

CROSSOVER SPECIFICATION - Bitumen

Specifications for the construction of sprayed bitumen crossings in road reserves from the constructed road to the property boundary.

1 EXCAVATION

Excavation for crossing bed shall be taken out to the levels, line and grades as given for the site and all excavation shall be executed cleanly and efficiently to provide for a firm, sound base free of depressions or soft spots or any deleterious materials.

2 The crossing shall be kerbed with heavy duty concrete precast kerbing both sides, placed flush with the crossover surface.

3 Pavement shall be 225mm compacted thickness using suitably graded laterite gravel, water bound and compacted to 95% modified A.A.S.H.O standard.

4 Two (2) coat Bitumen Emulsion Seal – surface to be lightly dampened.

1st Coat Emulsion application rate – 1.4L/m² @ 180Deg EC
10mm aggregate application rate – 1 t/75m²

2nd Coat Emulsion application rate – 1.3L/ m² @ 180Deg EC
10mm aggregate application rate – 1 t/75 m²

Each coat to be rolled with steel wheeled roller of minimum two (2) tonne capacity – five (5) passes.

Final coat to be rolled with minimum two (2) tonne rubber tyred roller, fifteen (15) passes.

5 HOT BITUMEN SEAL

Surface to be primed with 50/50 (50% R90 bitumen, 50% kerosene), application rate, 0.5 L/ m².

Primer to be left for a minimum of one (1) hour prior to sealing.

Seal application rate – 1.3 L/ m²
10mm aggregate application rate 1 t/75 m²

Surface to be rolled with minimum two (2) tonne steel wheeled roller, five (5) passes followed by a minimum of two (2) tonne rubber tyred roller fifteen (15) passes.

6 RETURN OF KERBING

The kerbing shall be removed as necessary and neatly joined to the flush kerbing (item 2) with in-situ concrete.

7 CROSSING SPLAY

In Streets the wings of the crossing shall be as shown on the plan, a wider splay may be approved.

8 DIMENSIONS

8.1 Residential Crossings

- a) Minimum width at property line – 3.0 metres
- b) Maximum width at property line – 6.0 metres
- c) Where two residential crossing abut one to the other, they may be combined, provided the combined width does not exceed 6 .0 metres.
- d) Where combined width would exceed 6.0 metres the two crossings should be separated by a pedestrian refuge island of 2.0 metres width unless specifically approved by the Director of Community Infrastructure.

8.2 Commercial Crossings

- a) Minimum width at property line – 3.0 metres
- b) Maximum width at property line – 10.0 metres
- c) All crossings shall be separated from the other by a pedestrian refuge island of 3.0 metre minimum width.
- d) Wing width max 6.0m and a min 1.5m straight or to match 6.0m curve radius.

8.3 Standard Size Crossings

3.0 metre width by 6.5 metre verge length plus 1.35m² for each wing, total area 22.2 m² is a standard crossing.

8.4 Location

Vehicle crossings, including wings, shall not be constructed any closer than 6.0m to the intersection of property line at the street corner sites or cross the adjoining property line.

Where there is difficulty in locating a crossing on a property due to potential traffic problems, the Department of Community Infrastructure should be contacted.

Crossing must be constructed at right angles to the road. In cul-de-sacs and at some other locations, approval may be given for variation of this requirement. See Drawing MISC83.

9 GENERAL

- 9.1 Existing in-situ kerbing should be cut with a concrete cutting saw. Existing precast kerbing should be removed without damage to pavement or remaining kerbing.
- 9.2 Reinstatement must be made to kerbing, concrete paving or bituminous road surfaces damaged during the crossing construction.
- 9.3 The area must be cleared of debris, bitumen and concrete products etc, on completion of works.
- 9.4 The public shall be protected by erection of adequate signs, barricades, flashing warning lamps, temporary bridges or any other necessary safety items.
- 9.5 Any special requirement placed on the construction or location of a crossover by the Director of Community Infrastructure must be complied with.

10 GRADIENT

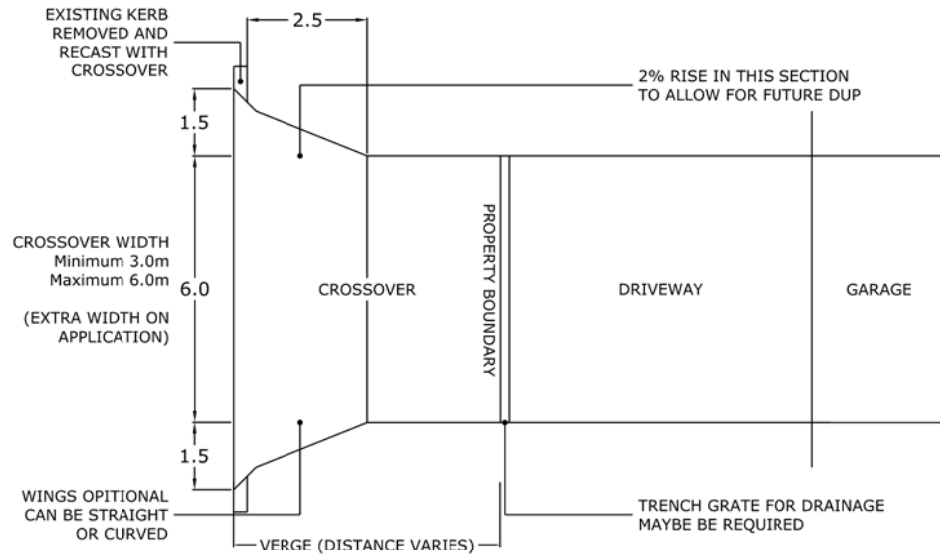
The crossover gradient is to be 2% for a distance of 2.5m measured from the verge side of the kerb. From that point to the property boundary a maximum gradient of 5% shall apply.

Driveways from the property boundary with a gradient less than 12% do not require a transition.

Driveways from the property boundary to the garage with a gradient greater than 12% and up to a maximum gradient of 20% will require a grade transition top and bottom of no more than 12% for a distance of 3.6m to prevent vehicles bottoming.

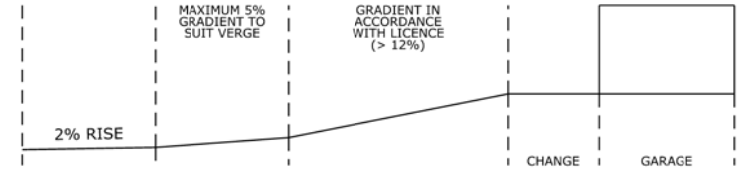
Driveways with a gradient greater than 20%, will not comply with the City of Geraldton-Greenough specifications. Applications with a gradient greater than 20% will require a written application to the Director of Community Infrastructure for consideration.

TYPICAL PLAN - CROSSOVER

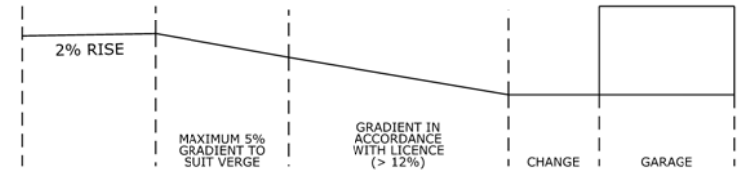


TYPICAL SECTIONS - GRADIENT LESS THAN 12%

PROPERTY HIGHER THAN ROAD LEVEL

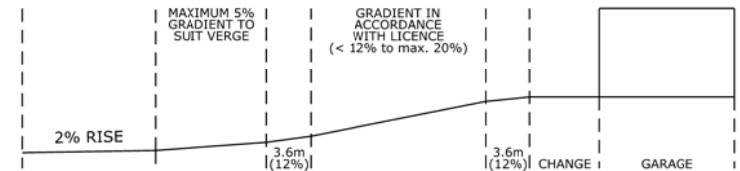


PROPERTY LOWER THAN ROAD LEVEL

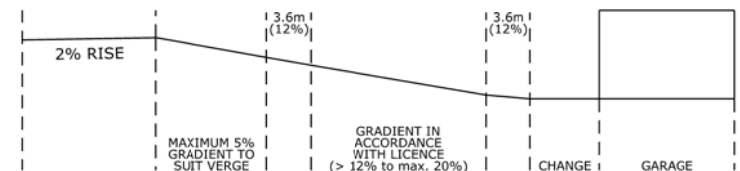


TYPICAL SECTIONS - GRADIENT < 12% TO MAXIMUM OF 20%

PROPERTY HIGHER THAN ROAD LEVEL



PROPERTY LOWER THAN ROAD LEVEL



NOTE

1. VERGES MUST BE FLUSH WITH YOUR DRIVEWAY.
2. NO PART OF THE CROSSOVER IS TO EXTEND INTO FRONTAGE OF ADJACENT PROPERTIES (LOTS).
3. CONCRETE FINISH TO BE BROOMED - NON-SLIP.
4. DO NOT DISTURB ROAD DRAINAGE (GULLY PITS, SIDE-ENTRY PITS ETC).

MISC83

- C1 - TYPICAL LAYOUT FOR A CROSSOVER
- C2 - BRICK/BLOCK PAVED CROSSOVER DETAILS
- C3 - CONCRETE CROSSOVER DETAILS
- C4 - GRAVEL/CULVERT CROSSOVER DETAILS

STANDARD CROSSOVER DETAILS - TYPICAL LAYOUT

CROSSOVER – Fees and Subsidies

Subsidies and Fees for the 2008/2009 Financial Year are as follows;

	<u>SUBSIDY</u>	<u>FEE</u>
1 Sealed crossovers from property boundary to a kerbed and drained sealed road	\$355.00	\$35.50
2 Unsealed crossover to Sealed/Unsealed road		
• Without Culverts	\$300.00	\$30.00
• With Culverts	\$725.00	\$72.50
3 If the owner requests Council to carry out work, the owner must fill out a Private Works Request. The subsidy will be deducted from the full amount to be paid to the City of Geraldton-Greenough.		