



ROAD & FOOTPATH OPENING FACT SHEET & CONDITIONS

Contents

ROAD & FOOTPATH OPENING FACT SHEET & CONDITIONS.....	1
Conditions	3
1. General Terms & Conditions.....	3
2. Calculation of area for restoration charges	5
3. Fees & Charges.....	5
Specifications	5
4. Excavation, Backfill and Temporary Restoration	5
5. Backfilling Specification or Guideline.....	6
Bedding Zones.....	6
Backfill in Verge and Landscape Areas.....	6
Backfill to Sub-grade Level under Footpaths, Driveway and Carriageways.....	6
Compaction of Trench Backfill	6
6. Road Pavement Specification Guideline	7
7. Footpath and Driveway Specification/Guideline	8
8. Diagram 1 – Typical Trench Cross Section	9

Conditions

Hunters Hill Council has authority and responsibility to maintain its infrastructure. This authority is accorded under the Roads Act, 1993. The infrastructure includes, but is not restricted to, footpath, kerb and gutter, road pavement, nature strips, reserves and traffic facilities (such as traffic islands and roundabouts). Prior to any road, footpath, kerb and gutter, nature-strip or traffic facility, etc., is excavated by a Utility Authority or any other person performing opening works, they are required to notify Council prior to the commencement of work to ensure the safety of the road users and compliance with Council's Specifications.

1. General Terms & Conditions

- Where a main traffic route is to be opened, the approval of the Police Traffic Branch shall be obtained before the works commence. If the main traffic route is a proclaimed Main Road or State Road, the approval of the Roads and Maritime Service (RMS) shall also be obtained before the works commence.
- Where possible, Council requires that concrete roads be bored horizontally. If any Road cannot be so bored, the written approval of the Council Engineer is required to make the opening.
- All openings are to be temporarily restored to Council Specification. The Utility Authority or contractor must maintain the temporary restoration in a safe condition until Council is given the restoration works order number or the Road Opening Permit (ROP).
- The Council Officer shall be notified to witness the back filling and they shall be advised 24 hours before the back filling is scheduled to occur.
- Applicants who require a formwork inspection shall notify Council 48 hours before inspection.
- All openings of Concrete and Asphalted edges shall be saw-cut parallel or at right angles to the kerb line or pavement edge after completion of the trenching works on an alignment that included all edge failures that have occurred during the process. Should the Applicant fail to complete the saw-cut, Council shall complete at time of permanent restoration at the Applicant's expense.
- In the event of pre-existing damage evident at the proposed worksite, a Dilapidation Report shall be prepared by the Applicant prior to works commencing, and shall include photographs. If damage is not reported it shall be assumed that it is the result of the Applicant's work and the cost of the damage shall be incurred by the Applicant.
- All requirements for traffic control (to comply with AS1742.3) are the responsibility of the road opener/Utility Authority. This will include pedestrian and vehicular traffic. If, in the opinion of Council, the traffic control measures are inappropriate, the Council will have the right to make any reasonable adjustments to the traffic control measures to improve safety and convenience. The permit holder will be responsible to pay for the costs of such adjustments in addition to the normal fees and charges for the road opening work.
- The Utility Authority or contractor shall supply all traffic control safety barriers and warning signs in accordance with AS1742.3 at all times. Adequate warning lights to be provided for openings left overnight.
- The Utility Authority or contractor shall be responsible for public safety and for any claim arising from any damage or injury due to operations in connection with the works.

- Should Council receive complaints or be required to rectify an unsafe work site, such rectification works shall be carried out at Authority's or contractor's expense without prior notification.
- The Utility Authority or contractor shall be responsible for determining the location of all services prior to the commencement of any opening works. In this regard, the applicant shall provide a copy of the **Dial-Before-You-Dig verification sheet**, together with the ROP (if applicable) or with the Letter of Notification (if an Authority).
- All excavated material shall be removed from the site immediately upon completion of works. The site and the surrounding area are to be kept in a safe, clean and tidy condition at all times. The excavated area shall be appropriately and adequately secured to prevent access to non-authorised persons whilst work is in progress.
- The Utility Authority or contractor will be in contravention of the Protection of Environment Operation Act if material/spoil enters the stormwater system and liable for prosecution under this Act. To this end, bunding shall be placed around the entrance of any nearby stormwater pits to which water may flow.
- Upon completion of works, the Utility Authority or contractor shall advise the Council in writing that the opening is ready for permanent restoration with restoration work order number.
- The liability of the works will be with Utility Authority or contractor until a Purchase Order (PO) or letter of authority is provided to Council to finalise the road opening. If there is any defect or subsidence to the temporary restoration works before providing the restoration order then the defect shall be rectified and repaired by Utility Authority or contractor within 48 hours of Council reporting the defects. If the defects are considered a safety issue that may pose a threat to members of the public, Council will instruct the Utility Authority or Contractor to undertake immediate rectification work. This directive will be issued under Section 101, Roads Act, 1993. If the Utility Authority or contractor fails to undertake the rectification works within the specified timeframe, then Council will undertake the works, and costs associated with the works will be incurred by the Utility Authority or Contractor.
- All works are to be carried out to Council's satisfaction and if there is doubt over the specifications and requirements, please seek clarification from Council's Engineer.
- Contractor should contact customer service no less than 48 hours after temporary restoration is completed to arrange final inspection.
- The local Road Authority is Hunters Hill Council and a Purchase Order /Restoration Order for any works in the road reserve (boundary to boundary) is to be provided to Council. If the works are in the carriageway of a Road and Maritime Services (RMS) road, the restoration order is to be provided to RMS. For the works between kerb and the private property boundary (nature strip area), a Purchase Order (PO) or Restoration Order is to be provided to Hunters Hill Council. The RMS roads within Hunters Hill Council are:
 - Victoria Road
 - Burns Bay Road

All permanent restorations shall be completed by Council. If the road opening is part of a DA/CDC, you can apply to carry out concrete works only. However, this is assessed on a case-by-case basis and at Council's Engineer's discretion. Applying to carry out works does not guarantee approval.

2. Calculation of area for restoration charges

- The minimum unit measurement of concrete footpath shall be a (1) square metre or (1) footpath panel, as defined by “tooled” or “dummy” joints.
- The minimum unit of measurement of flexible road pavement shall be 1.2 square metres.
- If opening is to be made in a large slab such as driveway, square metre rates will apply, in increments of 0.5 square metres
- The full slab replacement of footpath to edge of the concrete slab, dummy joint or edge of previous restoration to be restored. The cost shall be borne by the applicant for full width panel replacement in addition to the area opened as part of restoration.
- Minimum width of asphalt road pavement opening or calculation of the restoration charge shall be 450mm (does not apply to concrete road) and above the minimum width of 450mm, the width shall be measured in steps of 100mm.
- The full slab replacement of concrete road pavement to edge of the concrete slab, dummy joint or edge of previous restoration to be restored. The cost shall be borne by the applicant for full width panel replacement in addition to the area opened as part of restoration.

3. Fees & Charges

The following conditions apply to all fees & charges listed under Roads & Footpaths:

1. The costs, such as Traffic Control, Night Work, and other costs associated with night work are subject to confirmation at the time of pricing.
2. Saw-cutting costs for Footpaths, Driveways and Paving apply. Refer relevant rate.
3. RMS specific requirements, including appropriate road occupancy licences, are not included in the costs, and will be subject to pricing at the time of works and fully payable by applicant.
4. RMS peak period time constraints are not included in the rates above. Where these constraints are imposed, the rates will be modified to reflect the limited access periods, and will be advised to the applicant as a modified rate, applicable only to that works.
5. All prices are based on the underlying base, sub-base and sub-grade having been restored to meet Hunter's Hill Council specification as amended. Works that do not meet these Specifications and are below the depth for nominated items will be undertaken by Council at full cost to the applicant.
6. Areas that exceed the stated quantities will be priced as a separate lump sum to the applicant.
7. Charges for restoration works are not subject to GST when charged direct to a State or Federal Utility or Authority, or charged to a contractor engaged by them.

Specifications

4. Excavation, Backfill and Temporary Restoration

Generally all excavations, backfilling and temporary restoration of asphalt and concrete shall be carried out in accordance with the standard set out in the Sydney Metropolitan Area Street Opening Conference, "Code for Excavating and Backfilling Trenches" and as per Council specification/direction.

5. Backfilling Specification or Guideline

Bedding Zones

- Bedding material for the bed, haunch, side and overlay zone shall be to the requirements, and shall be installed in accordance with the Specification for the particular Utility service being installed.
- A geo-textile sheet shall be installed on any coarse overlay material to prevent piping of fines.
- The overlay zone is defined as that part of the trench backfill immediately over the Utility service. The side zone and overlay material shall be installed in accordance with the Specification for the particular Utility service being installed, provided that the material has the equivalent performance to the backfill material specified in sections below, trench backfill and compaction of trench backfill

Backfill in Verge and Landscape Areas

- Backfill material shall be material passing 75mm sieve and not containing any organic or deleterious material or reactive clay. In landscape areas topsoil shall be placed on the sub-grade to the same thickness as the surrounding topsoil.
- Backfilling, for a minimum 300mm thickness, around tree roots shall consist of topsoil mixture, placed and compacted in layers of 150mm depth to a dry density equal to that of the surrounding soil.
- The Contractor shall not place backfill material above the original ground surface around tree trunks or over the root zone unless approved by the Director Service Delivery & Special Projects or Council's Representative.
- Immediately after backfilling the tree root zone shall be thoroughly watered.

Backfill to Sub-grade Level under Footpaths, Driveway and Carriageways

Any of the following materials shall be used (refer to diagram 1):

- Sand (shall not be used if the bedding/overlay is coarse aggregate);
- Fine crushed rock/recycled concrete in accordance with the Specification for Flexible Pavements;
- Selected backfill material with an equivalent 4 day soaked CBR value, in accordance with AS1289.6.1.2, to the existing sub-grade and a maximum particle size of 75mm and not containing any organic or deleterious material or reactive clay;
- Under footpath – 25:1 sand/cement mix - (compaction testing is not required);
Under carriageways – 14:1 sand/cement mix - (compaction testing is not required). Subsoil drainage shall be provided, and allowance shall be provided for through flow of seepage or ground water.

Compaction of Trench Backfill

1. Backfilling shall be compacted to the following requirements when tested in accordance with AS 1289.5.2.1 for modified compactive effort (MMDD) or AS 1289.5.1.1 for standard compactive effort (MSDD). Non-cohesive materials shall be tested in accordance with AS 1289.5.6.1. No compaction testing is required where sand /cement is used as backfill material.

	Relative Compaction	Relative Compaction Density Index (for Non- Cohesive Materials)	Moisture Content (percent of optimum moisture content)
Bedding and Overlay Zones	To Utility Authority's Specification	To Utility Authority's Specification	To Utility Authority's Specification
Backfill in verge and landscape areas	90% Standard	70	Between 60% and 100%
Backfill to sub-grade level under footpaths and carriageways	92% standard - footpaths 98% modified - carriageways	80	Between 60% and 100%

2. All material shall be compacted in layers not exceeding 150mm compacted thickness unless it can be demonstrated to the Director Technical Services & Operations or Council's Representative's satisfaction by suitable testing that the specified compaction can be achieved with the thicker layer.
3. The Contractor shall adopt compaction methods, which will not cause damage or misalignment to the underlying Utility service, adjacent Utility services or adjacent structures.

6. Road Pavement Specification Guideline

- Reinstatement to extend a minimum of 0.30m beyond the excavation in all direction. It is recommended that longitudinal joints remain clear of a wheel path. If it is major works then a full lane width area is required to be undertaken. The full slab replacement is required for concrete road pavement.
- All trenches backfill within the road carriageway are to be backfilled to within 400 mm of the road surface with clean sand (not filling sand) or fine crushed rock or mixture of sand /cement ratio of 14:1. Subject to Council engineer approval. The compaction of the sub grade to achieve minimum of 98% relative modified compaction.
- All sand backfilling shall be thoroughly compacted in layers not exceeding 150 mm thickness either by use of a Wacker" type plate or vibratory roller (where the width of the trench permits).
- The top layer wearing course of flexible pavement structure shall be 50mm AC 14 or AC10 on a compacted base of 150mm DGB20, on a compacted base of 200mm DGB 40, alternatively 350mm of DGB20 may be used. Compaction road base must be to a minimum of 98% modified compaction ratio.
- For the rigid pavement the concrete sub-base shall be reconstructed in a 5 MPa concrete lean mix at 150mm depth with a layer of plastic membrane to act as a bond breaker to allow the slabs to slide. Typical pavement formation shall be 230mm 50 MPa concrete reinforced

with 2 layers of F81 mesh with 60mm cover. Where slabs are joined R20 Hot Dipped Galvanised dowels shall be used and placed at 600mm centres with the 300mm deep at each side. All slabs should have hot bitumen seals on the sides and ends.

- The surface course shall be temporarily sealed using Bituminous Cold Mix – 50mm minimum thick or to match the existing wearing surface thickness and aggregate size of asphaltic concrete and compacted flush with the existing road surface.
- The thickness of the asphalt wearing course is to be at least the same thickness and same stone size of the existing pavement.
- The permit holder must ensure that, during the backfilling operation, specified materials have been used and specified layer thickness and densities have been achieved.
- Any line marking and RPMs removed to conduct the Utility work shall be reinstated.
- No more than one half of the width of any road shall be opened at any one time.

7. Footpath and Driveway Specification/Guideline

- Reinstatement of full slab concrete surface to the nearest edge, control joint or expansion joint in all directions beyond the excavation is required.
- Plain or coloured concrete surface: (Excavation within the boundary strip, footpath section or apron).
- Reconstruct the entire panel comprising the full width of the vehicular crossing extending to the construction joints.
- Sub-base material shall consist of fine crushed rock or recycled concrete complying with the Specification for flexible pavement. The thickness of the sub-base shall match the existing sub-base (minimum 75mm thickness for footpaths and light duty driveways and 150mm thickness for medium and heavy duty driveways). The subbase shall be compacted to 98 per cent relative compaction.
- Concrete footpaths shall be constructed in minimum 25MPa concrete with a minimum thickness of 75mm.
- Footpath widths shall be reconstructed to 1200mm width (minimum) regardless of the pre-existing footpath dimensions. Exceptions may be granted where site conditions limit the width to less than 1200mm. Such instances will require prior approval by a Council Engineer.
- In certain circumstances, footpath width may be specified to widths exceeding 1200mm, and shall be specified as part of the approval process. ☐ Light duty driveways serving single residential dwellings shall be constructed in 25MPa concrete to the same thickness (with a minimum of 110mm and with F62 steel) as the original driveway.
- Medium duty driveways serving multiple residential dwellings and light commercial developments and heavy duty driveways shall be constructed in 25MPa concrete to the same thickness (minimum of 150mm with F72 Steel Fabric with 50mm top cover to reinforcement) as the original driveway.
- Asphalt footpaths shall consist of asphalt in accordance with the Specification for Asphalt Concrete and shall be constructed to the same thickness as the adjoining footpath or to minimum thickness shall be 50mm.
- Asphalt driveways shall consist of asphalt in accordance with the Specification for Asphalt Concrete and shall be constructed to the same thickness as the adjoining driveway or to minimum thickness shall be 100mm.

- Asphalt, concrete and paved paths including saw cutting, backfilling and temporary restoration will require restoration as per Council Specification and directions.
- Nature strip grass areas are to be restored to original condition and match up with existing grass.
- All openings shall be saw cut parallel or at right angles to edge of pavement or construction joint.
- If Council identify that the existing assets is not complying with current standard then Council undertake the works to make it comply with standard by spending the balance of the amount on top of the restoration fees paid by Applicant.
- If the existing condition of the assets is identified as in poor condition, the applicant should contact Council's engineer in order to organise an on-site inspection to resolve any doubt prior the work commencing. If Council is not contacted prior to commencement of the works, the applicant will be charged for all works.
- Any signs or street furniture removed to conduct the Utility work shall be reinstated by applicant.
- Any line marking along cycle ways removed to conduct the Utility work shall be reinstated by applicant.

8. Diagram 1 – Typical Trench Cross Section

