

LEETON SHIRE COUNCIL

SPECIFICATION for

CONSTRUCTION of
RURAL TYPE PROPERTY ACCESS

GENERAL

Any new accesses are to be constructed to a suitable standard for dwellings and developments as appropriate, in accordance with this specification, including access for vehicular to properties without kerb and gutter.

Accesses are to be constructed by an experienced contractor acceptable to Council with appropriate insurance cover, including public liability for an amount not less than \$20 million.

Accesses off a Classified Main Road will require approval by the relevant roads authority.

ACCESS LOCATION

Accesses are to be located to provide for safe sight distance, as shown on Standard Drawing 'Driveways Rural NSW', No SEQ R-056.

Accesses are prohibited near intersections as shown in locations as shown on the above Standard Drawing, 'Prohibited Locations at Intersections for Rural Driveways'.

Access Gates/security fences are to be offset from edge of the roadway to allow the longest nominated vehicle type accessing the property to halt an open gate without restriction of the traffic lanes.(Eg. B-Double 30m, Road train 40m)

INSPECTIONS

Council is to be given prior notification of commencement of all works to inspect the location of the access, the alignment and levels. Inspections are required after installation of the pipe and headwalls, compaction and final preparation of gravel, prior to sealing. Similarly inspections are required prior to concrete works (where Dish crossing is required).

ACCESS DESIGN

Accesses are to be generally in accordance with Council's standard drawings:

'Driveways: Rural Driveways';	Drawing No SEQ RS-056
'Excavation, Bedding and Backfilling of Stormwater Drainage Pipes';	Drawing No D-0030
'Concrete Headwalls single Cell';	Drawing No MD.R11.AO3.A.2
'Kerb and Channel Profiles & Dimensions';	Drawing No SEQ RS-080

LOCATION of SERVICES

It is the property owners responsibility to ensure that all underground services, with utility providers, including Telstra, Country Energy, AGL, Leeton Shire Council (water and sewerage), are located, prior to the commencement of any excavation.

TRAFFIC CONTROL PLAN

For work within the road reserve, a Traffic Management Plan is to be prepared by an accredited provider to Workcover requirements and submitted to Council prior to construction. All necessary signage and barriers are to be provided for safe pedestrian and vehicular movement.

CROSSING OF ROAD TABLE DRAINS

1. Pipe Culvert

A pipe culvert crossing is to be used where the depth of the table drain in relation to the edge of the road pavement is greater than 200mm.

- (a) Access culverts are to be laid to alignments and levels as designed by a suitably qualified professional to ensure adequate drainage is maintained.
- (b) Pipes are to be Minimum 375mm diameter Class 4, Rubber Ring Jointed, Reinforced Concrete Pipe, with pre-cast type concrete end walls, unless otherwise specified. The minimum culvert width is to be a nominal 7.2m, ie 3 standard pipe lengths.
- (c) The depth of excavation for the culvert is to allow for the placement 100mm depth of bedding material below the pipe, and headwalls.
- (d) The backfill is to be prepared to allow for a minimum 200mm compacted thickness of road base (gravel) from the road to the property boundary.
- (e) The bedding material is to be placed and compacted to a minimum depth of 100mm below the pipe.
- (f) The concrete pipes are to be laid in accordance with manufactures specifications, with a spigot joint at the two open ends to allow for the fitting of headwalls.
- (g) Pre cast low profile headwalls are to be fitted to each end of the culvert. Headwalls are to be fitted such that the pipe ends protrude through the headwall pipe openings. The gap between the pipe circumference and the headwall opening is to be grouted and sealed to prevent the ingress of moisture into the access sub base material, and to prevent the escape of backfill material from around the pipe.
- (h) Compacted backfill material is to be placed above the pipe to the underside of the road base material.
- (i) The access is to be provided with a minimum 200mm depth of gravel, compacted to 98%, extending from the road to the property boundary, and a width of 4m at the property boundary.

2. Dish Crossing

A dish crossing is to be used where the invert of the table drain in relation to the edge of the bitumen pavement is 200mm or less.

- (a) The profile of the dish crossing is to be as shown on Standard Drawing SEQ RS-080, shown as 'Channel' – with "A" measurement being 900mm.
- (b) The crossing is to be constructed to grade, and formed so as not to impede the flow of water along the table drain.

SEALING OF ACCESS (For access off a bitumen sealed road)

1. A two coat bitumen surface is to be provided for the access, consisting of a double application of binder and aggregate using 14mm and 7mm crushed stone respectively.
2. The sealed surface for the access is to overlap the bitumen road surface by 200mm and extend to the property boundary or a minimum 10m offset from the edge of the existing road, whichever is the lesser distance.

RESHAPE TABLE DRAIN

The invert and batters of the table drain on either side of the access are to be shaped to divert the table drain to, and away from the culvert or dish crossing.

RECTIFICATION OF DEFECTS

A maintenance period of 12 months will apply, after practical completion, during which the contractor is to rectify any defects that arise as a result of faulty materials or workmanship.