

GUIDELINE FOR CONSTRUCTION OR REINSTATEMENT OF CARPARKING WITHIN A SHIRE OF BROOME ROAD RESERVE



Revision 1 May 2014

Relevant Reference Documents

Australian Standard AS4360 – Risk Management

Australian Standard AS1742 – Manual of Uniform Traffic Control Devices

Australian Standard AS1743 – Road Sign Specifications

Australian Standard AS2890 – Parking Facilities

Disability Services Act 1986

Road Traffic Act 1974

Road Traffic Code 2000

Occupational Safety and Health Act 1984

Occupational Safety and Health Regulations 1996

Main Roads WA Specification 202 – Traffic Management

Main Roads WA Specification 210 – Sidetracks

Main Roads WA Traffic Controllers Handbook

IPWEA Local Government Guidelines for Subdivision Development 2009 and the Shire of Broome addendum (as updated)

Local Planning Policy 8.10 – Parking, Storage, Crossover and Drainage Standards for Planning Applications

Shire of Broome Standard Drawings

Design

Where construction of carpark within road reserve has been approved by the Shire of Broome, the developer must;

- Engage a suitably qualified practicing engineer to undertake the design of the carpark to comply with AS2890 Australian Standard for Parking Facilities, IPWEA Local Government Guidelines for Subdivision Development 2009 and the Shire of Broome Addendum (as updated), Local Planning Policy 8.10 – Parking, Storage, Crossover and Drainage Standards for Planning Applications, Shire of Broome Standard Drawings and specifications contained herein.

The drawings should identify as a minimum;

- Existing and final levels (minimum carpark grade to be 0.5%) and how they interact with existing property levels.

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- Location of existing utilities
- Drainage to the lawful point of discharge to comply with the Shire of Broome's guidelines and specifications
- Existing significant vegetation
- Soil erosion and sediment control measures to be implemented during the construction phase
- Line marking and any necessary regulatory signage.
- Associated footpaths
- Street lighting to Australian Standards
- Submit a Traffic Management Plan, prepared in accordance with current MRWA requirements, and include a Pedestrian Management Plan for heavily trafficked pedestrian areas.
- Submit an Occupational Safety Health & Environment Management Plan.
- Provide evidence of consultation with landowners to be affected by construction works and details of temporary access arrangements if required. Where possible, works should be coordinated to limit impact on surrounding business operations and landowners.
- Take out Public Liability insurance to the sum of not less than \$10 million.
- Obtain all necessary approvals from Horizon Power, Water Corporation, Telstra and MRWA if required to carry out the construction. Any affect on services, subsequent relocations or replacements shall be fully detailed and indicated on the construction drawings.

General Material, Pavement and Quality Specifications

Sub Grade

Sub grade preparation shall be carried out in all areas where pavement is to be constructed and compacted to not less than 95% MDD, all allowances shall be made with the mixing and adjustment of moisture content of the naturally occurring Pindan material to achieve the compaction required and level tolerance (-30mm + 5mm) to design levels. The final finish shall be a tightly bound homogeneous surface with no cracking or delamination. If the in situ material is of such a nature, that finish and compaction density cannot be achieved, then new "clean pindan" material shall be installed and the in situ material removed from site. Alternatively the existing material must be modified to obtain the required density and quality requirements.

- Compaction testing (Min 95% MDD)
- Surface levels to be strung and inspected by the Shire of Broome Development & Subdivisions Engineer prior to base course application.

Base Course

A minimum 150mm layer of approved base course material (Shire Spec Crushed Rock) will need to be constructed and compacted to 98% MDD and meet a tolerance of (+10 –10mm)

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of design levels. Surface finish shall be sufficiently dried back, tightly bound, smooth and with minimal surface irregularities ready to accept the bitumen seal coats. All finished levels are required to be audit-surveyed by a licensed surveyor at appropriate intervals to ensure positive drainage prior to acceptance by the Shire of Broome and subsequent bitumen application.

- Compaction testing (Min 98% MDD) and results provided at inspection by the Shire of Broome Development & Subdivisions Engineer Shire prior to seal application.
- Surface levels to be audited by licensed surveyor and results provided at inspection by the Shire prior to seal application.

Bituminous Seal

The seal for all roads shall consist of 3 layers of hot applied bitumen, with application rates proposed by the engineering consultant and approved by the Shire.

- A 50/50 prime
- A first coat seal binder with an application of 14mm approved aggregate
- A second coat seal binder with an application of 7mm approved aggregate

Or alternatively, a primer seal followed by an application of 30mm minimum Hot Mix Asphalt to MRWA specification.

Join to Existing Pavement

A minimum overlap of 500mm for new pavement to existing pavement must be provided. Existing pavement must be saw-cut to achieve a clean cut as required. Joins in the new pavement must be minimised.

Practical Completion

All QA documentation (including compaction tests, contractor ITP's and seal and aggregate application rates), certification by the practicing engineer, Workmanship Guarantee and As-Constructed drawings must be submitted to and approved by the Shire of Broome prior to Practical Completion for the project. All road reserve and verge areas including any crossovers or footpaths are to be reinstated to a condition satisfactory to the Shire of Broome.