

CITY OF WODONGA POLICY FOR VEHICLE CROSSINGS AND DRIVEWAYS FROM THE KERB AND CHANNEL TO THE PROPERTY BOUNDARY

LOCAL LAW

The City of Wodonga's Local Law No 3, Division 4, L5.8 requires that each allotment must have a suitably constructed vehicle crossover and driveway from the roadway to your property boundary. Whilst the vehicle kerb crossing and driveway are on Council road reserve, the property owner is responsible for the cost of its construction.

An inspection is required, by a Council representative, prior to pouring the driveway.

DRIVEWAYS - FROM THE KERB TO THE PROPERTY BOUNDARY

That section of the footpath that is within the driveway must be constructed in accordance with the specification below

Desirable maximum gradient of 3%. Council approval is required to vary the gradient
Please do not build up nature strip with fill.

Fall across the driveway should match the gradient of the road.

This level should match Telstra and TXU pits Fireplug covers, or other such items if applicable.

The driveway is to be constructed to a level compatible with possible future footpath construction.

The driveway slab should be 125mm thick with RF72 reinforcement. The base should be firm ground with minimum 25mm-sand bed.

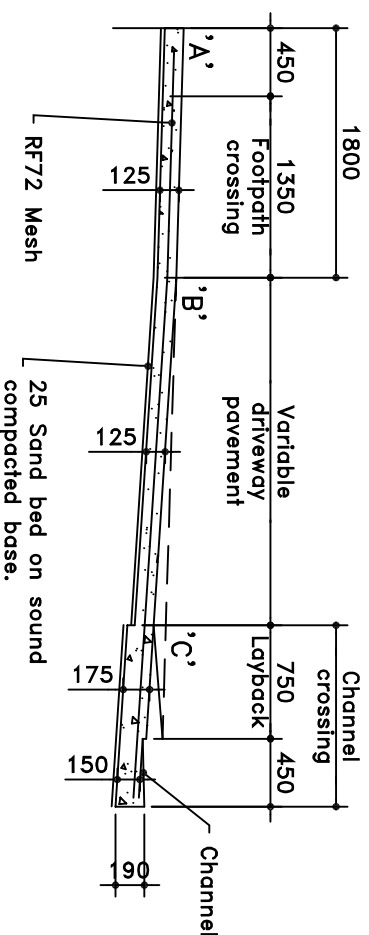
If a driveway is not constructed to Council requirements we can ask for the driveway to be removed and replaced to our standards.

If you wish to vary from Council's standard, please contact the City of Wodonga to discuss your proposal on (02) 6022 9300 or email info@wodonga.vic.gov.au.

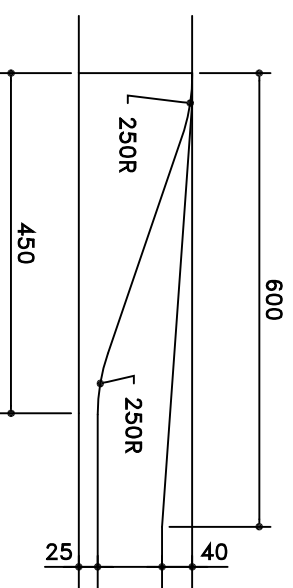
If a Builder, or property owner, constructs a driveway, not in accordance with Council's standard specification, to an inappropriate level or with excessive crossfall, causing a potential problem for the future installation of a footpath, the builder will be required to modify the driveway.



Section A-A

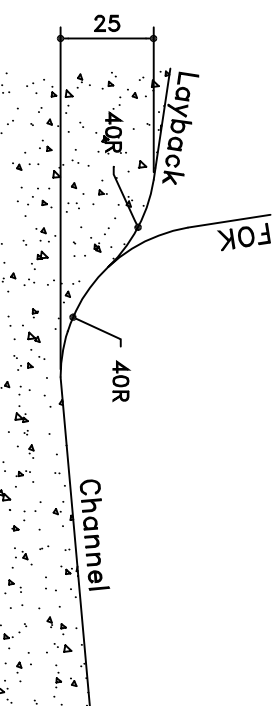


Section B-B



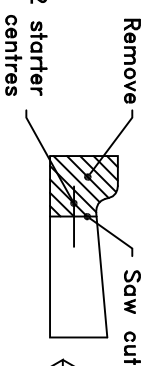
Channel Crossing Wing Detail

Scale 1:10



Channel Crossing Bullnose Detail

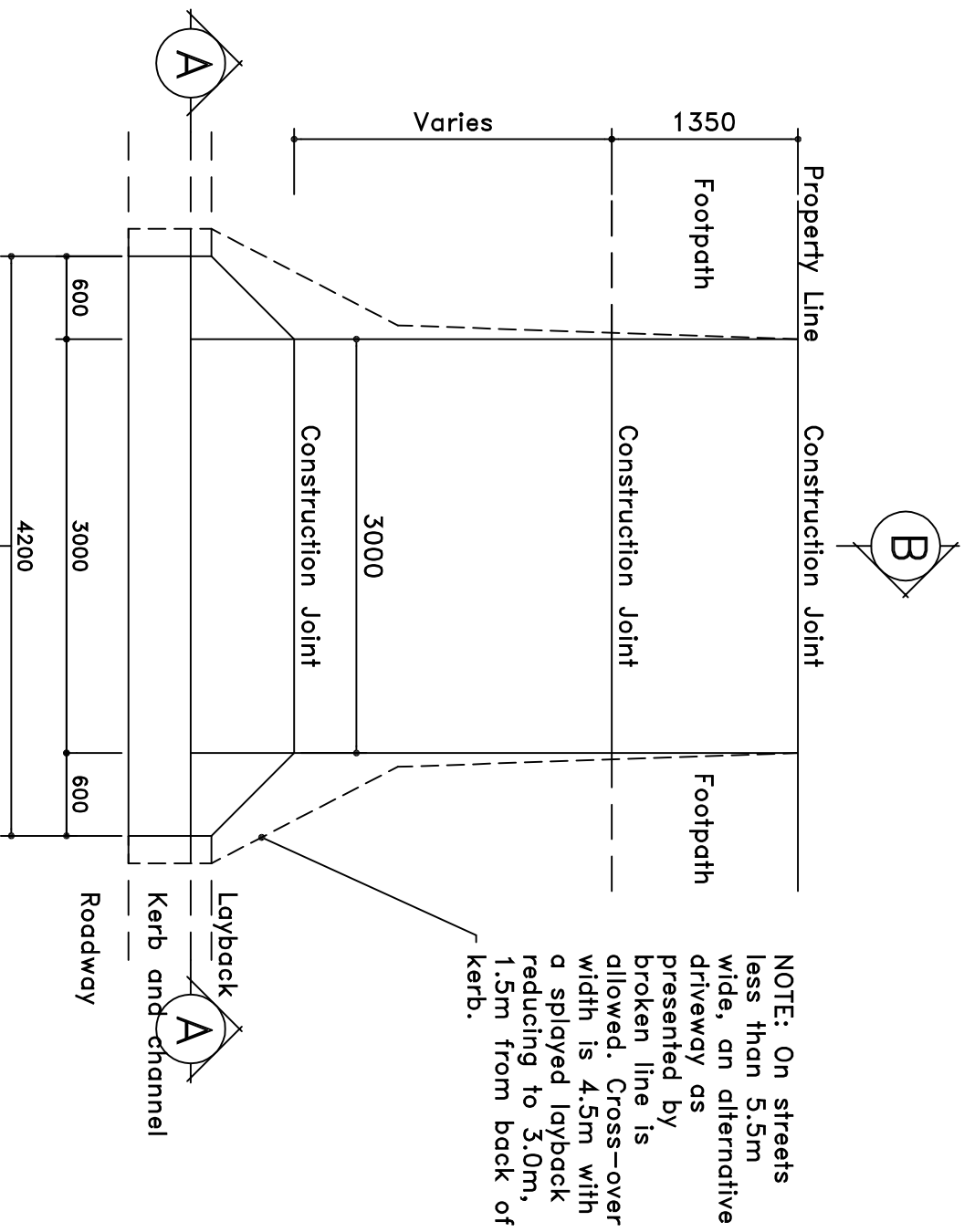
Scale 1:2



200 Long Y12 starter bars at 600 centres

Kerb Detail

Scale 1:25




Plan

Scale 1:50

- NOTES**
1. If fall from building line to top of kerb is between 50 – 70, a straight grade between 'A' and 'C' will be accepted.
 2. Level at 'A' to be 100 – 150 above top of kerb.
 3. Level at 'B' to be 40 – 50 below 'A'.
 4. Level at 'C' to be 40 below TK.
 5. At points 'A''B''C' construction joints are to be cut through the CONCRETE WHERE FOOTPATH EXISTS.
 6. Where kerb and channel is existing Remove K & C completely ensuring that ends are cut neatly and square to line of K & C.
 7. Where footpath is existing check thickness and if not 125 thick remove section before constructing vehicle crossing.
 8. Concrete finishes – footpath crossing and driveway pavement to have monolithic non-slip finish to match existing footpath. Lay-back to have hair or nylon broom finish channel to have non-slip finish to match existing channel.
 9. Concrete strength – All concrete to have 28 day strength of 32MPa.
 10. Where no footpath exists a control joint centrally between points 'A' and 'C'.

NOTE: As an alternative to removing all the existing kerb to put in the cross-over, the back of the kerb can be saw-cut and removed, and starter bars installed.

NOTES	REVISIONS	CITY OF WODONGGA		SCALE	as shown	PLAN NO
Reinforcement to be placed on 90mm bar chairs.		 CITY OF WODONGGA VIC		DRAWN	GJC	SD1
				DATE	1/11/05	
				ENGINEER		SHEET
						A3