CONSTRUCTION OR RECONSTRUCTION OF STANDARD FOOTPATH CROSSINGS

General Information
1. Where kerb and gutter exists, Council will permit owners' contractors to construct a standard concrete layback in the kerb in accordance with Council's Standard Drawing No's. DS1, DS7, DS8, DS9 & DS10. The work is to be inspected and approved by Council's Civil Assets Inspector, as set out in this document.
2. Footpath crossings are not to be constructed unless an approved layback already exists or where one is incorporated into the footpath crossing construction.
3. Where an approved layback exists, Council will permit the construction of a footpath crossing in accordance with the enclosed standard drawings.

**Notice**
A number of locations in the City of Parramatta local government area were previously identified in 2009 by the NSW Government’s Department of Environment, Climate Change and Water as areas that are known, or suspected, to be sites where asbestos waste materials were disposed of by James Hardie Industries. These 'legacy sites' were identified in reports released by the Department of Environment, Climate Change and Water in 2009/10, entitled ‘James Hardie Asbestos Waste Contamination Legacy’ ( “James Hardie Legacy Report”). A copy of that James Hardie Legacy Report is available here: http://www.epa.nsw.gov.au/clm/jameshardie.htm

In some instances, asbestos materials (both friable and non friable) have been identified in the soils of lands adjacent to, or in the vicinity of, these legacy sites - for example, nature strips, roads, & road related areas. Persons carrying out excavation of land adjacent to, or in the vicinity of, legacy sites should exercise appropriate caution, and have plans in place for safely and properly dealing with any asbestos encountered throughout works in the area.

For further information about James Hardie legacy sites please contact Council on 9806 5050, or the NSW EPA on 131 555
Standard Requirements

- An application and payment of inspection fees must be made prior to commencing any construction within the road reserve (property boundary to property boundary).
- The minimum width of any footpath crossing shall be **3.0 metres for residential** (unless an existing narrow layback is to be used) and **5.5 metres for light commercial areas** as indicated in Standard Drawing DS8 & DS9.
- The maximum width of any footpath crossing shall be **5.5 metres for residential and 7.2 metres for light commercial areas**.
- Crossing widths and construction details for heavy commercial or industrial sites must be designed to suit and plans submitted to the Supervisor Civil Assets for approval.
- The number of crossings permitted shall be limited to one per property with frontages up to 18 metres and two where the frontage exceeds 18 metres. Where two crossings are permitted, a minimum separation of 7 metres must be provided. Location of existing trees and utility services etc. may prevent the installation of two crossings.
- Footpath crossings shall be constructed at right angles to the kerb and gutter or road centre-line where practicable. In special circumstances, including the requirement to avoid obstructions, and subject to prior approval, this angle may be reduced to not less than 60 degrees to the kerb and gutter or the centre-line of the road, as indicated in Standard Drawing DS8 & DS9.

Levels

- The required boundary level must be determined by the contractor based on the attached vehicular crossing profile (DS10). A longitudinal section along the entire driveway from garage door to road centre line is required to be submitted to ensure compliance with Council Standard drawing DS10.
- Any change in slope of the vehicular access at/or within the property boundary should be designed to avoid vehicles scraping. The grade of the driveway within the property, are matters for determination by the owner and for which Council cannot accept any liability.
- The longitudinal street grade or slope of the driveway at the property boundary must follow the grade of the adjoining kerb and gutter.

Inspection

- Council’s Asset Inspector must be given a minimum 24 hours notice for formwork inspections. Requests for inspection made after 2pm will not be scheduled for the following day. **Work must not proceed until the inspection is complete and approval to pour has been given.**
- Inspections will only be carried out between 8.00am and 11.00am, Monday to Friday. Please call 9806 8250 for bookings
CONSTRUCTION OR RECONSTRUCTION OF STANDARD FOOTPATH CROSSINGS

Specification
1. All works shall be completed to the satisfaction of the Supervisor Civil Assets or his nominated representative.

2. All Footpath Crossings shall be constructed in Plain Concrete using ready mixed concrete to thickness and with reinforcement as shown on Standard Drawing DS8 or DS9. Concrete strength shall be no less than 25 MPa at 28 days and the surface shall be broomed or wood float finish. Expansion jointing shall be placed to the full depth of the slab against existing or new dish gutter or layback, existing concrete footpath and at the property boundary line. No other material, colouring or surface treatment will be permitted unless the crossing is in the CBD or Neighbourhood Centre.

All footpath crossings constructed within the Parramatta CBD area or Neighbourhood Centres, are to comply with the appropriate paving policy.

Council will accept no liability for the restoration of any damage caused to this type of crossing by any public utility, authority or other person, and this is a condition of approval for the construction of paved crossings.

3. It is the owner's/contractors responsibility to ensure that work is carried out in a safe manner without inconvenience to users of the road or footpath. The owner shall ensure that the works are properly barricaded and lit in accordance with Australian Standard AS 1742.3 Traffic Control Devices for Works on Roads, and that he/she and his/her contractor comply with the provisions of the NSW Occupational Health and Safety Act 2000. It is also the owner's responsibility to ensure he/she and his/her contractor carries adequate public liability insurance. Council will accept no liability for injury or damage to any person or thing during the course of the work.

4. The owner of the property shall negotiate with any public utility or statutory authority (including Council) whose services may be affected by the proposed crossing and shall bear the full cost of any alterations required to such services. On any State Road / Regional Road (list attached) or other high risk location e.g. near school, shops or traffic lights etc., the crossing is to be constructed in 2 stages such that pedestrian access is not impeded. Safe pedestrian access is to be provided past the works in accordance with Australian Standard AS 1742.3. On all other roads, barricades or bollards with flashing lights are to be placed adjacent to the work to allow a 1.5m wide pedestrian access along the roadway. Appropriate signage is to be placed in the street to advise motorists of the work.

5. Works undertaken must be complete to the satisfaction of the Asset Inspector, inclusive of all restoration, adjustment of adjoining footpath or verge surfaces, relocation of services, and any other works deemed necessary, with all costs for such works to be borne by the owner/contractor.

6. Where an existing layback or dish gutter is made redundant by the construction of the new crossing, they are to be removed and replaced with a standard kerb construction (see DS1). Any disused driveway surface is to be removed and the area re-grassed to the satisfaction of the Asset Inspector.

7. Crossings on corner allotments are not to be constructed within 6 metres of the intersection of street alignments.
8. Crossings shall not encroach over the frontage of an adjoining allotment without prior approval of Council. Applicants should seek the written agreement of the neighbouring property owner and submit this for Council consideration.

NOTE
Unless existing gutter is damaged, it shall not be removed without the approval of the Asset Inspector. Preference is given to removal of kerb profile or existing layback only and the new construction secured to existing gutter by 300mm Y12 dowels at 600mm centres. Where the removal of existing gutter is unavoidable the owner shall make allowance for reinstatement of the road surface in the event that it is damaged during the removal.

Restoration of the road surface shall be carried out to the following specification.

1. Saw-cut existing road surface a minimum of 500mm parallel to the gutter construction and remove the bituminous material to a minimum depth of 70mm.
2. Replace the bituminous material with minimum AC10 Hot Mix compacted in accordance with AUSSPEC #2, Specification 306. The evenness of the resulting restored surface shall be such that an impact is not transmitted to traffic passing over the restoration.
3. The roadway shall be restored in a continuous manner to a condition equivalent to that existing at the commencement of the work.
4. All edges adjoining existing bituminous/asphalt surfaces are to be sealed with an approved rubberised bitumen seal.

Definition of Terms

1. Footpath Crossing:
The area between the kerb and gutter and the property boundary, which is used to drive from the roadway into the property.
   Also sometimes called; crossing, vehicular crossing, vehicular entrance, driveway, vehicular access.

2. Footpath
   The area between the kerb and gutter and the property boundary. Also sometimes called; verge, footway, nature strip.
   Note: a constructed concrete or asphalt (bitumen) footpath may form part of the wider term ‘footpath’ used in this document.

3. Layback
   The “flattened” part of the kerbing which is used for driving a vehicle across the footpath. Please note that “roll kerbing” does not require the construction of a layback.
   Also sometimes called; a gutter crossing.
   As most of Council's roads have kerb and gutter, the use of the term layback is sufficient. However, there will be places where the term "gutter crossing" may be used to describe the physical structure which provides access from the roadway to the footpath.
## RMS State and Regional Roads

<table>
<thead>
<tr>
<th>Regional Roads</th>
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</thead>
<tbody>
<tr>
<td>Albert Street (Church St to O'Connell St) – North Parramatta</td>
</tr>
<tr>
<td>Barclay Road (Renown Rd to North Rocks Rd) – North Rocks</td>
</tr>
<tr>
<td>Barney Street (Church St to O'Connell St) – North Parramatta</td>
</tr>
<tr>
<td>Bettington Road (Kissing Point Rd to Pennant Hills Rd) - Oatlands</td>
</tr>
<tr>
<td>Bold Street (Railway Pde to Parramatta Rd) – Granville</td>
</tr>
<tr>
<td>Burnett Street (Western Motorway to Great Western Hwy) – Mays Hill</td>
</tr>
<tr>
<td>Darcy Road (Hawkesbury Rd to Hart Dr/Cumberland Hwy) - Westmead</td>
</tr>
<tr>
<td>Fitzwilliam Road (Old Windsor Rd to Station Rd) – Toongabbie</td>
</tr>
<tr>
<td>Harris Street (George St to Parkes St) - Parramatta</td>
</tr>
<tr>
<td>Hassall Street (Parkes St to James Ruse Drive) – Parramatta</td>
</tr>
<tr>
<td>Hawkesbury Road (Alexandra Ave to Darcy St) - Westmead</td>
</tr>
<tr>
<td>Hill Road (M4 to Holker St) – Homebush</td>
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<tr>
<td>Holker Street (Hill Rd to Silverwater Rd) – Homebush</td>
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<tr>
<td>Jenkins Road (Pennant Hills Rd to North Rocks Rd) - Carlingford</td>
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<tr>
<td>MacArthur Street (Victoria St to George St) - Parramatta</td>
</tr>
<tr>
<td>Macquarie Street (O'Connell St to Pitt St) – Parramatta</td>
</tr>
<tr>
<td>North Rocks Road (Windsor Rd to Pennant Hills Rd) – North Rocks</td>
</tr>
<tr>
<td>Oakes Road (North Rocks Rd to Aiken Rd) – North Rocks</td>
</tr>
<tr>
<td>O'Connell Street (Great Western Hwy to Barney St) – Parramatta</td>
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<tr>
<td>Park Parade (Pitt St to Alexandra Ave) - Westmead</td>
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<tr>
<td>Parkes Street (Church St to Hassall St) – Parramatta</td>
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<tr>
<td>Pennant Hills Road (Church St to James Ruse Dr) – North Parramatta</td>
</tr>
<tr>
<td>Pennant Street (James Ruse Dr to Victoria St) – Parramatta</td>
</tr>
<tr>
<td>Pitt Street (Western Motorway to Macquarie St) – Parramatta</td>
</tr>
<tr>
<td>Station Road (Fitzwilliam Rd to Ccl Boundary) – Toongabbie</td>
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<tr>
<td>The Portico (Railway Overbridge to Wentworth Ave) - Toongabbie</td>
</tr>
<tr>
<td>Victoria Road (Church St to O'Connell St) – Parramatta</td>
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<tr>
<td>Wentworth Avenue (Cumberland Hwy to Fitzwilliam Rd)</td>
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<tr>
<td>State Roads</td>
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<tr>
<td>• Beecroft Road</td>
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<tr>
<td>• Blaxland Road, Epping</td>
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<tr>
<td>• Briens Road (Cumberland Highway)</td>
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<td>• Carlingford Road</td>
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<tr>
<td>• Church Street (Windsor Road to Victoria Road)</td>
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<td>• Church Street (Parkes Street to Woodville Road)</td>
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<td>• Epping Road</td>
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<td>• Great Western Highway</td>
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<td>• Hart Drive (Cumberland Highway)</td>
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<td>• James Ruse Drive</td>
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<td>• Kissing Point Road (James Ruse Drive to Stewart St)</td>
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<td>• Marsden Road, Epping</td>
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<td>• Old Windsor Road</td>
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<tr>
<td>• Parramatta Road (Great Western Highway)</td>
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<tr>
<td>• Pennant Hills Road (James Ruse Dr to M2)</td>
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<td>• Silverwater Road</td>
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<td>• Stewart Street – Dundas</td>
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<td>• Terry Road</td>
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<tr>
<td>• Victoria Road (East of Church Street)</td>
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<tr>
<td>• Windsor Road</td>
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<tr>
<td>• Wingate Avenue, Epping</td>
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<tr>
<td>• Woodville Road</td>
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</tbody>
</table>

**NOTE:** for all work on or near both State and Regional roads, or within 100m of traffic lights, clearance from the RMS is also required. Please contact the following departments at least 14 days before commencing any construction work:

- **Traffic Management Centre (TMC)**  
  18 Lee Street Chippendale NSW 2008  
  Phone: (02) 8202 2200

- **Downermoucel**  
  116 Epping Road Lane Cove West NSW 2066  
  Brendan Tukuafu  
  Phone 0400 912 808  
  02 8565 8121
City of Parramatta Council Contact numbers:

- Restorations and Road Opening Permits  9806 8250
- Catchment Management (Drainage)  9806 8250
- Tree Management  9806 8273
- Traffic  9806 5000
- Development Services  9806 5000

Other Useful Contact Numbers

- Telstra  13 22 03
- Sydney Water (report Damage)  13 20 90
- Jemena (gas)  
  - Emergencies  131 626
  - Connection inquiry  1300 137 078
- Endeavour Energy  
  - Emergencies  131 003
  - Contact  133 718
- Dial before You Dig  1100 (business hours)
Before requesting a final inspection for works outside the property boundary please ensure that the following has been completed.

1. All works outside the property boundary associated with the development must have been inspected by council.

2. That all works have been completed in accordance to the City of Parramatta Council specifications & standards.

3. The nature strip has been restored with back fill & turfed. This includes all landscaping works if required. Please ensure that when back filling with soil it is compacted next to the new concrete works so that there are no depressions.

4. All Road Opening Permits (ROP) have been inspected by council's Restoration Officers and have been paid and that all the works associated with said ROP have been completed. To arrange an inspection or final payment contact the restoration officers on 9806 8250 or email at rrestore@cityofparramatta.nsw.gov.au

Before requesting a bond release for the development.

1. A request for the bond release must be submitted as per the Development Conditions in writing. Please complete the Bond Release Questionnaire found via the following link https://www.cityofparramatta.nsw.gov.au/sites/council/files/2017-06/Bond%20release%20Questionnaire%20%20Form%20%20updated%20July%20%20%2017.pdf and email to footpathcrossings@cityofparramatta.nsw.gov.au. Please ensure that all the DA conditions have been met and completed before requesting your bond release.

2. All works have been completed as per notes above.
3. All work must be completed to the development both inside & out.
4. No heavy machinery, heavy materials or skip bins are to be left on site. This is to ensure that council's assets will not be damaged when machinery, heavy materials or skip bins are removed.
5. All fencing must be removed from council's property.

TO PROCEED TO THE ONLINE APPLICATION, PLEASE CLICK ON THE LINK BELOW:

https://onlineservices.parracity.nsw.gov.au/ePathway/Prod/Web/Applications/ApplicationTypes.aspx
NOTES

1. ROAD BASE MATERIAL IS TO BE DG220 OR SIMILAR AND COMPACTED TO 100% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS 1289.5.1.1–2003.

2. ROAD BASE MATERIAL 150mm THICK TO BE PLACED BENEATH KERB & GUTTER AND 300mm BEYOND THE EXTERNAL EDGES OF KERB & GUTTERS, APRONS, AND CROSSINGS.

3. ALL DISTURBED AREAS TO BE TOPSOILED WITH 75mm OF APPROVED LOAM AND TURFED AS SOON AS PRACTICABLE TO ENCOURAGE VEGETATION AND MINIMISE SOIL EROSION FROM SITE.

4. PROVIDE SAWCUT AND REINSTATE 500mm INTO ROAD PAVEMENT FROM Front EDGE OF CONCRETE WORKS UNLESS OTHERWISE INSTRUCTED BY COUNCIL’S INSPECTOR.

5. REINSTATE PAVEMENT WITH 175mm DEPTH DEEP LIFT (AC14) COMPACTED TO 95% MODIFIED (97% MAX) TO RMS SPECIFICATIONS R116 AND R117. CRACK SEAL ALL BITUMEN TO BITUMEN FACES. AC14 TO BE COMPACTED IN LAYERS. EACH LAYER TO BE OF 40–70mm THICKNESS.

6. APPROVED FULL DEPTH EXPANSION JOINTS (10mm) TO BE PROVIDED AS FOLLOWS:
   - BETWEEN NEW AND EXISTING WORKS
   - BETWEEN LAYBACK WINGS AND KERB
   - EITHER SIDE OF ANY UNITS
   - AT EVERY 6m INTERVALS ALONG CONTINUOUS LENGTHS (PROVIDE A DUMMY JOINT AT EVERY 3m INTERVALS UNLESS INSTRUCTED OTHERWISE BY SUPERINTENDENT)

7. ALL SURFACES TO BE STEEL TROWEL FINISHED.

8. ROOFWATER OUTLETS TO BE APPROVED IN ACCORDANCE WITH STANDARD DRAWING DS2.

9. USE CLEAN FILL AS BACKFILL MATERIAL UNLESS INSTRUCTED OTHERWISE.

SCALE OF MILLIMETRES 1:20

DESIGNED / DRAWN:  
DESIGN CHECKED & APPROVED:  
SERVICE MANAGER LAYOUT PROJECTS:  
MANAGER CITY ASSETS & ENVIRONMENT:  

PLAN N°: DS1  
Sheet No.:  
Revision:  

Updated 23.10.2017

CITY OF PARRAMATTA COUNCIL  
KERBS AND LAYBACKS  
SECTION DETAILS AND NOTES
ROOFWATER OUTLET CONNECTION - (FOR NEW KERB AND GUTTER)

SCALE 1:10

CUT CLEAN @ 150mm DEPTH BOTH SIDES

FRONT VIEW PLAN N.T.S.

KERB SAW CUTTING DETAILS - (FOR REPLACEMENT OF EXISTING)

PROVIDE MASTIC JOINT

FORM KERB WITH 25MPa CONCRETE TO DS1

R12 150mm LONG GALVANISED DOWEL (DRILL TOWARDS CENTRE BEND OVER END)

TOP OF KERB

FRONT VIEW SECTION - (FOR REPLACEMENT OF EXISTING)

N.T.S.

1. ENSURE THAT ALL CONNECTIONS ARE WATER TIGHT.
2. FOR TRAFFICABLE AREAS SUCH AS DRIVEWAYS, USE RECTANGULAR GALVANISED STEEL ROOFWATER OUTLET FOR FULL LENGTH, EG. BOUNDARY TO KERB.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
4. REPLACE EXISTING PIPE SECTION BETWEEN PROPERTY LINE AND KERB FOR ALL KERB AND GUTTER RECONSTRUCTION WORKS.
5. WHERE ROOFWATER OUTLETS ARE LOCATED NEAR DRIVEWAYS, OUTLET IS TO BE GALVANISED STEEL AND POSITIONED A MINIMUM 600mm FROM THE DRIVEWAY. OUTLETS ELSEWHERE MAY BE PVC UNLESS DIRECTED OTHERWISE.
6. THE CONTRACTOR SHALL TAKE PHOTOGRAPH(S) SHOWING EACH PIPE STORMWATER CONNECTION ALONG THE FOOTPATH IN RELATION TO THE PROPERTY AND STREET KERB PRIOR TO BACKFILL OF TRENCH. EACH PHOTOGRAPH SHALL HAVE A DATE STAMP AND BE PROVIDED TO COUNCIL FOR THEIR RECORDS.

NOTES

PROVIDE 125x75mm 4/6mm THICK RECTANGULAR GALVANISED STEEL OR PVC ROOFWATER OUTLET. REFER TO NOTE NO. 5

KERB CONNECTION MUST BE FINISHED FLUSH WITH THE FACE OF KERB

CUT CLEAN LINE ALONG INVERT INVERT OF GUTTER TO FULL DEPTH. BREAK UP REDUNDANT KERB.

50 MIN 10 MAX

125x75mm RECTANGULAR GALVANISED STEEL OR PVC ROOFWATER OUTLET. REFER TO NOTE NO. 5

100 380 600 MIN

200 MIN 200 MIN

SCALE OF MILLIMETRES 1:10

DESIGNED / DRAWN: FINAL

CITY OF PARRAMATTA COUNCIL

PLAN NO.

DS2

ROOFWATER OUTLET

SECTION DETAILS AND NOTES

AS SHOWN

1 of 1

Updated 23.10.2017
NOTES

1. BASE MATERIAL IS TO BE DCG20 OR SIMILAR, COMPACT TO 100% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH A.S. 1289.5.1.1–2003

2. CONCRETE IS TO BE 25MPa IN ACCORDANCE WITH AS 1379–2007 AND AS 3600–2009

3. PROVIDE FULL DEPTH EXPANSION JOINT 10mm WIDE AT 6m SPACING, PROVIDE TOOL JOINTS 10mm WIDE BY A MINIMUM OF 20mm DEPTH AT 1.5m SPACING.

4. ALL SURFACES TO BE BROOM FINISHED AT 90° TO DIRECTION OF TRAVEL AND EDGES TO BE ROUNDED TO 20 RADIUS USING AN EDGING TOOL (NO WOOD FLOAT FINISH PERMITTED)

5. ADJOINING NATURAL FOOTWAY IS TO BE CUT OR FILLED WITH TOPSOIL AS REQUIRED TO GRADE EVENLY TO THE FOOTPATH. ALL DISTURBED AREAS TO BE TOPSOILED WITH 75mm APPROVED LOAM AND TURFED AS SOON AS PRACTICABLE TO ENCOURAGE REVEGETATION AND MINIMISE SOIL EROSION FROM SITE, OR REINSTATED AS DIRECTED BY COUNCIL’S INSPECTOR OR PROJECT MANAGER.

6. FOOTPATH IS TO BE A CONSTANT HEIGHT ABOVE TOP OF KERB WHERE POSSIBLE. TRANSITIONS IN GRADE TO MATCH EXISTING VEHICULAR FOOTWAY CROSSING (VFCs) ARE NOT TO EXCEED A GRADE OF 1 IN 14 TO COMPLY WITH AS 1428.1

7. FOOTPATH WIDTH AND CROSS FALL AS SHOWN ABOVE UNLESS DIRECTED OTHERWISE BY THE SUPERINTENDENT / PROJECT MANAGER

8. PROVIDE ARTICULATED JOINT IF FOOTPATH IS ADJACENT TO TREES AND WHERE NON–UNIFORM SOIL MOVEMENT IS EXPECTED.

9. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
DESIGN UNDERBODY PROFILE
ENVELOPE OF 85% POPULATION OF VEHICLES—FULLY LOADED

NOTES
1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE SHOWN.
2. THE DESIGN UNDERBODY PROFILE REPRESENTS A COMPOSITE VEHICLE PROFILE SINCE NO ONE VEHICLE COULD BE ADOPTED AS A DESIGN VEHICLE.
3. WHEN USING THIS UNDERBODY PROFILE, ALLOW VEHICLE TO HAVE ZERO CLEARANCE BETWEEN UNDERBODY OF VEHICLE AND CROSSING.
4. SINCE THE UNDERBODY PROFILE IS BASED ON FULLY LOADED VEHICLES, IT WILL BE RELATIVELY CONSERVATIVE IN THAT CONSIDERABLY GREATER THAN 85% OF THE OPERATING VEHICLE POPULATION (Normally not fully loaded at all times) COULD BE EXPECTED TO NEGOTIATE THE DRIVEWAY STRUCTURE SUCCESSFULLY.
5. FOR LOW PROFILE VEHICLES USE CUSTOM PROFILE TO SUIT.

SCALE OF MILLIMETRES 1:20

Updated 23.10.2017
SECTION A

NOTES

1. ALL EXISTING KERB AND GUTTER SHALL BE REMOVED PRIOR TO ANY NEW LAYBACK WORKS UNLESS OTHERWISE DIRECTED BY COUNCIL’S INSPECTOR AT PRE-INSPECTION.

2. VEHICULAR CROSSING LEVELS TO BE IN ACCORDANCE WITH COUNCIL’S STD DWG DS10 AND DETAILED DESIGN.

3. ROAD BASE MATERIAL TO BE DG920 OR SIMILAR AND COMPACTED TO 100% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH A.S. 1289.5.1.1-2003.

4. ALL DISTURBED AREAS TO BE TOPSOILED WITH 75mm OF APPROVED LOAM AND TURFED AS SOON AS PRACTICAL (PRIOR TO FINAL INSPECTION) TO ENCOURAGE REVEGETATION AND MINIMIZE SOIL EROSION FROM SITE.

SECTION B

NOTES

5. EXISTING CONCRETE FOOTPATH IS TO BE RECONSTRUCTED AS REQUIRED BY COUNCIL’S INSPECTOR OR PROJECT MANAGER TO MATCH THE CROSSING.

6. THE FOOTWAY IS TO BE SHAPED AS REQUIRED BY COUNCIL’S INSPECTOR OR PROJECT MANAGER TO THE CROSSING EVENT.

7. THIS PLAN DOES NOT APPLY FOR FOOTWAY WIDTHS LESS THAN 2.8m.

8. ALL SURFACES TO BE BROOM FINISHED.

9. USE 2.0m, IF DISTANCE BETWEEN INVERT AND FRONT OF FOOTPATH IS 2.0m OR GREATER, WHERE DISTANCE IS LESS THAN 2.0m WING TO MATCH FRONT OF FOOTPATH.

LEGEND

BF BACK OF FOOTPATH
FF FRONT OF FOOTPATH
INV INVERT

DIRECTION OF BROOM FINISH

PROPERTY

FOOTWAY WIDTH

MINIMUM

2.5m

VARIABLE GRADE

BF

OVER 1.5m

FF

APPROVED CROSSING WIDTH

(MIN 3.0m – MAX 5.5m)

“W”

“W” + 1.60m

EXPANSION JOINT

PROVIDE EXPANSION JOINT ALONG PROPERTY BOUNDARY AND AT BOTH ENDS IF MATCHING FOOTPATH

SAWCUT AND PROVIDE EXPANSION JOINT AT EACH END OF CROSSING. WHERE APPLICABLE

DRIVeways TO BE Laid IN Plain CONCRETE, NO COLORING, STAMPING OR STENCIL PATTERNS BETWEEN PROPERTY BOUNDARY AND BACK OF LAYBACK.

MINIMUM COVER FOR REINFORCEMENT

40mm FOR PAVEMENTS LESS THAN 150mm THICK AND 50mm FOR PAVEMENTS GREATER THAN OR EQUAL TO 150mm THICK

175mm DEEP LIFT. REFER TO NOTE N5 ON COUNCIL’S STD DWG DS1

175mm ROAD BASE

SEE NOTE 3

SL72 STEEL FABRIC WITH 40mm TOP & END COVER.

150mm ROAD BASE

SEE NOTE 3

FULL DEPTH EXPANSION JOINT

REFER TO STANDARD LAYBACK TYPE "2" DS1

100mm ROAD BASE

SEE NOTE 3

EVENLY COMPACTED SUB-GRADE TO 100% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH A.S. 1289.5.1.1-2003

CONCRETE MINIMUM COMPRESSIVE STRENGTH TO BE (f_c) 25MPa AT 28 DAYS.

PLAN N.T.S

CITY OF PARRAMATTA COUNCIL

VEHICULAR CROSSING

PLAN, SECTIONs AND NOTES

SCALE 1:20

SCALE OF MILLIMETRES 1:20

F"
CITY OF PARRAMATTA COUNCIL

FINAL PLAN

SECTION NOTES

LEGEND
BF BACK OF FOOTPATH
FF FRONT OF FOOTPATH
INV INVERT
DIRECTION OF BROOM FINISH

LIP OF GUTTER
LEVEL DIFFERENCE NOT TO EXCEED 90mm BETWEEN BACK OF PATH AND PROPERTY BOUNDARY

EXPANSION JOINT

MINIMUM COVER FOR REINFORCEMENT 40mm FOR PAVEMENTS LESS THAN 150mm THICK AND 50mm FOR PAVEMENTS GREATER THAN OR EQUAL TO 150mm THICK

SL92 STEEL FABRIC WITH 50mm TOP & END COVER.

150mm ROAD BASE SEE NOTE 3

EVENLY COMPACTED SUB-GRADE TO 100% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH A.S. 1289.5.1.1

NOTES

1. ALL EXISTING KERB AND GUTTER SHALL BE REMOVED PRIOR TO ANY NEW LAYBACK WORKS UNLESS OTHERWISE DIRECTED BY COUNCIL'S INSPECTOR AT PRE-INSPECTION.

2. VEHICULAR CROSSING LEVELS TO BE IN ACCORDANCE WITH COUNCIL'S STD DWG DS10 AND DETAILED DESIGN.

3. ROAD BASE MATERIAL TO BE DDG920 OR SIMILAR AND COMPACTED TO 100% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH A.S. 1289.5.1.1–2003

4. ALL DISTURBED AREAS TO BE TOPSOILED WITH 75mm OF APPROVED LOAM AND TURFED AS SOON AS PRACTICABLE (PRIOR TO FINAL INSPECTION) TO ENCOURAGE REVEGETATION AND MINIMIZE SOIL EROSION FROM SITE.

5. EXISTING CONCRETE FOOTPATH IS TO BE RECONSTRUCTED AS REQUIRED BY COUNCIL'S INSPECTOR OR PROJECT MANAGER TO MATCH THE CROSSING.

6. THE FOOTWAY IS TO BE SHAPED AS REQUIRED BY COUNCIL'S INSPECTOR OR PROJECT MANAGER TO THE CROSSING EVELY.

7. THIS PLAN DOES NOT APPLY FOR FOOTWAY WIDTHS LESS THAN 2.0m.

8. ALL SURFACES TO BE BROOM FINISHED.

9. USE 2.0m, IF DISTANCE BETWEEN INVERT AND FRONT OF FOOTPATH IS 2.0m OR GREATER, WHERE DISTANCE IS LESS THAN 2.0m WING TO MATCH FRONT OF FOOTPATH

SCALE OF MILLIMETRES 1:20

PLAN N

CITY OF PARRAMATTA COUNCIL

HEAVY DUTY VEHICULAR CROSSING

DS9

PLAN, SECTIONS AND NOTES
THESE PROFILES ARE TO BE USED AS A GUIDE ONLY.
EACH DRIVeway SHOULD BE DESIGNED TO AVOID SCRAPING, DRAINAGE PROBLEMS
AND CONFLICTS WITH OSD LEVELS.

ROAD CROSSFALL WILL AFFECT
MAXIMUM ALLOWABLE GRADES

VEHICULAR CROSSING: HIGH LEVEL
TYPICAL SECTION

VEHICULAR CROSSING: LOW LEVEL
TYPICAL SECTION

VEHICULAR CROSSING: NORMAL LEVEL
TYPICAL SECTION

NOTES

1. MAX CROSSFALLS ARE ADVISORY ONLY. MAXIMUM LEVELS WILL ONLY BE APPROVED BY COUNCIL IN EXCEPTIONAL
   CIRCUMSTANCES. ANY OTHER GRADE ARRANGEMENT (DRIVeway DESIGN) SHALL BE DESIGNED BY A SUITABLY QUALIFIED,
   PROFESSIONAL ENGINEER AND LONGITUDINAL SECTION IN 1:20 SCALE SHALL BE SUBMITTED TO COUNCIL FOR FORMAL CHECK
   AND APPROVAL. PLAN TO SHOW CORRECT ROAD CROSSFALL.

2. CROSSING LEVELS TO BE DESIGNED TO ALLOW COUNCIL’S STANDARD CAR (85% VEHICLE) TO PASS WITHOUT SCRAPING.
   (COUNCIL STANDARD DRAWING DS7)

3. SPECIAL CONSIDERATION IS REQUIRED TO ALLOW "NON-STANDARD" AND "MODIFIED" VEHICLES TO CROSS WITHOUT
   SCRAPING E.G. A STANDARD VEHICLE MODIFIED WITH A TOW BAR, TRAILER, ETC.

4. VEHICULAR CROSSINGS CAN ONLY BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL APPROVED PLANS AND TO RELEVANT
   COUNCIL STANDARD DRAWING DS8 OR DS9.

5. FOOTPAVING EXPANSION JOINTS SHALL BE PREFORMED BITUMEN IMPREGNATED FIBREBOARD 10mm WIDE, FULL CONCRETE
   DEPTH AT NO MORE THAN 6m SPACING WITH TOOLED 20mm (MINIMUM) DEEP, 10mm WIDE JOINTS AT 1.5m SPACING.

6. ALL WORKMANSHIP AND MATERIALS TO RELEVANT, AUSPEC AND AUSTRALIAN STANDARDS

DESIGNED / DRAWN: AS SHOWN
DESIGN CHECKED & APPROVED: AS SHOWN
SERVICE MANAGER: AS SHOWN
MANAGER CITY ASSETS & ENVIRONMENT: AS SHOWN

CITY OF PARRAMATTA COUNCIL

VEHICULAR CROSSING PROFILES

PLAN N° DS10

Sheet No.: 1 of 1

Updated 23.10.2017