Banyule
CITY COUNCIL

SPECIFICATION FOR CONSTRUCTION OF PRIVATE/COMMERCIAL VEHICULAR CROSSING

FEE: Non refundable

SECTION A – GENERAL REQUIREMENTS

Before starting any works in a road reserve, the Contractor must obtain a Works Within Road Reserve permit from Banyule City Council.

Booking of Crossing Inspection

To book an inspection contact Banyule City Council's Customer Service on 9490 4222.

Council requires a minimum of 24 hours notice prior to carrying out an inspection. These inspections are carried out between the hours of 9:00am – 12:00 noon and 1:00pm – 3:00pm, Monday to Friday.

All applicable fees have been set by State Government Legislation and will be revised on the 1st July each year.

The Works Within Road Reserve holder may be requested to lodge a bond for reinstatement of Council's assets. The Works Within Road Reserve holder is therefore liable and will be charged for any additional costs in excess of the amount of bond being held in trust. Accordingly, if the Works Within Road Reserve holder carries out reinstatement works in compliance with Council regulations, the bond will be refunded in full.

The Works Within Road Reserve permit is valid for 28 days from date of payment and if work is not commenced within this time, a new Works Within Road Reserve must be obtained. The granting of a Works Within Road Reserve permit is subject to compliance with the following requirements.

SECTION B (I) – STANDARD CROSSING

Concrete Specifications

The crossing shall consist of 150mm minimum thickness of concrete having a 25 MPA 28 day test value, placed over a compacted 50mm thickness of fine crushed rock, ie. A total excavation depth required is 200mm minimum. F72 reinforcing mesh shall be placed centrally in all concrete greater than 100mm thick.

The crossing shall extend from kerb to building line and shall comply in all aspects with Council's standard drawings. The minimum acceptable width is 3.0m and the maximum width is 7.60m. Where the maximum width at the building line is to exceed 7.60m, written approval must be obtained from the Construction Department.

Commercial crossings require greater thickness of concrete, reinforcing, or higher MPA concrete and should be constructed subject to the owner's requirements or Council's Construction Supervisor's discretion.

SECTION B(ii) – COMMERCIAL CROSSING

The crossing shall consist of a minimum concrete thickness of 200mm having a 25 MPA 28 day test value or higher. The concrete must be placed over no less than 50mm of compacted fine crushed rock, ie. A total minimum excavation depth of 250mm is required. F72 reinforcing mesh on bar chairs must then be put in place prior to inspection.

SECTION C – NON STANDARD CROSSING

Asphalt Crossing Specifications

The asphalt is to be 25mm or greater in thickness and shall be laid on a base of 150mm minimum thickness of compacted crushed rock.

Brick Paver Specifications

Brick pavers are to be a minimum of 75mm thick and shall be laid on a base of 100mm minimum thickness of concrete placed over 50mm of compacted fine crushed rock. A 12mm thickness of mortar shall be used to bond the bricks to the concrete base.

Stamped Patterned Paving Specifications

A minimum 150mm of concrete is to be laid on a base of 50mm of compacted fine crushed rock, i.e. a total minimum excavation depth of 200mm.

SECTION D – MAINTENANCE OF CROSSINGS

If it is necessary for Council, or any other Authority, to lay mains or carry out any work, necessitating breaking up or trenching, through or under a non-standard crossing, the property owner is required to bear any cost over and above that of the reinstatement of a standard concrete crossing.

For a standard crossing, in the above situation, Council or the appropriate Authority will reinstate the vehicle crossing at no cost to the property owner.

The property owner is responsible for the maintenance and replacement of both standard and non -standard crossings arising from normal wear and tear.

SECTION E – REMOVAL OF EXISTING PATHS, KERBS AND CHANNELS ETC

Existing footpaths, considered by Council to be in good order, may be left in tact to form part of the crossing. If the path thickness is less than 150mm at the crossing, the property owner will be advised that it is sub-standard. However, it may be retained on the understanding that should this section be damaged, the owner will be held responsible for the cost of reinstatement. Where any path is damaged within the cross over, it must be broken out to an existing joint and replaced with 150mm thick concrete.

Where there is no layback, all kerb and channel must be removed to the nearest joint. Alternatively, with the approval of Council's Supervising Officer, the complete kerb and channel may be cut through neatly so as to leave no section of kerb and channel less than 1.5m long. Care should be taken when breaking out kerb and channel that the asphalt edge of roadway is not damaged. Should roadway damage occur, Council would charge the property owner with subsequent costs for reinstatement?

Where an existing kerb layback is not used for the crossing, it must be removed and reinstated in kerb and channel.

SECTION F– INSPECTION BY COUNCIL

After obtaining a Works Within Road Reserve, the work may proceed to the stage where all excavation and formwork is set up. At this stage the Contractor must obtain approval from the Asset Protection Officer before pouring concrete. 24 hours prior notice is required to arrange an inspection. Please call our Customer Service on 9490 4222.
Once all works are completed, arrangements for a final inspection should be made. The Construction Supervisor retains the right to order the demolition of the cross over if it does not conform to Council's specifications.

SECTION G – BASE COURSE

Any necessary filling and the entire sub-grade base area must be thoroughly compacted by an adequate roller or flat tamping, using sufficient moisture content to obtain a uniformly hard, even surface at a minimum depth of 150mm below the specified concrete surface level.

Any soft or spongy areas within the base course will be rejected, as will any areas not showing a 150mm minimum depth.

In summer, the base course should be well watered prior to pouring concrete.

SECTION H – POURING AGAINST EXISTING CONCRETE

All concrete surfaces abutting new concrete should be thoroughly cleaned and watered immediately before pouring.
The poured concrete should be densely compacted by vibration, tamping or spading. In all instances, surface density should be obtained by heavy floating. Construction joints must be straight. The figuration shall conform to Council's Standard drawings.

A first class standard of finishing and jointing is required to give a uniform medium-rough textured surface with a steel trowel finish.

If it is in the opinion of the Construction Supervisor that excessive damage has occurred due to rain, footprints, cracking or any other blemishes; he may order the removal of the crossing.

SECTION I – CURING NEW CONCRETE

At temperatures above 25° C the Contractor must keep the concrete moist and green for seven (7) days and may use such methods as frequent watering, Polythene, hessian sheet covering, or damp sand. The Construction Supervisor may order the removal of a crossing if prematurely dried concrete shows surface crazing or shrinkage cracks.

SECTION J – BARRICADING AND PROTECTION OF WORKS

The contractor must erect sufficient barricades and lighting and carry out such cleaning up of debris to fully protect vehicular and pedestrian traffic. Any breach of this requirement will result in Council carrying out this work at the contractor's expense.

SECTION K – DAMAGE TO EXISTING WORKS

If, during the construction of the crossing, any damages to Council, Public Authority or private works occur, the contractor will be responsible for the full reinstatement of such works as directed by the Construction Supervisor.

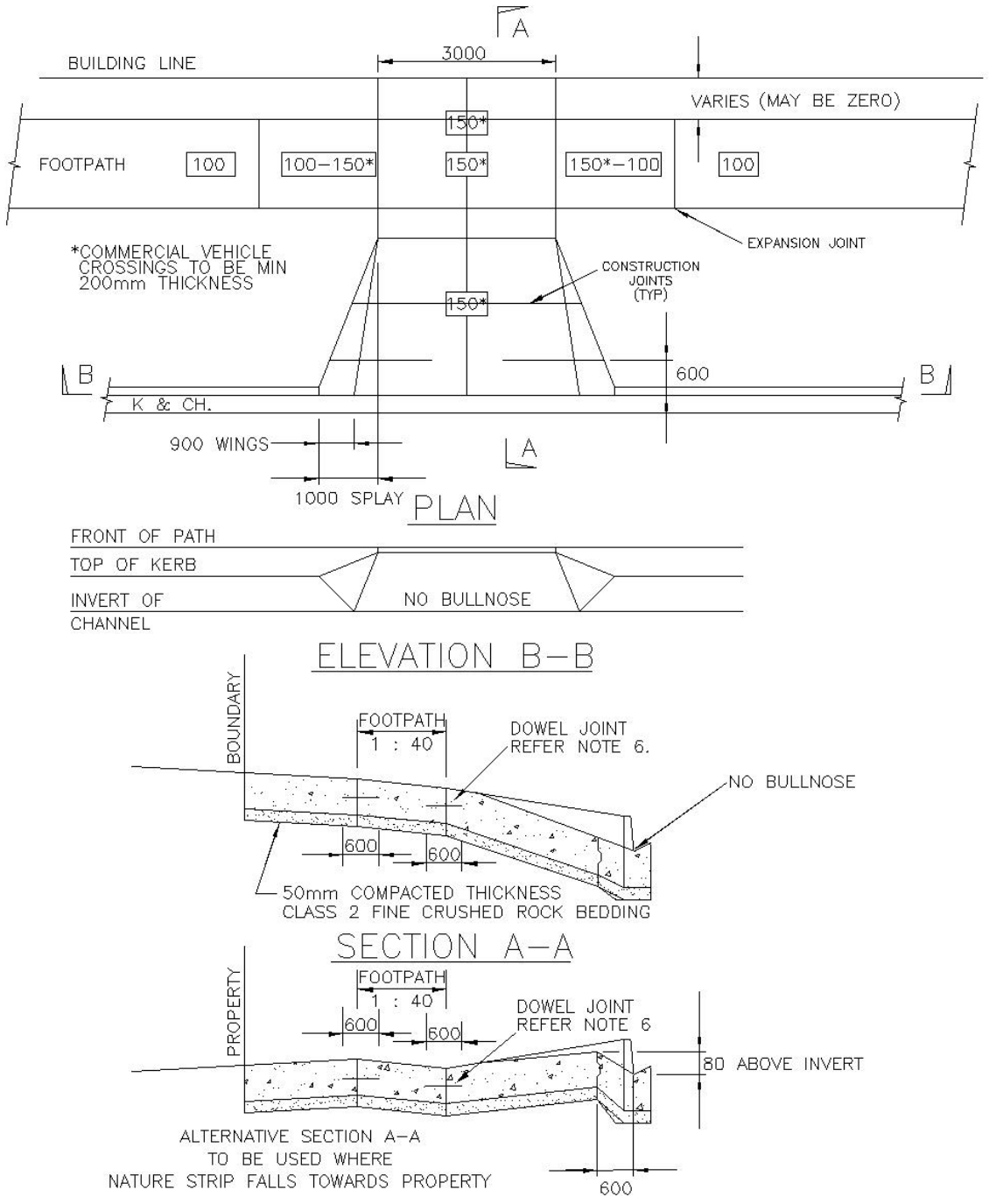
SECTION L – CLEANING UP OF THE SITE

On completion of the crossing, the adjacent nature strips shall be neatly trimmed to match new crossing and left in a safe condition. All excavation material, broken concrete, formwork etc., shall be removed from the site and the whole site shall be left in a neat and tidy condition.

SECTION M – LOCATION OF CROSSING

On corner lots, the crossing must be a minimum of 9.0m from the intersection of the lot boundaries, unless otherwise approved by the Asset Protection Officer.

If the proposed crossing location is obstructed by street trees, drainage pits, electricity supply poles, public authority valves, pits or manholes or any other obstruction, then arrangements must be made with the appropriate Authority for the relocation of such obstructions prior to the issue of a permit.



NOTES
1 THIS CROSSING IS TO BE USED IN ALL NEW STREETS AND STREET RECONSTRUCTIONS. INDIVIDUAL CROSSINGS IN OLDER AREAS ARE TO BE CONSTRUCTED TO MATCH OTHERS IN THE STREET.
2 CONCRETE THICKNESSES SHOWN THUS: 150
3 CONCRETE STRENGTH TO BE 25MPa
4 F72 REINFORCING MESH SHALL BE PLACED CENTRALLY IN ALL CONCRETE GREATER THAN 100 THICK
5 ADJACENT NATURE STRIP AREAS ARE TO BE TOPSOILED AND SEEDED
6 R16 DOWELS @ 500 CRS TO BE PROVIDED WHERE FOOTPATH IS CONSTRUCTED BEFORE CROSSING INFILL
7 CONSTRUCTION JOINTS IN THE FOOTPATH ARE TO BE NOT GREATER THAN 900mm APART.

GENERAL NOTES & CROSS REFERENCES	VEHICLE CROSSING	Banyule CITY COUNCIL
ALL DIMENSIONS ARE IN MILLIMETERS	SCALE VERT 1:25 HOR 1:100	APPROVED AUGUST 2010 J.KELLY Engineering Services Co-Ordinator
	DRG NO. B051	AMENDMENT D