



Drawing legend notes:

Do not scale

All dimension in mm unless otherwise indicated.

“MJ” mastic joint (10mm)

“CJ” contraction joint

The standard profile provided in this drawing assumes a minimum road cross fall of 2% and a maximum crossfall of 4% from the centerline of the road down to the lip of the kerb and gutter. If the actual road crossfall at the crossing location is outside these limits a longitudinal profile design, suitable to accommodate the ground clearance template for a B85 vehicle as detailed in Appendix C of AS 2890.1:2004, drawn to a natural scale of 1:25 and showing existing ground levels and proposed vehicular access levels at all changes in grade must be submitted for consideration by Council's Deputy General Manager Operations. If any changes to the standard are approved, the approval must be obtained in writing from Council before construction.

Vehicular Access - General Notes

The vehicular crossing is to be constructed with consent in accordance with Section 138 of the Roads Act, 1993 to the approval of Council's Deputy General Manager Operations. This will require submission to Council of a separate Roads Act application accompanied by payment of the current application fee.

A Traffic Control Plan, appropriate to the circumstances, is to be prepared by a suitably qualified person and must be implemented before work commences.

Sediment, erosion and pollution control measures must be provided as dictated by the circumstances of the work and in satisfaction of regulatory authority guidelines.

The crossing is to be constructed in plain, reinforced concrete and is to be continuous between the property boundary and the road kerb and gutter.

The vertical profile of the vehicular access must accommodate the ground clearance template for a B85 vehicle profile as detailed in Appendix C of AS 2890.1:2004.

The maximum allowable change in longitudinal grade within the road reserve is 12%.

The maximum longitudinal grade of the access is 1(V):6(H) (with an absolute maximum grade of 1(V):4(H) within the property boundary).

The transverse slope of the vehicular crossing across the width of the road verge is to be relative to the longitudinal slope of the adjacent road section at the lip of kerb (excluding any discrepancies due to localized deformations or pavement failures).

That is, any rotation of the transverse vehicular crossing grade to match internal garage or car park surfaces is to be carried out within the property. Where this is not practicable a design is to be submitted for consideration by Council's Deputy General Manager Operations. If any changes to the standard are approved, the approval must be obtained in writing from Council before construction.

A plan layout of the vehicular crossing is to be provided showing pertinent features including the location of stormwater drainage structures, public utility poles and access pits and vegetation including street trees. The plan is to show the dimensions of the vehicular crossing and the distance from the nearest side property boundary. The centreline of the vehicular crossing is to be generally perpendicular to the road centreline.

The location of all public utility mains and services must be established and where necessary adjusted to provide suitable clearances and ground cover in relation to

vehicular crossing levels (if necessary contact the relevant utility organization to determine their requirements for clearances and ground cover)

Mastic jointing material shall be placed to separate existing concrete edges from new concrete work.

Expansion and mastic joints to be 10mm thick constructed using full depth approved compressible joint filler (approved fillers include closed cell, cross linked polyethylene foam [85 to 150 kg/m] or 10mm thick compressed granulated corkboard).

Mastic joints provided along the invert of concrete kerb and gutter are to be sealed with an approved flexible sealant (epoxy joint sealer or similar).

Subgrade of vehicular crossing to be evenly compacted to at least 95% standard compaction in accordance with AS 1289.5.1.1.

Steel reinforcement fabric to be supplied in accordance with AS1304 and must be supported on stable proprietary bar chairs to provide a minimum concrete cover to all surfaces (top, bottom and edge) of 50mm and a minimum lap splice length of 250mm.

Concrete to be N25 in accordance with AS 1379 and AS 3600.

Tolerance of concrete surface to be within +5mm and -0mm over a 3 metre section.

Concrete to be left as a non slip surface with an even wooden float or light broom finish.

All exposed edges to be rounded to 10mm radius.

Adjacent footpaths to be adjusted where necessary to match footpath section on vehicular access.

Verge profile to be adjusted to match proposed vehicular access profile with tapers having a maximum slope of 1(V):6(H) where practicable. Where tapers of 1(V):6(H) are not practicable a design is to be submitted for consideration by Council's Deputy General Manager Operations. If any changes to the standard are approved, the approval must be obtained in writing from Council before construction.

Ground adjacent to the vehicular crossing edges is to be stabilised by establishing turf over lightly compacted sandy loam backfill to match the surface level of the concrete vehicular crossing.

Inspections

Two Council inspections are to be accommodated as part of the construction schedule as follows:

- The first inspection is required prior to the pouring of concrete following excavation, the erection of rigid formwork including the provision of mastic and expansion joints and the installation of appropriately supported steel reinforcement. At least 2 working days notice must be given to Council prior to this inspection.
- The second inspection is to be carried out on full completion of the crossing construction including all shaping, compaction and establishment of turf on verges adjacent to the new crossing.

Notes:

- *To arrange an inspection contact Council's Support Operations (ph 6655 7347 during normal business hours).*
- *If notification of an inspection has been arranged and the work to be inspected is not ready or the work does not conform to the approved specifications and drawings, additional inspection fees as prescribed by Council's schedule of Fees and Charges shall be payable.*