



Shire of Augusta-Margaret River

CROSSOVER SPECIFICATION URBAN AND RURAL LOCATIONS

GENERAL

This specification is made pursuant to the provisions of sections of the Local Government Act, 1995, Schedule 9.1(7) and the Local Government (Uniform Local Provisions) Regulation 1996, Sections 12, 13, 14, 15 and 16.

- a) Under the Council's Policy Manual a 'Standard Crossing' place shall provide a minimum 2.80m wide pavement splayed at the kerb with a one (1) metre x three (3) metre splay on each side, constructed in accordance with Council's specifications for **URBAN** properties;

OR

A 'Standard Crossing' place shall provide a minimum 4.00m wide trafficable area splayed at the road edge with an area sufficient to accommodate turning vehicles, that is constructed in accordance with the specifications for **RURAL** properties.

- b) It should be noted that these specifications only apply to roads controlled by Council. Roads controlled by Main Roads Western Australia must have vehicle crossing places built to their specifications under the Local Government Act.
- c) A subsidy of \$240.00 for a sealed urban or rural crossover **or** \$100.00 for an unsealed rural crossover is payable to the PROPERTY OWNER, if the crossover is constructed to the specification and subsidy applied for within 6 months of completion of the residence.

URBAN PROPERTIES

Council subsidy is payable if the crossover is constructed with a sealed pavement surface being of:

- Sprayed Bitumen (ie two coat seal)
- Bituminous Concrete (hotmix or asphalt)
- Insitu Concrete
- Paving Bricks or Blocks

NOTE: Compacted gravel or limestone is not acceptable.

Concrete is the preferred construction material as it gives a low maintenance and long lasting service

RURAL PROPERTIES

Council subsidy is payable for gravel or limestone if all other aspects of the specification are adhered to.

MULTIPLE CROSSOVERS

Council may permit a second crossover subject to application and approval from the Director of Infrastructure. There is no subsidy applicable to additional crossovers.

1.0 Principle requirements for BRICK PAVED CROSSOVERS

- 1.1 A clay brick or concrete paving block crossing shall consist of a minimum of:
 - 100mm (residential), 150mm (commercial) or 200mm (industrial) of compacted thickness of approved base course material (ie approved road making gravel or road base). It is to be spread, rolled, water bound and levelled to conform with the proposed shape and grade of the crossover.
 - Compacted bedding sand layer of 30mm.
 - Firm edge restraints to prevent lateral movement of paving blocks at edges.
 - Minimum paver thickness – 50mm
- 1.2 Construction of Pavement
 - Sheets of plywood of minimum thickness of 12mm shall be laid on the pavers to prevent the compactor coming in direct contact with the surface. Two (2) passes with a high frequency, low amplitude plate compactor (having an area sufficient to cover a minimum of 12 pavers) shall be used for compaction.
 - After compaction, the joints shall be filled with a clean dry siliceous sand 100% passing a 2.36mm sieve which should be brushed into joints. A further two (2) passes with the plate compactor shall be applied.
 - Road and Property Edge – Where the street has not been kerbed a 20 Mpa concrete beam 150 x 150mm shall be constructed at the carriageway, to a neatly cut edge. If the crossing construction is not continuous with the internal driveway, a beam is also to be constructed on the boundary. The edge restraint at the carriageway is to coincide with the future street kerb face line as advised by Council. Soldier course pavers set on 100mm of concrete may be used as an alternative to the beam.
 - Where the street is kerbed a soldier course is to be used immediately behind the kerbing.

2.0 Principle requirements for CONCRETE CROSSOVERS

- | | | | |
|-----|--------------------|--|---------------------|
| 2.1 | Minimum thickness | Residential | 100mm |
| | | Commercial | 150mm with F82 mesh |
| 2.2 | Concrete strength | 25 Mpa @28 days | |
| 2.3 | Finish | Broom finish, free of depressions | |
| 2.4 | Contraction Joints | Minimum depth of 10mm located at splay junctions or at spacings not exceeding 1.80m. | |
| 2.5 | Expansion Joints | 12mm wide Canite material full depth of crossing with spacing not exceeding 3.60m and around any obstructions. Jointing with road and kerb must be neat, matched and free of sharp edges, corners and spillage. An expansion joint is required at the boundary line and at the back of the kerb, to allow for the expansion and contraction of the concrete. | |

3.0 Principle requirements for BITUMEN CROSSOVERS

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|-----|-------------------------------------|--|------------------------------|
| 3.1 | Minimum thickness | Residential | 125mm compacted gravel |
| | | Commercial | 200mm compacted gravel |
| 3.2 | Bitumen application | First coat | 1.2 litres/1.0m ² |
| | | Second coat | 1.0 litres/1.0m ² |
| 3.3 | Stone size per bitumen application. | 5mm Basalt or Diorite rolled between coats. (or approved equivalent) | |

3.4 Edge restraints 100mm x 25mm Jarrah

4.0 Principle requirements for ASPHALT CROSSOVERS

4.1 Minimum thickness Residential 125mm compacted gravel
 Commercial 200mm compacted gravel

4.2 Asphalt thickness Residential 20mm Asphalt
 Commercial 25mm Asphalt

4.3 Edge restraints 100mm x 25mm Jarrah

5.0 GENERAL DIMENSIONS

5.1 Minimum width at roadside (including splay)

- Residential 4.80m
- Duplex 6.00m
- Commercial 8.00m
- Rural 6.00m

5.2 Maximum width at roadside (including splay)

- Residential 6.0m
- Duplex 7.5m
- Commercial 10.0m (unless pre-agreed)

5.3 Minimum Splay Size 1.00m x 3.00m

5.4 Length Varies

6.0 LOCATION

- Every endeavour should be made to avoid public service utility facilities and trees present in the verge when locating the vehicle crossing.
- Any relocation of, or alterations to, the existing service facilities and/or the removal of trees to make way for the crossing shall be arranged and paid for by the property owner.
- If the proposed location of a crossover conflicts with the location of existing services, such as manholes, power poles, street trees, etc it is the responsibility of the Owner/Agent/Developer to relocate such services.
- The crossing is not to be positioned within a corner truncation or closer than 7.0m from the property line intersection point at corner sites where no truncation exists on lot or 1.0m where truncation does exist.
- The crossing will be constructed 90 degrees to the kerbline.

6.1 Trees and Shrubs

- Permission must be obtained from Council's Parks and Gardens section BEFORE trees or shrubs can be relocated or removed. Please contact the Council's Parks and Gardens Supervisor on 97805290 to arrange an inspection.
- In Special Rural and Rural areas with significant vegetation on the verge, the crossover will need to be located to achieve sight distances and avoid unnecessary removal of vegetation. Please contact the Operations Department on 97805280 for further information and advice.

7.0 LEVELS AND SHAPE

7.1 Mountable Kerbed Roads

The crossover shall commence at the top of the kerb and rise 50mm to a point 2.0m behind the kerb. Beyond that point the crossover may be graded to match the level of the property boundary or internal driveway.

7.2 Barrier Kerbed Roads

The kerbing shall be removed to a width sufficient to accommodate the crossing and splays. The drainage channel along the kerb face must be maintained. The crossover shall be 'bull nosed' to rise to the same level as the top of the kerb at a point 450mm behind the kerb. The crossover

shall then rise 50mm to a point 2.0m behind the kerb. Beyond that point the crossover may be graded to match the level of the property boundary of internal driveway.

7.3 Unkerbed Roads

The crossover shall commence at the edge of seal and shall be 'bull nosed' to rise 120mm at a point 450mm behind the kerb. The crossover shall then rise 50mm to a point 2.0m behind the kerb. Beyond that point the crossover may be graded to match the level of the property boundary or internal driveway.

7.4 Rural or Special Rural

Crossover may be constructed to a profile that best suits the natural ground levels such that there is no significant changes in levels. Where the crossover crosses a 'swale drain' it will require a pipe culvert and headwall structure. The minimum pipe diameter is to be 300mm with the headwall rising above the crossover level.

All special rural developments require a sealed and drained crossover where a sealed road frontage exists. The crossover is to be a two coat seal.

All rural developments require a sealed and drained crossover where a sealed road frontage exists or a gravelled and drained crossover where a gravelled road exists.

7.5 No edging or kerbs to protrude above ground level between boundary and road due to possible trip hazards.



**Shire of Augusta-Margaret River
CROSSOVER SUBSIDY APPLICATION FORM**

NAME: _____

POSTAL ADDRESS: _____

PHONE NUMBER: _____

EMAIL ADDRESS: _____

I/We hereby make application for a council subsidy towards the crossover constructed at the following property:

HOUSE NUMBER: _____

LOT/LOCATION NUMBER: _____

STREET NAME: _____

MATERIAL USED (PLEASE CIRCLE)

- SPRAYED BITUMEN
- INSITU CONCRETE
- BITUMINOUS CONCRETE (HOTMIX OR ASPHALT)
- PAVING BRICKS OR BLOCKS

If you wish for your subsidy cheque to be paid by EFT please complete bank account details below.

BSB	ACCOUNT	BRANCH

SIGNATURE: _____ DATE: _____

OFFICE USE ONLY

Inspected by: _____

Assessment No: _____

Crossover Width: _____

Splay Size: _____

Surface Material: _____

Approved for Subsidy: _____ *Comments:* _____

Signature: _____ *Date:* _____

