



TOWN OF COTTESLOE

**CONSTRUCTION OF A STANDARD TYPE RESIDENTIAL
CONCRETE VEHICLE CROSSING
Specifications**

1. SPECIFICATION SUMMARY

(a) Shape

As per the attached drawing.

(b) Levels

The levels at the boundary line and road are to be set by the Council prior to any works commencing.

(c) Concrete

Depth of Concrete to be 100mm minimum. Concrete high early strength to 20MPa at 28 days. Surface finish - broomed non-slip.

(d) Sub-Base

Minimum 100mm thick crushed limestone or road-base over compacted native soil.

(e) Kerbing

Semi-mountable or barrier kerbing must be removed and replaced by a 900mm concrete apron as per attached drawing.

(f) Council Inspections

Must be inspected after box out and laying and compaction of sub-base, prior to laying concrete and again on completion.

(g) Angle to Kerb

Crossover must be constructed at right angles to the kerb. Any difficulty in achieving this should be discussed with Council's Work Supervisor, who can be contacted on 9384 2362, prior to commencing work.

(h) Public Services

Any conflicting public utilities must be adjusted or relocated at the owner's expense. It is the owners/developers responsibility to locate underground services and arrange adjustment and relocations of the services, including upgrading existing manhole covers to trafficable covers.

(I) Street Trees

Crossovers shall not be constructed within 1.5m from the edge of any tree.

2. CONSTRUCTION DETAILS

(a) Concrete

Premix concrete shall comply with the requirements of Australian Standard 1379-1973. All concrete used in the works shall develop a minimum compressive strength of 20 Mpa at 28 days, and shall be composed of a mixture of screenings, sand and cement to give the strength specified with a maximum slump of 90mm.

(b) Finishing

The finish shall be broom finished, to provide a non-slip dense surface, free of any depressions, marks and honeycomb sections.

Where required and/or where directed, any portion of the surface may be required to be treated with a multi-grooved tool with grooving to be at 200mm centres worked parallel to the kerb line to minimise the slipping effect.

A steel trowel finish is not permitted on a crossover

(c) Expansion and cracking/control joints

Joints to be installed as per specifications on drawing attached. Crack/control joints shall be formed by cutting across the concrete for its full depth with the edge of a steel trowel. The surface of the concrete, over these cuts is then grooved with a special grooving tool. Expansion joints to be in canite or other approved material.

Approved canite-type material shall be used in expansion joints. When it is subject to compression in hot weather, no bitumen is to be extruded. The use of any other material requires the approval of the Works Supervisor.

(d) Levels

The crossing junctions with the kerb face line shall be finished with an approved bull-nose section or shall be matched to mountable kerb section as the existing situation requires.