

## What is a rural commercial / tanker crossing?

The portion of entrance way to a cow shed or other commercial premise which lies between the edge of the road and the boundary of the property.

## Who is responsible for a rural commercial / tanker crossing?

It is the responsibility of the property owner to organize construction and maintain the rural commercial / tanker crossing to their property.

## Why is a proper rural commercial / tanker crossing required?

- To improve safety for both vehicles entering and exiting the property, as well as other road users.
- To prevent damage occurring to the edge of the tar seal.
- To help prevent gravel, sediment and other debris from washing into, and blocking Council's stormwater system.

## Where is a vehicle crossing required?

On all rural properties which have road frontage and which have dwellings or other buildings on them.

## Who should I contact regarding vehicle crossings?

Firstly you need to contact a member of the Resource Engineering Section as they will be able to assist you with:

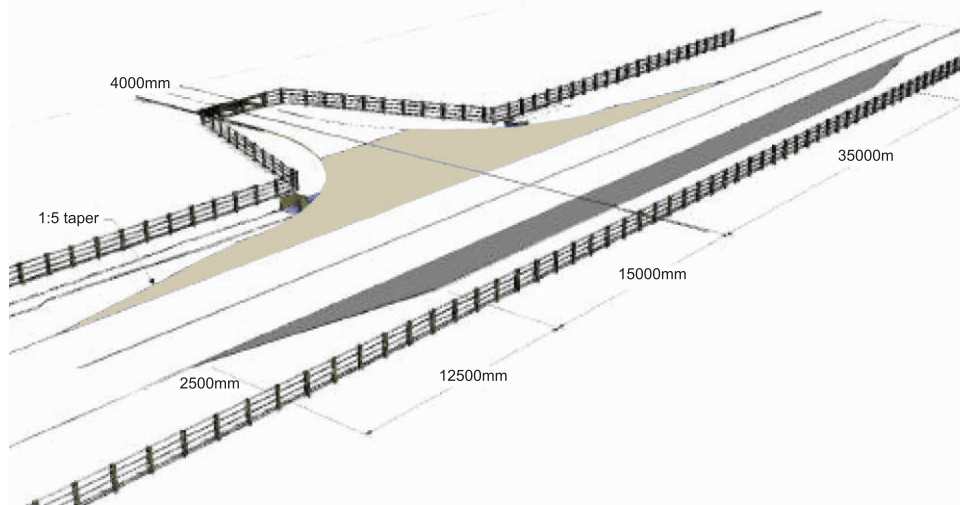
- Finding the safest position for the crossing.
- Providing you with the appropriate construction detail required.
- Filling out a Road Corridor Access Request (RCAR).
- Information on other permits that may be required.
- Determining whether you need other professional help.  
In some situations where access is difficult you may need to employ a consultant to assist in the vehicle crossing design and layout.
- You will need to engage contractors to undertake the works for you. The contractor is required to have Public Liability Insurance and will need to submit a Traffic Management Plan for approval by Council's Roading Engineer prior to the works starting.

Other vehicle crossing fact sheets available include:

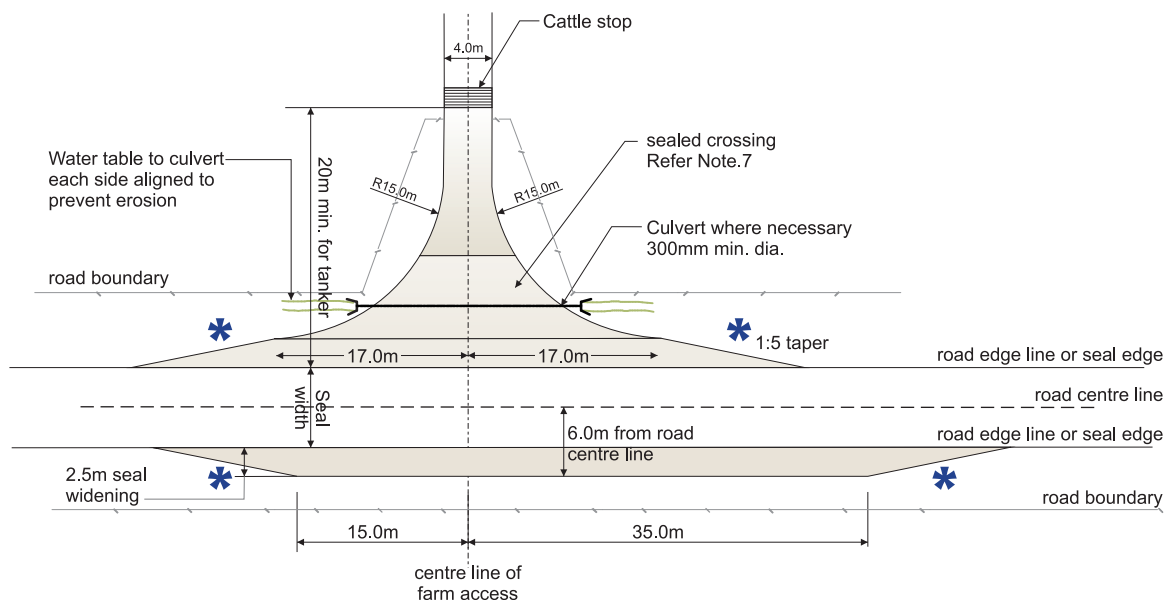
- ▶ Urban Commercial and Industrial
- ▶ Urban Residential
- ▶ Rural Residential

# Rural Commercial and Tanker Crossings

The diagrams below detail the standard to which all new rural commercial and tanker crossings shall be constructed to comply with the Rotorua Civil Engineering Industry Standard



**Vehicle Crossing - Diagrammatic Only**



**Notes:**

1. Formation - 150mm compacted metal basecourse (min.). 2 coat seal (G3 & G5).
2. Fencing set back allows vehicles to be parked off carriageway while opening and closing gates. (20m min. for milk tanker)
3. Crossing to be culverted as necessary, complete with head walls. Culverts and headwalls to be designed and installed to the approval of the Engineer. All culverts shall be 300mm dia. min. installed to manufacturers recommendations.
4. The sealed area is to be shaped so that stormwater does not migrate onto the roadway.
5. Road crossfall to continue for a minimum of 1 metre past road edge line. Maximum gradient shall be 1 in 12 for the first six metres from the road edge line.
6. Area to be sealed shall cover the anticipated or existing swept vehicle area.
7. The crossing is required to be sealed to a length of 10 metres from the road edge.
8. If the road can be shown to have less than 1000 vehicle movements per day the turn-off on the opposite side of the road is not required.
9. All work to be carried out in a manner to ensure the safety of road users.

**Vehicle Crossing - Construction Detail**

Refer Standard Drawing - Roading

**RD23**

Resource Engineers

Phone: 07 348 4199

Fax: 07 350 0204

Email: Resource.engineering@rdc.govt.nz