



**FRANKSTON CITY COUNCIL
VEHICULAR CROSSINGS
NOTES & SPECIFICATIONS**

1. GENERAL

- 1.1. ENQUIRIES General Enquiries or to arrange an inspection time call 9784 1884 (9:00am to 4:00pm Monday to Friday, inspections will not be undertaken on Saturdays, Sundays or Public Holidays)
- 1.2. PERMIT: A Permit to undertake construction of a vehicular crossing must be obtained from Council PRIOR to commencing work.
- 1.3. PERMIT FEE: A **Permit Fee** to cover the cost of Council inspections, is payable to Council prior to the commencement of work.
- 1.4. INSPECTIONS An inspection is required, prior to pouring, of the set up crossing including boxing, bedding, excavation depth, reinforcement mesh on bar chairs, doweling to kerb and doweling to existing crossing if applicable.
To arrange an Inspection call 9784 1884 (9:00am to 4:00pm Monday to Friday, inspections will not be undertaken on Saturdays, Sundays or Public Holidays).
A **MINIMUM** of 24 hours notice is required.
- 1.5. CROSSING TYPE:
Type of vehicle crossing shall be consistent with others in the area that is type 1 or type 2.
- 1.6. CULVERT CROSSING - SEMI RURAL
Refer to SD 311 for culvert crossing construction & VicRoads SD 1991 for end-wall requirements.
- 1.7. EXISTING CROSSING
If the property is serviced by an existing crossing or kerb layback and the layback or crossing is made redundant by the construction of a new crossing or as directed, the redundant layback or crossing shall be removed and the kerb and channel, footpath and nature strip reinstated to the relevant Council Specifications.
- 1.8. EXISTING ASSETS
Service Authority poles, bollards and street signage are to have a minimum clearance of 1.5m from the nearest edge of the asset to the edge of the vehicle crossing. Lesser clearances or location of assets within the crossing are to be approved by the relevant authority prior to applying for a permit.

Applicants should seek advice from **Council's Transportation Department** on issues that may impact on the application, i.e. relocation of street signage, proximity to speed control devices, pram crossings and traffic management requirements during construction.

Where a vehicle crossing requires the alteration, removal or relocation of assets belonging to another authority, a permit may be required from the respective Authority. It is the responsibility of the applicant to seek such approvals and undertake works at the applicant's full cost. It is the applicant's responsibility to identify and locate all assets prior to the commencement of work.

If in doubt, the applicant may call the "Dial before you Dig" service or the appropriate authorities directly to obtain the location of assets.

DAMAGE OR ALTERATIONS TO SERVICE AUTHORITY ASSETS MAY BE EXPENSIVE.



FRANKSTON CITY COUNCIL VEHICULAR CROSSINGS

1.9. COUNCIL STORM WATER PITS

(As per SD 209) are to have a minimum clearance of 1.5m otherwise must be fully constructed within the vehicle crossing. Work requiring storm water pits to be modified or constructed within the proposed vehicle crossing, may be performed by Council's preferred contractors at the applicants cost, or must be approved by **Council's Drainage Supervisor** or authorised Council Officer.

Where the pit or grate is located within a court bowl or low area of a road pavement, consideration of an additional side entry pit may be required by Council at the applicant's cost.

1.10. STREET TREES

Where a construction of a crossing is proposed within 3m of an existing street tree (measured from the base of the tree), the works may be subject to tree protection conditions. Applicant to seek advice from the **Council Arborist** prior to applying for a permit.

1.11. SAFE WORK PRACTICE

The contractor or persons undertaking the work shall comply with all relevant provisions of the Occupational Health and Safety Act

1.12. PUBLIC LIABILITY

The applicant and or persons undertaking the work shall have a current public liability insurance policy to a value of not less than \$10M. A copy of the policy may be required when applying for a permit.

1.13. BARRICADES AND LIGHTS

The contractor or persons undertaking the work should provide the barricades and lights necessary to ensure that the work site is maintained in a safe and secure condition. The work site should be signed in accordance with current Australian Standards and relevant Occupational Health and Safety requirements. An approved traffic management plan may be required depending on the scope and location of the works.

1.14. ADDITIONAL CROSSING(S)

The approval of other Council permits i.e. Heavy Vehicle Parking and Building Permits **will not guarantee** an approval from Council's Infrastructure Department for an additional crossing.

For approval to construct an additional crossing to service a property the following criteria should be met:-

- 1.14.1. Minimum property frontage not less than 20m.
- 1.14.2. Cumulative crossing width at title line of the existing and proposed crossings not to exceed 6m.
- 1.14.3. Minimum of 7m between inside edge of existing and proposed crossing.
- 1.14.4. Outside edges of crossings to be not less than 300mm from title boundary either side of property.
- 1.14.5. Location of proposed vehicle crossing to maximise provision of on street parking.

Alterations to the above may apply to industrial / commercial applications on approval of the Council Infrastructure Manager or authorised Council Officer.



**FRANKSTON CITY COUNCIL
VEHICULAR CROSSINGS**

1.15. COLOURED PAVING / ALTERNATIVE FINISHES & MATERIALS

In areas where footpaths are constructed, colouring shall not be extended past the title line. Where there are no footpaths existing or expected, colouring may be taken to the back of the invert section, only after approval by the Infrastructure Manager. Colouring and or alternative finishes will not be approved if not consistent with existing conditions within the street.

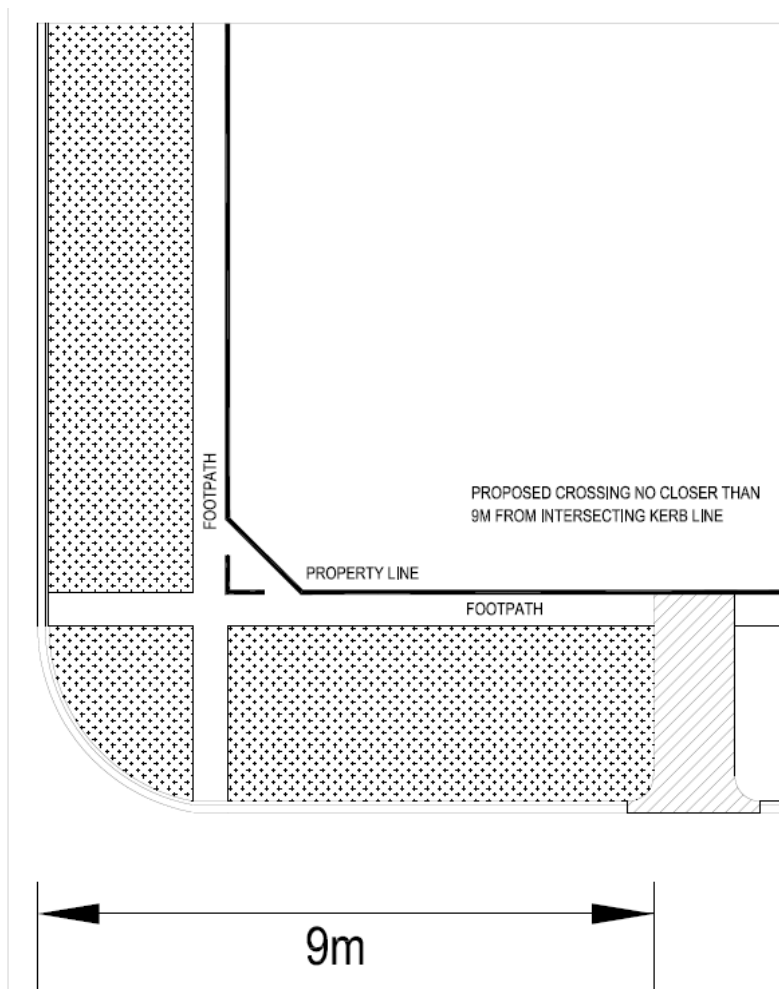
Application for layouts or materials differing to the standard to be forwarded to the Infrastructure Department in writing.

N.B. Council reinstatement works within the road reserve of damage due to Council or other authority's works will **ONLY** involve repair/replacement using standard finish, non coloured concrete.

If a non-standard finish/colour repair/replacement is requested by the owner Council may, if practicable & appropriate, agree but ALL additional costs will be at the owners expense.

1.16. ROAD INTERSECTIONS

Proposed crossings are to be a minimum of 9m from a road intersection measured from kerb intersections (See below). Non compliance with this requirement is to be approved by Council's Traffic Engineer prior to applying for a permit.





**FRANKSTON CITY COUNCIL
VEHICULAR CROSSINGS**

1.17. MAINTENANCE

Future maintenance of vehicle & culvert crossings including guide posts is the responsibility of the property owner.

1.18. OFFENCES

Failure to comply with any of the requirements set out in the notes, specification or indicated on the relevant drawing(s) may render a permit void and the owner &/or contractor liable for prosecution under Council Local Law or other relevant Law.

Should the works not be carried out in accordance with the specification and/or the site not cleared of spoil and/or debris, Council will perform remedial works and recover the costs involved from the applicant.

2. SPECIFICATION:

2.1. APPLICATION

The requirements for Residential and Industrial property crossings differ in some respects as noted below.

NB The requirements set out for Industrial crossings also applies to Commercial property and car park access crossings.

2.2. MONOLITHIC CONSTRUCTION

The whole crossing to be poured monolithically i.e. slab to be continuous through joint lines and concrete to be sufficiently vibrated to produce a dense mass free from voids

2.3. SAWCUTTING:

Breaks with existing concrete shall be cleanly saw cut the total depth of the concrete.

2.4. BEDDING:

A compacted 50mm layer of FCR or sand bedding is required.

2.5. MINIMUM WIDTH:

Residential – Min. width at building line 3.00m
Industrial– Min. width at building line 3.60m

2.6. LARGER SPLAY(S)

A larger splay must be incorporated on the approach side of crossing on Major roads as listed. A larger splay shall be incorporated on both approach & departure sides of multi-unit developments to be accessed by a waste collection vehicle. The Infrastructure Manager or representative may vary this requirement at their discretion.

2.7. MINIMUM THICKNESS

Residential - 125mm
Industrial - 150mm

2.8. CONCRETE:

Residential 25 MPA,
Industrial 32 MPA

2.9. REINFORCEMENT:

Residential – SL62 Steel mesh placed on 40mm bar chairs.
Industrial – SL72 Steel mesh placed on 40mm bar chairs

2.10. KERB REMOVAL

- 2.10.1. Existing kerb to be removed by saw cutting along the channel invert to the full depth of the channel.
- 2.10.2. Where the existing tray is cracked or damaged, Council's Officer may require the existing tray to be removed and a complete layback constructed. Reinstatement of a 300mm wide strip of asphalt for the length of the new layback tray is also to be completed to the satisfaction of Council's Officer.

2.11. DOWEL BARS:

Dowel Bars shall be provided between the new crossing and the existing Kerb & Channel and any abutting crossing as follows:-

Residential - 12 dia x 200long dowel bars at 500 centres 225 below top of kerb level.

Industrial - 20 dia x 200long dowel bars 500 centres 225 below top of kerb level.

2.12. UNDERPINNING Underpinning shall be provided as directed, when required by the Supervisor.

2.13. EXPANSION JOINTS:

Use Bitumastic, Comprebond or other approved Expansion Joint Material

2.14. SEMI MOUNTABLE KERB

2.14.1. For Local Road semi-mountable kerb (SD408) with an 80mm depth from top of kerb to invert, vehicle crossing is to butt up against back of kerb with no layback required.

2.14.2. For semi-mountable kerb (SD404) with 125mm depth, a standard layback is to be constructed with kerb removal as indicated for standard kerb.

2.15. FOOTPATH REPLACEMENT

Existing 75mm concrete or asphalt path to be removed and replaced in 150mm or 125mm, as appropriate, reinforced concrete to match, for not less than the full length of one bay either side of vehicle crossing .

2.16. FINISHING

Edge of slabs shall be finished with a suitable edging tool to provide a 40mm smooth border completely around each slab. Concrete work shall have a fine, even, dense steel trowelled surface without blemish, and brushed with a stiff broom before setting.

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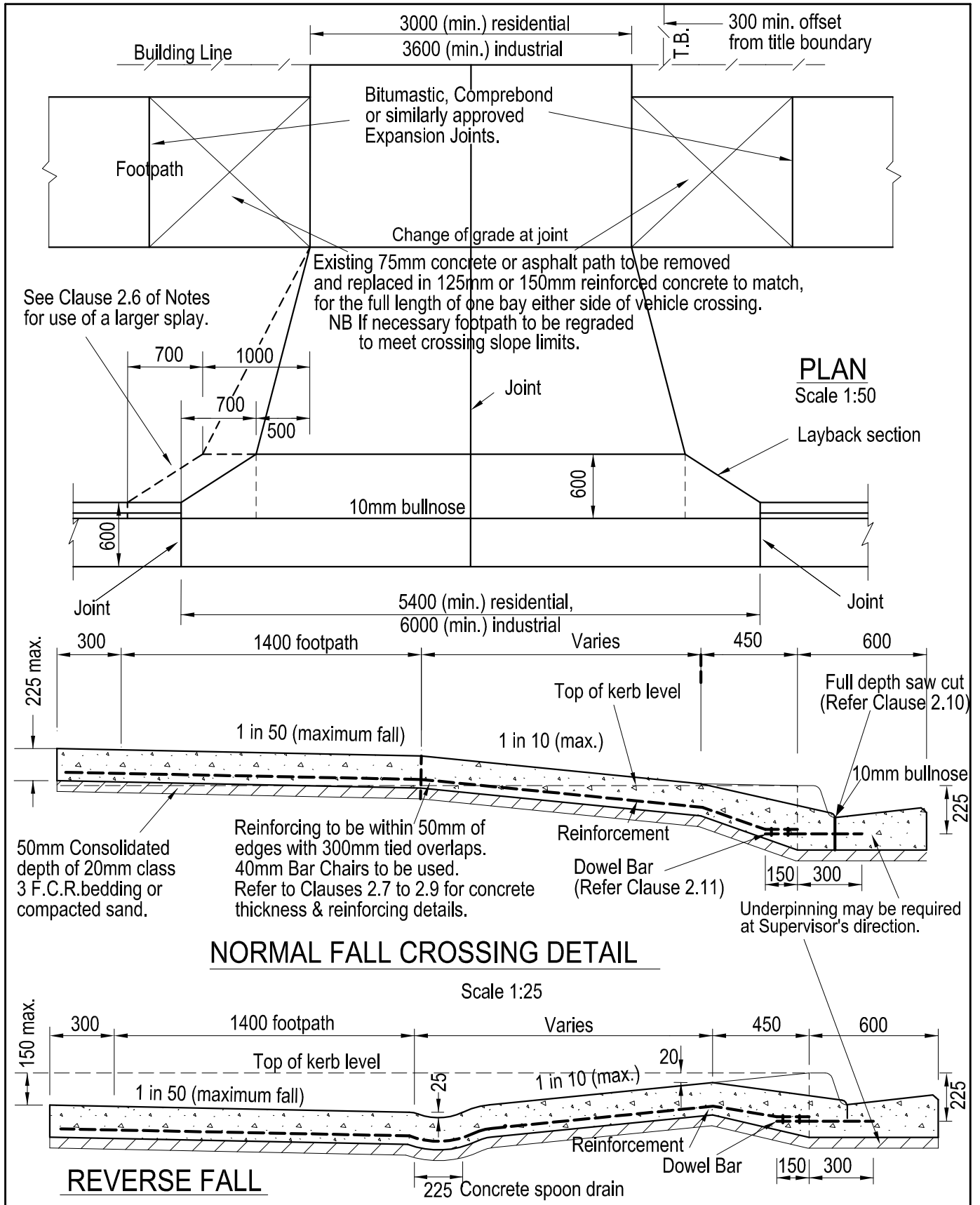


**FRANKSTON CITY COUNCIL
VEHICULAR CROSSINGS**

MAJOR ROADS (Where larger splays are required)

Ballarto Road
Baxter – Tooradin Road
Beach Street
Cranbourne – Frankston Road
Cranbourne Road
Dandenong – Hastings Road
Dandenong Road East
Dandenong Road West
Davey Street
Fletcher Road
Frankston – Dandenong Road
Frankston – Flinders Road
Golf Links Road
Hall Road
Hastings Road
Humphries Road
Klauer Road
McClelland Drive
McCormicks Road
McMahons Road
Moorooduc Highway
Mountain Avenue
Nepean Highway
North Road
Overport Road
Overton Road
Robinson's Road
Sages Road
Seaford Road
Skye Road
Warrandyte Road
Wells Road
Westernport Highway
Yuille Street

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SCALE: AS SHOWN

DATE: Dec 2012

APPROVED:

DRAWN: K.C

CHECKED: DS

INFRASTRUCTURE MANAGER

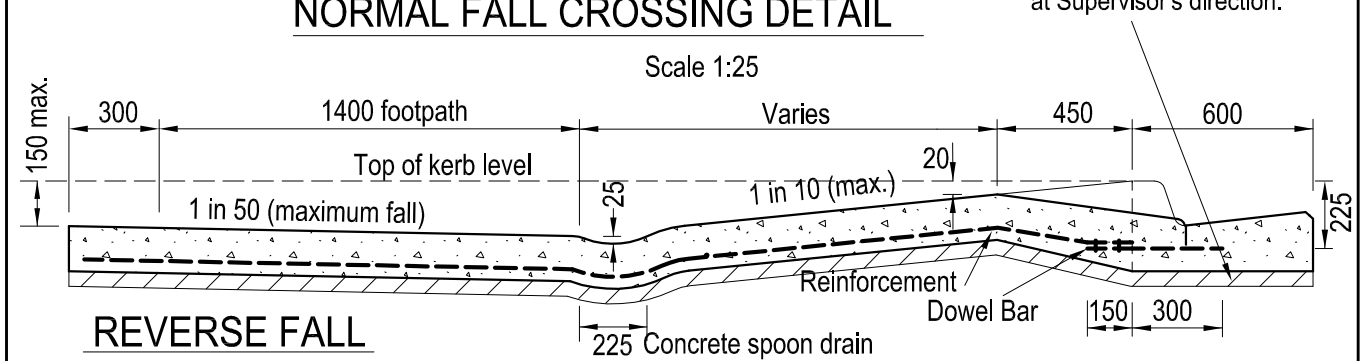
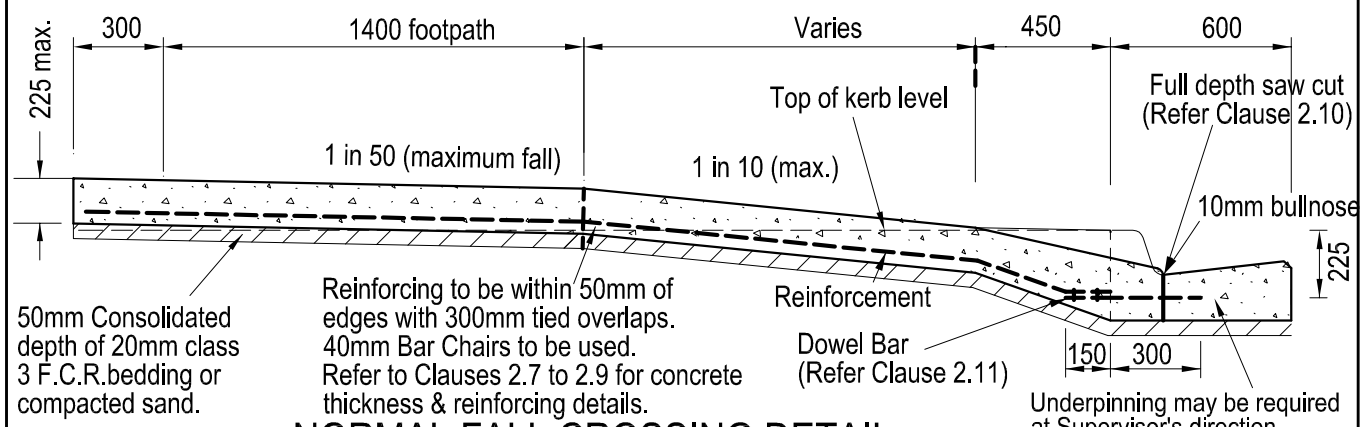
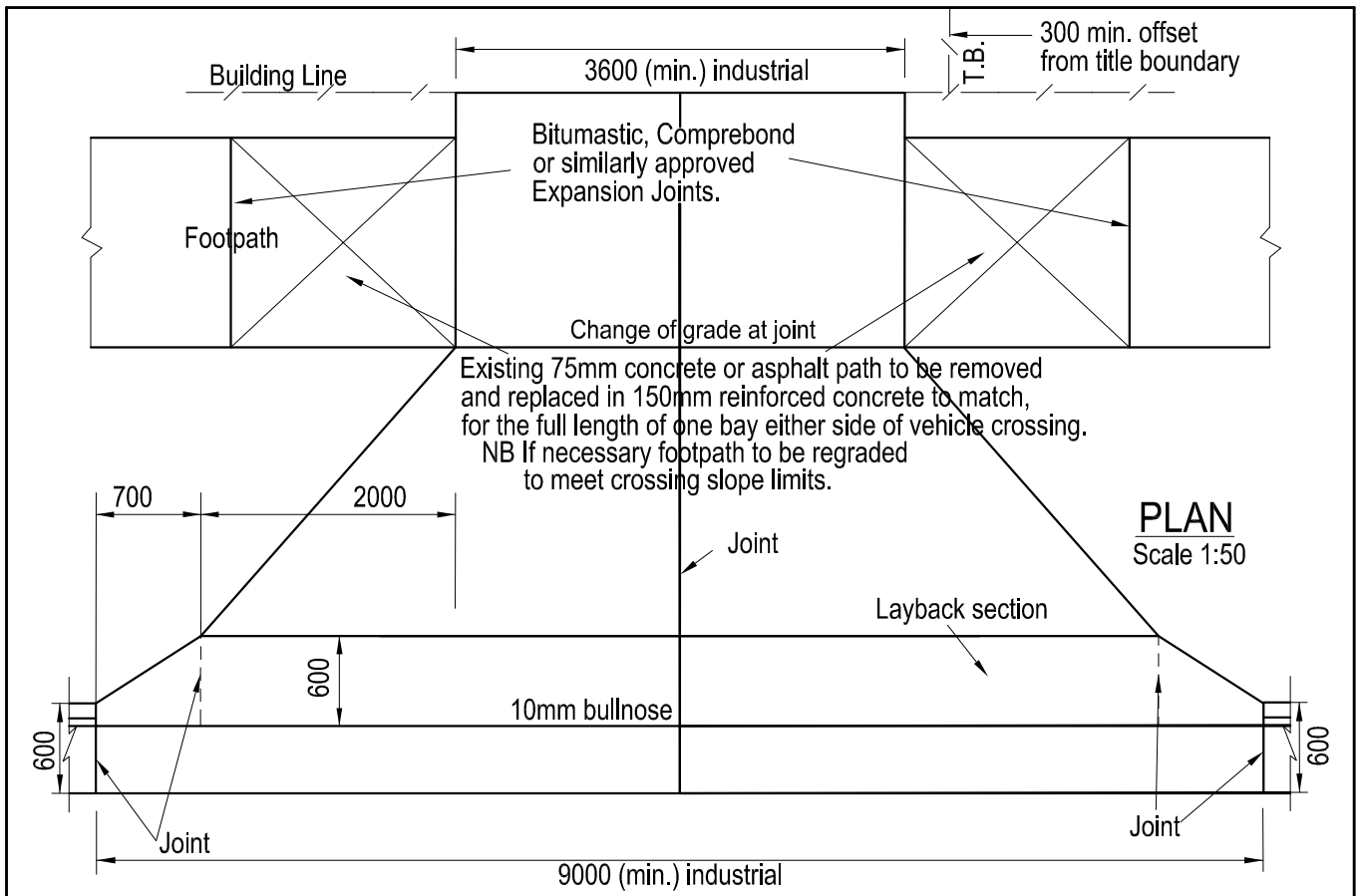
VEHICLE CROSSING TYPE 1

Barrier Kerb and Channel SD 401

LAST AMENDED: June 2013

SD 310

PAGE 7 OF 10



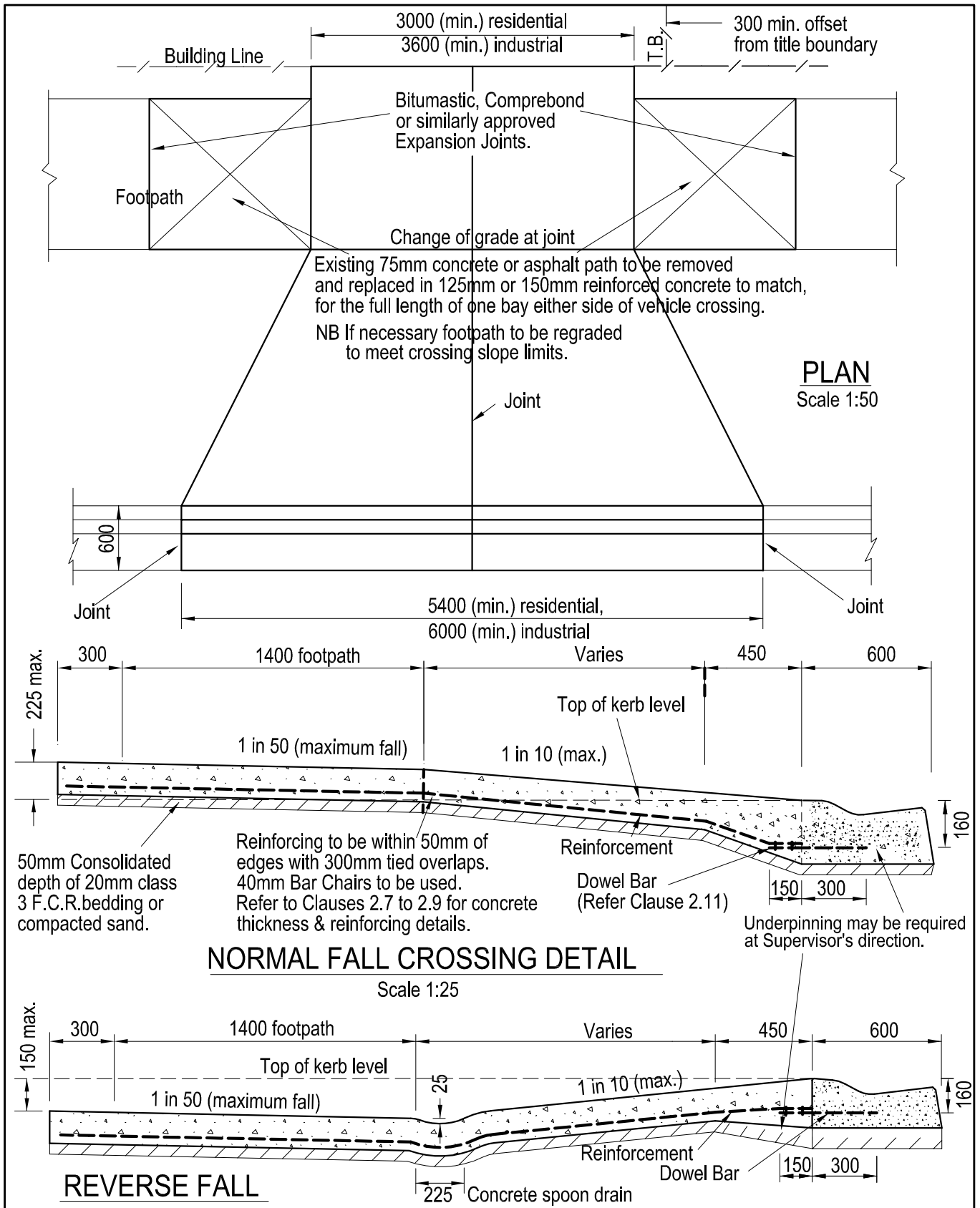
SCALE: AS SHOWN DATE: Dec 2012
 DRAWN: K.C ; P.M. & B.L. CHECKED: DS

APPROVED:

 INFRASTRUCTURE MANAGER

**VEHICLE CROSSING
 TYPE 2**
 Industrial / Commercial

LAST AMENDED:
 June 2013
SD 310
 PAGE 8 OF 10



SCALE: AS SHOWN

DATE: Nov 2010

APPROVED:

DRAWN: K.C

CHECKED: DS

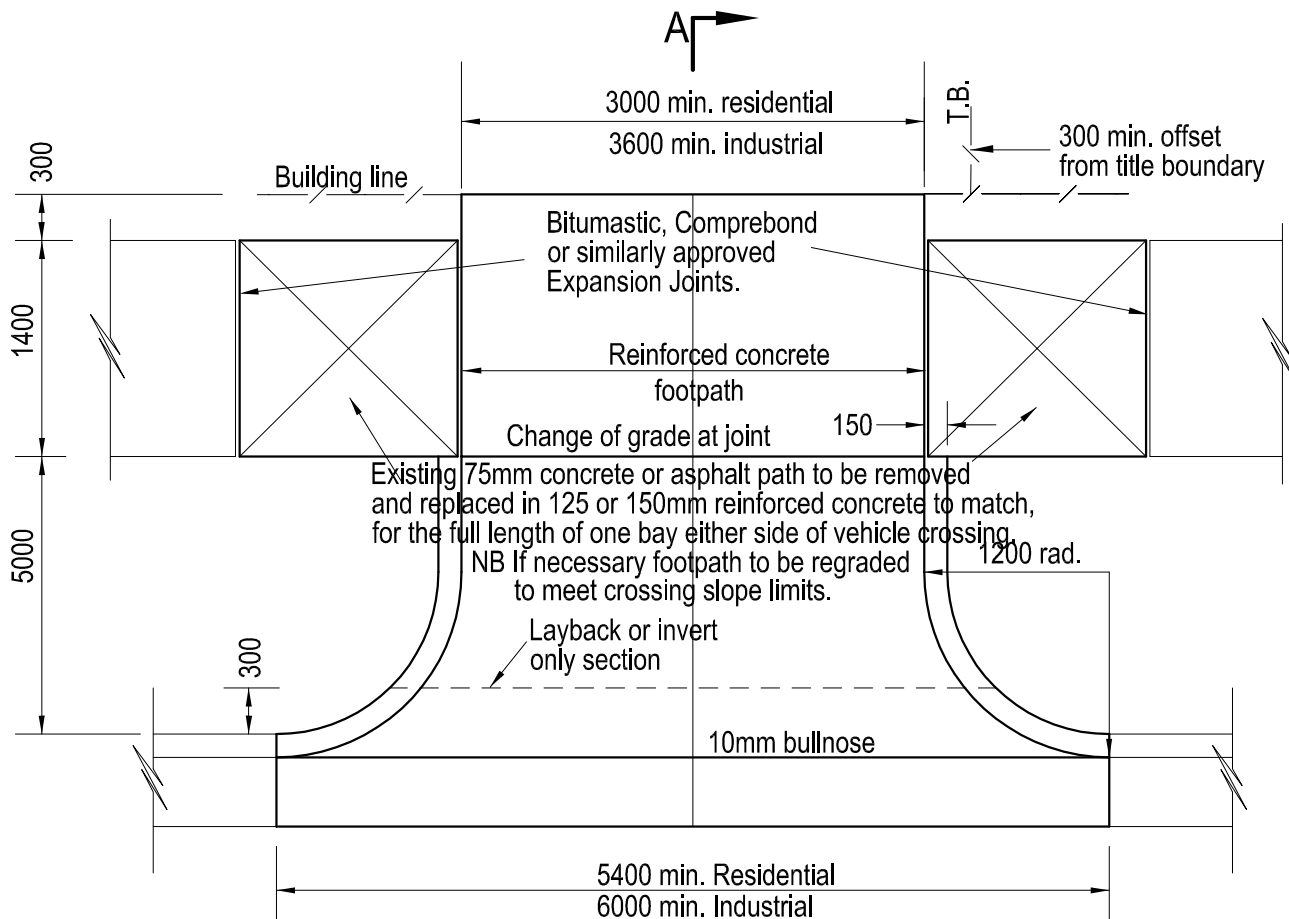
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INFRASTRUCTURE MANAGER

**VEHICLE CROSSING
TYPE 3**

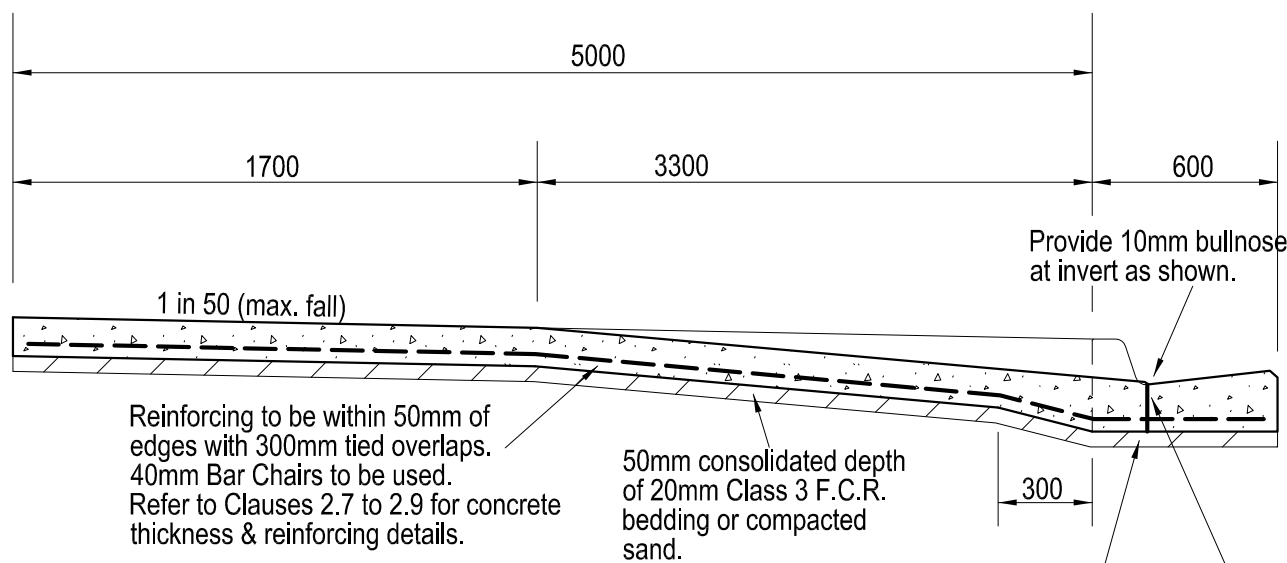
Semi Mountable Kerb & Channel SD 408

LAST AMENDED:
June 2013


SD 310
PAGE 9 OF 10



PLAN
Scale 1:50



SECTION A-A
Scale 1:25

<h1>VEHICLE CROSSING TYPE 4</h1>	SCALE: AS SHOWN	DATE: Nov 2010	APPROVED:
	DRAWN: K.C.	CHECKED: DS	 INFRASTRUCTURE MANAGER
			LAST AMENDED: June 2013
			<h2>SD 310</h2> <p>PAGE 10 OF 10</p>