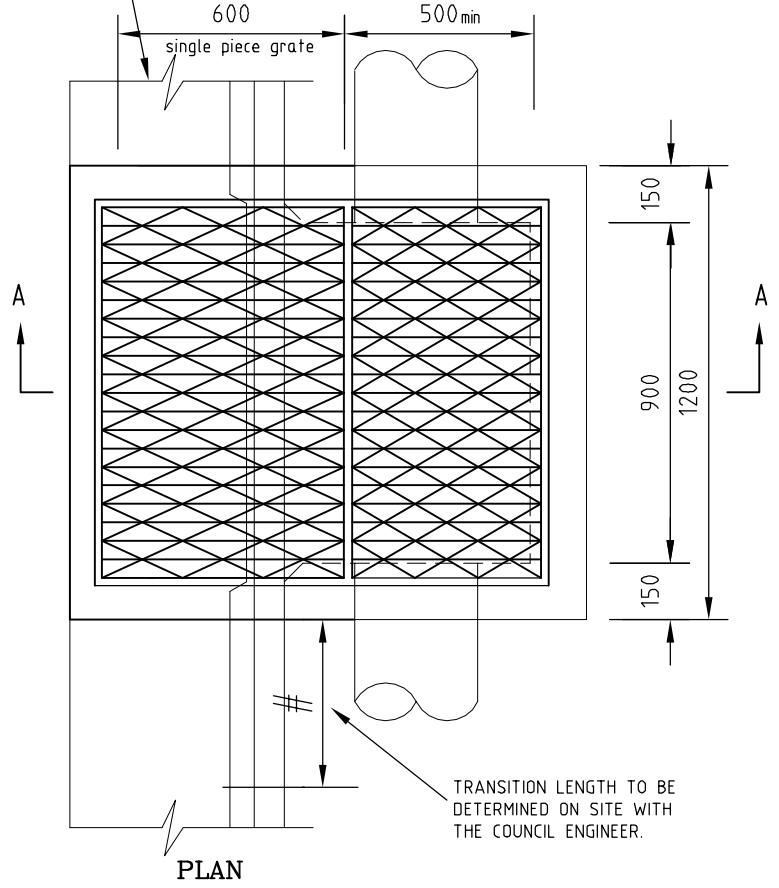
KINGSTON CITY COUNCIL
STANDARD DRAWING

DRG. NO. S204

ISSUE DATE: 22/03/12

SIDE ENTRY PIT MODIFICATION FOR VEHICLE CROSSING CONSTRUCTION

STANDARD DRAWING ISSUE CURRENT AT TIME OF CONSTRUCTION MUST BE USED