



GUIDELINES FOR CROSSOVERS

Urban Residential Lots



1. General

- 1.1. This specification details the minimum requirements for the construction of vehicle crossovers to Urban Residential properties
- 1.2. This specification does not apply to commercial applications where vehicle traffic loadings are in excess of domestic traffic
- 1.3. Particular care must be taken to locate and protect any public utility, survey marks or other property. Should any public utility, survey mark or other property be located on the proposed alignment of the crossover the property owner shall be responsible for the costs associated with removals or alterations of such.

Where crossovers are constructed privately the property owner shall cause any damage to public utilities, survey marks or other property to be made good at his expense.

- 1.4. The crossover shall generally conform to the levels of the verge and the road formation. The level from the property line to the back of the kerb shall be minus 2% grade.

Where there is no kerb an allowance is to be made for kerbing to a height of 130mm above bitumen.

- 1.5. Notwithstanding Condition 1.10 the crossover shall be constructed at right angles to the road formation and located no less than 2.0m from an adjoining property. No portion of the crossover shall enter the road verge immediately in front of an adjoining property.
- 1.6. Where fully mountable kerbing is cast, the crossover is to be constructed without removing the kerb.
- 1.7. Where barrier or semi-mountable kerbing is cast, the kerb shall be cut using a concrete saw and removed for the width of the crossover and made good upon completion of the crossover.
- 1.8. Where a slabbed footpath exists, the slab shall be removed, cut and re-laid as necessary to match the crossover levels.
- 1.9. Where a concrete footpath exists, the footpath is to be cut using a concrete saw and removed and re-laid as necessary to match the crossover levels. A 10mm expansion joint must be installed between the footpath and the crossover.
- 1.10. Where owners of adjacent properties wish to construct a dual crossover, the construction principle and methods outlined above shall prevail and the dimensions and location shall be determined by the Works Manager.
- 1.11. Upon completion the verge shall be left level and in a neat and safe condition.

2. Concrete Crossovers

- 2.1. The crossover shall be constructed in accordance with these specifications and drawing DN-01

The crossover dimensions shall be in accordance with drawing DN-01

- 2.2. The site of the crossover shall be cleared of all roots, trees and any other vegetation or rubbish

The site of the crossover shall be boxed to a depth of no less than 100mm. The formation shall then be formed to the levels and gradients required and compacted. The excavation shall be free from depressions, soft spots or any deleterious materials.

The sub-base shall be thoroughly moistened prior to pouring of any concrete.

- 2.3. All concrete used in the works shall have a minimum compressive strength of 20Mpa at twenty-eight (28) days and have a maximum slump of 75mm.

- 2.4. The concrete shall be evenly poured to a minimum thickness of 100mmj with F63 reinforcement mesh included with 25mm cover.

- 2.5. The finish shall be obtained by screeding to correct levels and broom swept to provide a non-slip dense surface free from any defects. The concrete may be coloured to owner's requirements.

- 2.6. 10mm expansion and 5mm contraction joints shall be provided in accordance with drawing DN-01.

Expansion joints shall be filled with a polyethylene foam packer and shall be provided at the boundary line and behind existing mountable kerbing.

Brick Paving Crossovers

- 2.7. The crossover shall be constructed in accordance with these specifications and drawing DN-02

The crossover dimensions shall be in accordance with drawing DN-002

- 2.8. The site of the crossover shall be cleared of all roots, trees and any other vegetation or rubbish.

The site of the crossover shall be boxed out to a depth of no less than 100mm. The formation shall then be formed to the levels and gradients required and compaction. The excavation shall be free from depressions, soft spots or any deleterious materials.

- 2.9. Paving bricks shall be a minimum of 60mm thick and laid on a bed of building sand no less than 30mm thick.

- 2.10. The edges of the crossover shall be retained using a header course mortared together

Where the existing kerbing has been removed a 150mm x 150mm concrete foundation shall be laid across the full width of the crossover, at levels such that the brick paving finishes flush with the bitumen level.

- 2.11. A 45° or 90° herringbone pattern is preferred

- 2.12 Unless specifically detailed in this specification, all practices and materials to be used as specified in the brick manufacturers recommendation

Bitumen Crossovers

- 2.13 The crossover shall be constructed in accordance with these specifications and drawing DN-03

The crossover dimensions shall be in accordance with DN-03

- 2.14 The site of the crossover shall be cleared of all roots, trees and any other vegetation or rubbish

The site of the crossover shall be boxed out to a depth of no less than 100mm. The formation shall then be formed to the levels and gradients required and compaction. The excavation shall be free from depressions, soft spots or any deleterious materials.

- 2.15 The crossover base shall be constructed from well graded gravel, or rushed road base, free of organic matter, balls or lumps of clay or other deleterious substances.

- 2.16 The crossover shall be kerbed using 100mm x 50mm quality jarrah. The kerbing shall be installed on both sides of the crossing, including sweeps, from the boundary to the kerb or road shoulder.

The kerbing shall be supported by 50mm x 50mm x 300mm jarrah pegs at maximum 1.5m spacing's.

The kerbing shall finish flush with the final bituminous surface.

- 2.17 The base material shall be laid on the formed sub-base to a minimum thickness of 100mm, compacted and water bound until a slurry forms on the surface. This slurry shall be removed to leave a smooth, compacted surface.

- 2.18 The base shall be lightly moistened prior to applying a tack coat

- 2.19 The bituminous surface shall be an approved emulsion, bitumen with medium curing cutter or asphalt.

- 2.20 The bituminous surface shall be sprayed by an approved operator with the approved equipment

HOT BITUMINOUS PRODUCTS CAN BE DANGEROUS!

The cover material shall be 7mm uniformly graded granite, diorite or laterite. The cover material shall be worked to produce a fine, dense, smooth surface free of voids.