RIGHT OF WAY – STANDARD PAVEMENT SPECIFICATION SHEET

TOWN OF CLAREMONT Est 1898

SPEC SHEET

(Enquiries to: Town of Claremont Engineering on 9340 6918)

1. Specification Overview

The following specification is for a 'Typical' Right of Way [ROW] pavement profile. This is to be used where independent sections of ROWs are being constructed, for example one to two lot frontages or approximately 30m linear length. This is to ensure there is some degree of uniform consistency in the construction of ROWs.

Those wishing to construct a small portion of ROW in accordance with this specification are required to apply to the Town for a Permit for Activity on Thoroughfare [PAT] and abide by its prescribed conditions.

Developers and developments adjoining ROWs who are required to construct / reconstruct ROWS as part of development are required to submit an independent specification and design of the particular site to the Town of Claremont for approval of design and specification before upgrading.

2. What are the options?

There are three options which have been standardised to be used in ROWs dependant on the quantity and type of traffic. The guiding criteria for this beside each option.
Vehicle traffic can be assumed by counting the number of driveways which are along the ROW and multiplying them by four. For clarity on which one suits best please contact the Town.

2.1. Option 1 : Heavy ROW Traffic [40+ Vehicles , Garbage collection from ROW, both ends open]

-Invert crown [V shape] with trafficable concrete stormwater soak - wells trafficable gully grates at spacing based on square metres given in the onsite stormwater requirements [See Stormwater info sheet]
-300 mm compacted limestone base and 2 layers of 25 mm asphalt (dense grade 10mm with 50 marshall blow)

2.2. Option 2 : Medium ROW Traffic [21-39 Vehicles, Garbage collection from ROW]

-Invert crown [V shape] with trafficable concrete stormwater soak - wells trafficable gully grates at spacing based on square metres given in the onsite stormwater requirements [See Stormwater info sheet]
-200 mm compacted limestone base and 1 layer of 30 mm asphalt [dense grade 10mm with 50 marshall blow]

2.3. Option 3 : Light ROW Traffic [up to 20 Vehicles, No garbage collection from ROW one end open]

-Invert crown [V shape] with trafficable concrete stormwater soak - wells trafficable gully grates at spacing based on square metres given in the onsite stormwater requirements [See Stormwater info sheet]
-150 mm compacted road base [blue metal] and 1 layer of 30 mm asphalt [dense grade 10mm with 50 marshall blow]

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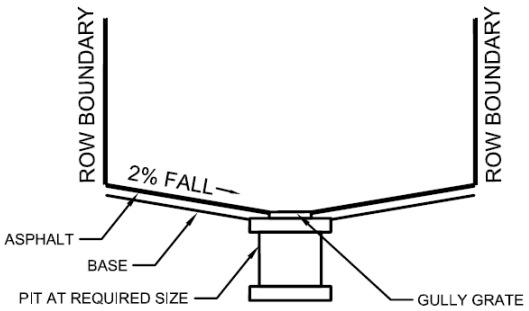
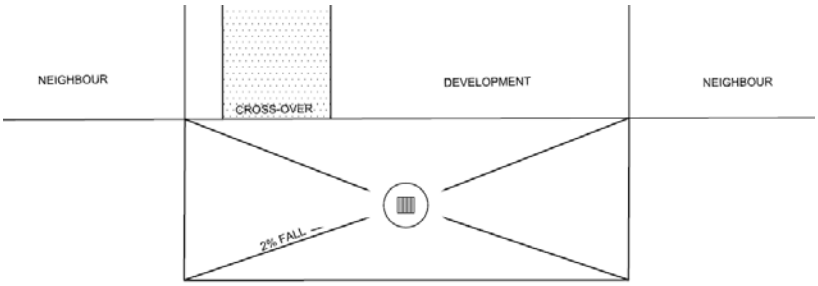
3. What will it look like?

A simple diagram of how the ROW will be laid out is below:





4. When should I do it?

Generally you should construct your access to the ROW [crossover] and the section of ROW at the end of your development or building works. While developing, if the surface of the ROW is loose dirt it is advised to install the drainage and lay the base of your eventual ROW section and cover with 2 coats of a 5mm spray seal. This will be at the final levels of the ROW without the asphalt layer required as per the options above. This will mean that the ROW can be used effectively during developing.

It's also a good idea to install the drainage at the same time as you do on your development to save you money, and cover the grate with black plastic, as if it is full of debris you will be required to clean this before the Town takes possession to care for it going forward.

5. Do I need drainage or just the surface to be done?

In many circumstances you may not need drainage pit as the adjoining section of ROW might have sufficient storage. To determine that is the case you will need to confirm the following to the Town prior to approval:

- The size of the current area that drains into that pit [including driveways and other roads] this can be done by measuring the area between the high points.
- The size of the current drainage pit, this will let you know how much capacity it has.
- The size of your section of ROW to drain, including your own crossover if it slopes to the ROW
- The levels along the boundary and centreline of your section of ROW leading to the pit, the ground must fall toward the pit to ensure the water will actually be caught there.

Using the same calculations as the Towns onsite stormwater drainage requirements will allow you to find out current capacity requirements as well as any excess which could be utilised by yourself. Most builders and architects will be able to do this no problem.

Revision Date: Thursday, 28 March 2013