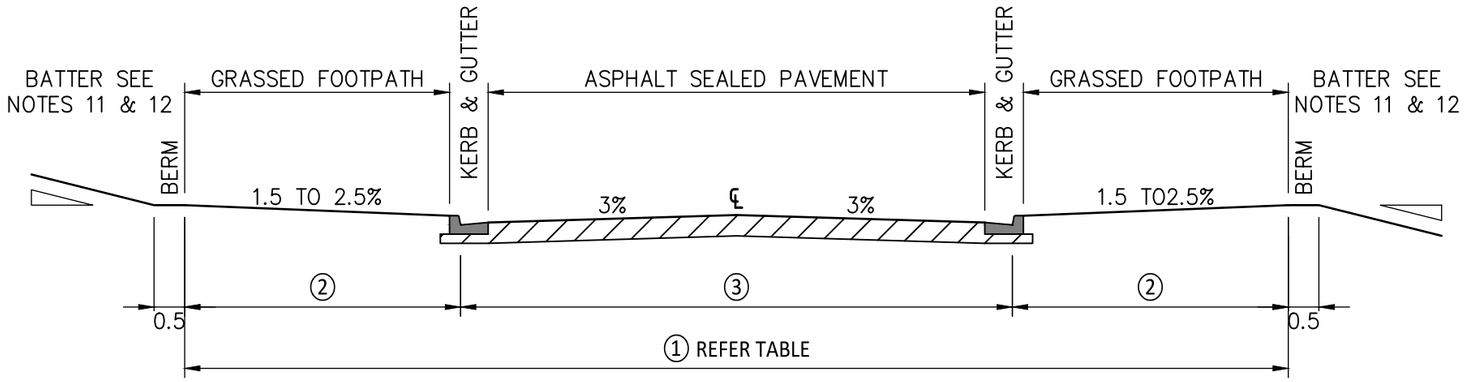

CLASSIFICATION OF ROAD	MIN. ROAD RESERVE WIDTH ①	FOOTWAY WIDTH ②	CARRIAGEWAY WIDTH BETWEEN NOMINAL FACE OF KERBS ③	KERB TYPE (REFER NOTE 7)	MAX. NUMBER OF LOTS SERVICED	VPD (REFER NOTE 2)
SUB–ARTERIAL	22m	2 x 4.50m	13.0m	STD 150 KERB	N/A (REFER NOTE 3)	< 5000 VPD < 250 HVPD (REFER NOTE 3 FOR DEVELOPMENT AFFECTING THESE ROADS)
COLLECTOR	20m	2 x 4.50m	11.0m	STD 150 KERB	N/A (REFER NOTE 3)	< 3000
LOCAL	18m	2 x 4.50m	9.0m	ROLL KERB	N/A (REFER NOTE 3)	< 1000
ACCESS TYPE 1	21m & VAR. (REFER NOTE 5)	2 x 2.5m	9.0m	EDGE BEAMS	OPTION FOR LOTS AREAS ≥ 2000m^2	< 1000
ACCESS TYPE 2	17m	2 x 4.0m	9.0m	ROLL KERB	15 LOTS	N/A
ACCESS TYPE 3	15m	4.0m & 3.0m (REFER NOTE 6)	8.0m	ROLL KERB	7 LOTS	N/A
INDUSTRIAL	20m	2 x 3.50m	13.0m	STD 150 KERB	N/A (REFER NOTE 3)	< 3000 (REFER NOTE 4 FOR DEVELOPMENT AFFECTING THESE ROADS)

NOTES:

1. THIS DRAWING CONFIRMS THE MINIMUM ACCEPTABLE DESIGN REQUIREMENTS FOR PUBLIC URBAN ROADS. REFER TO SD152 FOR DETAILS RELATING TO RURAL ROADS.
2. TRIP GENERATION IS DERIVED FROM THE TfNSW "GUIDE TO TRAFFIC GENERATING DEVELOPMENTS". POTENTIAL ULTIMATE TRAFFIC GENERATION TO BE USED TO DETERMINE THE APPROPRIATE ROAD CLASSIFICATION (MAXIMUM TRAFFIC EXPECTED TO USE THE ROAD AT DEVELOPMENT FINALISATION PLUS 40 YEARS CONSISTENT WITH MINIMUM PAVEMENT DESIGN LIFE).
   VPD = VOLUME OF VEHICLE PER DAY (BOTH DIRECTION).
   HVPD = VOLUME OF HEAVY VEHICLES (EXCEEDING 4.5 GROSS TONNES). THIS IS NOT A MEASURE OF E.S.A. USED IN PAVEMENT DESIGN.
3. TRAFFIC IMPACT ASSESSMENT IS REQUIRED TO DETERMINE TRAFFIC VOLUMES AND MAXIMUM NUMBER OF LOTS CAPABLE OF BEING SERVICED.
4. APPLICATIONS FOR DEVELOPMENTS THAT EITHER HAVE DIRECT OR INDIRECT CONNECTIONS TO THESE ROADS WILL GENERALLY REQUIRE AN ACCOMPANYING TRAFFIC IMPACT ASSESSMENT IN ACCORDANCE WITH COUNCIL'S ENGINEERING DESIGN SPECIFICATIONS.
5. ACCESS TYPE 1: MINIMUM SWALES ON EACH SIDE ARE 3.5m WIDE. WIDER SWALES MAY BE REQUIRED TO ACCOMMODATE INCREASED FLOWS AND WILL ALSO RESULT IN A WIDER ROAD RESERVE. REFER TO SD147.
6. PAVED FOOTPATH, WHERE REQUIRED, TO BE PROVIDED ON 4.0m WIDE SIDE OF ROAD.
7. REFER TO SD102 FOR KERB & GUTTER SHAPES AND SD120 FOR SUBSOIL DRAINAGE DETAILS.
8. PAVEMENT DESIGN, EARTHWORKS, DRAINAGE AND SUB–SURFACE DRAINAGE SHALL BE IN ACCORDANCE WITH THE COUNCILS DESIGN AND CONSTRUCTION SPECIFICATIONS.
9. MINIMUM PAVEMENT CROSS FALL SHALL BE 2% AND MAXIMUM 4% UNLESS DEVELOPING SUPERELEVATION.
10. MAXIMUM VERGE CROSS FALL SHALL BE 2.5%.
11. MAXIMUM FILL BATTER SLOPES SHALL BE:
    - 1:6 DESIRABLE IN ALL CASES FOR MAINTENANCE PURPOSES.
    - 1:4 MAXIMUM FOR ROAD SAFETY REASONS.
    - 1:3 ABSOLUTE MAXIMUM FOR STABILITY, IF THERE ARE NO ROAD SAFETY CONCERNS, THE BATTER SLOPE IS CERTIFIED AS STRUCTURALLY STABLE AND COUNCIL IS NOT RESPONSIBLE FOR MAINTENANCE.
    - FOR STEEPER SLOPES, CONSIDER RETAINING STRUCTURES.
12. MAXIMUM CUT BATTER SLOPES SHALL BE:
    - 1:6 DESIRABLE IN ALL CASES FOR MAINTENANCE PURPOSES.
    - 1:4 MAXIMUM FOR ROAD SAFETY REASONS.
    - 1:3 ABSOLUTE MAXIMUM FOR STABILITY AND IF THERE ARE NO ROAD SAFETY CONCERNS, THE BATTER SLOPE IS CERTIFIED AS STRUCTURALLY STABLE AND COUNCIL IS NOT RESPONSIBILITY FOR MAINTENANCE.
    - 1:1 IN ROCK.
    - FOR STEEPER SLOPES, CONSIDER RETAINING STRUCTURES.

ISSUE	AMENDMENTS	DRAWN	DATE
A	REDRAW ISSUE	TZ	25/1/2021

WINGECARRIBEE SHIRE COUNCIL

DRAWN ..... TZ ..

SCALE 1:100

SHEET SIZE: A3

APPROVED

GROUP MANAGER
INFRASTRUCTURE SERVICES
D.L

WINGECARRIBEE SHIRE COUNCIL

STANDARD DRAWING
TYPICAL URBAN ROAD CROSS SECTIONS

DATE: 25/01/2021 | PLAN No: SD101 | SHEET 1 OF 1 | ISSUE A