

CYCLEWAY NOTES

1. CONCRETE STRENGTH

- A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPa @ 28 DAYS
- B) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CAEL (REFER TO SP40HC).
- C) FOR COLOURED OR DECORATIVE CONCRETE FINISHES A MINIMUM OF 32-MPA CONCRETE SHOULD BE USED FOR ALL TRAFFIC

2. CONCRETE FINISH

- A) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.

B) REINFORCEMENT

- A) TO AS 4671
- B) MINIMUM COVER: 50MM

4. JOINTING, MINIMUM DIMENSIONS, AND REINFORCEMENT

- A) ANY RECONSTRUCTED SECTION OF CONCRETE SHALL HAVE A MINIMUM DIMENSION OF 900MM IN ANY DIRECTION.
- B) ALL JOINTS SHALL BE AT RIGHT ANGLES UNLESS DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
- C) EXPANSION JOINTS (REINFORCED CONCRETE): 10MM APPROVED BITUMEN FILLER AT 12M INTERVALS, WITH 12MM DIA DEFORMED HOT DIPPED GALVANISED DOWELS, 600MM LONG, AT 500MM CENTRES WITH UPVC SLEEVE AND LEG - MINIMUM 2 DOWELS/JOINT, WITH NO DOWEL CLOSER THAN 150MM TO A VERTICAL EDGE. CONNELLY JOINTS OR EQUIVALENT MAY BE USED. ALL DOWELS SHALL BE PERFECTLY ALIGNED IN PLAN VIEW AND IN ELEVATION, I.E THE DOWELS SHALL NOT BE SPLAYED RELEVANT TO EACH OTHER.
- D) ALL EXPANSION JOINT MATERIAL SHALL BE THE SAME THICKNESS OF THE CONCRETE AND BE IN ONE LENGTH & WIDTH.
- E) AT ALL EXPANSION JOINTS, ANY 'SPILL' CONCRETE FROM THE PREVIOUS POUR (I.E SEPARATE TO THE FINISHED CONCRETE) SHALL BE REMOVED.
- F) CONTRACTION/DUMMY JOINTS (UNREINFORCED CONCRETE) - NOMINALLY AT 3M INTERVALS OR EQUALLY BETWEEN EXPANSION JOINTS BUT NOT LESS THAN THE CONCRETE WIDTH BETWEEN JOINTS/EDGES.

5. KERB RAMPS

- A) SEE STANDARD PLAN F4.
- B) AT SIGNALISED CROSSINGS, THE RAMP SHALL BE NO MORE THAN 600MM FROM THE SIGNAL PUSH BUTTON.
- C) ALL KERB RAMPS SHALL ALIGN WITH RAMPS ON THE OPPOSITE SIDE OF THE ROAD AND AT ANY CENTRAL TRAFFIC ISLAND.
- D) AT KERB RETURNS, SEPARATE KERB RAMPS SHALL BE PROVIDED FOR EACH DIRECTION OF PEDESTRIAN TRAVEL, EXCEPT WHERE DIRECTED BY THE COUNCIL ENGINEER.

6. EXCAVATION

- A) AT ALL JOINTS TO EXISTING CONCRETE/ASPHALT - THE JOINT SHALL BE SAW CUT BEFORE EXCAVATION.
- B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.

7. ROAD BASE

- A) COMPACTION: 95% STANDARD.
- B) RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE BY IPWEA (NSW) (LATEST EDITION).

8. RESTORATION OF ADJOINING ROAD PAVEMENT

- A) SHALL BE CARRIED OUT WITH FULL DEPTH AC20 AND AC10, WITH THE SURFACE FINISH BEING WITH AC10 (MINIMUM THICKNESS 30MM).
- B) AC TO RMS SPECIFICATION: R116.

9. UTILITIES, SERVICES & SURVEY MARKS

- A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
- B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
- C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
- D) STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
- E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.

10. NATURE STRIP RESTORATION

- A) MATCH EXISTING TURF.
- B) IF NEW TURF IS SPECIFIED, USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, OR AS SPECIFIED BY THE COUNCIL ENGINEER.

11. SIGNAGE AND LINEMARKING

- A) ALL EXISTING SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
- B) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
- C) SIGNAGE AND LINEMARKING SHALL COMPLY WITH NSW BICYCLE GUIDELINES, OR AS ADVISED BY COUNCIL.
- D) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.

12. RESIDENT NOTIFICATION

- A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.

13. SAFETY/SIGNAGE/ACCESS

- A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
- B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
- C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.

14. DIMENSIONS

- A) ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.

15. GENERAL

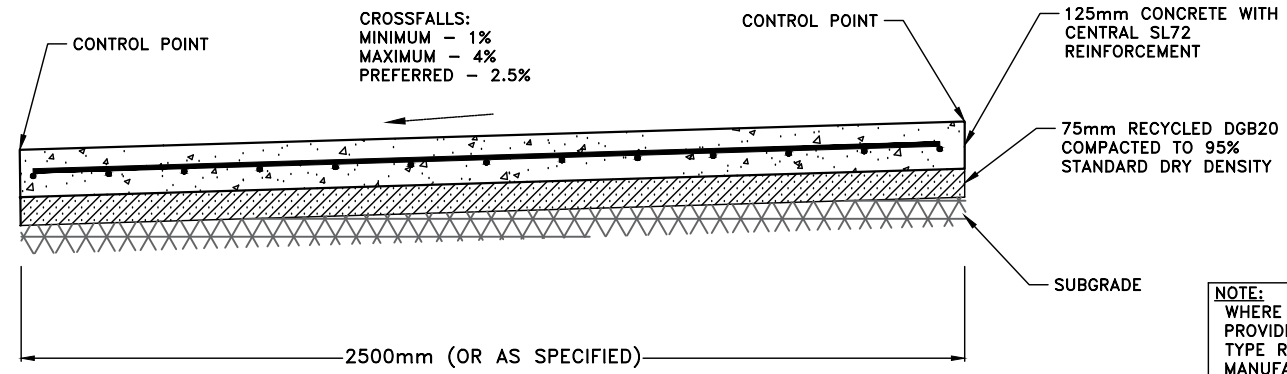
- A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
- B) DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
- C) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.

16. DOCUMENT PRIORITY

- A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.

17. INSPECTIONS

- INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:
- A) EXCAVATION COMPLETED, ROAD BASE COMPACTED AND SUBGRADE PREPARED.
- B) FORM WORK AND REINFORCEMENT SET.
- C) CONCRETE POURED AND CURED.
- D) COMPLETED.

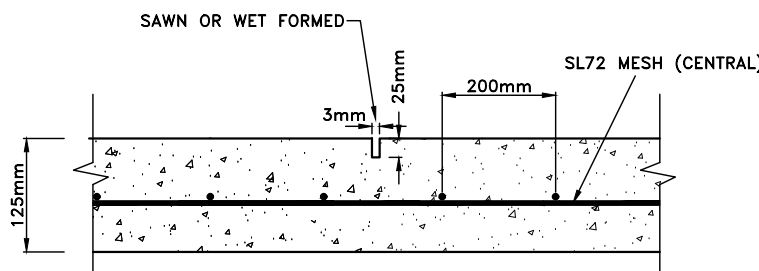


TYPICAL CYCLEWAY SECTION

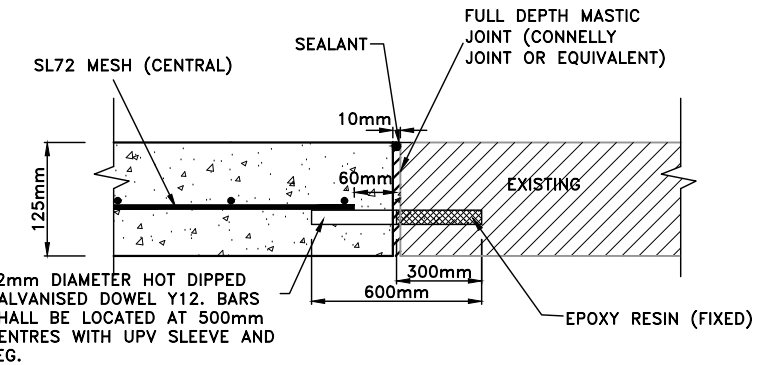
NOT TO SCALE

NOTE:
WHERE NEW TREES ARE INSTALLED - PROVIDE TREE ROOT BARRIER SURE GRO TYPE RB600H OR SIMILAR APPROVED TO MANUFACTURERS SPECIFICATION.

NB: EXPANSION JOINTS: CAN BE REPLACED WITH CONNELLY OR DANLEY EXPANSION JOINTS, OR APPROVED SIMILAR.



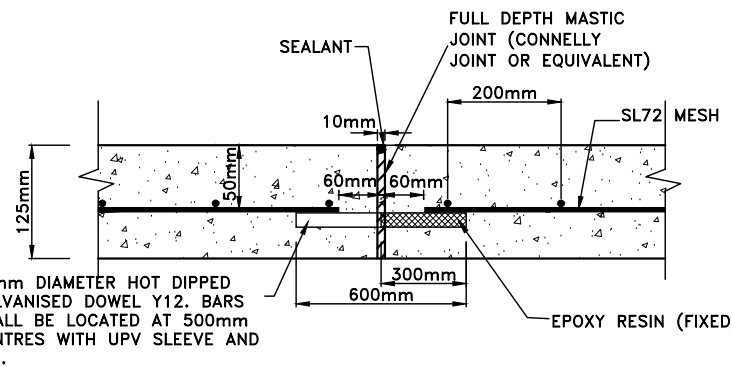
DUMMY JOINT (D.J.)



EXPANSION JOINT B (E.J-B)

(FOR NEW TO EXISTING SLABS)

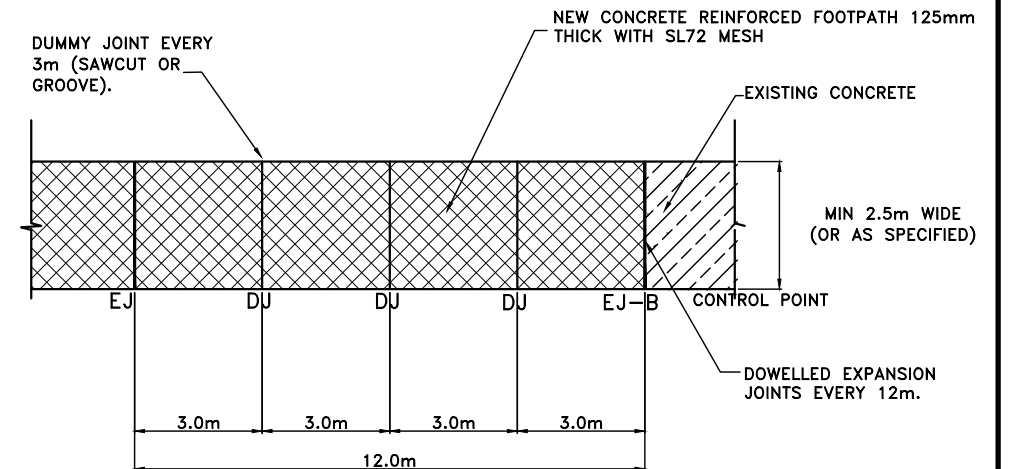
NOT TO SCALE



TYPICAL EXPANSION JOINT & DOWELLED (E.J.)

(FOR NEW TO NEW SLABS)

NOT TO SCALE



REINFORCED CONCRETE CYCLEWAY

NOT TO SCALE

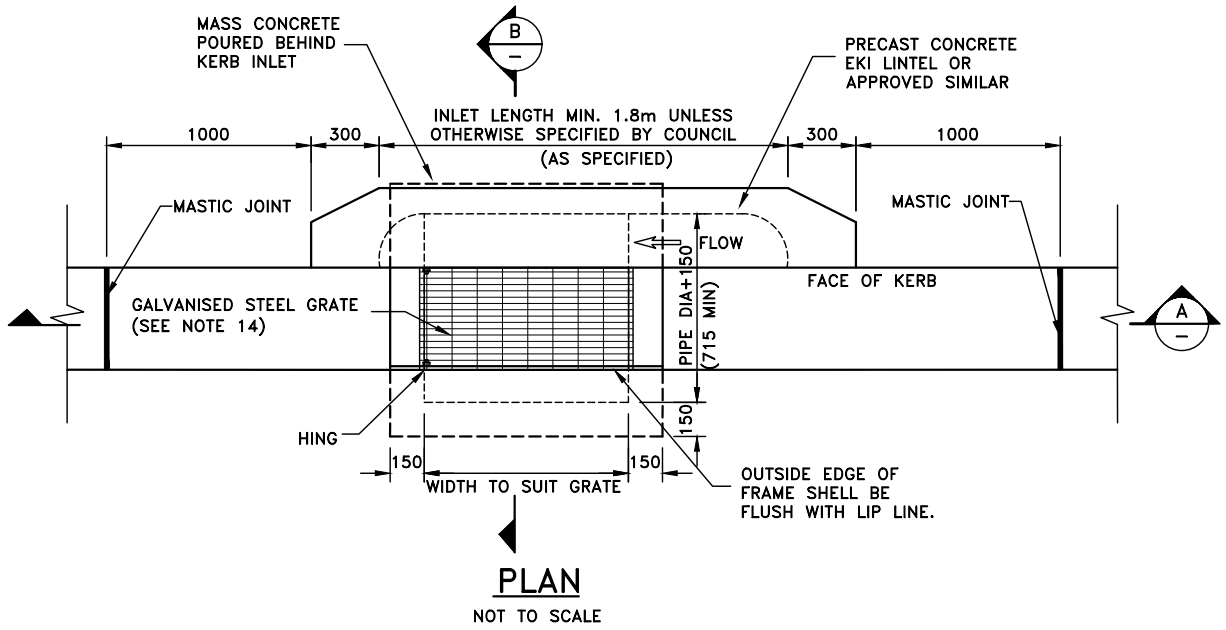
EJ - EXPANSION JOINT
DJ - CONSTRUCTION/DUMMY JOINT

NOTE
DUMMY (CONTROL) JOINTS TO BE PLACED AT MAX 1.5 TIMES THE WIDTH OF FOOTPATH AND AT MAX 3.0m DISTANCE.

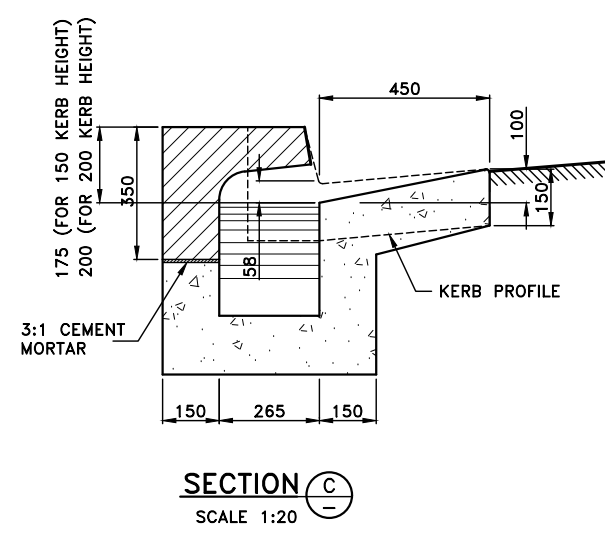
(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
	DESIGNED PG/DJT MAY 2019			R.T.A.	TELECOM/OPTUS	A. H. D.		
APPROVED FOR CONSTRUCTION	DRAWN PG/DJT MAY 2019		SYDNEY WATER	A.G.L. / SHELL PIPELINES	GAS	WATER	NTS	PLAN NO.
			TELSTRA / OPTUS	SYDNEY ELECTRICITY	RAILWAY			VERSION
			NOTICE OF ENTRY	KERB & GUTTER	ELEC. CABLES			V1
			NOTICES	DATE	OIL PIPELINES			
					STORM WATER	AMEND DATE	DESCRIPTION	APPROV.

INNER WEST COUNCIL
STANDARD CYCLEWAY DRAWING
TYPICAL DETAILS AND SECTIONS

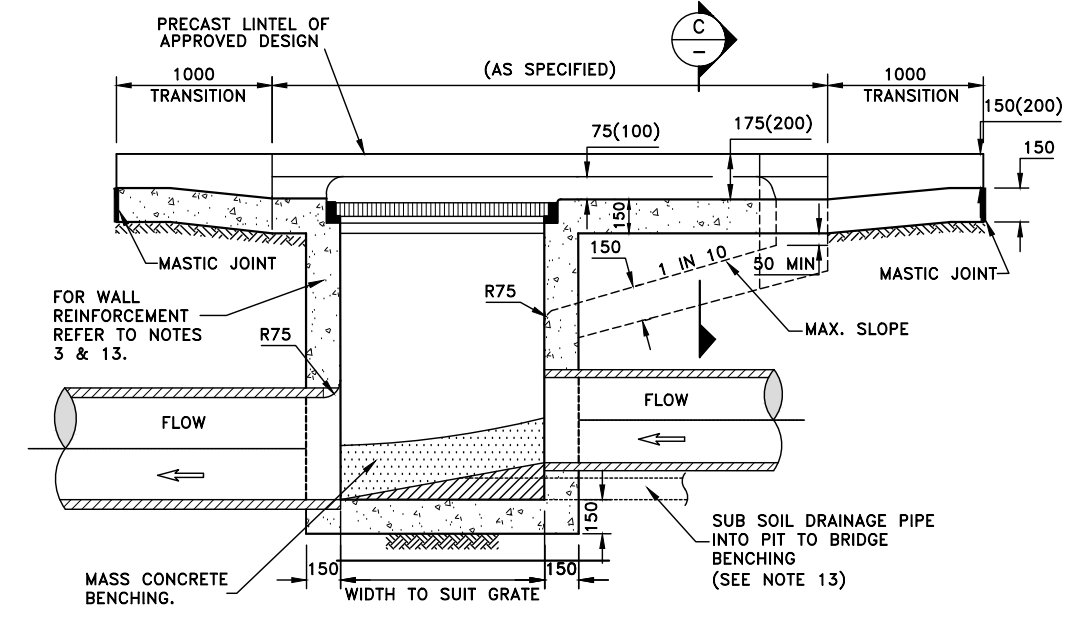


PLAN
NOT TO SCALE



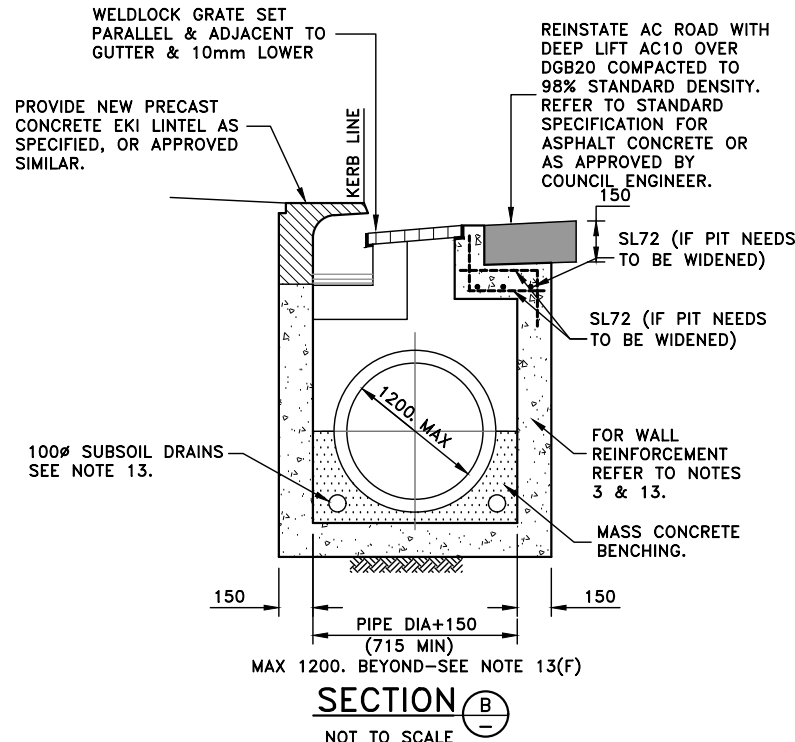
SECTION C
SCALE 1:20

NOTE:
BONDEK SLAB (OR APPROVED SIMILAR) CAN BE USED IF APPROVED BY COUNCIL ENGINEER AND IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.



SECTION A
NOT TO SCALE

NOTE: PLAN BASED ON 150 KERB (FIGURES IN BRACKETS - 200 KERB)



SECTION B
NOT TO SCALE

DRAINAGE NOTES 1:

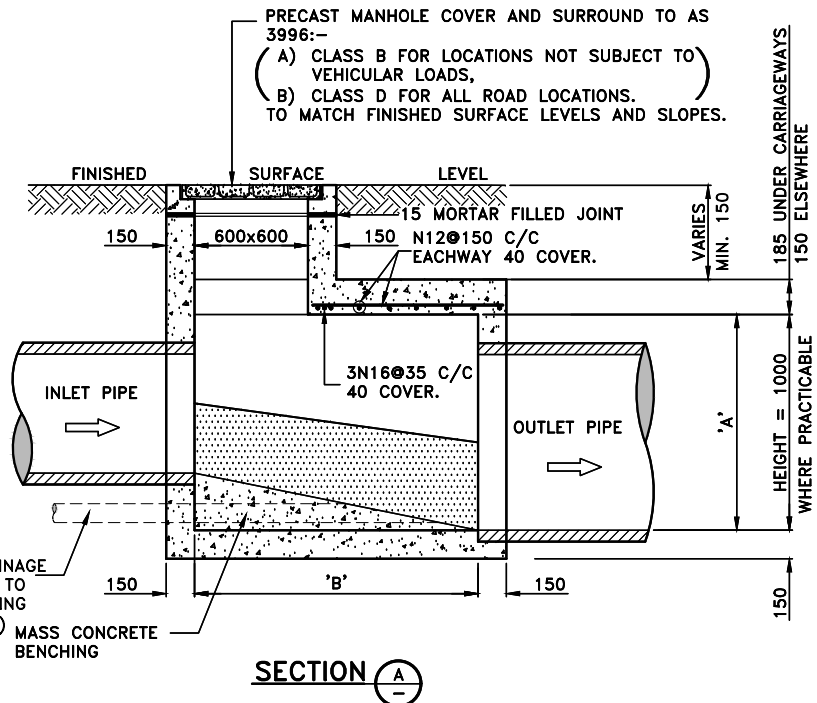
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 - B) DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPA @ 28 DAYS
 - C) PIT: 25MPA @ 28 DAYS
 - D) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP): 40 MPA WITH ACCELERATOR SUCH AS 2% CACL (REFER TO SP40HC).
- 2. CONCRETE FINISH**
 - A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
 - B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.
 - C) PIT (INTERNAL): WOOD FLOAT.
 - D) ALL GAPS AND SPACES IN THE CONCRETE SHELL BE RENDERED SMOOTH. A.G. GAPS AROUND ALL PIPES, UNDER GRATES/LIDS AND LINTELS AND BETWEEN CONCRETE POURS.
- 3. REINFORCEMENT**
 - A) TO AS 4671
 - B) MINIMUM COVER: 50MM
- 4. EXCAVATION**
 - A) AT ALL JOINTS TO EXISTING CONCRETE/ASPHALT - THE JOINT SHALL BE SAW CUT BEFORE EXCAVATION.
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- 6. RESTORATION OF ADJOINING ROAD PAVEMENT AND EXCAVATION BACKFILL**
 - A) SEE STANDARD PLAN D7.
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- 10. ASPHALTIC CONCRETE**
 - A) SHALL CONFORM TO RMS SPECIFICATION R116 - 'ASPHALT (DENSE AND OPEN GRADED)'.
- 11. RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
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- 13. PIT DETAILS**
 - A) PROVIDE STEP IRONS WHERE PIT IS DEEPER THAN 1.0M - REFER TO STANDARD PLAN D6.
 - B) TOP OF BENCHING SHALL BE HALF OF OUTLET PIPE DIAMETER.
 - C) 100MM DIA CORRUGATED SUBSOIL PIPE, 3M LONG, WRAPPED IN FILTER FABRIC, SHALL BE PROVIDED AT THE INVERT LEVEL ON BOTH SIDES OF EVERY INLET PIPE.
 - D) WHERE POSSIBLE, LOCATE LINTELS CENTRALLY IN SAG POINTS.
 - E) APPROVED PRECAST CONCRETE PITS (PART OR TOTAL) MAY BE USED IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.
 - F) WHERE THE EXTENDED CHAMBER WIDTH EXCEEDS 1.2M, PIT REINFORCEMENT SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER.
 - G) FOR PIT DEPTHS LESS THAN 1.5M, NO REINFORCEMENT IS REQUIRED. FOR PIT DEPTHS BETWEEN 1.5M AND 3.0M, PROVIDE SL72 AT 50MM COVER TO INSIDE FACE WALLS AND BASE. PROVIDE 400MM LAP AT CORNERS. FOR PIT DEPTHS GREATER THAN 3.0, DESIGN IS REQUIRED BY A PROFESSIONAL ENGINEER.
 - H) FOR JUNCTION AND SURCHARGE PITS, THE MINIMUM INTERNAL DIMENSIONS SHALL BE:
 - (i) DEPTH LESS THAN 1800MM - 900x900MM UNLESS OTHERWISE APPROVED BY COUNCIL.
 - (ii) DEPTH GREATER THAN 1800MM - REFER TO STANDARD PLAN D3.
- 14. STORMWATER PIT GRATES**
 - A) SHALL BE WELDLINK HINGED HOT DIPPED GALVANISED GG78-50 (OR APPROVED EQUIVALENT), SET PARALLEL TO GUTTER, AND WITH LOCKING CLIP. FOR INDUSTRIAL ROADS AND WHERE DIRECTED BY THE COUNCIL ENGINEER, USE WELDLINK HINGED HOT DIPPED GALVANISED GG78-42A (OR APPROVED EQUIVALENT).
 - B) THE GRATE WHEN OPEN SHALL CLEAR THE LINTEL/KERB.
- 15. DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.
- 16. GENERAL**
 - A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
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- 17. DOCUMENT PRIORITY**
 - A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
- 18. INSPECTIONS**

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:-

 - A) EXCAVATION COMPLETED.
 - B) PITS FLOWED.
 - C) BASE AND WALLS OF PITS POURED.
 - D) LINTELS AND GRATES PLACES AND FORMWORK IN PLACE.
 - E) TOTALLY COMPLETED.

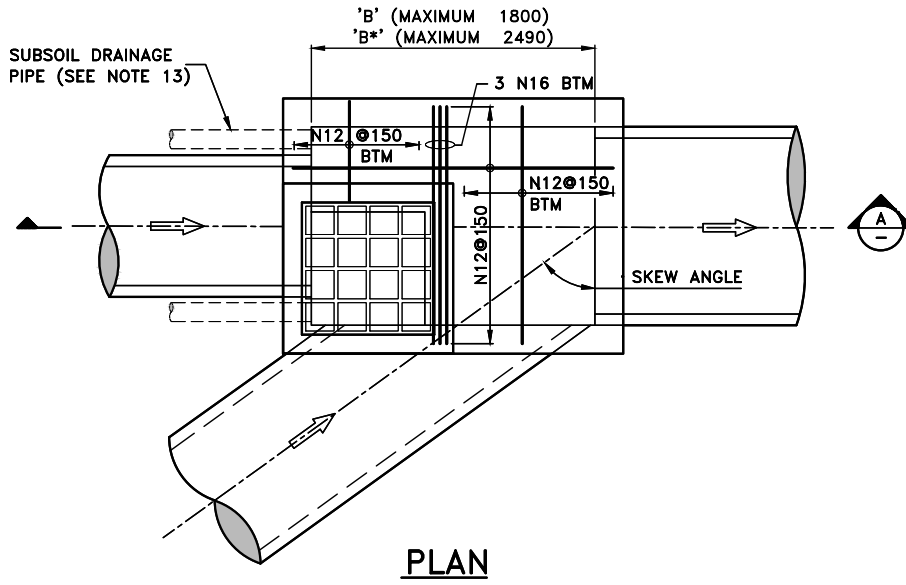
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CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.	
	DESIGNED PG/DJT MAY 2019			R.T.A.	TELECOM/OPTUS	A. H. D.			
	APPROVED FOR CONSTRUCTION			A.G.L. / SHELL PIPELINES	GAS	NTS			
	DRAWN PG/DJT MAY 2019			SYDNEY WATER	SEWER				
		INNER WEST COUNCIL		TELSTRA / OPTUS	WATER				
				SYDNEY ELECTRICITY	RAILWAY				
				NOTICE OF ENTRY	ELEC. CABLES				
				KERB & GUTTER	OIL PIPELINES				
				NOTICES	STORM WATER				
				DATE					
							AMEND DATE	DESCRIPTION	APPROV.
							INNER WEST COUNCIL		
							STANDARD DRAINAGE DRAWING - D1		
							GRATED GULLY PIT WITH EXTENDED EKI		
							PLAN NO.	D1	
							VERSION	V1	



NOTE:
BONDEK SLAB (OR APPROVED SIMILAR) CAN BE USED IF APPROVED BY COUNCIL ENGINEER.

MAXIMUM PIPE SIZES
1. INLET/OUTLET PIPE ON STRAIGHT—1800mm DIA.
2. INLET/OUTLET PIPE AT 45° SKEW—1200mm DIA.
*3. SIZE ENTRY PIPE AT APPROX. 40° SKEW—500mm DIA.



OUTLET PIPE DIA.	A	B	B*
up to 750	920	900	1130 (750φ)
900	1030	900	1340
1050	1200	900	1560
1200	1350	900	1770
1350	1530	1200	1990
1500	1680	1200	2190
1650	1850	1200	-
1800	2000	1200	-

DRAINAGE NOTES 1:

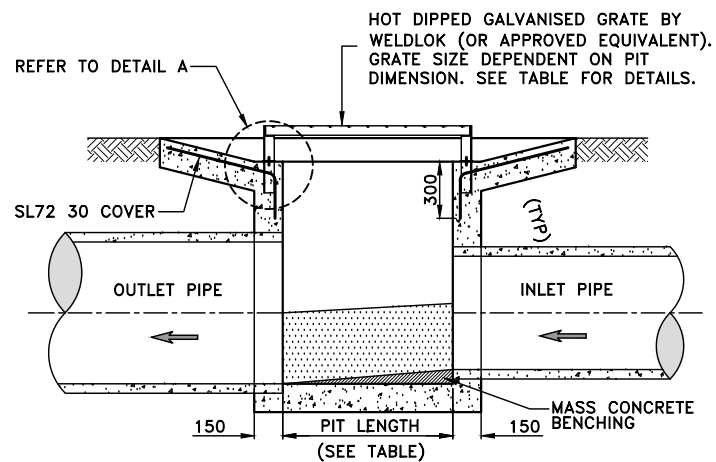
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 - C) PIT (INTERNAL): WOOD FLOAT.
 - D) ALL GAPS AND SPACES IN THE CONCRETE SHELL BE RENDERED SMOOTH. A.G. GAPS AROUND ALL PIPES, UNDER GRATES/LIDS AND LINTELS AND BETWEEN CONCRETE POURS.
- 3. REINFORCEMENT**
 - A) TO AS 4671
 - B) MINIMUM COVER: 50MM
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 - A) AT ALL JOINTS TO EXISTING CONCRETE/ASPHALT – THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
- 5. ROAD BASE**
 - A) COMPACTION: 95% STANDARD.
 - B) RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE BY IPWEA (NSW) (LATEST EDITION).
- 6. RESTORATION OF ADJOINING ROAD PAVEMENT AND EXCAVATION BACKFILL**
 - A) SEE STANDARD PLAN D7.
- 7. UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
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 - A) MATCH EXISTING TURF.
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 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
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- 13. PIT DETAILS**
 - A) PROVIDE STEP IRONS WHERE PIT IS DEEPER THAN 1.0M – REFER TO STANDARD PLAN D6.
 - B) TOP OF BENCHING SHALL BE HALF OF OUTLET PIPE DIAMETER.
 - C) 100MM DIA CORRUGATED SUBSOIL PIPE, 3M LONG, WRAPPED IN FILTER FABRIC, SHALL BE PROVIDED AT THE INVERT LEVEL ON BOTH SIDES OF EVERY INLET PIPE.
 - D) WHERE POSSIBLE, LOCATE LINTELS CENTRALLY IN SAG POINTS.
 - E) APPROVED PRECAST CONCRETE PITS (PART OR TOTAL) MAY BE USED IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.
 - F) WHERE THE EXTENDED CHAMBER WIDTH EXCEEDS 1.2M, PIT REINFORCEMENT SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER.
 - G) FOR PIT DEPTHS LESS THAN 1.5M, NO REINFORCEMENT IS REQUIRED. FOR PIT DEPTHS BETWEEN 1.5M AND 3.0M, PROVIDE SL72 AT 50MM COVER TO INSIDE FACE WALLS AND BASE. PROVIDE 400MM LAP AT CORNERS. FOR PIT DEPTHS GREATER THAN 3.0, DESIGN IS REQUIRED BY A PROFESSIONAL ENGINEER.
 - H) FOR JUNCTION AND SURCHARGE PITS, THE MINIMUM INTERNAL DIMENSIONS SHALL BE:
 - (I) DEPTH LESS THAN 1800MM – 900X900MM UNLESS OTHERWISE APPROVED BY COUNCIL.
 - (II) DEPTH GREATER THAN 1800MM – REFER TO STANDARD PLAN D3.
- 14. STORMWATER PIT GRATES**
 - A) SHALL BE WELDLOK HINGED HOT DIPPED GALVANISED GG78-50 (OR APPROVED EQUIVALENT), SET PARALLEL TO GUTTER, AND WITH LOCKING CLIP. FOR INDUSTRIAL ROADS AND WHERE DIRECTED BY THE COUNCIL ENGINEER, USE WELDLOK HINGED HOT DIPPED GALVANISED GG78-42A (OR APPROVED EQUIVALENT).
 - B) THE GRATE WHEN OPEN SHALL CLEAR THE LINTEL/KERB.
- 15. DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.
- 16. GENERAL**
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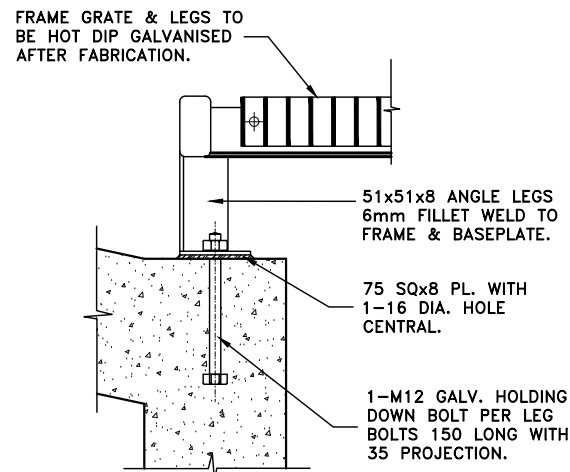
 - A) EXCAVATION COMPLETED.
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 - C) BASE AND WALLS OF PITS POURED.
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 - E) TOTALLY COMPLETED.

(ORIGINAL = A3 SHEET)

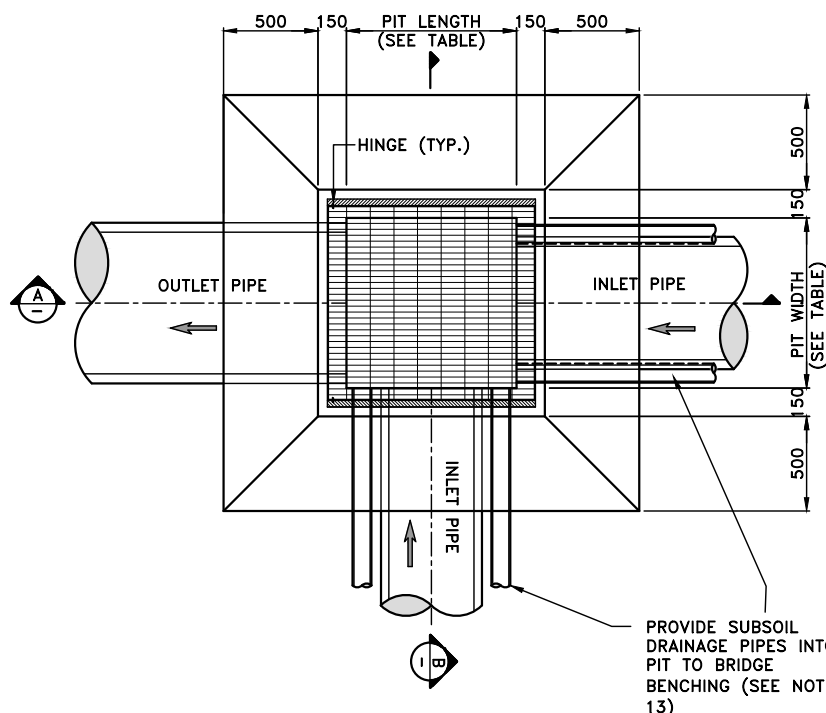
CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
DESIGNED PG/DJT MAY 2019	INNER WEST COUNCIL			R.T.A.	TELECOM/OPTUS —T—T—T—T—	A. H. D.		
APPROVED FOR CONSTRUCTION	INNER WEST COUNCIL			A.G.L. / SHELL PIPELINES	GAS —G—G—G—G—	SCALE		
				SYDNEY WATER	SEWER —S—S—S—S—	NTS		PLAN NO.
				TELSTRA / OPTUS	WATER —W—W—W—W—			D3
				SYDNEY ELECTRICITY	RAILWAY —R—R—R—R—			VERSION
				NOTICE OF ENTRY	ELEC. CABLES —E—E—E—E—			V1
				KERB & GUTTER	OIL PIPELINES —P—P—P—P—			
				NOTICES	STORM WATER —SW—SW—SW—			
				DATE				



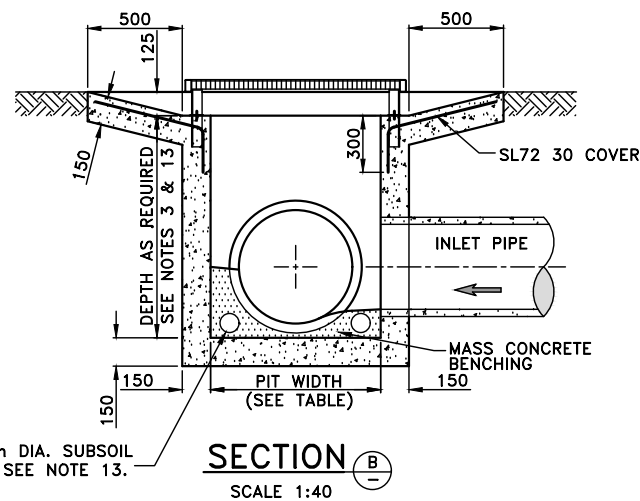
SECTION A
SCALE 1:40



DETAIL 'A'
NTS



PLAN
SCALE 1:40



SECTION B
SCALE 1:40

PIT SIZES TABLE

PIT SIZE	PIT LENGTH (mm)	PIT WIDTH (mm)	WELDLOK GRATE TYPE, OR APPROVED EQUIVALENT
TYPE A	600	600	SPC66
TYPE B	600	900	SPC69
TYPE C	900	900	SPC99
TYPE D	900	1200	SPC912
TYPE E	1200	1200	SPC1212

DRAINAGE NOTES 1:

- 1. CONCRETE STRENGTH**
 - A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPA @ 28 DAYS
 - B) DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPA @ 28 DAYS
 - C) PIT: 25MPA @ 28 DAYS
 - D) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CACL (REFER TO SP40HC).
- 2. CONCRETE FINISH**
 - A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
 - B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.
 - C) PIT (INTERNAL): WOOD FLOAT.
 - D) ALL GAPS AND SPACES IN THE CONCRETE SHELL BE RENDERED SMOOTH. A.G. GAPS AROUND ALL PIPES, UNDER GRATES/LIDS AND LINTELS AND BETWEEN CONCRETE POURS.
- 3. REINFORCEMENT**
 - A) TO AS 4671
 - B) MINIMUM COVER: 50MM
- 4. EXCAVATION**
 - A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
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- 5. ROAD BASE**
 - A) COMPACTION: 95% STANDARD.
 - B) RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE BY IPWEA (NSW) (LATEST EDITION).
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 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
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 - E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.
- 8. NATURE STRIP RESTORATION**
 - A) MATCH EXISTING TURF.
 - B) IF NEW TURF IS SPECIFIED - USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, AS SPECIFIED BY THE COUNCIL ENGINEER.
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(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	INNER WEST COUNCIL	FILE NO.	SHEET NO.
	DESIGNED PG/DJT MAY 2019			R.T.A.		TELECOM/OPTUS		A. H. D.	STANDARD DRAINAGE DRAWING - D4
APPROVED FOR CONSTRUCTION	PG/DJT MAY 2019	INNER WEST COUNCIL		A.G.L. / SHELL PIPELINES	GAS	SCALES	SURCHARGE PIT WITH APRON	VERSION	V1
	DRAWN PG/DJT MAY 2019			SYDNEY WATER	SEWER	AS SHOWN			
				TELSTRA / OPTUS	WATER				
				SYDNEY ELECTRICITY	RAILWAY				
				NOTICE OF ENTRY	ELEC. CABLES				
				KERB & GUTTER	OIL PIPELINES				
				NOTICES	STORM WATER				
				DATE		AMEND DATE	DESCRIPTION	APPROV.	

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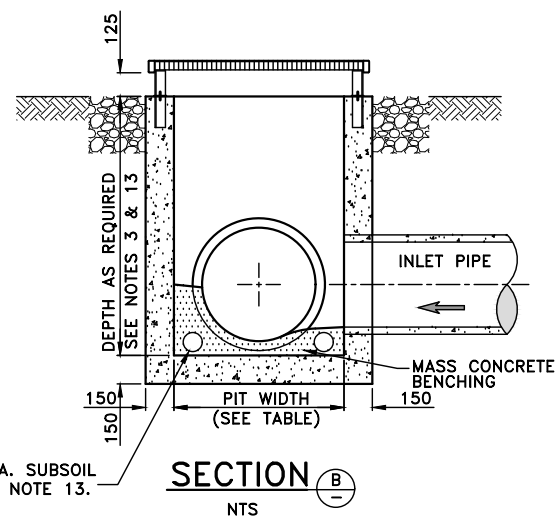
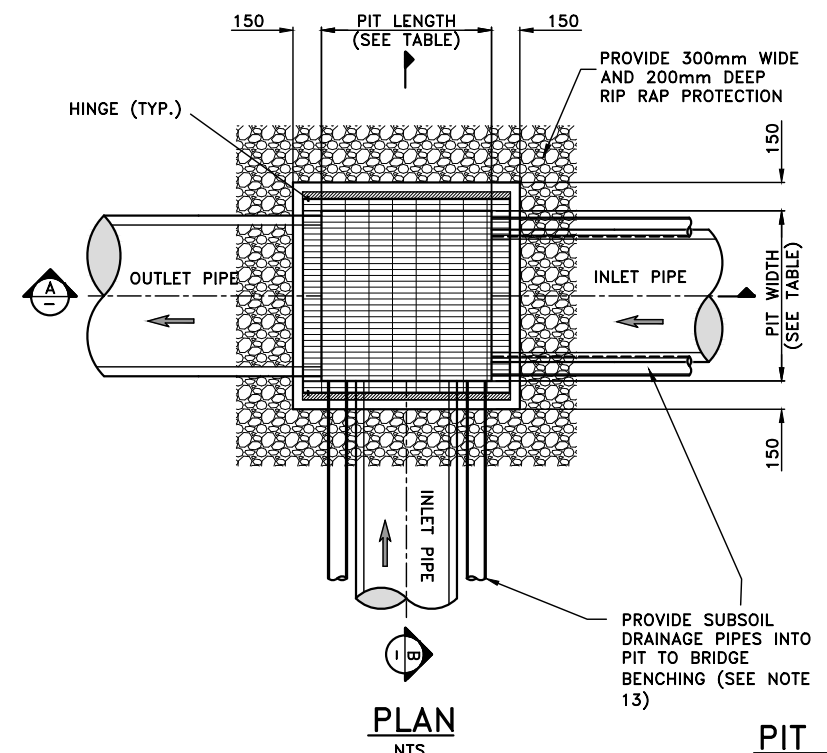
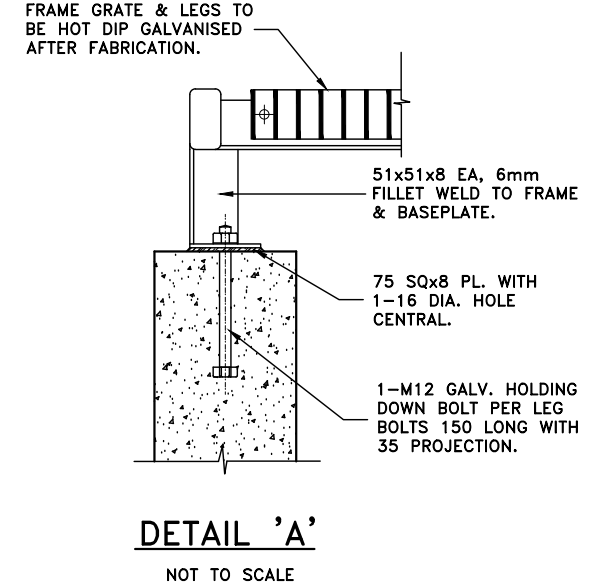
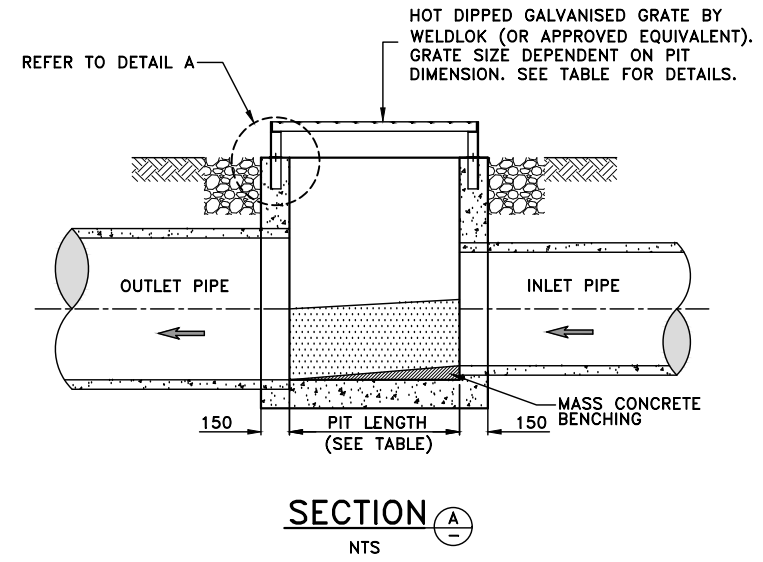
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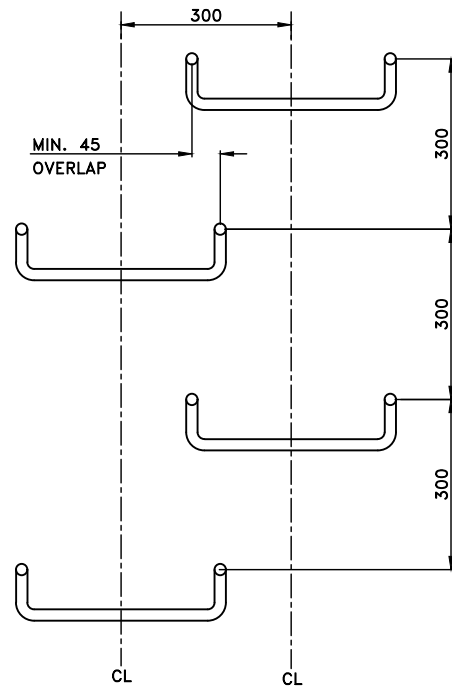


PIT SIZES TABLE

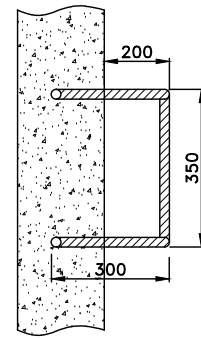
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(ORIGINAL = A3 SHEET)

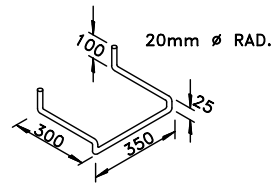
CHECKED & APPROVED APPROVED FOR CONSTRUCTION	SURVEYED & DRAFTED DESIGNED PG/DJT MAY 2019 DRAWN PG/DJT MAY 2019	QUANTITIES INNER WEST COUNCIL	SERVICES AFFECTED S.R.A. / SURV. GEN. R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER NOTICES DATE	SERVICES TELECOM/OPTUS -T-T-T-T- GAS -G-G-G-G- SEWER -S-S-S-S- WATER -W-W-W-W- RAILWAY -R-R-R-R- ELEC. CABLES -E-E-E-E- OIL PIPELINES -P-P-P-P- STORM WATER -SW-SW-SW-	DATUM A. H. D. SCALES NTS AMEND DATE DESCRIPTION APPROV.	<h2 style="margin: 0;">INNER WEST COUNCIL</h2> <h3 style="margin: 0;">STANDARD DRAINAGE DRAWING - D5</h3> <h3 style="margin: 0;">SURCHARGE PIT WITHOUT APRON</h3>	FILE NO. SHEET NO. PLAN NO. D5 VERSION V1
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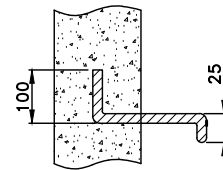
STEP IRON PLACEMENT DIAGRAM
NOT TO SCALE



TOP VIEW
NOT TO SCALE



3D VIEW
NOT TO SCALE



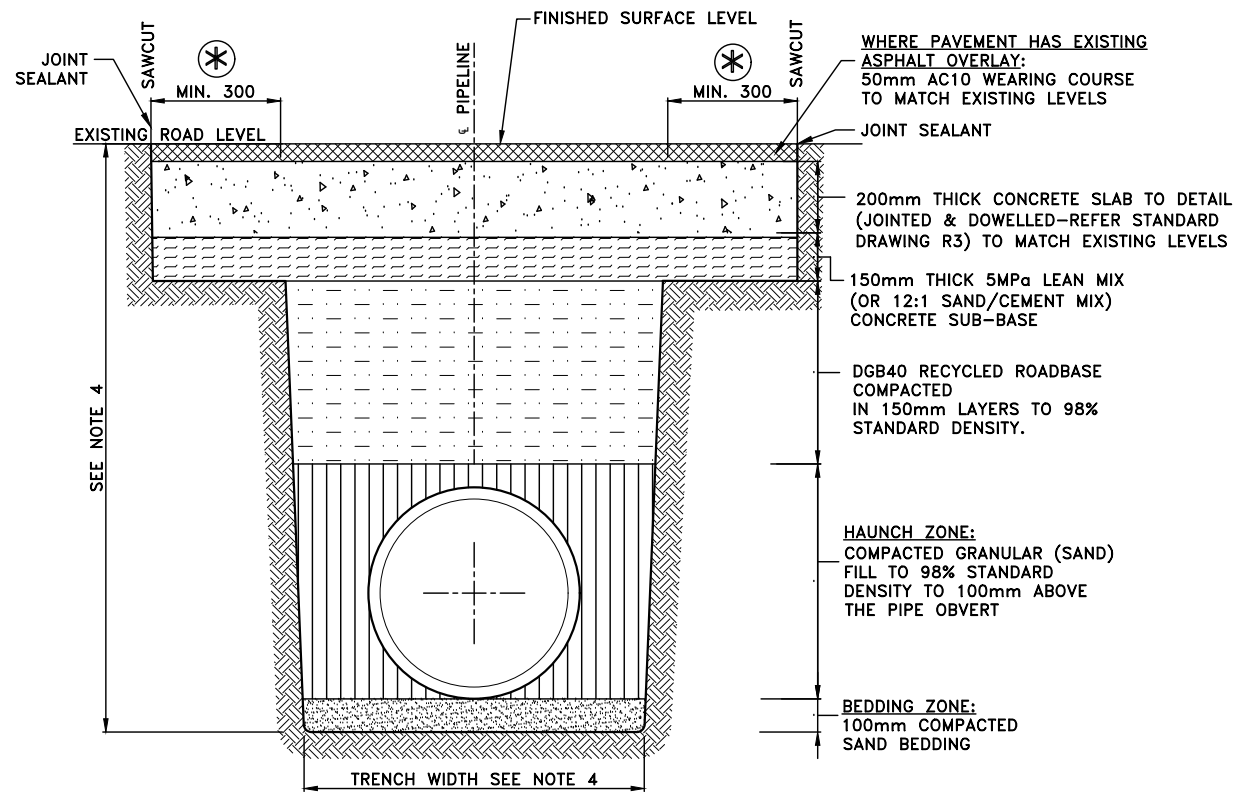
SIDE ELEVATION
NOT TO SCALE

DRAINAGE NOTES 2:

1. PITS DEEPER THAN 1.0m SHALL BE FITTED WITH STEP IRONS.
2. STEP IRONS SHOULD ONLY BE USED WHERE THE VERTICAL WALL HEIGHT DOES NOT EXCEED 6m.
3. STEP IRONS SHALL BE LOCATED:
 - DIRECTLY ON A WALL WITHOUT PIPE OPENINGS.
 - DESIRABLY ON ONE OF THE LONG SIDES OF THE PIT.
 - DIRECTLY BELOW THE OPENING OF THE COVER.
4. STEP IRONS SHALL BE OF MATERIAL GIVING EQUIVALENT PERFORMANCE TO 24mm DIAMETER SOLID LOW-CARBON STEEL AND SHALL HAVE A TREAD DEPTH OF NOT LESS THAN 24mm.
5. ALL BENDS TO BE FORMED AROUND 12mmØ PIN.
6. STEP IRONS SHALL HAVE SHARP EDGES ROUNDED AND HOT DIP GALVANISED AFTER FABRICATION.
7. MATERIAL FOR STEP IRONS SHALL BE STRUCTURAL GRADE 250 TO AS3679
8. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES TELECOM/OPTUS —T—T—T—T— GAS —G—G—G—G— SEWER —S—S—S—S— WATER —W—W—W—W— RAILWAY —R—R—R—R— ELEC. CABLES —E—E—E—E— OIL PIPELINES —P—P—P—P— STORM WATER —SW—SW—SW—	DATUM	INNER WEST COUNCIL STANDARD DRAINAGE DRAWING – D6 STEP IRON DETAILS	FILE NO.	SHEET NO.
	DESIGNED PG/DJT MAY 2019			A.G.L. / SHELL PIPELINES		A. H. D.		PLAN NO.	
APPROVED FOR CONSTRUCTION	DRAWN PG/DJT MAY 2019		NOTICES	DATE	NTS	D6			
				AMEND DATE	DESCRIPTION	APPROV.	VERSION	V1	



TYPICAL SECTION—CONCRETE PAVEMENT OVER PIPELINE

NOTE *
THE WIDTH MAY VARY DEPENDING ON THE EXTENT OF DAMAGE TO THE ADJOINING ROAD PAVEMENT BY THE PIPE INSTALLATION WORKS, AND/OR WHERE THE LONGITUDINAL TRENCH IS PARALLEL TO THE ROAD CENTRELINE.
THE WIDTH OF RESTORATION SHALL BE SELECTED BY COUNCIL TO COVER THE EXTENT OF DAMAGE TO THE ROAD PAVEMENT, RESTORE THE ROAD TO REASONABLE SURFACE FOR THE MOTORISTS AND SUIT STANDARD PAVEMENT MACHINES WIDTH.

DRAINAGE NOTES 3:

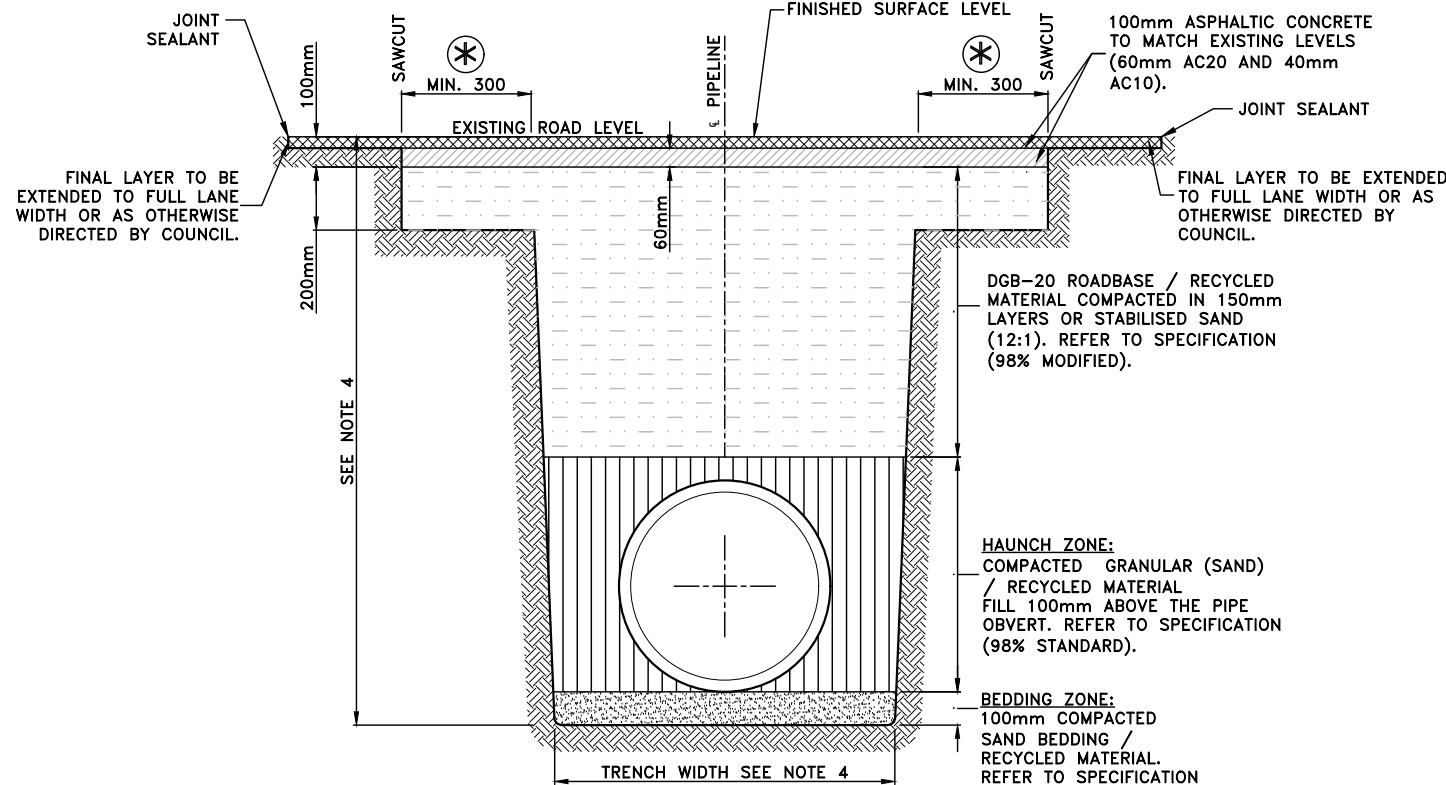
1. **CONCRETE STRENGTH**
 - A) DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPa @ 28 DAYS
 - B) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CACL (REFER TO SP40HC).
2. **CONCRETE FINISH**
 - A) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS – BROOM/BRUSH.
3. **EXCAVATION**
 - A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT –THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) IN UNDERTAKING TRENCH EXCAVATION, THE CONTRACTOR SHALL PROVIDE ANY SHORING, SHEET PILING OR OTHER STABILISATION OF THE TRENCH NECESSARY TO COMPLY WITH OH&S REGULATION REQUIREMENTS. THE SIDES SHALL NOT BE LOADED & SHALL BE KEPT CLEAR OF LOOSE MATERIAL ETC. SAFE ACCESS & EGRESS SHALL BE PROVIDED AT ALL TIMES.
 - C) THE TRENCH SHALL BE EXCAVATED TO A WIDTH 1.4 TIMES THE EXTERNAL DIAMETER OF THE PIPE, OR TO THE EXTERNAL DIAMETER OF THE PIPE PLUS 300mm ON EACH SIDE, WHICHEVER IS THE GREATER.
 - D) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
4. **ROAD BASE**
 - A) COMPACTION: 95% STANDARD.
 - B) RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE' BY IPWEA (NSW) (LATEST EDITION).
5. **RESTORATION OF ADJOINING ROAD PAVEMENT AND EXCAVATION BACKFILL**
 - A) SEALANT FOR JOINT (15 +/- 3mm WIDE), BETWEEN NEW AC OR CONCRETE JOINT AND EDGE OF TRAFFICABLE CONCRETE SLAB OR STRUCTURE, SHALL BE SAMIFILLA HM OR APPROVED EQUIVALENT.
6. **UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - C) STATE SURVEY MARKS (SSMS) – SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
7. **NATURE STRIP RESTORATION**
 - A) MATCH EXISTING TURF.
 - B) IF NEW TURF IS SPECIFIED – USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, AS SPECIFIED BY THE COUNCIL ENGINEER.
8. **EXISTING SIGNAGE/LINEMARKING**
 - A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
 - B) ALL LINEMARKING & SIGNPOSTING AFFECTED BY WORKS SHALL BE REINSTATED IN ACCORDANCE WITH AS 1742 & THE RMS SPECIFICATIONS.
 - C) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
 - D) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS – CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.
9. **ASPHALTIC CONCRETE**
 - A) SHALL CONFORM TO RMS SPECIFICATION R116 – 'ASPHALT (DENSE AND OPEN GRADED)'.
10. **RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
11. **SAFETY/SIGNAGE/ACCESS**
 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - C) AT DRIVEWAYS – PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.
12. **DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.
13. **GENERAL**
 - A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - B) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
14. **DOCUMENT PRIORITY**
 - A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
15. **INSPECTIONS**

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:–

 - A) EXCAVATION COMPLETED.
 - B) PIPES LAID BUT NOT BACKFILLED.
 - C) SAND BACKFILL AND COMPACTED.
 - D) DGB BACKFILL & COMPACTED.
 - E) CONCRETE PAVEMENT TO PLAN R3.
 - F) TOTALLY COMPLETED.

NOTE
IF COVER TO OBVERT OF PIPE LESS THAN 300mm, CONCRETE ENCASE WHOLE PIPE.

NOTE
IF COVER TO OBVERT OF PIPE LESS THAN 200mm, CONTACT COUNCIL'S ENGINEER FOR FURTHER INSTRUCTIONS.



TYPICAL SECTION—FLEXIBLE PAVEMENT OVER PIPELINE

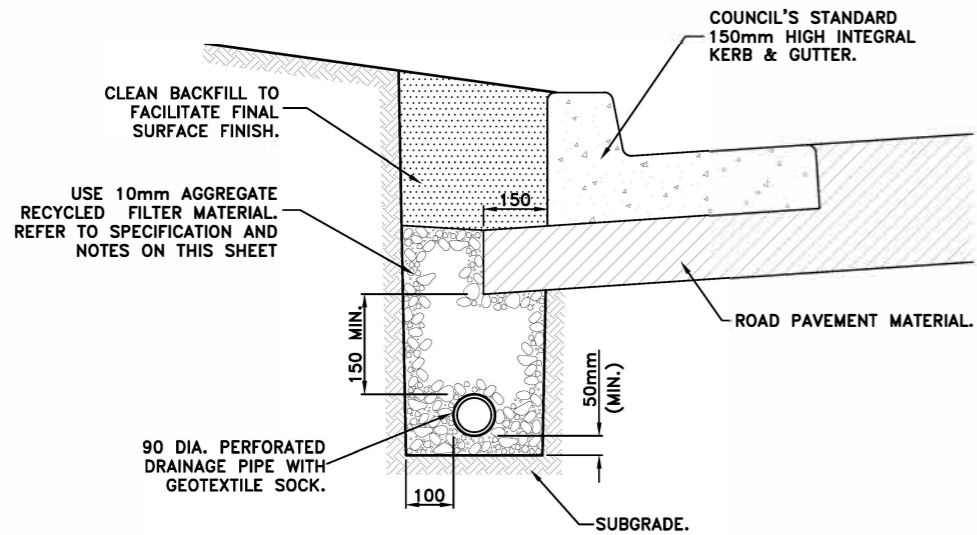
(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
DESIGNED	PG/DJT			R.T.A.	TELECOM/OPTUS	A. H. D.		
APPROVED FOR CONSTRUCTION	MAY 2019			A.G.L. / SHELL PIPELINES	GAS	NTS		
				SYDNEY WATER	SEWER			
				TELSTRA / OPTUS	WATER			
				SYDNEY ELECTRICITY	RAILWAY			
				NOTICE OF ENTRY	ELEC. CABLES			
				KERB & GUTTER	OIL PIPELINES			
				NOTICES	STORM WATER			
				DATE				

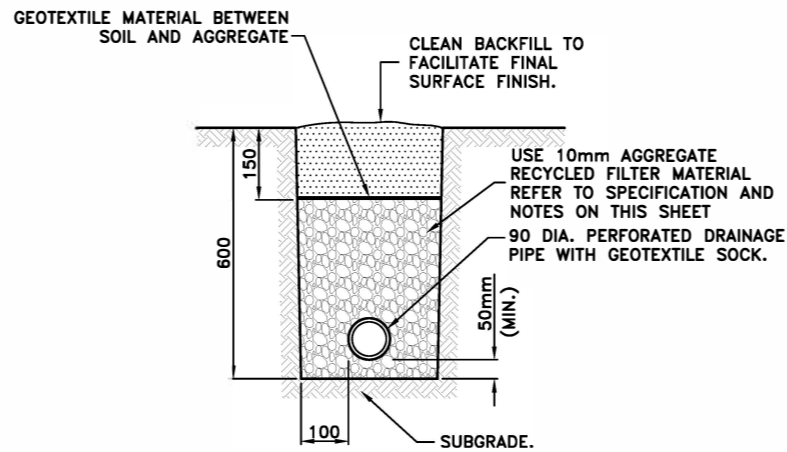


INNER WEST COUNCIL
STANDARD DRAINAGE DRAWING – D7
EMBEDDING AND ROAD RESTORATION
FOR PIPE INSTALLATION

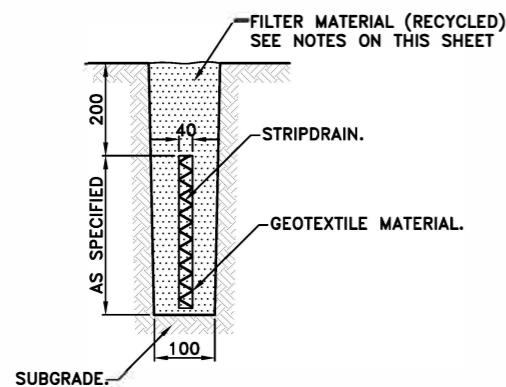
PLAN NO. **D7**
VERSION **V1**



TYPICAL INSTALLATION WITH KERB & GUTTER



TYPICAL INSTALLATION



STRIP DRAIN
(ONLY WHERE SPECIFIED BY COUNCIL)

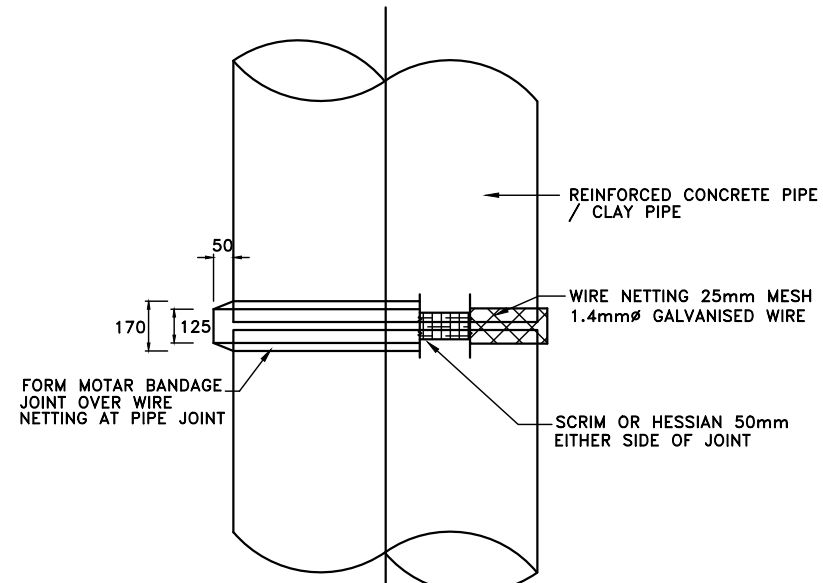
SAND FILTER MATERIAL GRADING	
AS. SIEVE SIZE mm	% PASSING
4.750	100
2.360	95-100
0.425	20-80
0.300	0-30
0.150	0-2
0.075	0-0.1

DRAINAGE NOTES 4:

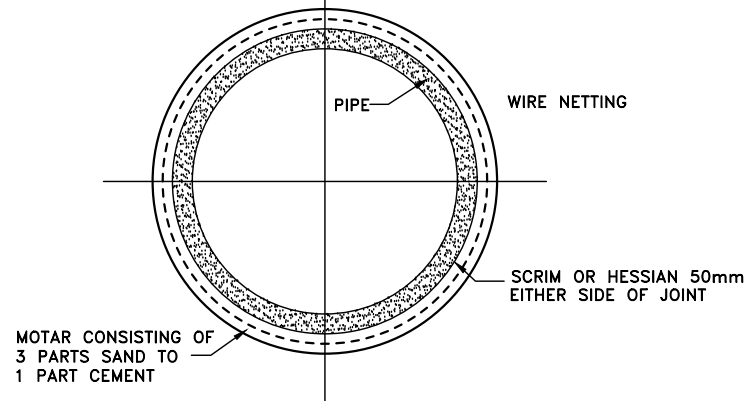
1. THE MINIMUM GRADE OF THE LINE SHALL BE 1 IN 200. THE GRADE SHALL FALL CONTINUOUSLY TO PREVENT SILTING UP AND BLOCKAGES.
2. TRENCHES SHALL HAVE CLEARLY CUT SIDES TO AVOID CONTAMINATION OF THE FILTER DURING CONSTRUCTION.
3. ENSURE THAT AN APPROPRIATE RECYCLED FILTER MATERIAL IS USED IN ACCORDANCE WITH TABLE ON THIS SHEET, CLASS D10 OF THE IPWEA'S SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTH WORKS AND DRAINAGE. A MAXIMUM FILTER AGGREGATE SIZE OF NOMINAL 10mm SHALL BE USED TO AVOID PUNCTURING THE PIPE.
4. A MINIMUM 50mm LAYER OF FILTER MATERIAL SHALL FIRST BE PLACED IN THE TRENCH TO PROVIDE A DRAINAGE PATH UNDERNEATH THE PLASTIC PIPE.
5. THE PIPE SHALL BE KEPT IN THE CENTRE OF THE TRENCH AND THE FILTER MATERIAL COMPACTED UNDER THE HAUNCHES, AROUND THE SIDES AND ABOVE THE PIPE.
6. CLEANING CONNECTIONS;-
(a) AT THE UPSTREAM END PROVIDE A 90mmØ UPVC RISER (SEWER GRADE) WITH A SCREWED CAP LEVEL WITH THE TOP OF KERB. PROVIDE A 90° UPVC BEND AT THE JOIN WITH THE CORRUGATED SUBSOIL PIPE.
(b) AT 60m INTERVALS, AS FOR (a), BUT WITH A UPVC 'T' JUNCTION AT THE JOIN WITH THE CORRUGATED SUB SOIL PIPE
7. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.	
DESIGNED	PG/DJT			R.T.A.	TELECOM/OPTUS	A. H. D.			
APPROVED FOR CONSTRUCTION	MAY 2019			A.G.L. / SHELL PIPELINES	GAS	NTS			
				SYDNEY WATER	SEWER				
				TELSTRA / OPTUS	WATER				
				SYDNEY ELECTRICITY	RAILWAY				
				NOTICE OF ENTRY	ELEC. CABLES				
				KERB & GUTTER	OIL PIPELINES				
				NOTICES	STORM WATER				
				DATE					
INNER WEST COUNCIL							AMEND	DESCRIPTION	APPROV.
STANDARD DRAINAGE DRAWING - D8									
STANDARD SUBSOIL DRAINS									
									PLAN NO. D8
									VERSION V1

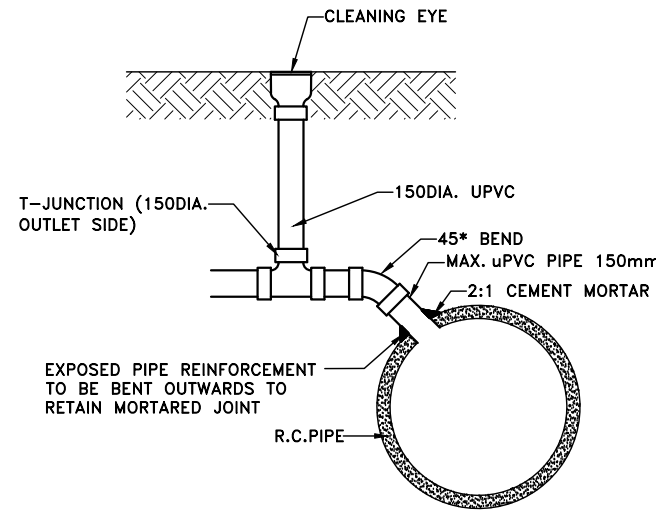


PLAN



SECTION

NOTE:
BANDAGED JOINTS SHALL BE USED FOR JUNCTIONS BETWEEN CONCRETE, VITRIFIED CLAY AND/OR ASBESTOS CEMENT PIPELINES. THE JOINTS SHALL BE CONSTRUCTED BY CAREFULLY CUTTING THE PIPES SO THAT A NEAT FIT IS OBTAINED THEN JOINED IN-SITU. THE INSIDE SHALL BE NEATLY AND SMOOTHLY FINISHED IN CEMENT MORTAR TO MAINTAIN THE SLOPE OF THE ORIGINAL PIPES.



CONNECTION OF DRAINAGE LINE

NOTE:
THE R.C. STORMWATER PIPE SHALL BE PIERCED BY A NEAT OPENING TO ALLOW THE CONNECTION OF A PVC PIPE WHICH SHALL NOT PROTRUDE BEYOND THE INNER SURFACE OF THE R.C. STORMWATER PIPE. THE INTERNAL JUNCTION SHALL BE SMOOTHLY FINISHED WITH 2:1 CEMENT MORTAR SO AS TO PRESENT NO OBSTRUCTION WITHIN THE INTERNAL CHANNEL OF THE R.C STORMWATER PIPE - THIS SHALL BE DONE BEFORE THE 45° BEND IS INSTALLED.

DRAINAGE NOTES 5:

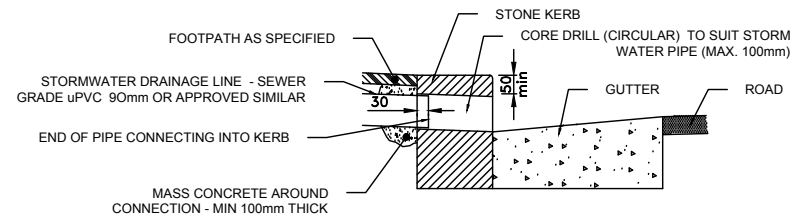
1. **EXCAVATION**
 - A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
2. **UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
 - D) STATE SURVEY MARKS (SSMS) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
 - E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.
3. **NATURE STRIP RESTORATION**
 - A) MATCH EXISTING TURF.
 - B) IF NEW TURF IS SPECIFIED - USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, AS SPECIFIED BY THE COUNCIL ENGINEER.
4. **EXISTING SIGNAGE**
 - A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
 - B) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
 - C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.
5. **RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
6. **SAFETY/SIGNAGE/ACCESS**
 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.
7. **DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.
8. **GENERAL**
 - A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - B) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
9. **DOCUMENT PRIORITY**
 - A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
10. **INSPECTIONS**

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:-

 - A) EXCAVATION COMPLETED.
 - B) PIPE CONNECTION AND MAIN DRAINAGE LINE COMPLETED BUT 45° BEND NOT INSTALLED.
 - C) ALL PIPES LAID BUT NOT BACKFILLED.
 - D) TOTALLY COMPLETED.
 - E) IN SOME CASES, COUNCIL MAY REQUIRE A CCTV SURVEY ON COMPLETION OF THE CONNECTION.

(ORIGINAL = A3 SHEET)

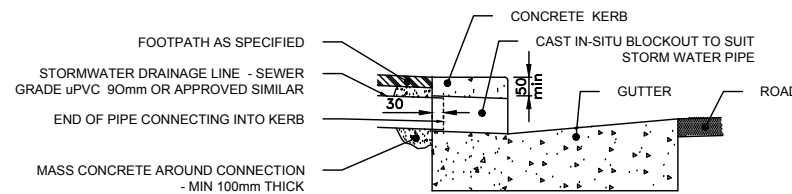
CHECKED & APPROVED	SURVEYED & DRAFTED DESIGNED PG/DJT MAY 2019	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN. R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER NOTICES	SERVICES TELECOM/OPTUS ---T---T---T--- GAS ---G---G---G--- SEWER ---S---S---S--- WATER ---W---W---W--- RAILWAY ---R---R---R--- ELEC. CABLES ---E---E---E--- OIL PIPELINES ---P---P---P--- STORM WATER ---SW---SW---SW---	DATUM A. H. D.	SCALES NTS	<div style="text-align: center; font-weight: bold;"> INNER WEST COUNCIL STANDARD DRAINAGE DRAWING - D9 BANDAGE JOINT & MINOR PIPE CONNECTION TO STORMWATER PIPE - DETAIL </div>	FILE NO. SHEET NO. D9	VERSION v1
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STORMWATER OUTLET IN SANDSTONE KERB

SCALE 1:20

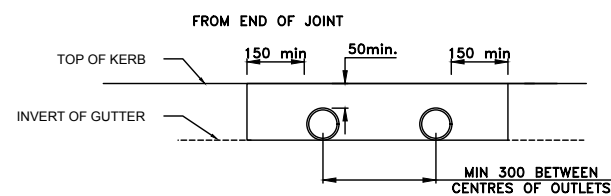
NOTE: FOR RHS STORMWATER OUTLETS - SEE NOTE 3 AND USE PIPE ADAPTER FOR KERB CONNECTION



STORMWATER OUTLET IN CONCRETE KERB

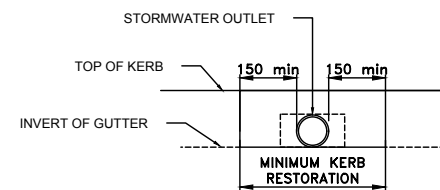
SCALE 1:20

NOTE: A. FOR RHS STORMWATER OUTLETS - SEE NOTE 3 AND EXTEND THROUGH KERB TO GUTTER. B. FOR ROLLTOP KERB - USE ADAPTER FOR KERB CONNECTION (TO RECTANGULAR/SQUARE SECTION)



STORMWATER OUTLET ELEVATION

SCALE 1:20



KERB RESTORATION DIAGRAM

SCALE 1:20

DRAINAGE NOTES 6:

1. CONCRETE STRENGTH

- A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPA @ 28 DAYS
- B) DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPA @ 28 DAYS
- C) PIT: 25MPA @ 28 DAYS
- D) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CAEL (REFER TO SP40HC).

2. CONCRETE FINISH

- A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
- B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.
- C) PIT (INTERNAL): WOOD FLOAT.

3. STORMWATER OUTLETS

- A) UPVC
 - A)1. MINIMUM 90mm DIAMETER
 - A)2. SEWER GRADE
 - A)3. MINIMUM GRADE 1%
- B) RHS
 - B)1. MINIMUM 200x45x3mm
 - B)2. STEEL TO AS4671
 - B)3. HOT DIPPED GALVANISED INSIDE AND OUT TO AS4680
 - B)4. MINIMUM GRADE 1%

4. EXCAVATION

- A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
- B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.

5. UTILITIES, SERVICES & SURVEY MARKS

- A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
- B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
- C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
- D) STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
- E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.

6. NATURE STRIP RESTORATION

- A) MATCH EXISTING TURF.
- B) IF NEW TURF IS SPECIFIED - USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, AS SPECIFIED BY THE COUNCIL ENGINEER.

7. EXISTING SIGNAGE

- A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
- B) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
- C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.

8. ASPHALTIC CONCRETE

- A) SHALL CONFORM TO RMS SPECIFICATION R116 - 'ASPHALT (DENSE AND OPEN GRADED)'.

9. RESIDENT NOTIFICATION

- A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.

10. SAFETY/SIGNAGE/ACCESS

- A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
- B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
- C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.

11. DIMENSIONS

- A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.

12. GENERAL

- A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
- B) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.

13. DOCUMENT PRIORITY

- A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.

14. INSPECTIONS

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:-

- A) EXCAVATION COMPLETED.
- B) PITS FORMED
- C) TOTALLY COMPLETED.

(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
	DESIGNED PG/DJT MAY 2019			R.T.A.	TELECOM/OPTUS -T-T-T-T-	A. H. D.		
	APPROVED FOR CONSTRUCTION			A.G.L. / SHELL PIPELINES	GAS -G-G-G-G-	SCALES		
	DRAWN PG/DJT MAY 2019			SYDNEY WATER	SEWER -S-S-S-S-	NTS		
			TELSTRA / OPTUS	WATER -W-W-W-W-				
			SYDNEY ELECTRICITY	RAILWAY -R-R-R-R-				
			NOTICE OF ENTRY	ELEC. CABLES -E-E-E-E-				
			KERB & GUTTER	OIL PIPELINES -P-P-P-P-				
			NOTICES	DATE	STORM WATER -SW-SW-SW-			
						AMEND DATE DESCRIPTION	APPROV.	
INNER WEST COUNCIL STANDARD DRAINAGE DRAWING - D10 KERB STORMWATER OUTLETS SANDSTONE AND CONCRETE KERB							PLAN NO.	D10
							VERSION	V1

EROSION AND SEDIMENT CONTROL NOTES:

1. GENERAL MEASURES

- STOCKPILES SHALL BE CONFINED TO ONE CENTRAL AREA WHERE POSSIBLE.
- EROSION CONTROL MEASURES TO BE IN PLACE PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION WORK. MEASURES ARE APPLIED TO PROTECT ADJOINING PROPERTIES FROM EROSION AND SILT DAMAGE.
- EROSION CONTROL MEASURES NOT TO BE REMOVED UNTIL CONSTRUCTION IS COMPLETED AND SITE HAS BEEN REHABILITATED.
- REHABILITATION INCLUDES COMPLETION OF ALL CONSTRUCTION WORK AND LANDSCAPING, SEEDING OR TURFING OF ALL BATTERS AND FILL AREAS.
- PIPED DRAINAGE NETWORKS SHOULD BE INSTALLED AND CONNECTED AS EARLY AS POSSIBLE.
- ALL AREAS NOT SUBJECT TO CONSTRUCTION WORKS SHALL BE RETAINED FREE FROM DISTURBANCE OR DAMAGE DURING THE CURRENCY OF THE CONTRACT. SHOULD THESE AREAS BECOME DISTURBED OR DAMAGED, THEY SHALL BE RE-INSTATED BY THE CONTRACTOR AT NO COST TO THE PRINCIPAL.
- WHERE SAWCUTTING IS CARRIED OUT - THE POLLUTED WATER SHALL BE INTERCEPTED AS CLOSE AS POSSIBLE TO THE CONSTRUCTION SITE AND REMOVE BY A VACUUM DEVICE.

2. STABILIZATION OF DISTURBED AREAS.

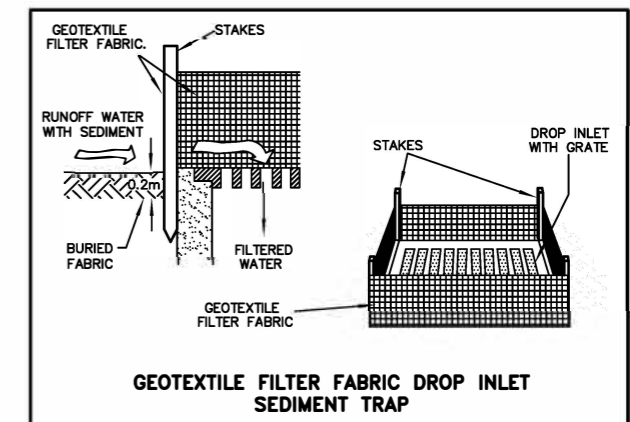
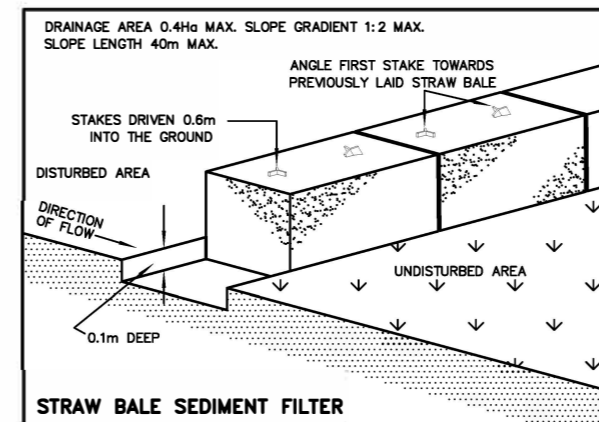
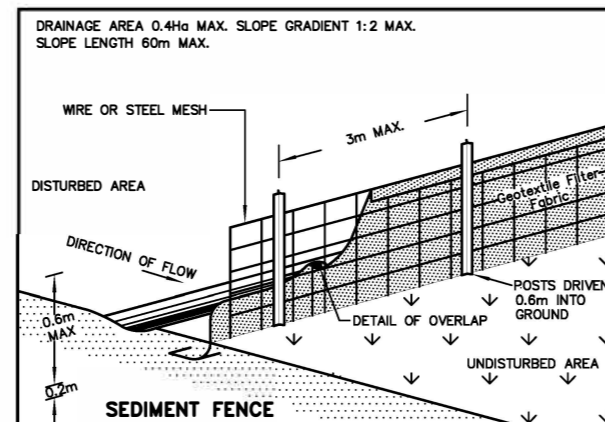
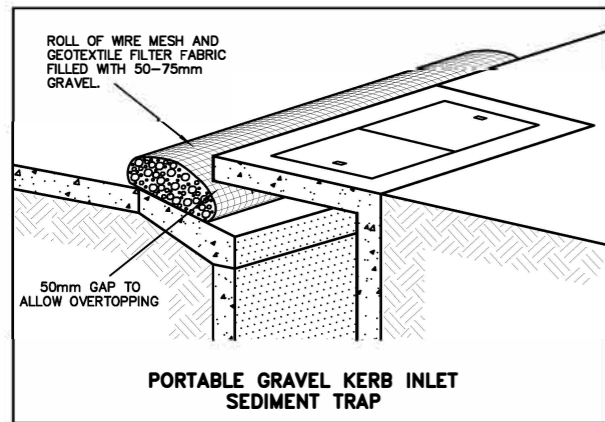
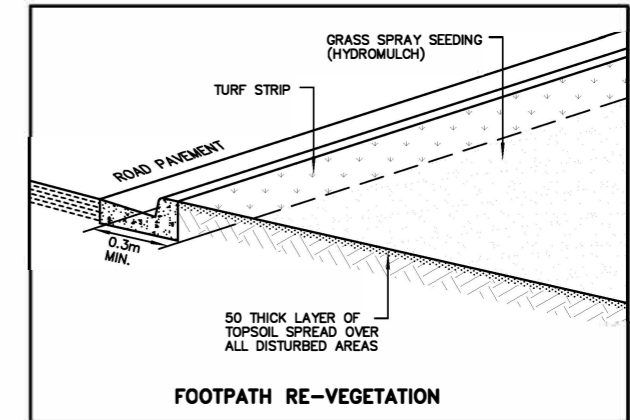
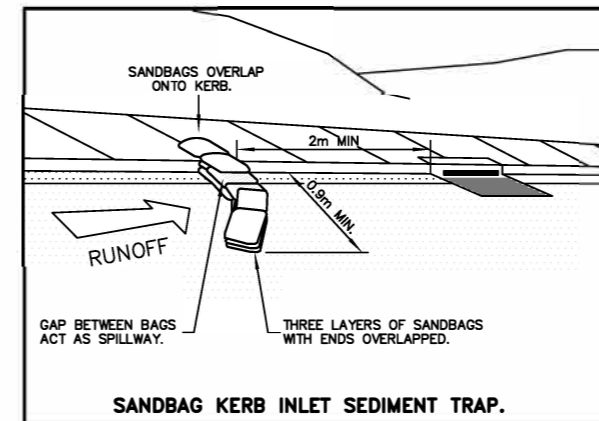
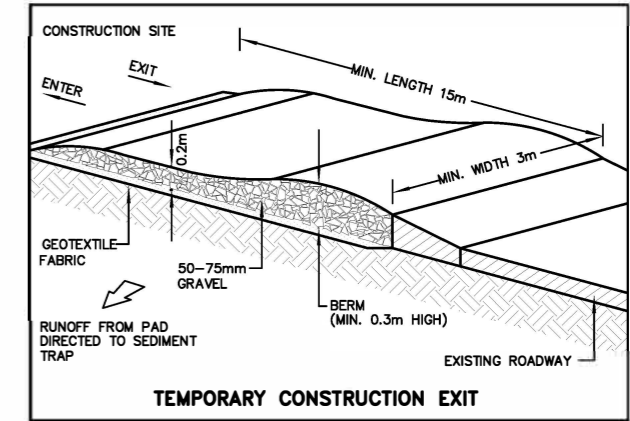
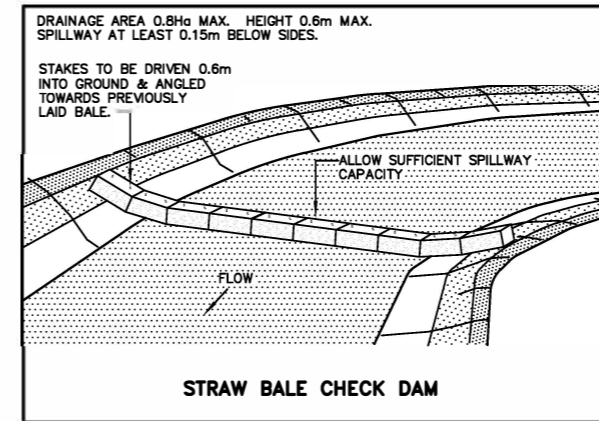
- STABILIZATION OF DISTURBED AREAS SHALL BE IN ACCORDANCE WITH COUNCIL'S SPECIFICATION FOR GRASSING AND/OR SPECIFICATION FOR LANDSCAPE WORKS. THE FOLLOWING SHALL BE APPLIED FOR THE CONTROL OF EROSION AND SEDIMENTATION:-
 - (a) STABILIZATION OF DENUDED AREAS SHALL COMMENCE AS SOON AS POSSIBLE AFTER THE AREAS HAVE BEEN DISTURBED.
 - (b) ALL STABILIZATION MEASURES SHALL BE UNDERTAKEN PRIOR TO THE END OF THE MAINTENANCE PERIOD.

3. MAINTENANCE

- ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE MAINTAINED IN A SATISFACTORY WORKING ORDER THROUGHOUT THE CONTRACT. MAINTENANCE AND DEFECTS LIABILITY PERIODS OR UNTIL SUCH EARLIER TIME AS THE AREA HAS BEEN STABILIZED AND THE SUPERINTENDENT DIRECTS THAT THE DEVICE BE REMOVED.
- THE CONTRACTOR SHALL INSPECT ALL DEVICES AFTER EACH STORM FOR STRUCTURAL DAMAGE OR CLOGGING BY SILT AND OTHER DEBRIS AND MAKE PROMPT REPAIRS OR REPLACEMENT.

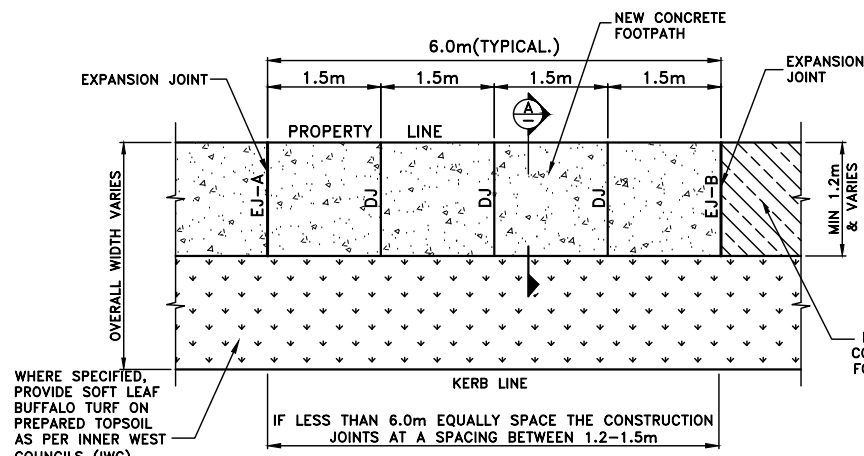
4. SEDIMENT CONTROL DEVICES (S.C.D.)

- THESE SHALL BE CONSTRUCTED AT INLETS TO STORMWATER SYSTEMS TO TRAP THE SEDIMENT IN RUNOFF. SECTIONS 11.3.02/03/04/06 OF THE N.S.W. DEPARTMENT OF HOUSING CONSTRUCTION SPECIFICATION, 1989 EDITION, SHALL APPLY.



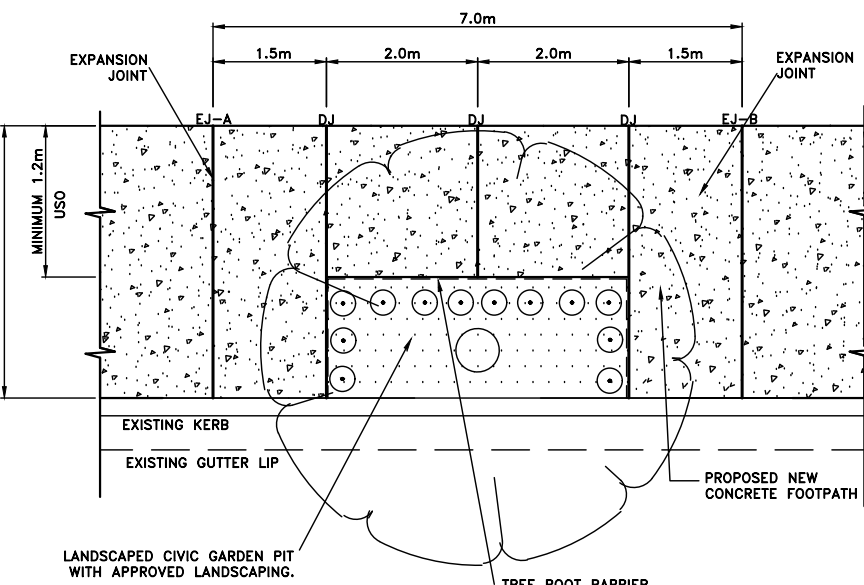
(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
DESIGNED PG/DJT MAY 2019	APPROVED FOR CONSTRUCTION		R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER NOTICES DATE	TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER	A. H. D. SCALES NA	AMEND DATE DESCRIPTION APPROV.	INNER WEST COUNCIL STANDARD ENVIRONMENTAL DRAWING - E1 SEDIMENT & EROSION CONTROL PLAN	E1 VERSION V1

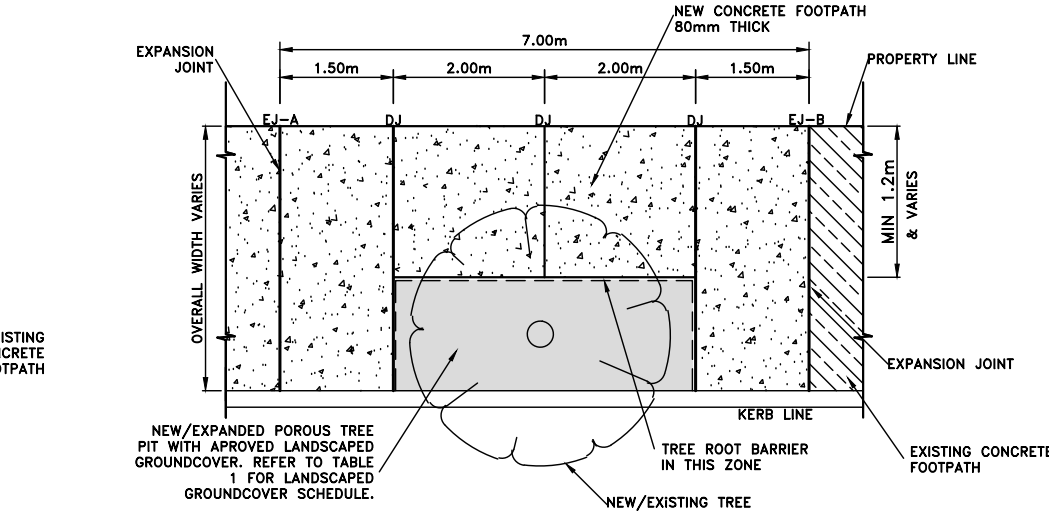


STANDARD UNREINFORCED CONCRETE FOOTPATH (F1)
SCALE 1:100

TABLE 1 LANDSCAPED TREE PIT PLANTING SCHEDULE			
LEGEND	SPECIES	SPACING	POT SIZE
	GAZANIA TOMENTOSA OR DICHONDRA REPENS OR OTHER SIMILAR LANDSCAPED GROUNDCOVER SPECIES APPROVED BY COUNCIL'S SUSTAINABLE STREET OFFICER	0.8m CTS	140mm dia.



LANDSCAPED 'CIVIC GARDEN' VERGE (TYPICAL DETAIL)
SCALE 1:100



F1 PATH: CONCRETE FOOTPATH - TYPICAL DETAIL (AROUND TREE PIT)
SCALE 1:100

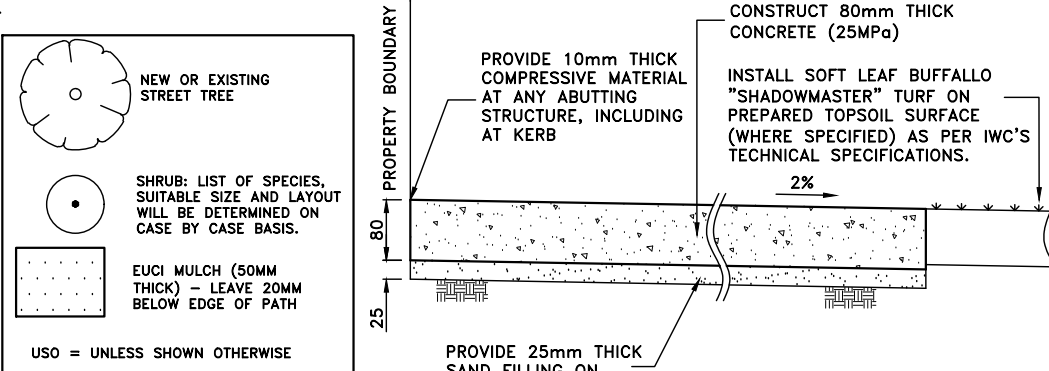
NOTE
FOR FOOTPATHS WITH EXISTING TREES, TRIPSTOPS OR APPROVED SIMILAR TO BE USED AT JOINTS—SEE PLAN F2.

WORK METHOD STATEMENT FOR NEW CIVIC GARDEN LANDSCAPE AREA WITH NEW TREE:—

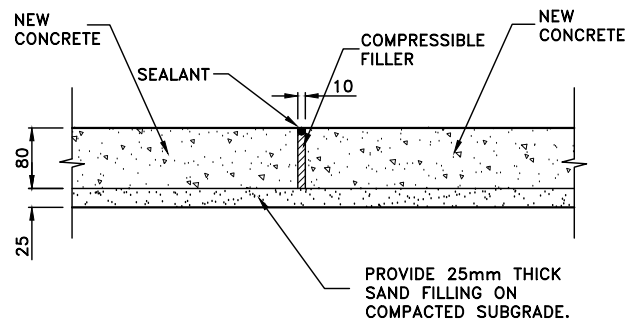
- SUBGRADE TO BE CULTIVATED AND COMPACTED TO MINIMUM DEPTH OF 100mm
- PLANTING AREAS TO BE EXCAVATED TO A MINIMUM DEPTH OF 300mm BELOW EXISTING FOOTPATH SURFACE LEVEL (EXCEPT 0.5M EXCLUSION ZONE AROUND TREE (BE CAREFUL NOT TO CAUSE DAMAGE TO TREE ROOTS))
- SPRAY AREA WITH HERBICIDE (EG: ROUNDUP OR BIO 180 AS AGREED WITH COUNCIL)
- IN LOCATIONS OF NEW PLANTS, LIGHTLY SCARIFY & LOOSEN SOIL (MIN 50MM), ADD COMPOST AND WORK INTO EXISTING SOIL.
- PLANT OUT LANDSCAPE AREA WITH PLANTS AS SPECIFIED.
- EUCI MULCH LAYER MINIMUM 75mm DEPTH IS TO BE SPREAD THROUGHOUT ALL PLANTING AREA.
- GARDEN AREA TO BE WATERED TWICE A WEEK BY THE CONTRACTOR FOR 3 MONTHS, OR AS REQUIRED TO MAINTAIN A HEALTHY GARDEN.

WORK METHOD STATEMENT FOR NEW CIVIC GARDEN LANDSCAPE AREA WITH EXISTING TREE:—

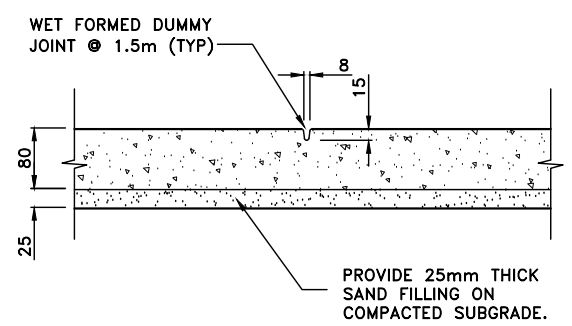
- DIG OUT 75MM DEPTH (EXCEPT 0.5M EXCLUSION ZONE AROUND TREE (BE CAREFUL NOT TO CAUSE DAMAGE TO TREE ROOTS))
- SPRAY AREA WITH HERBICIDE (EG: ROUNDUP OR BIO 180 AS AGREED WITH COUNCIL)
- IN LOCATIONS OF NEW PLANTS, LIGHTLY SCARIFY & LOOSEN SOIL (MIN 50MM), ADD COMPOST AND WORK INTO EXISTING SOIL.
- PLANT OUT LANDSCAPE AREA WITH PLANTS AS SPECIFIED.
- EUCI MULCH LAYER IS TO BE SPREAD THROUGHOUT ALL PLANTING AREA.
- GARDEN AREA TO BE WATERED TWICE A WEEK BY THE CONTRACTOR FOR 3 MONTHS, OR AS REQUIRED TO MAINTAIN A HEALTHY GARDEN.



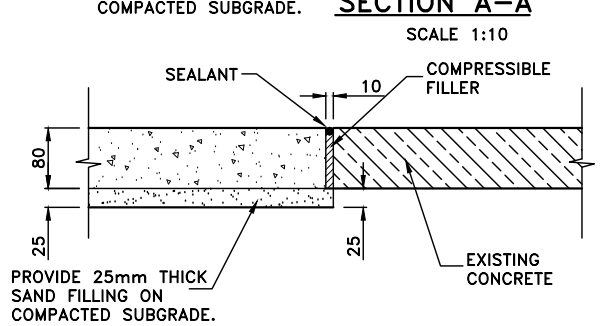
SECTION A-A
SCALE 1:10



EXPANSION JOINT A (EJ-A)
SCALE 1:10
(ORIGINAL = A3 SHEET)



DUMMY JOINT (DJ)
SCALE 1:10



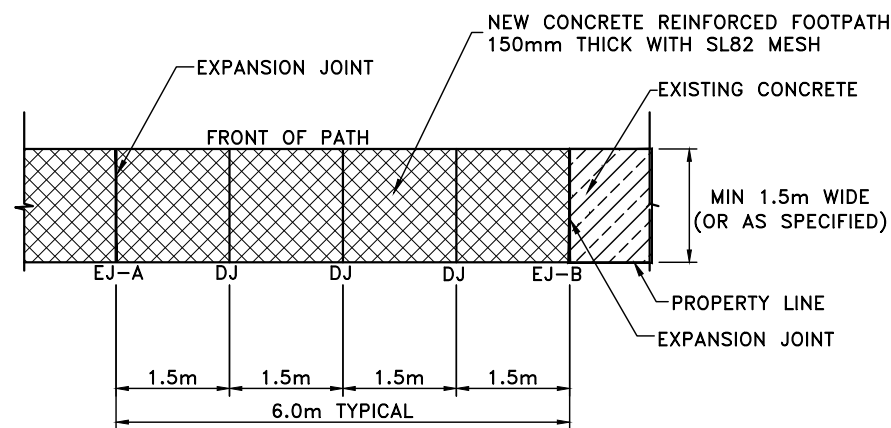
EXPANSION JOINT B (EJ-B)
SCALE 1:10

FOOTPATH NOTES 1:

- 1. CONCRETE STRENGTH**
 - A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPa @ 28 DAYS
 - B) DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPa @ 28 DAYS
 - C) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CACL (REFER TO SP40HC).
 - D) FOR COLOURED OR DECORATIVE CONCRETE FINISHES A MINIMUM OF 32-MPA CONCRETE SHOULD BE USED
- 2. CONCRETE FINISH**
 - A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
 - B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.
- 3. REINFORCEMENT**
 - A) TO AS 4671.
 - B) MINIMUM COVER: 50MM
- 4. JOINTING AND MINIMUM DIMENSIONS**
 - A) ANY RECONSTRUCTED SECTION OF CONCRETE SHALL HAVE A MINIMUM DIMENSION OF 900MM IN ANY DIRECTION.
 - B) ALL JOINTS SHALL BE AT RIGHT ANGLES UNLESS DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
 - C) EXPANSION JOINTS (UNREINFORCED CONCRETE): 10MM APPROVED BITUMEN FILLER AT MAXIMUM 10M INTERVALS.
 - D) EXPANSION JOINTS (REINFORCED CONCRETE): 10MM APPROVED BITUMEN FILLER AT MAXIMUM 12M INTERVALS, WITH 12MM DIA DEFORMED HOT DIPPED GALVANISED DOWELS, 600MM LONG, AT 500MM CENTRES WITH UPVC SLEEVE AND LEG - MINIMUM 2 DOWELS/JOINT, WITH NO DOWEL CLOSER THAN 150MM TO A VERTICAL EDGE. 'CONNELLY' JOINTS OR EQUIVALENT MAY BE USED. ALL DOWELS SHALL BE PERFECTLY ALIGNED IN PLAN VIEW AND IN ELEVATION, IE THE DOWELS SHALL NOT BE SPLAYED RELEVANT TO EACH OTHER.
 - E) ALL EXPANSION JOINT MATERIAL SHALL BE THE SAME THICKNESS OF THE CONCRETE AND BE IN ONE LENGTH & WIDTH.
 - F) AT ALL EXPANSION JOINTS, ANY 'SPILL' CONCRETE FROM THE PREVIOUS POUR (IE SEPARATE TO THE FINISHED CONCRETE) SHALL BE REMOVED.
 - G) CONTRACTION/DUMMY JOINTS (UNREINFORCED CONCRETE) - EQUALLY BETWEEN EXPANSION JOINTS BUT NOT LESS THAN THE CONCRETE WIDTH BETWEEN JOINTS/EDGES AND NOT MORE THAN 1.5 TIMES THE WIDTH OF FOOTPATH.
- 5. EXCAVATION**
 - A) AT ALL JOINTS TO EXISTING CONCRETE/ASPALT - THE JOINT SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
- 6. UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
 - D) STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
 - E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPALTIC CONCRETE.
- 7. NATURE STRIP RESTORATION**
 - A) MATCH EXISTING TURF
 - B) IF NEW TURF IS SPECIFIED - USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, OR AS SPECIFIED BY THE COUNCIL ENGINEER.
- 8. EXISTING SIGNAGE**
 - A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
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 - C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.
- 9. RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
- 10. SAFETY/SIGNAGE/ACCESS**
 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.
- 11. DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
- 12. GENERAL**
 - A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - B) DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
 - C) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
- 13. DOCUMENT PRIORITY**
 - A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
- 14. INSPECTIONS**
 - INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:
 - A) EXCAVATION COMPLETED, SUBGRADE PREPARED AND SAND PLACED.
 - B) ROAD BASE PLACED AND COMPACTED, WHERE APPLICABLE.
 - C) FORMWORK AND REINFORCEMENT SET.
 - D) CONCRETE POURED AND CURED.
 - E) COMPLETED.

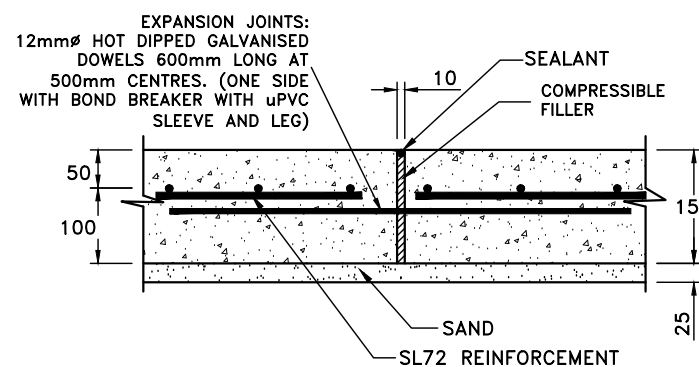
NOTE:
WHERE NEW TREES ARE INSTALLED - PROVIDE TREE ROOT BARRIER SURE GRO TYPE RB600H OR SIMILAR APPROVED TO MANUFACTURERS SPECIFICATION.

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.I.R.A. / SURV. GEN.	SERVICES	DATUM	INNER WEST COUNCIL STANDARD FOOTPATH DRAWING - F1 80mm THICK UNREINFORCED CONCRETE FOOTPATH	FILE NO.	SHEET NO.
	DESIGNED PG/DJT MAY 2019			R.T.A.	TELECOM/OPTUS	A. H. D.		PLAN NO.	F1
APPROVED FOR CONSTRUCTION	DRAWN PG/DJT MAY 2019			A.G.L. / SHELL PIPELINES	GAS	AS SHOWN		VERSION	V1
				SYDNEY WATER	SEWER				
				TELSTRA / OPTUS	WATER				
				SYDNEY ELECTRICITY	RAILWAY				
				NOTICE OF ENTRY	ELEC. CABLES				
				KERB & GUTTER	OIL PIPELINES				
				NOTICES	STORM WATER				
				DATE					



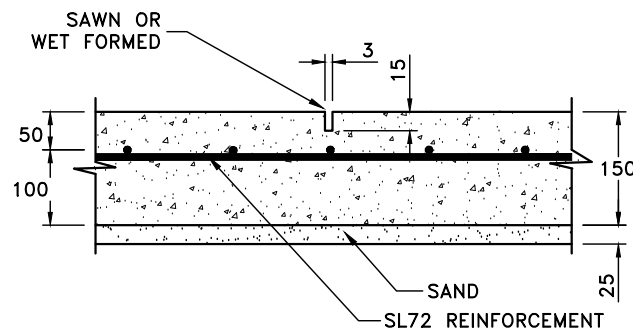
REINFORCED CONCRETE FOOTPATH (F3)

SCALE 1:100



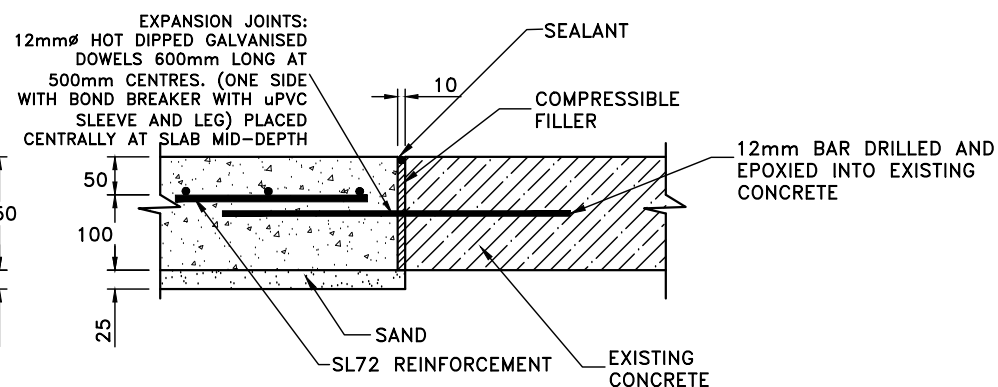
EXPANSION JOINT A (EJ-A)

MAX. 10.0m SPACING
SCALE 1:10



DUMMY JOINT (DJ)

1.5m SPACING



EXPANSION JOINT B (EJ-B)

SCALE 1:5

NB: EXPANSION JOINTS: CAN BE REPLACED WITH CONNELLY OR DANLEY EXPANSION JOINTS, OR APPROVED SIMILAR.

(ORIGINAL = A3 SHEET)

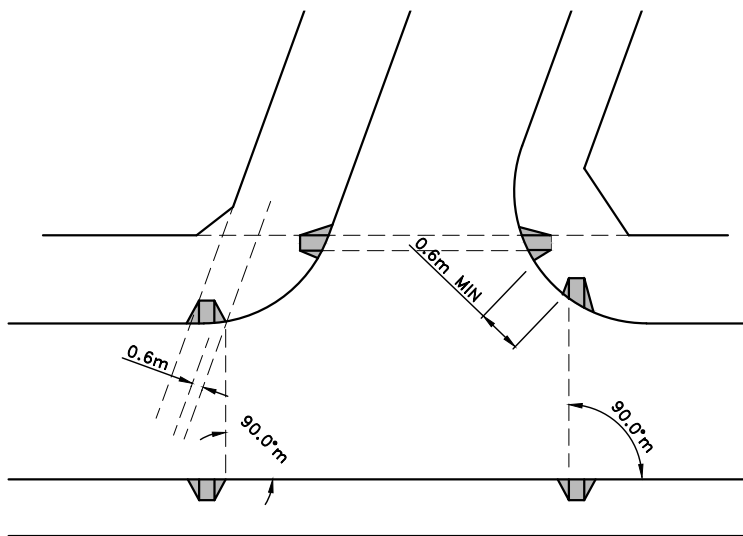
FOOTPATH NOTES 1:

- 1. CONCRETE STRENGTH**
 - A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPa @ 28 DAYS
 - B) DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPa @ 28 DAYS
 - C) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPa WITH ACCELERATOR SUCH AS 2% CACL (REFER TO SP40HC).
 - D) FOR COLOURED OR DECORATIVE CONCRETE FINISHES A MINIMUM OF 32-MPA CONCRETE SHOULD BE USED
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- 3. REINFORCEMENT**
 - A) TO AS 4671.
 - B) MINIMUM COVER: 50MM
- 4. JOINTING AND MINIMUM DIMENSIONS**
 - A) ANY RECONSTRUCTED SECTION OF CONCRETE SHALL HAVE A MINIMUM DIMENSION OF 900MM IN ANY DIRECTION.
 - B) ALL JOINTS SHALL BE AT RIGHT ANGLES UNLESS DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
 - C) EXPANSION JOINTS (UNREINFORCED CONCRETE): 10MM APPROVED BITUMEN FILLER AT MAXIMUM 10M INTERVALS.
 - D) EXPANSION JOINTS (REINFORCED CONCRETE): 10MM APPROVED BITUMEN FILLER AT MAXIMUM 12M INTERVALS, WITH 12MM DIA DEFORMED HOT DIPPED GALVANISED DOWELS, 600MM LONG, AT 500MM CENTRES WITH UPVC SLEEVE AND LEG - MINIMUM 2 DOWELS/JOINT, WITH NO DOWEL CLOSER THAN 150MM TO A VERTICAL EDGE. 'CONNELLY' JOINTS OR EQUIVALENT MAY BE USED. ALL DOWELS SHALL BE PERFECTLY ALIGNED IN PLAN VIEW AND IN ELEVATION, IE THE DOWELS SHALL NOT BE SPLAYED RELEVANT TO EACH OTHER.
 - E) ALL EXPANSION JOINT MATERIAL SHALL BE THE SAME THICKNESS OF THE CONCRETE AND BE IN ONE LENGTH & WIDTH.
 - F) AT ALL EXPANSION JOINTS, ANY 'SPILL' CONCRETE FROM THE PREVIOUS POUR (IE SEPARATE TO THE FINISHED CONCRETE) SHALL BE REMOVED.
 - G) CONTRACTION/DUMMY JOINTS (UNREINFORCED CONCRETE) - EQUALLY BETWEEN EXPANSION JOINTS BUT NOT LESS THAN THE CONCRETE WIDTH BETWEEN JOINTS/EDGES AND NOT MORE THAN 1.5 TIMES THE WIDTH OF FOOTPATH.
- 5. EXCAVATION**
 - A) AT ALL JOINTS TO EXISTING CONCRETE/ASPHALT - THE JOINT SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
- 6. UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
 - D) STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
 - E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.
- 7. NATURE STRIP RESTORATION**
 - A) MATCH EXISTING TURF.
 - B) IF NEW TURF IS SPECIFIED - USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, OR AS SPECIFIED BY THE COUNCIL ENGINEER.
- 8. EXISTING SIGNAGE**
 - A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
 - B) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
 - C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.
- 9. RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
- 10. SAFETY/SIGNAGE/ACCESS**
 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.
- 11. DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
- 12. GENERAL**
 - A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - B) DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
 - C) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
- 13. DOCUMENT PRIORITY**
 - A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
- 14. INSPECTIONS**

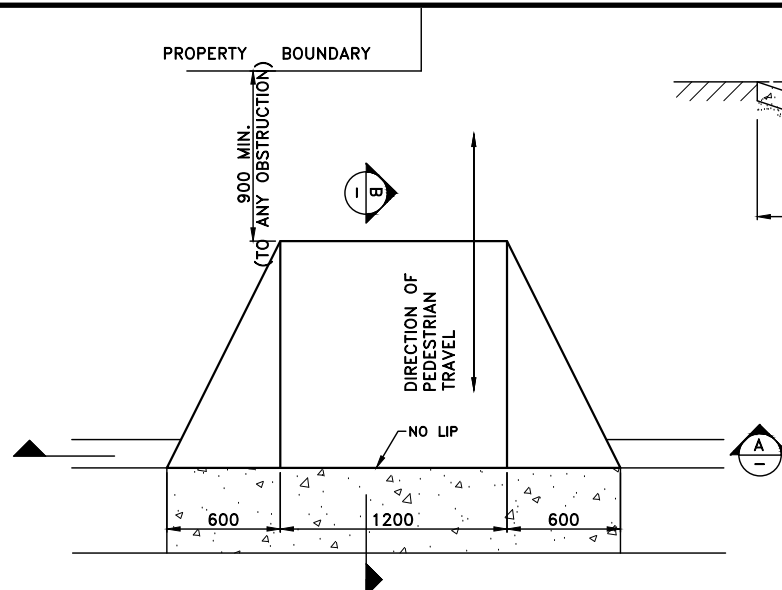
INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:

 - A) EXCAVATION COMPLETED, SUBGRADE PREPARED AND SAND PLACED.
 - B) ROAD BASE PLACED AND COMPACTED, WHERE APPLICABLE.
 - C) FORMWORK AND REINFORCEMENT SET.
 - D) CONCRETE POURED AND CURED.
 - E) COMPLETED.

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.				
DESIGNED PG/DJT MAY 2019	APPROVED FOR CONSTRUCTION			R.T.A.	TELECOM/OPTUS -T-T-T-T-	A. H. D.	<p style="text-align: center;">INNER WEST COUNCIL</p> <p style="text-align: center;">STANDARD FOOTPATH DRAWING - F3</p> <p style="text-align: center;">150mm THICK REINFORCED CONCRETE FOOTPATH</p>	<p style="text-align: center;">F3</p>				
DRAWN PG/DJT MAY 2019				A.G.L. / SHELL PIPELINES	GAS -G-G-G-G-	SCALES						
				SYDNEY WATER	SEWER -S-S-S-S-	AS SHOWN						
				TELSTRA / OPTUS	WATER -W-W-W-W-		AMEND	DATE	DESCRIPTION	APPROV.	VERSION	V1
				SYDNEY ELECTRICITY	RAILWAY -R-R-R-R-							
				NOTICE OF ENTRY	ELEC. CABLES -E-E-E-E-							
				OIL PIPELINES	OIL PIPELINES -P-P-P-P-							
				KERB & GUTTER	STORM WATER -SW-SW-SW-							
				NOTICES								
				DATE								

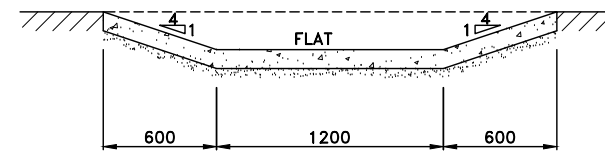


PLAN SHOWING PRAM RAMP CROSSINGS
(GUIDE ONLY)

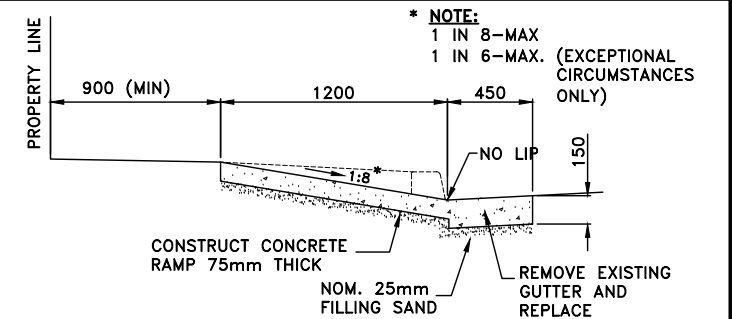


PRAM RAMP-TYPE A
PRAM RAMP DETAIL (TYPICAL)
SCALE 1:40

NOTE:
SERVICE PITS NOT TO BE LOCATED IN RAMPS WHERE POSSIBLE



SECTION A
SCALE 1:40



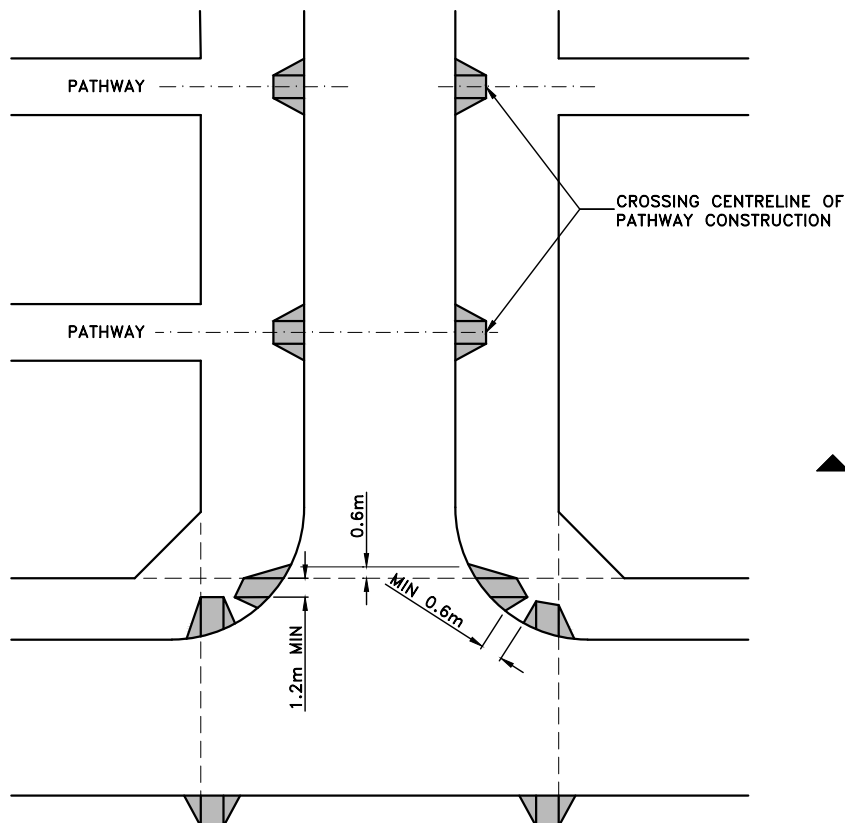
SECTION B
SCALE 1:40

FOOTPATH NOTES 1:

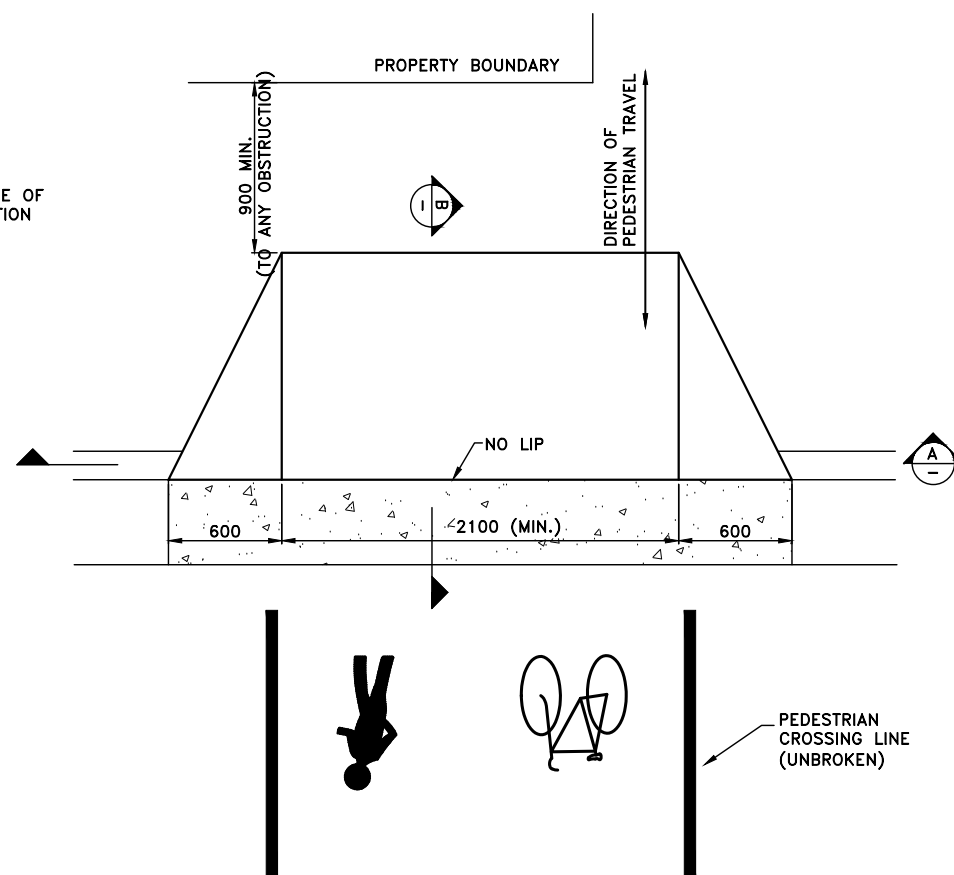
- 1. CONCRETE STRENGTH**
 - A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPA @ 28 DAYS
 - B) DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPA @ 28 DAYS
 - C) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CACL (REFER TO SP40HC).
 - D) FOR COLOURED OR DECORATIVE CONCRETE FINISHES A MINIMUM OF 32-MPA CONCRETE SHOULD BE USED
- 2. CONCRETE FINISH**
 - A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
 - B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.
- 3. REINFORCEMENT**
 - A) TO AS 4671.
 - B) MINIMUM COVER: 50MM
- 4. JOINTING AND MINIMUM DIMENSIONS**
 - A) ANY RECONSTRUCTED SECTION OF CONCRETE SHALL HAVE A MINIMUM DIMENSION OF 900MM IN ANY DIRECTION.
 - B) ALL JOINTS SHALL BE AT RIGHT ANGLES UNLESS DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
 - C) EXPANSION JOINTS (UNREINFORCED CONCRETE): 10MM APPROVED BITUMEN FILLER AT MAXIMUM 10M INTERVALS.
 - D) EXPANSION JOINTS (REINFORCED CONCRETE): 10MM APPROVED BITUMEN FILLER AT MAXIMUM 12M INTERVALS, WITH 12MM DIA DEFORMED HOT DIPPED GALVANISED DOWELS, 600MM LONG, AT 500MM CENTRES WITH UPVC SLEEVE AND LEG - MINIMUM 2 DOWELS/JOINT, WITH NO DOWEL CLOSER THAN 150MM TO A VERTICAL EDGE. 'CONNELLY' JOINTS OR EQUIVALENT MAY BE USED. ALL DOWELS SHALL BE PERFECTLY ALIGNED IN PLAN VIEW AND IN ELEVATION, IE THE DOWELS SHALL NOT BE SPLAYED RELEVANT TO EACH OTHER.
 - E) ALL EXPANSION JOINT MATERIAL SHALL BE THE SAME THICKNESS OF THE CONCRETE AND BE IN ONE LENGTH & WIDTH.
 - F) AT ALL EXPANSION JOINTS, ANY 'SPILL' CONCRETE FROM THE PREVIOUS POUR (IE SEPARATE TO THE FINISHED CONCRETE) SHALL BE REMOVED.
 - G) CONTRACTION/DUMMY JOINTS (UNREINFORCED CONCRETE) - EQUALLY BETWEEN EXPANSION JOINTS BUT NOT LESS THAN THE CONCRETE WIDTH BETWEEN JOINTS/EDGES AND NOT MORE THAN 1.5 TIMES THE WIDTH OF FOOTPATH.
- 5. EXCAVATION**
 - A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
- 6. UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
 - D) STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
 - E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.
- 7. NATURE STRIP RESTORATION**
 - A) MATCH EXISTING TURF.
 - B) IF NEW TURF IS SPECIFIED - USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, OR AS SPECIFIED BY THE COUNCIL ENGINEER.
- 8. EXISTING SIGNAGE**
 - A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
 - B) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
 - C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.
- 9. RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
- 10. SAFETY/SIGNAGE/ACCESS**
 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.
- 11. DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
- 12. GENERAL**
 - A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - B) DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
 - C) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
- 13. DOCUMENT PRIORITY**
 - A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
- 14. INSPECTIONS**

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:

 - A) EXCAVATION COMPLETED, SUBGRADE PREPARED AND SAND PLACED.
 - B) ROAD BASE PLACED AND COMPACTED, WHERE APPLICABLE.
 - C) FORMWORK AND REINFORCEMENT SET.
 - D) CONCRETE POURED AND CURED.
 - E) COMPLETED.



PLAN SHOWING PRAM RAMP CROSSINGS
(GUIDE ONLY)



PRAM RAMP-TYPE B
MARKED FOOT CROSSING/CYCLEWAYS
(SHARED PEDESTRIAN/BICYCLE CROSSING)
SCALE 1:40

(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	INNER WEST COUNCIL STANDARD FOOTPATH DRAWING - F4 PRAM RAMPS	FILE NO.	SHEET NO.
DESIGNED PG/DJT MAY 2019				R.T.A.	TELECOM/OPTUS -T-T-T-T-	A. H. D.		PLAN NO.	F4
APPROVED FOR CONSTRUCTION				A.G.L. / SHELL PIPELINES	GAS -G-G-G-G-	SCALES		VERSION	V1
				SYDNEY WATER	SEWER -S-S-S-S-	AS SHOWN			
				TELSTRA / OPTUS	WATER -W-W-W-W-				
				SYDNEY ELECTRICITY	RAILWAY -R-R-R-R-				
				NOTICE OF ENTRY	ELEC. CABLES -E-E-E-E-				
				KERB & GUTTER	OIL PIPELINES -P-P-P-P-				
				NOTICES	STORM WATER -SW-SW-SW-				
				DATE					

FOOTPATH NOTES 3:

1. CONCRETE STRENGTH

- A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPa @ 28 DAYS
- B) FOR TRAFFICKED AREAS WHERE FOOTPATH MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CACL (REFER TO SP40HC).

2. CONCRETE FINISH

- A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
- B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.
- C) PIT (INTERNAL): WOOD FLOAT.

3. REINFORCEMENT

- A) TO AS 4871
- B) MINIMUM COVER: 50MM

4. PAVING

- A) WHERE COUNCIL DIRECTS THAT THE EXISTING PAVERS ARE TO BE REMOVED AND RELAYED ON THE SITE BY THE CONTRACTOR OR TRANSPORTED TO THE COUNCIL DEPOT, THE CONTRACTOR SHALL DO ALL THAT IS PRACTICABLE TO KEEP DAMAGE TO THE EXISTING PAVERS TO AN ABSOLUTE MINIMUM.
- B) IT IS THE CONTRACTOR'S RESPONSIBILITY TO RAISE ANY PROBLEMS IN THIS REGARD (EXCESSIVE PAVER DAMAGE) WITH THE COUNCIL SUPERVISOR AS SOON AS THE PROBLEM BECOMES APPARENT.
- C) WHERE THE EXISTING PAVERS ARE TO BE REUSED ON THE SITE, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SAFELY STORE THE PAVERS UNTIL RELAYING BY THE CONTRACTOR. THE STORAGE AREA SHALL BE DISCUSSED WITH AND APPROVED BY THE COUNCIL SUPERVISOR, PRIOR TO STORAGE.
- D) ALL PAVERS/BLOCKS/BRICKS SHALL BE LAID TO PROVIDE A FINISHED SURFACE THAT HAS A UNIFORM GRADE, AND STRAIGHT JOINTS WITH A UNIFORM NOMINAL JOINT WIDTH OF 3MM. THE FINISHED SURFACE SHALL EXACTLY MEET ALL EXISTING ADJOINING SURFACES UNLESS DIRECTED OTHERWISE BY THE COUNCIL SUPERVISOR.

5. KERB RAMPS

- A) SEE STANDARD PLAN F4.

6. EXCAVATION

- A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
- B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.

7. UTILITIES, SERVICES & SURVEY MARKS

- A) UNLESS SPECIFIED BY COUNCIL, UTILITY PIT COVERS/LIDS (EG: COMMUNICATION AND POWER) SHALL BE REPLACED WITH INFILL TYPE LIDS AND INFILLED WITH THE SPECIFIED PAVERS WHICH SHALL BE EPOXIED TO THE LID.
- B) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
- C) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
- D) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
- E) STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
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- C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.

9. RESIDENT NOTIFICATION

- A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.

10. SAFETY/SIGNAGE/ACCESS

- A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
- B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
- C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.

11. DIMENSIONS

- A) ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.

12. GENERAL

- B) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
- C) DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
- D) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.

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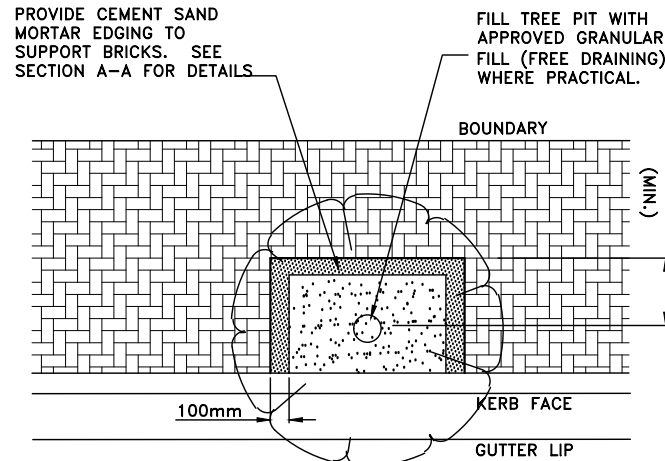
14. INSPECTIONS

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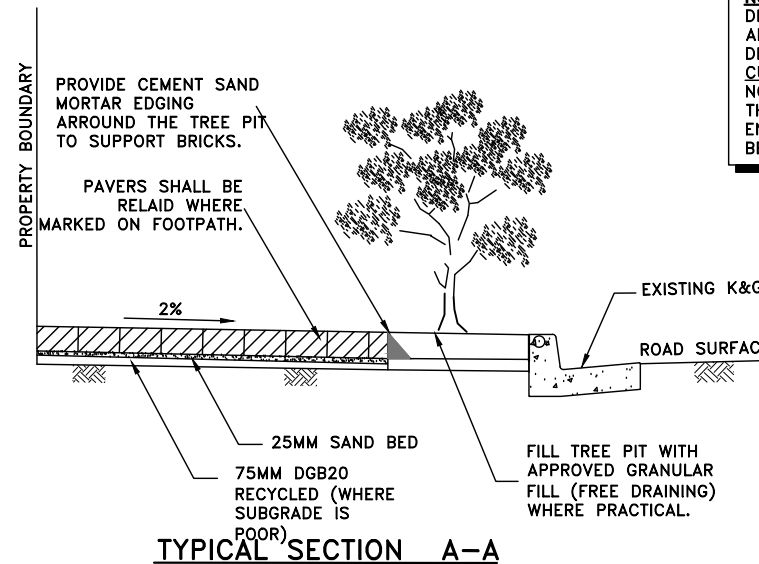
- A) EXCAVATION COMPLETED AND SUBGRADE PREPARED.
- B) ROAD BASE PLACED AND COMPACTED, WHERE APPLICABLE.
- C) FORMWORK AND REINFORCEMENT SET, WHERE APPLICABLE.
- D) CONCRETE POURED AND CURED, WHERE APPLICABLE.
- E) BRICKS/PAVERS LAID
- F) COMPLETED.

15. DESIGN & SETTING OUT

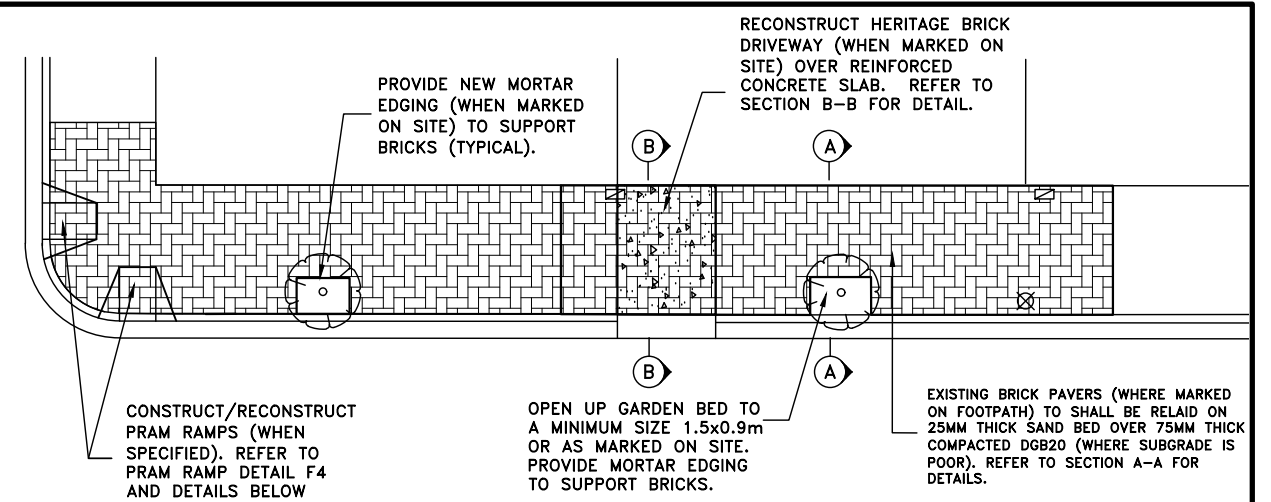
- A) SETTING OUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR EXCEPT WHERE A SURVEYED ALIGNMENT OR DETAILED LEVELS ARE PROVIDED BY THE COUNCIL, IN WHICH CASE THE COUNCIL SHALL BE RESPONSIBLE TO PROVIDE THE REQUIRED DETAILS TO THE CONTRACTOR, IE DISTANCES IN ALL DIMENSIONS FROM FIXED POINTS. THE CONTRACTOR MAY NEED TO SAVE THESE 'FIXED POINTS' DURING EXCAVATION, BY TRANSFERRING THEM ELSEWHERE USING A MEASURING TAPE AND SPIRIT/LASER LEVEL. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACHIEVE THE DESIGN ALIGNMENT AND LEVEL AS PER THE COUNCIL PROVIDED DETAILS.
 - B) WHERE NO DESIGN LEVELS ARE ISSUED (MOST CASES), THE CONTRACTOR SHALL AIM TO HAVE THE COMPLETED WORK ATTAIN A REASONABLY SMOOTH LONGITUDINAL PROFILE, AND FOR FOOTPATH WORKS A REASONABLY UNIFORM FOOTPATH CROSSFALL OF ABSOLUTE 2% (MAXIMUM 4%), UNLESS DIRECTED OTHERWISE BY THE COUNCIL SUPERVISOR.
- DUE COGNIZANCE SHALL BE GIVEN TO THE EXISTING PROPERTY LEVELS, PARTICULARLY PATHS AND FLOORS - THIS OFTEN LEADS TO A VARYING OF THE CROSSFALL AND/OR LEVEL OF THE NEW KERB/GUTTER/FOOTPATH. WHEN THE SITE CREATES DIFFICULTY IN ACHIEVING THE ABOVE, THE CONTRACTOR SHALL LIAISE WITH THE SUPERINTENDENT AND WORK TOGETHER, CO-OPERATIVELY, TO ACHIEVE A REASONABLE OUTCOME.



TREE PIT SURROUND DETAILS (TYPICAL)

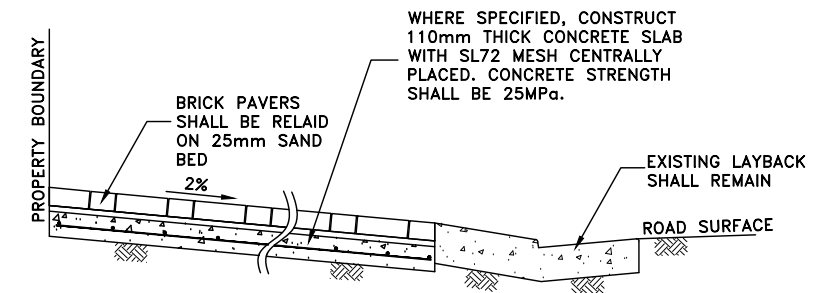


TYPICAL SECTION A-A

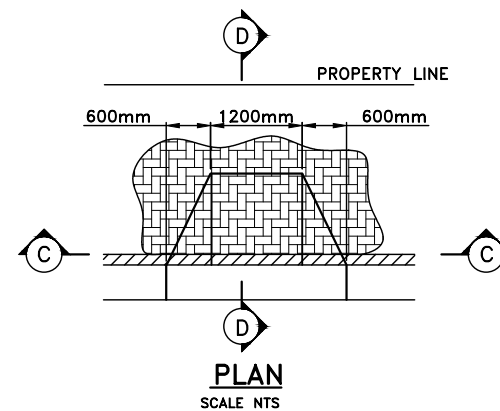


PLAN - STANDARD BRICK PAVED FOOTPATH (F6)

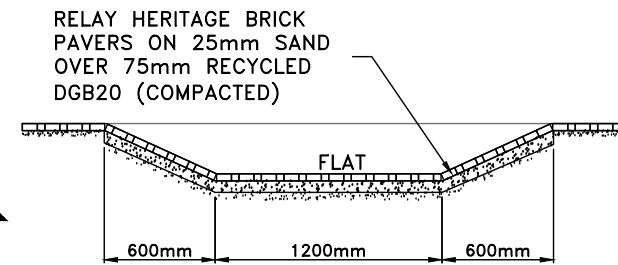
NOTE:
DIMENSION OF TREE PIT SHALL BE ADJUSTED TO SUIT WHOLE BRICK DIMENSION. BRICKS SHOULD NOT BE CUT ALONG THE LENGTH OF THE BRICK. NO BRICK SHOULD BE CUT TO LESS THAN THE HALF BRICK. COUNCIL ENGINEER SHOULD BE CONSULTED BEFORE CUTTING BRICKS.



DRIVEWAY - TYPICAL SECTION B-B

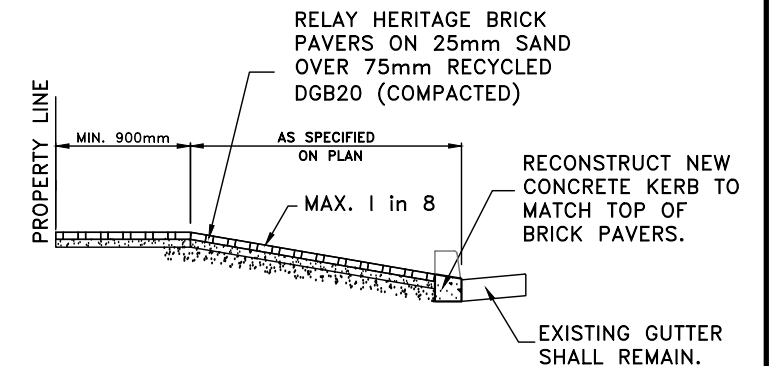


PLAN
SCALE NTS



SECTION C-C

SCALE 1:40



SECTION D-D

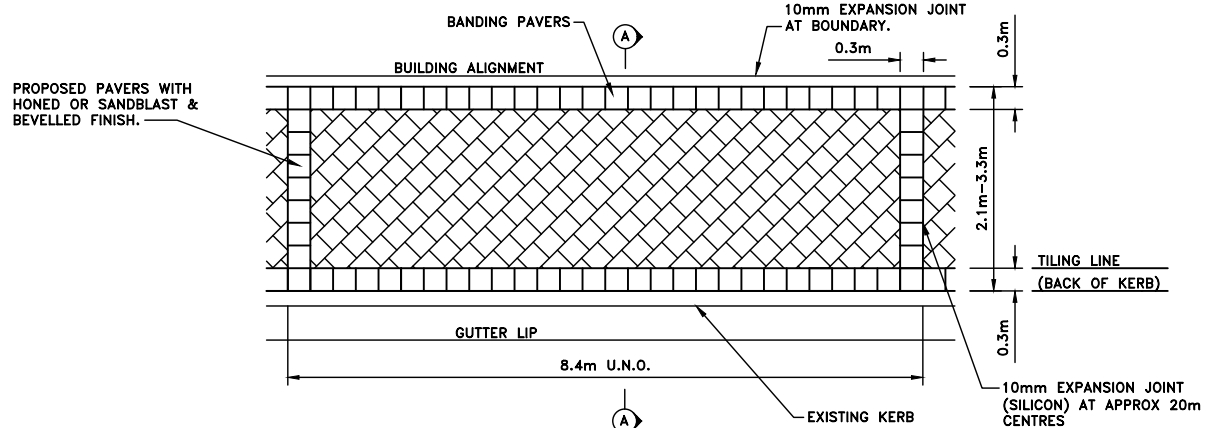
NTS

PRAM RAMP DETAIL

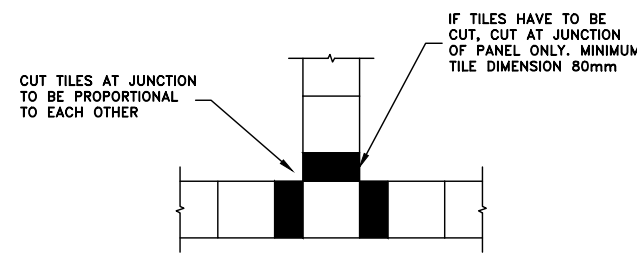
NOTE:
TREES SECTION SHALL BE CONSULTED PRIOR TO COMMENCEMENT OF WORK, TO PLAN AND PROVIDE NEW STREET TREE, WHERE REQUIRED

(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN. R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER NOTICES	SERVICES TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER	DATUM A. H. D.	SCALES AS SHOWN	AMEND DATE	DESCRIPTION	APPROV.	FILE NO.	SHEET NO.
DESIGNED PG/DJT MAY 2019	DRAWN PG/DJT MAY 2019											
APPROVED FOR CONSTRUCTION												
INNER WEST COUNCIL												
STANDARD FOOTPATH DRAWING - F6											PLAN NO.	F6
BRICK PAVED FOOTPATH											VERSION	V1



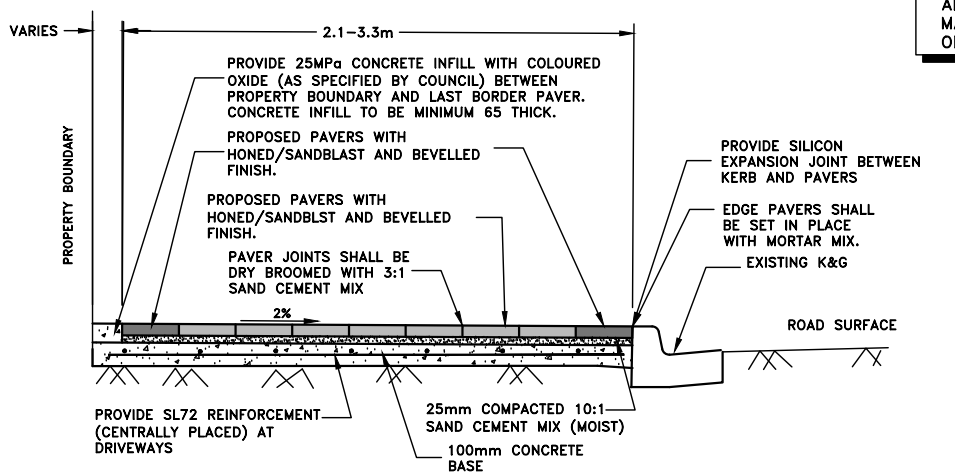
TYPICAL FOOTPATH LAYOUT PANEL
SCALE 1:100



TYPICAL BANDING PAVER INTERSECTION DETAIL
SCALE 1:40

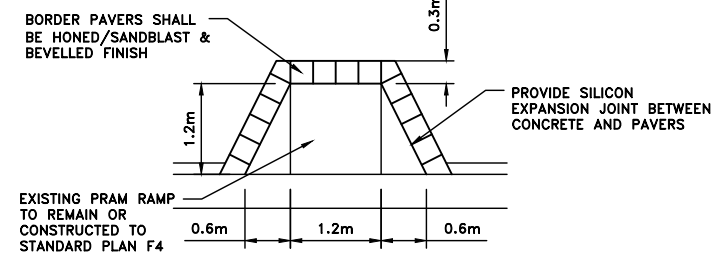
SPECIAL NOTE:
ALL PAVERS MUST COMPLY WITH AUSTRALIAN STANDARDS FOR SLIP RESISTANCE FOR OUTDOOR USE IN ALL WEATHER CONDITIONS. MANUFACTURERS CERTIFICATE MUST BE OBTAINED PRIOR TO CONSTRUCTION

SPECIAL NOTE:
ACTUAL PAVERS AND PATTERN IS DIAGRAMMATIC ONLY AND SHALL MATCH ADJOINING AREA AND/OR AS SPECIFIED BY COUNCIL



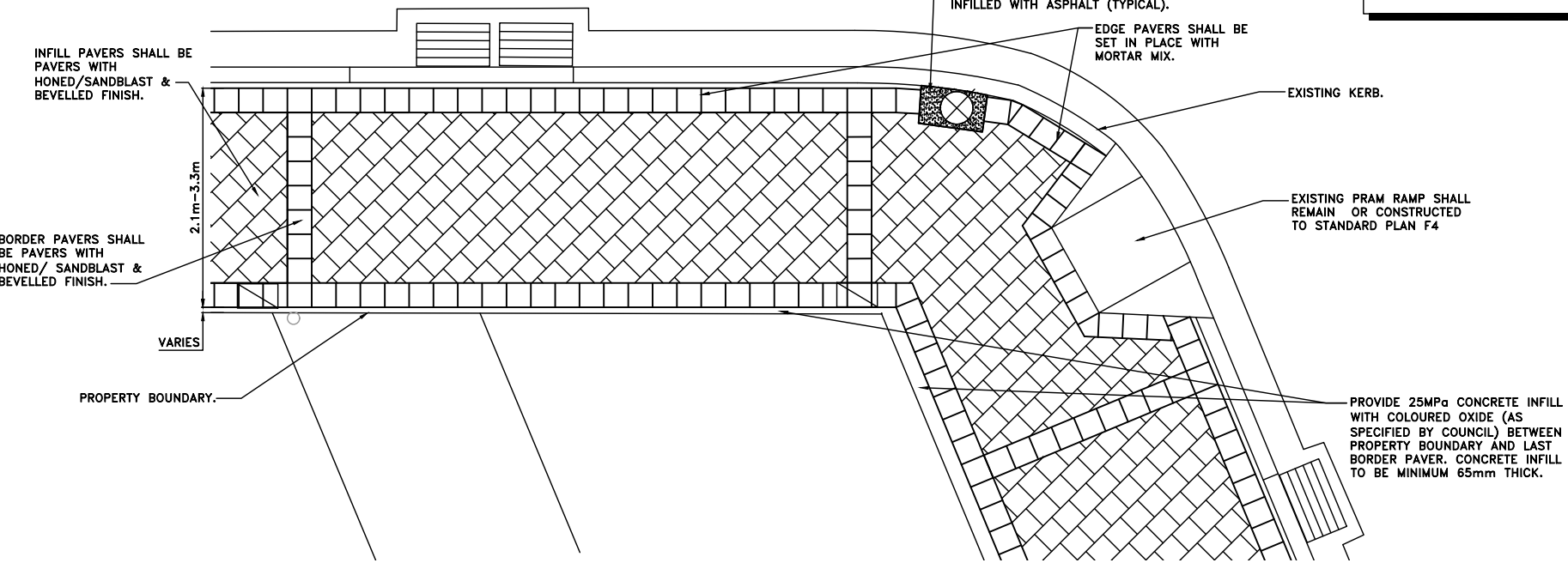
SECTION A-A
NTS

AT DRIVEWAYS:
COUNCIL TO DIRECT WHETHER PAVERS USED OR ANOTHER FINISH



PRAM RAMP DETAIL
SCALE 1:100

NOTE:
A COLOURED OXIDE MAY BE APPLIED TO THE PRAM RAMP (ADDED TO THE TOTAL CONCRETE MIX) AS PER COUNCIL SUPERVISOR DIRECTIONS.



TYPICAL FOOTPATH PAVING DETAIL (AT CORNER)
NTS

FOOTPATH NOTES 3:

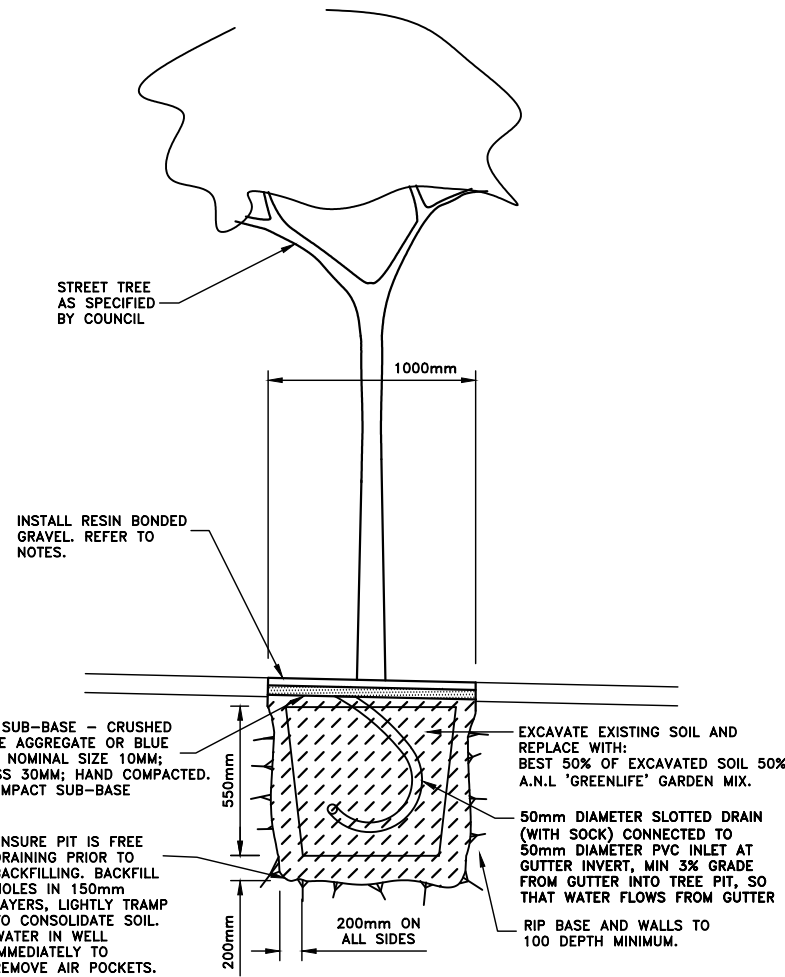
1. **CONCRETE STRENGTH**
 - A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPa @ 28 DAYS
 - B) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CACL (REFER TO SP40HC).
2. **CONCRETE FINISH**
 - A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
 - B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.
 - C) PIT (INTERNAL): WOOD FLOAT.
3. **REINFORCEMENT**
 - A) TO AS 4671
 - B) MINIMUM COVER: 50MM
4. **PAVING**
 - A) WHERE COUNCIL DIRECTS THAT THE EXISTING PAVERS ARE TO BE REMOVED AND RELAYED ON THE SITE BY THE CONTRACTOR OR TRANSPORTED TO THE COUNCIL DEPOT, THE CONTRACTOR SHALL DO ALL THAT IS PRACTICABLE TO KEEP DAMAGE TO THE EXISTING PAVERS TO AN ABSOLUTE MINIMUM.
 - B) IT IS THE CONTRACTOR'S RESPONSIBILITY TO RAISE ANY PROBLEMS IN THIS REGARD (EXCESSIVE PAVER DAMAGE) WITH THE COUNCIL SUPERVISOR AS SOON AS THE PROBLEM BECOMES APPARENT.
 - C) WHERE THE EXISTING PAVERS ARE TO BE REUSED ON THE SITE, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SAFELY STORE THE PAVERS UNTIL RELAYING BY THE CONTRACTOR. THE STORAGE AREA SHALL BE DISCUSSED WITH AND APPROVED BY THE COUNCIL SUPERVISOR, PRIOR TO STORAGE.
 - D) ALL PAVERS/BLOCKS/BRICKS SHALL BE LAID TO PROVIDE A FINISHED SURFACE THAT HAS A UNIFORM GRADE, AND STRAIGHT JOINTS WITH A UNIFORM NOMINAL JOINT WIDTH OF 3MM. THE FINISHED SURFACE SHALL EXACTLY MEET ALL EXISTING ADJOINING SURFACES UNLESS DIRECTED OTHERWISE BY THE COUNCIL SUPERVISOR.
5. **KERB RAMPS**
 - A) SEE STANDARD PLAN F4.
6. **EXCAVATION**
 - A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
7. **UTILITIES, SERVICES & SURVEY MARKS**
 - A) UNLESS SPECIFIED BY COUNCIL, UTILITY PIT COVERS/LIDS (EG: COMMUNICATION AND POWER) SHALL BE REPLACED WITH INFILL TYPE LIDS AND INFILLED WITH THE SPECIFIED PAVERS WHICH SHALL BE EPOXIED TO THE LID.
 - B) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - C) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - D) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
 - E) STATE SURVEY MARKS (SSMS) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
 - F) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.
8. **EXISTING SIGNAGE**
 - A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
 - B) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
 - C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.
9. **RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
10. **SAFETY/SIGNAGE/ACCESS**
 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.
11. **DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
12. **GENERAL**
 - B) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - C) DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
 - D) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
13. **DOCUMENT PRIORITY**
 - A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
14. **INSPECTIONS**

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:

 - A) EXCAVATION COMPLETED AND SUBGRADE PREPARED.
 - B) ROAD BASE PLACED AND COMPACTED, WHERE APPLICABLE.
 - C) FORMWORK AND REINFORCEMENT SET, WHERE APPLICABLE.
 - D) CONCRETE POURED AND CURED, WHERE APPLICABLE.
 - E) BRICKS/PAVERS LAID
 - F) COMPLETED.
15. **DESIGN & SETTING OUT**
 - A) SETTING OUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR EXCEPT WHERE A SURVEYED ALIGNMENT OR DETAILED LEVELS ARE PROVIDED BY THE COUNCIL, IN WHICH CASE THE COUNCIL SHALL BE RESPONSIBLE TO PROVIDE THE REQUIRED DETAILS TO THE CONTRACTOR, IE DISTANCES IN ALL DIMENSIONS FROM FIXED POINTS. THE CONTRACTOR MAY NEED TO SAVE THESE 'FIXED POINTS' DURING EXCAVATION, BY TRANSFERRING THEM ELSEWHERE USING A MEASURING TAPE AND SPIRIT/LASER LEVEL. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACHIEVE THE DESIGN ALIGNMENT AND LEVEL AS PER THE COUNCIL PROVIDED DETAILS.
 - B) WHERE NO DESIGN LEVELS ARE ISSUED (MOST CASES), THE CONTRACTOR SHALL AIM TO HAVE THE COMPLETED WORK ATTAIN A REASONABLY SMOOTH LONGITUDINAL PROFILE, AND FOR FOOTPATH WORKS A REASONABLY UNIFORM FOOTPATH CROSSFALL OF ABSOLUTE 2% (MAXIMUM 4%), UNLESS DIRECTED OTHERWISE BY THE COUNCIL SUPERVISOR. DUE COGNIZANCE SHALL BE GIVEN TO THE EXISTING PROPERTY LEVELS, PARTICULARLY PATHS AND FLOORS - THIS OFTEN LEADS TO A VARYING OF THE CROSSFALL AND/OR LEVEL OF THE NEW KERB/GUTTER/FOOTPATH. WHEN THE SITE CREATES DIFFICULTY IN ACHIEVING THE ABOVE, THE CONTRACTOR SHALL LIAISE WITH THE SUPERINTENDENT AND WORK TOGETHER, CO-OPERATIVELY, TO ACHIEVE A REASONABLE OUTCOME.

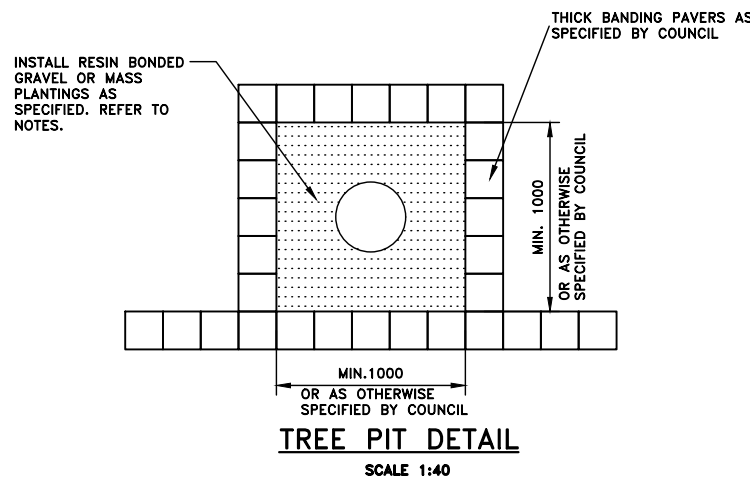
(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.	
	DESIGNED Pg/DJT MAY 2019			R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER NOTICES	TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER	A. H. D.			
APPROVED FOR CONSTRUCTION	DRAWN Pg/DJT MAY 2019			DATE		AS SHOWN	PLAN NO.		
									F7
							INNER WEST COUNCIL STANDARD FOOTPATH DRAWING - F7 PAVED FOOTPATH TYPICAL SECTIONS & DETAILS		VERSION v1



**TYPICAL TREE PIT DETAIL
IN TOWN CENTRES**

NTS



TREE PIT DETAIL

SCALE 1:40

NOTES:

DESCRIPTION

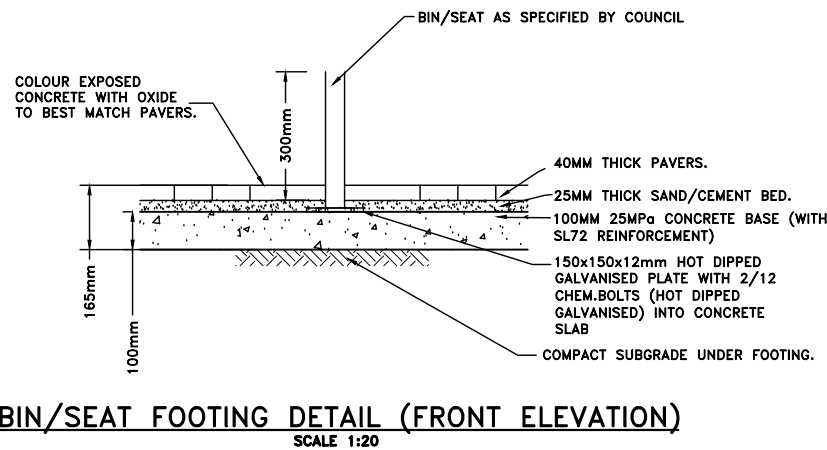
85MM DEPTH OF RESIN BONDED POROUS PAVING FINISHED SMOOTH AND LEVEL TO ADJACENT FOOTPATH AND KERB.

SOIL TYPE AS SPECIFIED 200MM TO FILL IN AROUND ROOTBALL TO THE EXTENT OF SURFACE PLANTING HOLE.

MULCH TO BE MIN. 75mm THICK WOODCHIP OR APPROVED SIMILAR.

RIP TRENCH AND STREET TREE PLANTING HOLE BASE AND WALLS 100MM INTO SUBGRADE.

NOTE: INSTALLATION OF HARDWOOD STAKES ON EITHER SIDE OF THE TREE PARALLEL WITH KERB ALIGNMENT.



BIN/SEAT FOOTING DETAIL (FRONT ELEVATION)

SCALE 1:20

FOOTPATH NOTES 2:

1. REINFORCEMENT

- A) TO AS 4671
- B) MINIMUM COVER: 50MM

2. EXCAVATION

- A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
- B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.

3. UTILITIES, SERVICES & SURVEY MARKS

- A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
- B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
- C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
- D) STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
- E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.

4. NATURE STRIP RESTORATION

- A) MATCH EXISTING TURF.
- B) IF NEW TURF IS SPECIFIED - USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, AS SPECIFIED BY THE COUNCIL ENGINEER.

5. EXISTING SIGNAGE

- A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
- B) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
- C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.

6. RESIDENT NOTIFICATION

- A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.

7. SAFETY/SIGNAGE/ACCESS

- A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
- B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
- C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.

8. DIMENSIONS

- A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.

9. GENERAL

- A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
- B) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.

10. DOCUMENT PRIORITY

- A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.

12. INSPECTIONS

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:

12.1 BINS/SEATING

- A) EXCAVATION COMPLETED AND SUBGRADE PREPARED.
- B) ROAD BASE PLACED AND COMPACTED, WHERE APPLICABLE.
- C) FORMWORK AND REINFORCEMENT SET.
- D) CONCRETE POURED AND CURED.
- E) SEAT/BIN INSTALLED
- F) PAVING COMPLETED.

12.2 TREE PIT

- A) EXCAVATION COMPLETED AND SUBGRADE PREPARED.
- B) TREE AND SUBSOIL INSTALLED.
- C) SURFACING INSTALLED
- D) COMPLETED.

(ORIGINAL = A3 SHEET)

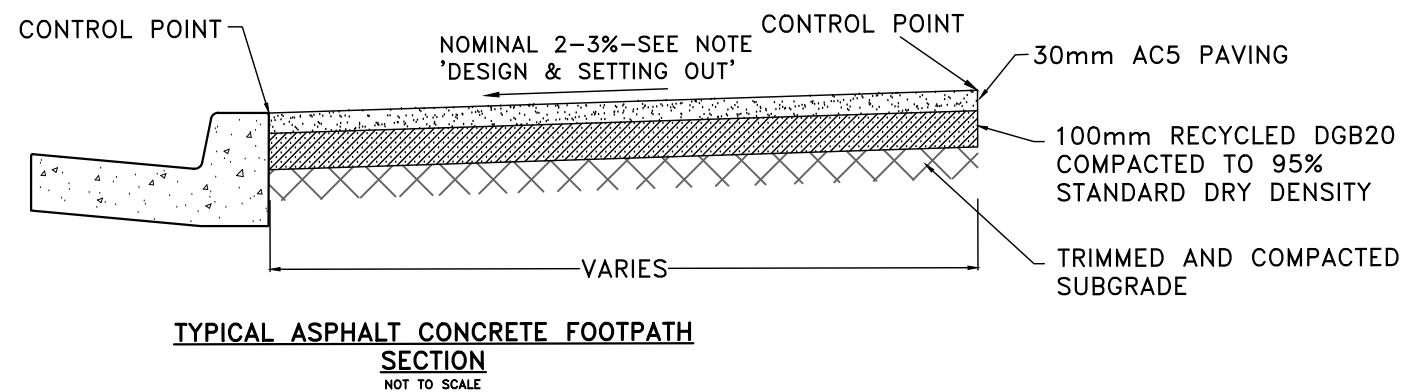
CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
	DESIGNED PG/DJT MAY 2019			R.T.A.	TELECOM/OPTUS —T—T—T—T—	A. H. D.		
APPROVED FOR CONSTRUCTION	DRAWN PG/DJT MAY 2019			A.G.L. / SHELL PIPELINES	GAS —G—G—G—G—	SCALES	INNER WEST COUNCIL STANDARD FOOTPATH DRAWING - F8 STANDARD BIN & SEAT FOOTINGS & TREE DETAILS TYPICAL	
				SYDNEY WATER	SEWER —S—S—S—S—	AS SHOWN		
				TELSTRA / OPTUS	WATER —W—W—W—W—	AMEND DATE DESCRIPTION APPROV.	VERSION	V1
				SYDNEY ELECTRICITY	RAILWAY —R—R—R—R—			
				NOTICE OF ENTRY	ELEC. CABLES —E—E—E—E—			
				KERB & GUTTER	OIL PIPELINES —P—P—P—P—			
				NOTICES	STORM WATER —SW—SW—SW—			

FOOTPATH NOTES 4:

1. **ASPHALT**
 - A) ALL AC TO RMS QA SPECIFICATIONS R116, AS 2734 INCLUDING TABLE 3.3 AND AS 2758.5, BUT ANY REQUIREMENTS/SPECIFICS ON THIS PLAN TAKE PRIORITY.
 - B) BITUMEN CLASS: 320
 - C) MAY USE RAP IN MIX - 10% BY VOLUME.
2. **KERB RAMPS**
 - A) SEE STANDARD PLAN F4.
3. **ROAD BASE**
 - A) COMPACTION: 95% STANDARD.
 - B) RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE BY IPWEA (NSW) (LATEST EDITION).
4. **EXCAVATION**
 - A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
5. **UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
 - D) STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY ETH COUNCIL ENGINEER.
6. **NATURE STRIP RESTORATION**
 - A) MATCH EXISTING TURF.
 - B) IF NEW TURF IS SPECIFIED - USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, AS SPECIFIED BY THE COUNCIL ENGINEER.
7. **EXISTING SIGNAGE**
 - A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
 - B) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.
8. **RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
9. **SAFETY/SIGNAGE/ACCESS**
 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.
10. **DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.
11. **GENERAL**
 - A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - B) DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
 - C) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
12. **DOCUMENT PRIORITY**
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13. **INSPECTIONS**

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:

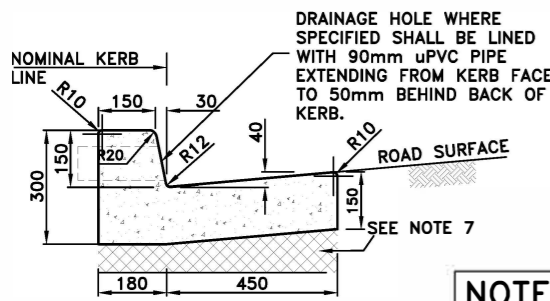
 - A) EXCAVATION COMPLETED.
 - B) ROAD BASE PLACED AND COMPACTED.
 - C) ASPHALTIC CONCRETE PLACE & COMPACTED.
 - D) COMPLETED.
14. **DESIGN & SETTING OUT**
 - A) SETTING OUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR EXCEPT WHERE A SURVEYED ALIGNMENT OR DETAILED LEVELS ARE PROVIDED BY THE COUNCIL, IN WHICH CASE THE COUNCIL SHALL BE RESPONSIBLE TO PROVIDE THE REQUIRED DETAILS TO THE CONTRACTOR, IE DISTANCES IN ALL DIMENSIONS FROM FIXED POINTS. THE CONTRACTOR MAY NEED TO SAVE THESE 'FIXED POINTS' DURING EXCAVATION, BY TRANSFERRING THEM ELSEWHERE USING A MEASURING TAPE AND SPIRIT/LASER LEVEL. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACHIEVE THE DESIGN ALIGNMENT AND LEVEL AS PER THE COUNCIL PROVIDED DETAILS.
 - B) WHERE NO DESIGN LEVELS ARE ISSUED (MOST CASES), THE CONTRACTOR SHALL AIM TO HAVE THE COMPLETED WORK ATTAIN A REASONABLY SMOOTH LONGITUDINAL PROFILE, AND FOR FOOTPATH WORKS A REASONABLY UNIFORM FOOTPATH CROSSFALL OF 2% (MAXIMUM 4%), UNLESS DIRECTED OTHERWISE BY THE COUNCIL SUPERVISOR. DUE COGNIZANCE SHALL BE GIVEN TO THE EXISTING PROPERTY LEVELS, PARTICULARLY PATHS AND FLOORS - THIS OFTEN LEADS TO A VARYING OF THE CROSSFALL AND/OR LEVEL OF THE NEW KERB/GUTTER/FOOTPATH. WHEN THE SITE CREATES DIFFICULTY IN ACHIEVING THE ABOVE, THE CONTRACTOR SHALL LIAISE WITH THE SUPERINTENDENT AND WORK TOGETHER, CO-OPERATIVELY, TO ACHIEVE A REASONABLE OUTCOME.



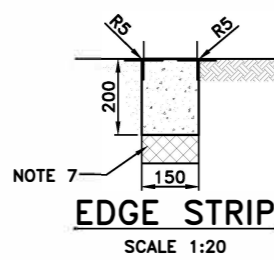
NOTE:
WHERE NEW TREES ARE INSTALLED - PROVIDE TREE ROOT BARRIER SURE GRO TYPE RB600H OR SIMILAR APPROVED TO MANUFACTURERS SPECIFICATION.

(ORIGINAL = A3 SHEET)

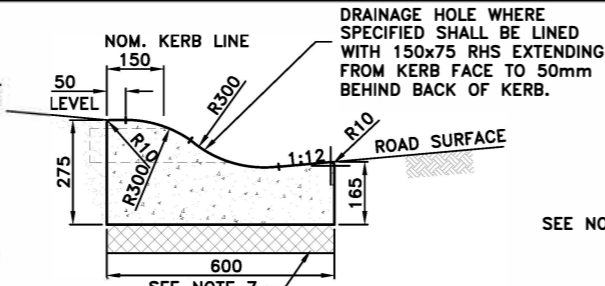
CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
	DESIGNED			R.T.A.				
APPROVED FOR CONSTRUCTION	PG/DJT MAY 2019	INNER WEST COUNCIL		A.G.L. / SHELL PIPELINES	GAS	NTS	INNER WEST COUNCIL	PLAN NO.
	DRAWN			SYDNEY WATER	SEWER			
	PG/DJT MAY 2019			TELSTRA / OPTUS	WATER		ASPHALTIC CONCRETE PAVED FOOTPATH	F9
				SYDNEY ELECTRICITY	RAILWAY			VERSION V1
				NOTICE OF ENTRY	ELEC. CABLES			
				KERB & GUTTER	OIL PIPELINES			
				NOTICES	STORM WATER			
				DATE				



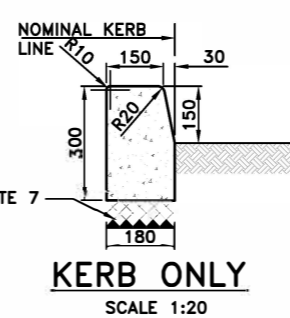
150mm INTEGRAL KERB & GUTTER
SCALE 1:20



EDGE STRIP
SCALE 1:20



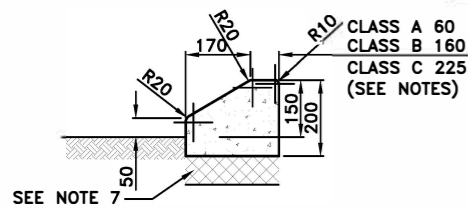
ROLL KERB
SCALE 1:20



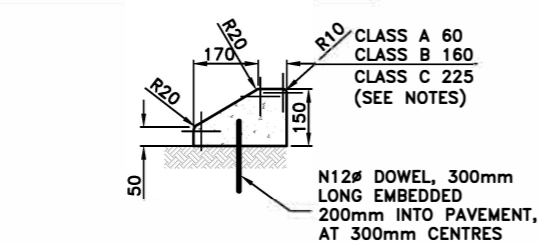
KERB ONLY
SCALE 1:20

NOTES

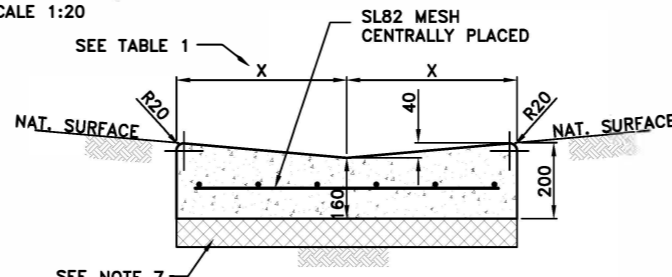
- CLASS A REFERS TO RESIDENTIAL USE.
- CLASS B REFERS TO GARDEN BED SURROUND ONLY.
- CLASS C REFERS TO MEDIUM DENSITY COMMERCIAL AND INDUSTRIAL USE.



MOUNTABLE KERB-TYPE 1 (OVER ASPHALT CONC.)
SCALE 1:20



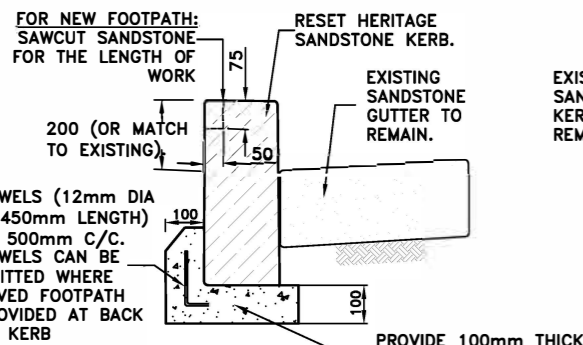
MOUNTABLE KERB-TYPE 2 (OVER CONCRETE SLAB)
SCALE 1:20



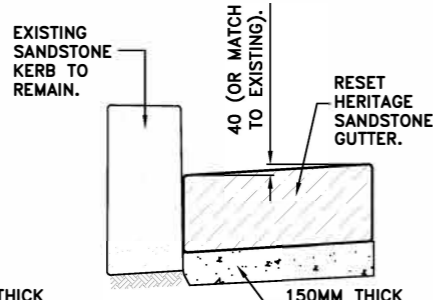
REINFORCED DISH CROSSING
SCALE 1:20

TABLE 1: DISH CROSSING WIDTHS (X VALUE)

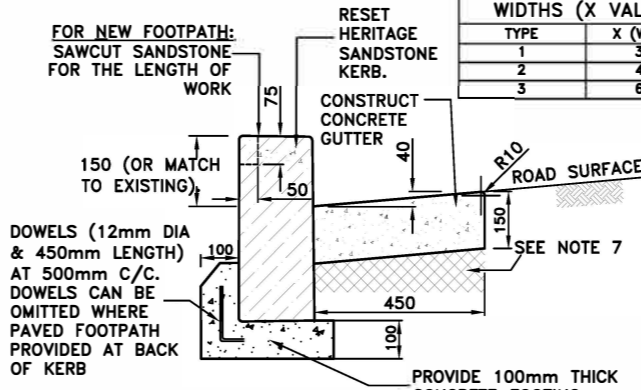
TYPE	X (WIDTH)
1	300
2	450
3	600



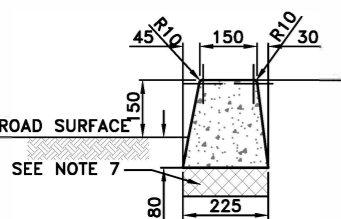
SANDSTONE KERB RESETTING DETAIL (WITH S/STONE GUTTER)
SCALE 1:20



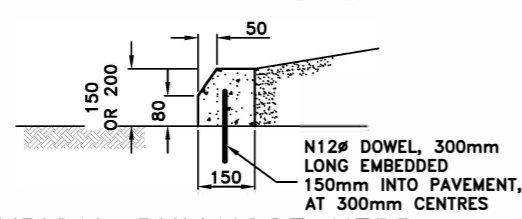
SANDSTONE GUTTER RESETTING DETAIL
SCALE 1:20



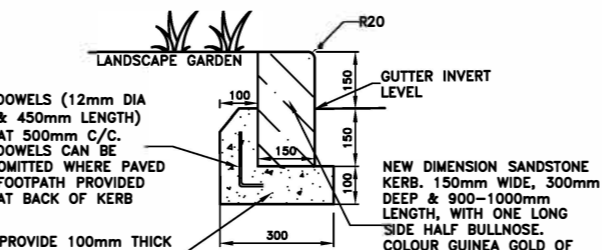
SANDSTONE KERB RESETTING DETAIL (WITH CONC GUTTER)
SCALE 1:20



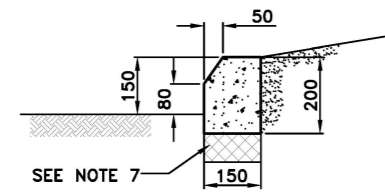
TYPICAL SM KERB DETAIL (ASPHALT ROADS)
SCALE 1:20



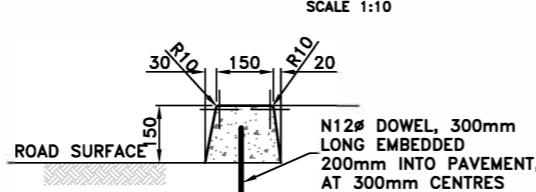
TYPICAL BULLNOSE KERB (CONCRETE ROADS)
SCALE 1:20



TYPICAL 150MM DIMENSION SANDSTONE KERB
SCALE 1:10



TYPICAL BULLNOSE KERB (ASPHALT ROADS)
SCALE 1:20



TYPICAL SM KERB DETAIL (CONCRETE ROADS)
SCALE 1:20

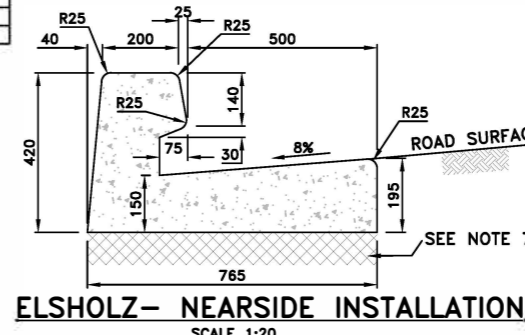
ROAD NOTES 1:

- CONCRETE STRENGTH**
 - KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPA @ 28 DAYS
 - DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPA @ 28 DAYS
 - FOR TRAFFICED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CAEL (REFER TO SP40HC).
- CONCRETE FINISH**
 - KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
 - VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.
- REINFORCEMENT**
 - TO AS 4671
 - MINIMUM COVER: 50MM
- JOINTING, MINIMUM DIMENSIONS, AND REINFORCEMENT IN CONCRETE SLABS**
 - ANY RECONSTRUCTED SECTION OF CONCRETE SHALL HAVE A MINIMUM DIMENSION OF 900MM IN ANY DIRECTION.
 - ALL JOINTS SHALL BE AT RIGHT ANGLES UNLESS DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
 - EXPANSION JOINTS WILL BE ALIGNED WITH ADJOINING FOOTPATH/ROAD JOINTS.
 - EXPANSION JOINTS (REINFORCED CONCRETE, IE DISH CROSSINGS & LAYBACKS): 10MM APPROVED BITUMEN FILLER AT MAXIMUM 12M INTERVALS, WITH 12MM DIA DEFORMED HOT DIPPED GALVANISED DOWELS, 600MM LONG, AT 500MM CENTRES WITH UPVC SLEEVE AND LEG - MINIMUM 2 DOWELS/Joint, WITH NO DOWEL CLOSER THAN 150MM TO A VERTICAL EDGE. 'CONNELLY' JOINTS OR EQUIVALENT MAY BE USED.
 - ALL DOWELS SHALL BE PERFECTLY ALIGNED IN PLAN VIEW AND IN ELEVATION, IE THE DOWELS SHALL NOT BE SPLAYED RELEVANT TO EACH OTHER.
 - ALL EXPANSION JOINT MATERIAL SHALL BE THE SAME THICKNESS OF THE CONCRETE AND BE IN ONE LENGTH & WIDTH.
 - AT ALL EXPANSION JOINTS, ANY 'SPILL' CONCRETE FROM THE PREVIOUS POUR (IE SEPARATE TO THE FINISHED CONCRETE) SHALL BE REMOVED.

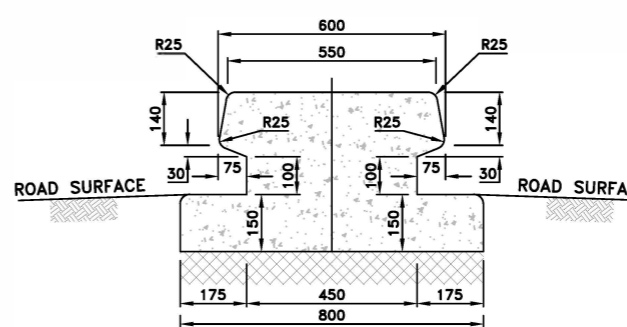
- CONTRACTION/DUMMY JOINTS (UNREINFORCED CONCRETE) - NOMINALLY AT 3M INTERVALS OR EQUALLY BETWEEN EXPANSION JOINTS BUT NOT LESS THAN THE CONCRETE WIDTH BETWEEN JOINTS/EDGES.
- KERB RAMPS**
 - SEE STANDARD PLAN F4.
 - EXCAVATION**
 - AT ALL JOINTS TO EXISTING CONCRETE/ASPHALT - THE JOINT SHALL BE SAW CUT BEFORE EXCAVATION.
 - ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
 - ROAD BASE**
 - ROAD BASE SHALL BE PROVIDED BENEATH KERBS, GUTTERS, APRONS AND DISH CROSSINGS WITH 150MM THICK RECYCLED COMPACTED DGB20 OR 150MM THICK LEAN MIX CONCRETE.
 - COMPACTION: 95% STANDARD.
 - RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE BY IPWEA (NSW) (LATEST EDITION).
 - RESTORATION OF ADJOINING ROAD PAVEMENT**
 - SHALL MATCH EXISTING IF APPROVED BY COUNCIL ENGINEER OR BE CARRIED OUT WITH FULL DEPTH AC20 AND AC10, WITH THE SURFACE FINISH BEING WITH AC10 (MINIMUM THICKNESS 30MM).
 - AC SHALL CONFORM TO RMS SPECIFICATION R116 - 'ASPHALT (DENSE AND OPEN GRADED)'
 - UTILITIES SERVICES & SURVEY MARKS**
 - ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
 - STATE SURVEY MARKS (SSMS) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
 - AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.
 - NATURE STRIP RESTORATION**
 - MATCH EXISTING TURF.
 - IF NEW TURF IS SPECIFIED - USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, AS SPECIFIED BY THE COUNCIL ENGINEER.
 - EXISTING SIGNAGE**
 - SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
 - SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
 - HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.
 - RESIDENT NOTIFICATION**
 - ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
 - SAFETY/SIGNAGE/ACCESS**
 - DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.
 - DIMENSIONS**
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.
 - GENERAL**
 - ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
 - THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
 - DOCUMENT PRIORITY**
 - THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
 - INSPECTIONS**

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:-

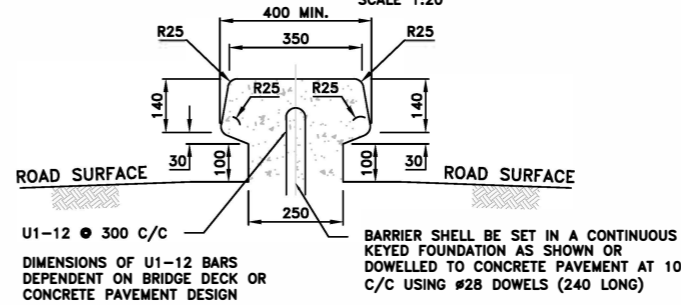
 - EXCAVATION COMPLETED.
 - DGB PLACES AND COMPACTED.
 - FORMWORK AND REINFORCEMENT SET.
 - CONCRETE POURED AND CURED.
 - COMPLETED.



ELSHOLZ - NEARSIDE INSTALLATION
SCALE 1:20



ELSHOLZ - TYPICAL MEDIAN INSTALLATION
SCALE 1:20



ELSHOLZ - NARROW MEDIAN
SCALE 1:20

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.	
DESIGNED PG/DJT MAY 2019	APPROVED FOR CONSTRUCTION	INNER WEST COUNCIL		R.T.A.	TELECOM/OPTUS	A. H. D.			
DRAWN PG/DJT MAY 2019				A.G.L. / SHELL PIPELINES	GAS	SCALES			
				SYDNEY WATER	SEWER	1:20			
				TELSTRA / OPTUS	WATER				
				SYDNEY ELECTRICITY	RAILWAY				
				NOTICE OF ENTRY	ELEC. CABLES				
				KERB & GUTTER	OIL PIPELINES				
				NOTICES	STORM WATER				
				DATE					
INNER WEST COUNCIL									
STANDARD ROADS DRAWING - R1									
STANDARD KERB PROFILES									
								PLAN NO.	R1
								VERSION	V1

ROAD NOTES 3:

1. CONCRETE STRENGTH

- A) KERB, GUTTER & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPa @ 28 DAYS
- B) DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPa @ 28 DAYS
- C) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPa WITH ACCELERATOR SUCH AS 2% CAEL (REFER TO SP40HC).

2. CONCRETE FINISH

- A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) – STEEL TROWEL
- B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS – BROOM/BRUSH.

3. REINFORCEMENT

- A) TO AS 4671
- B) MINIMUM COVER: 50MM

4. JOINTING, MINIMUM DIMENSIONS, AND REINFORCEMENT AT PITS IN CONCRETE ROAD SLABS

- A) ANY RECONSTRUCTED SECTION OF CONCRETE SHALL HAVE A MINIMUM DIMENSION OF 900MM IN ANY DIRECTION.
- B) ALL JOINTS SHALL BE AT RIGHT ANGLES UNLESS DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
- C) EXPANSION JOINTS FULL DEPTH MASTIC EXPANSION JOINTS SHALL BE PROVIDED EVERY 50M (MAX).
- D) ALL DOWELS SHALL BE PERFECTLY ALIGNED IN PLAN VIEW AND IN ELEVATION, IE THE DOWELS SHALL NOT BE SPLAYED RELEVANT TO EACH OTHER.
- E) ALL EXPANSION JOINT MATERIAL SHALL BE THE SAME THICKNESS OF THE CONCRETE AND BE IN ONE LENGTH & WIDTH.
- F) AT ALL EXPANSION JOINTS, ANY 'SPILL' CONCRETE FROM THE PREVIOUS POUR (IE SEPARATE TO THE FINISHED CONCRETE) SHALL BE REMOVED.
- G) CONTRACTION/DUMMY JOINTS – NOMINALLY AT 15M INTERVALS (EQUALLY BETWEEN EXPANSION JOINTS).

5. EXCAVATION

- A) AT ALL JOINTS TO EXISTING CONCRETE/ASPHALT – THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
- B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.

6. ROAD BASE

- A) COMPACTION: 95% STANDARD.
- B) RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE' BY IPWEA (NSW) (LATEST EDITION).

7. RESTORATION OF ADJOINING ROAD PAVEMENT

- A) SHALL MATCH EXISTING IF APPROVED BY COUNCIL ENGINEER OR BE CARRIED OUT WITH FULL DEPTH AC20 AND AC10, WITH THE SURFACE FINISH BEING WITH AC10 (MINIMUM THICKNESS 30MM).
- B) AC SHALL CONFORM TO RMS SPECIFICATION R116 – 'ASPHALT (DENSE AND OPEN GRADED)'

8. UTILITIES, SERVICES & SURVEY MARKS

- A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
- B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
- C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
- D) STATE SURVEY MARKS (SSM'S) – SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
- E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.

9. NATURE STRIP RESTORATION

- A) MATCH EXISTING TURF.
- B) IF NEW TURF IS SPECIFIED – USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, AS SPECIFIED BY THE COUNCIL ENGINEER.

10. EXISTING SIGNAGE

- A) SUCH SIGNAGE SHALL BE REINTEGRATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
- B) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
- C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS – CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.

11. RESIDENT NOTIFICATION

- A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.

12. SAFETY/SIGNAGE/ACCESS

- A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
- B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
- C) AT DRIVEWAYS – PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.

14. DIMENSIONS

- A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.

15. GENERAL

- A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
- B) DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
- C) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.

16. DOCUMENT PRIORITY

- A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.

17. INSPECTIONS

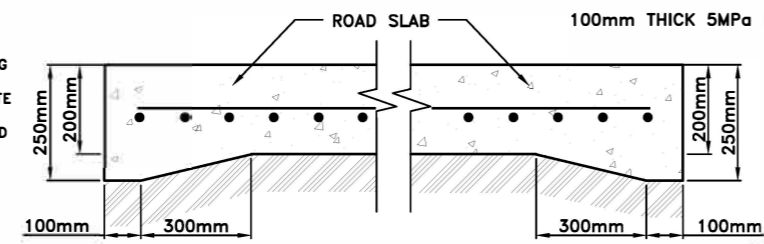
- A) INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:–

- A) EXCAVATION COMPLETED.
- B) FORMWORK AND REINFORCEMENT SET.
- C) CONCRETE POURED AND CURED.
- D) COMPLETED.

NOTE: FOR TRANSVERSE JOINTS ONLY – CONTRACTION JOINTS SHALL BE PROVIDED EVERY 15M FOR 200 THICK SLAB. JOINT SPACING CAN BE INCREASED TO 20M IN SPECIAL CIRCUMSTANCES.

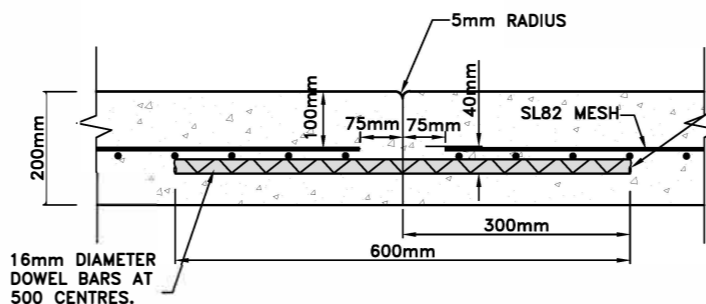
CONSTRUCTION PROCESS (FOR CONCRETE ROADS WITH AC OVERLAY)

1. REMOVE EXISTING ASPHALT OVERLAY TO EXPOSE THE UNDERLYING CONCRETE SURFACE.
2. SHOULD CONCRETE SLABS REQUIRE REPLACEMENT, FIRST CONSULT COORDINATOR CIVIL DESIGN & INVESTIGATIONS. THEN, REMOVE FAILED CONCRETE SLABS, REMOVE SUBGRADE TO A DEPTH OF 100-150mm, POUR 5 MPa LEAN MIX CONCRETE SUB-BASE PAVEMENT LAYER. POUR 200mm THICK, 40 MPa CONCRETE PAVEMENT ON TOP OF THE LEAN MIX SUB BASE WITH A SINGLE LAYER OF SLB2 MESH PLACED AT MID DEPTH. CONCRETE SLABS SHALL BE DOWELLED TO SURROUNDING SLABS @500 CTS. (REFER TO TYPICAL CONTRACTION JOINT). (NOTE: DOWEL SPACING MAY VARY FROM A MAXIMUM OF 600mm TO A MINIMUM OF 300mm, BUT MUST BE UNIFORM). FINISHED CONCRETE PAVEMENT SHALL MATCH ADJOINING PAVEMENT LEVELS FOR BOTH CROSSFALL & LONGITUDINAL GRADE. REFER TO THE TYPICAL SECTION FOR JOINT DETAIL SHOWN. IN HIGHLY TRAFFICKED AREAS, USE 40MPa CONCRETE WITH ACCELERATOR (IN LIEU OF 40MPa CONCRETE) FOR CONCRETE BASE.
3. CLEAN ALL CRACKS & JOINTS IN CONCRETE SLAB WITH COMPRESSED AIR TO REMOVE ALL DIRT, WATER, GREASE & LOOSE MATERIALS.
4. FILL ALL CRACKS & JOINTS < 10mm WITH HOT BITUMEN CRACK OR JOINT SEALANT. SCREED OFF & FLATTEN EXCESS SEALANT.
5. CRACKS LARGER THAN 10mm SHALL BE FILLED WITH "PAVEFIX" OR EQUIVALENT FILLER MATERIAL.
6. JOINTS LARGER THAN 10MM, SEEK ADVICE FROM COORDINATOR CIVIL DESIGN & INVESTIGATIONS PRIOR TO PROCEEDING.
7. PLACE "BITUTHENE 5300" HIGHWAY STRIPS OVER ALL JOINTS FOR THEIR FULL LENGTH IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS. ALL AREAS TO RECEIVE BITUTHENE STRIPS SHALL BE PRIMED. THE RATE OF APPLICATION OF PRIMER SHALL BE 5 SQ.M./LITRE & AREA OF PRIMING SHALL EXCEED THE WIDTH OF BITUTHENE STRIP BY 50mm ON BOTH SIDES.
8. RESURFACE WITH ASPHALTIC CONCRETE (AC10 POLYMER MODIFIED WITH A15E BINDER) TO THE REQUIRED THICKNESS TO OBTAIN THE FINAL SURFACE LEVEL. THE MINIMUM THICKNESS OF THE AC 10 LAYER SHALL NOT BE LESS THAN 40MM.



THICKER ROAD SLAB EDGE FOR BUS STOPS

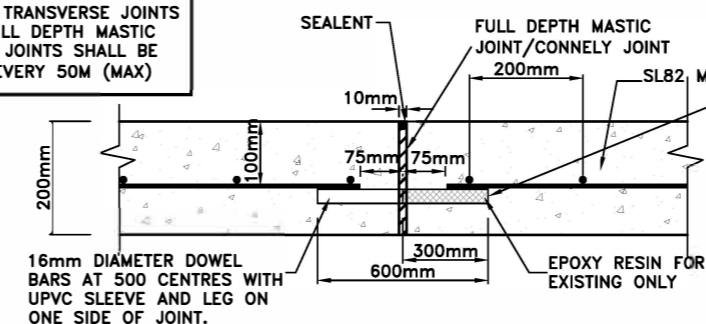
TYPICAL
NOT TO SCALE



**TYPICAL LONGITUDINAL TIED JOINT
TIED & FORMED (L.T.J.)
(FOR NEW TO NEW & NEW TO OLD SLABS)**

NOT TO SCALE

NOTE: FOR TRANSVERSE JOINTS ONLY – FULL DEPTH MASTIC EXPANSION JOINTS SHALL BE PROVIDED EVERY 50M (MAX)



**TYPICAL EXPANSION JOINT SAWN &
DOWELLED (T.E.J.)
(FOR NEW TO NEW & NEW TO OLD SLABS)**

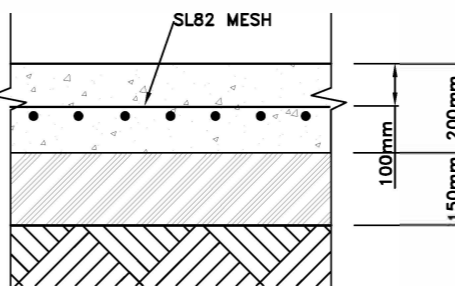
NOT TO SCALE

200mm THICK 40MPa CONCRETE WITH SLB2 MESH AT MID-DEPTH.

DEBONDING SPRAY, BITUMEN AND EMULSION MATERIAL

150mm THICK 5MPa LEAN MIX

SUBGRADE



CONCRETE SURFACE

NOT TO SCALE

CONCRETE SLAB REPLACEMENT-DETAIL 1 (MEDIUM TO HIGH TRAFFIC VOLUMES)

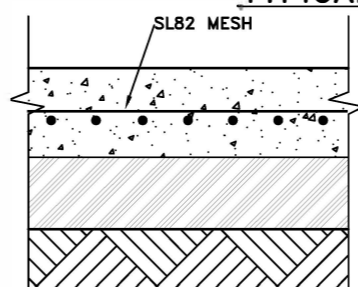
TYPICAL SECTIONS

200mm THICK 40MPa CONCRETE WITH SLB2 MESH AT MID-DEPTH.

DEBONDING SPRAY, BITUMEN AND EMULSION MATERIAL

100mm THICK 5MPa LEAN MIX

SUBGRADE



CONCRETE SURFACE

NOT TO SCALE

CONCRETE SLAB REPLACEMENT-DETAIL 2 (LOW TRAFFIC VOLUMES)

TYPICAL SECTIONS

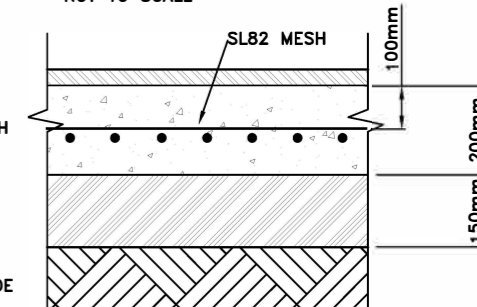
40mm MINIMUM AC10 ASPHALT OVERLAY.

200mm THICK 40MPa CONCRETE WITH SLB2 MESH AT MID-DEPTH.

DEBONDING SPRAY, BITUMEN AND EMULSION MATERIAL

150mm THICK 5MPa LEAN MIX

SUBGRADE



ASPHALT OVERLAY

NOT TO SCALE

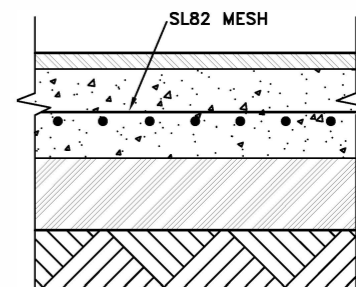
40mm MINIMUM AC10 ASPHALT OVERLAY.

200mm THICK 40MPa CONCRETE WITH SLB2 MESH AT MID-DEPTH.

DEBONDING SPRAY, BITUMEN AND EMULSION MATERIAL

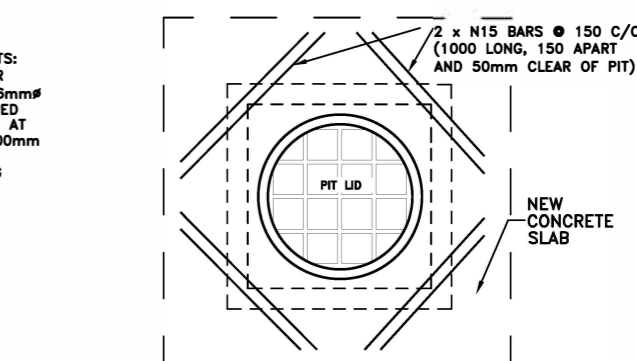
100mm THICK 5MPa LEAN MIX

SUBGRADE



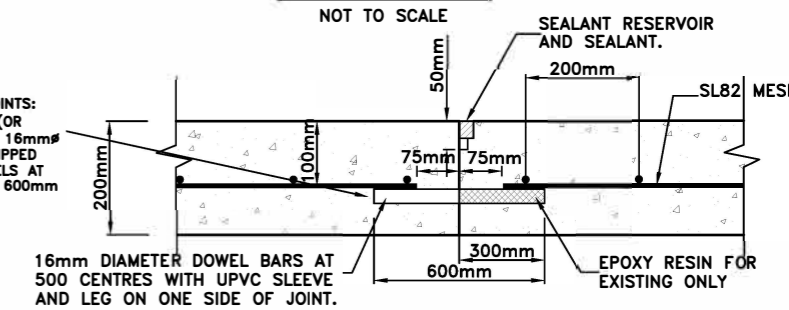
ASPHALT OVERLAY

NOT TO SCALE



**TYPICAL REINFORCEMENT AROUND
UTILITY PITS**

NOT TO SCALE

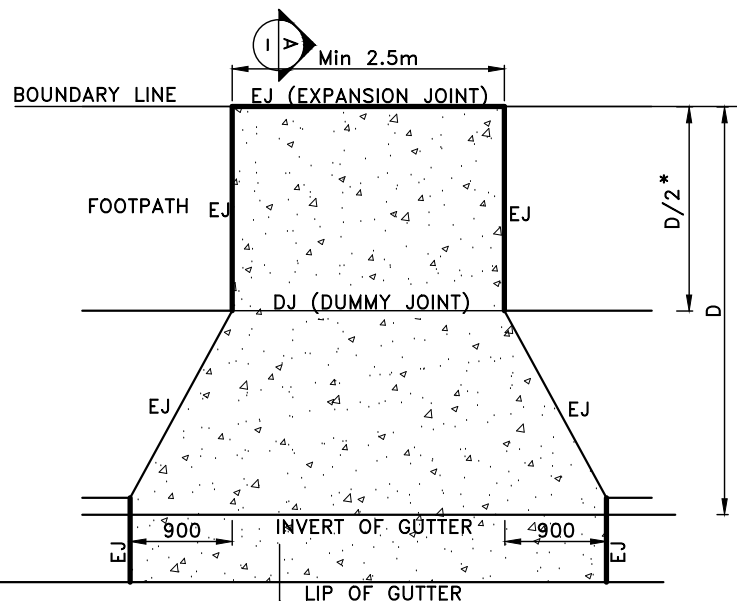


**TYPICAL TRANSVERSE CONTRACTION JOINT
SAWN & DOWELLED (T.C.J.)
(FOR NEW TO NEW & NEW TO OLD SLABS)**

NOT TO SCALE

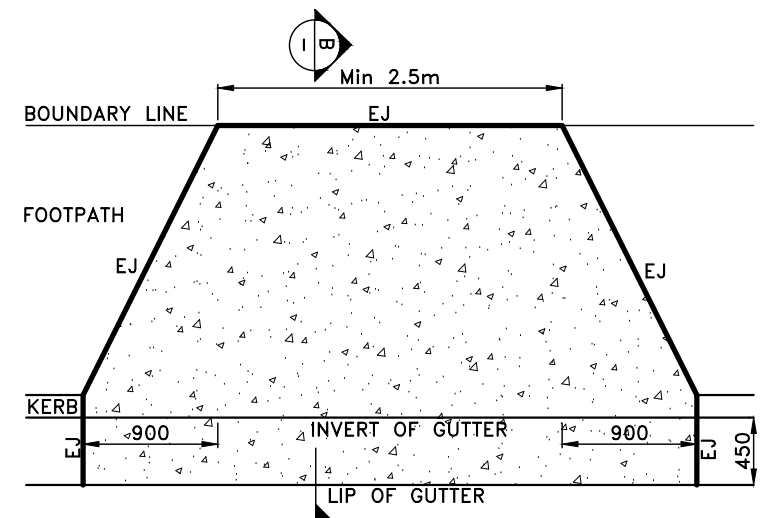
(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN. R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER	SERVICES TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER	DATUM A. H. D.	SCALES NTS	AMEND DATE	DESCRIPTION	APPROV.	INNER WEST COUNCIL STANDARD ROAD DRAWING – R2 CONCRETE ROAD SLAB REPLACEMENT WORK TYPICAL DETAILS AND SECTIONS	FILE NO.	SHEET NO.
DESIGNED PG/DJT MAY 2019	APPROVED FOR CONSTRUCTION	INNER WEST COUNCIL		NOTICES							PLAN NO. R2	VERSION V1	



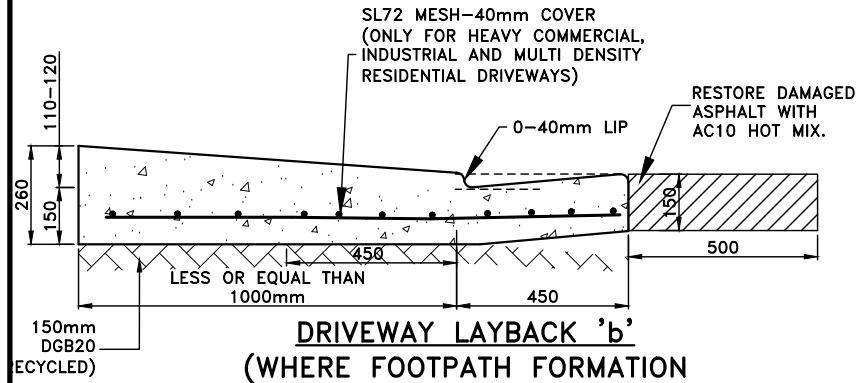
DRIVEWAY SPECIFICATION-'D'
FOR FOOTPATH WIDTH > 2.8m

(FOR SUBURBS - LEICHHARDT, BALMAIN, ROZELLE, ANNANDALE & LILYFIELD
NOT TO SCALE



DRIVEWAY SPECIFICATION-'C'
FOR FOOTPATH WIDTH 1.0m TO 2.8m

(FOR SUBURBS - LEICHHARDT, BALMAIN, ROZELLE, ANNANDALE & LILYFIELD
NOT TO SCALE



DRIVEWAY LAYBACK 'b'
(WHERE FOOTPATH FORMATION IS ≤ 1000mm)

SCALE 1:20

DRIVEWAYS:
* = MINIMUM 1.2m UNLESS OTHERWISE AGREED WITH COUNCIL

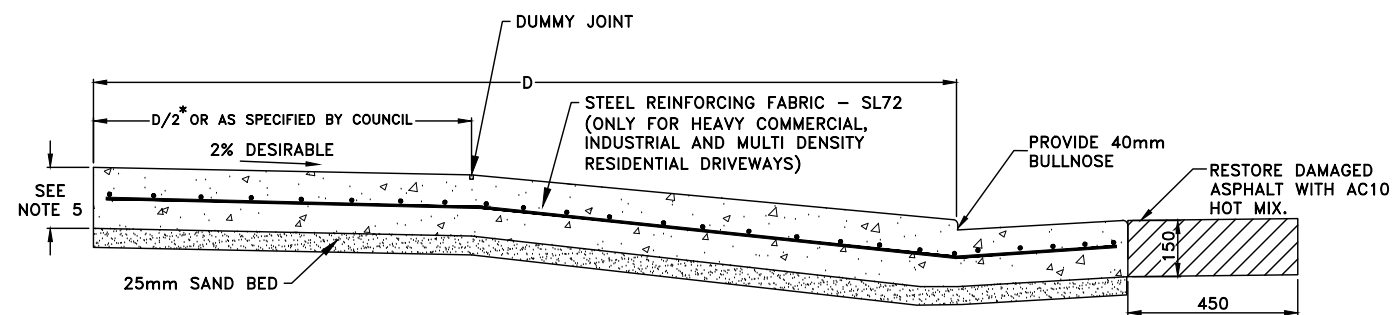
ROAD NOTES 2:

1. **CONCRETE STRENGTH**
 - A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPA @ 28 DAYS
 - B) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CACL (REFER TO SP40HC).
2. **CONCRETE FINISH**
 - A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
 - B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.
3. **REINFORCEMENT**
 - A) TO AS 4671
 - B) MINIMUM COVER: 50MM
4. **JOINTING, MINIMUM DIMENSIONS, AND REINFORCEMENT IN CONCRETE SLABS**
 - A) ANY RECONSTRUCTED SECTION OF CONCRETE SHALL HAVE A MINIMUM DIMENSION OF 900MM IN ANY DIRECTION.
 - B) ALL JOINTS SHALL BE AT RIGHT ANGLES UNLESS DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
 - C) EXPANSION JOINTS (UNREINFORCED CONCRETE): 10MM APPROVED BITUMEN FILLER AT MAXIMUM 10M INTERVALS.
 - D) EXPANSION JOINTS (REINFORCED CONCRETE, IE DISH CROSSINGS & LAYBACKS): 10MM APPROVED BITUMEN FILLER, WITH, WHERE APPLICABLE, 12MM DIA DEFORMED HOT DIPPED GALVANISED DOWELS, 600MM LONG, AT 500MM CENTRES WITH UPVC SLEEVE AND LEG - MINIMUM 2 DOWELS/JOINT, WITH NO DOWEL CLOSER THAN 150MM TO A VERTICAL EDGE. 'CONNELLY' JOINTS OR EQUIVALENT MAY BE USED.
 - E) ALL DOWELS SHALL BE PERFECTLY ALIGNED IN PLAN VIEW AND IN ELEVATION, IE THE DOWELS SHALL NOT BE SPAYED RELEVANT TO EACH OTHER.
 - F) ALL EXPANSION JOINT MATERIAL SHALL BE THE SAME THICKNESS OF THE CONCRETE AND BE IN ONE LENGTH & WIDTH.
 - G) AT ALL EXPANSION JOINTS, ANY 'SPILL' CONCRETE FROM THE PREVIOUS POUR (IE SEPARATE TO THE FINISHED CONCRETE) SHALL BE REMOVED.
 - H) CONTRACTION/DUMMY JOINTS (UNREINFORCED CONCRETE) - NOMINALLY AT 3M INTERVALS OR EQUALLY BETWEEN EXPANSION JOINTS BUT NOT LESS THAN THE CONCRETE WIDTH BETWEEN JOINTS/EDGES.
5. **VEHICLE CROSSINGS**
 - A) CONCRETE THICKNESS, AND OTHER DETAILS:
 - RESIDENTIAL AND LIGHT COMMERCIAL - 150MM UNREINFORCED.
 - INDUSTRIAL, HEAVY COMMERCIAL AND MULTI-DENSITY RESIDENTIAL - 200MM REINFORCED (SL72), LAYBACK IS INTEGRAL WITH CROSSING (DOWEL IF POURED SEPARATELY). 900MM WIDE WINGS MAY BE REQUIRED IN TIGHT SITUATIONS WHERE VERY LARGE VEHICLES ARE USED - AS APPROVED BY THE COUNCIL ENGINEER.
 - B) CONSTRUCT CROSSINGS PREFERABLY AT A STRAIGHT GRADE ACROSS THE FOOTPATH EXCEPT WHERE DIRECTED OTHERWISE BY THE COUNCIL ENGINEER (NOT OFTEN PRACTICAL AT RESIDENTIAL SITES).
 - C) RECONSTRUCT FOOTPATH EACH SIDE TO MATCH CROSSING MINIMUM 1m OR TO THE NEXT JOINT, WHICHEVER IS GREATER.
 - D) MATCH BOUNDARY LEVELS EXCEPT WHERE DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
 - E) WIDTH OF LAYBACK - ON ROADS WHICH HAVE A MARKED TRAFFICKED KERBSIDE LANE AND/OR NARROW ROAD PAVEMENT (EG NORTON ST ASHFIELD), MINIMUM LAYBACK LENGTH SHALL BE 4.5M PLUS WINGS.
 - F) ANGLED DRIVEWAYS MAY BE PERMITTED TO A MAXIMUM ANGLE OF 30 DEGREES FROM THE PROPERTY BOUNDARY TO THE KERB - AS APPROVED BY THE COUNCIL ENGINEER.
6. **EXCAVATION**
 - A) AT ALL JOINTS TO EXISTING CONCRETE/ASPHALT - THE JOINT SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
7. **ROAD BASE**
 - A) COMPACTION: 95% STANDARD.
 - B) RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE' BY IPWEA (NSW) (LATEST EDITION).
8. **RESTORATION OF ADJOINING ROAD PAVEMENT**
 - A) SHALL MATCH EXISTING IF APPROVED BY COUNCIL ENGINEER OR BE CARRIED OUT WITH FULL DEPTH AC20 AND AC10, WITH THE SURFACE FINISH BEING WITH AC10 (MINIMUM THICKNESS 30MM).
 - B) AC SHALL CONFORM TO RMS SPECIFICATION R116 - 'ASPHALT (DENSE AND OPEN GRADED)'.

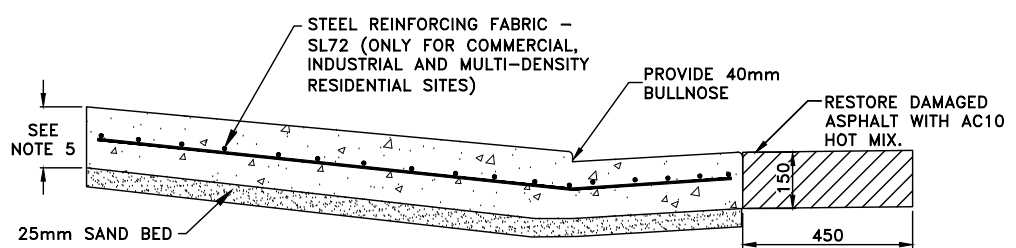
9. **UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
 - D) STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
 - E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.
10. **NATURE STRIP RESTORATION**
 - A) MATCH EXISTING TURF.
 - B) IF NEW TURF IS SPECIFIED - USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, AS SPECIFIED BY THE COUNCIL ENGINEER.
11. **EXISTING SIGNAGE**
 - A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
 - B) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
 - C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.
12. **RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
13. **SAFETY/SIGNAGE/ACCESS**
 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.
14. **DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.
15. **GENERAL**
 - A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - B) DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
 - C) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
16. **DOCUMENT PRIORITY**
 - A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
17. **INSPECTIONS**

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:-

 - A) EXCAVATION COMPLETED.
 - B) DGB LAID AND COMPACTED (IF APPLICABLE).
 - C) FORMWORK AND REINFORCEMENT SET.
 - D) CONCRETE POURED AND CURED.
 - E) COMPLETED.



SECTION A
NOT TO SCALE

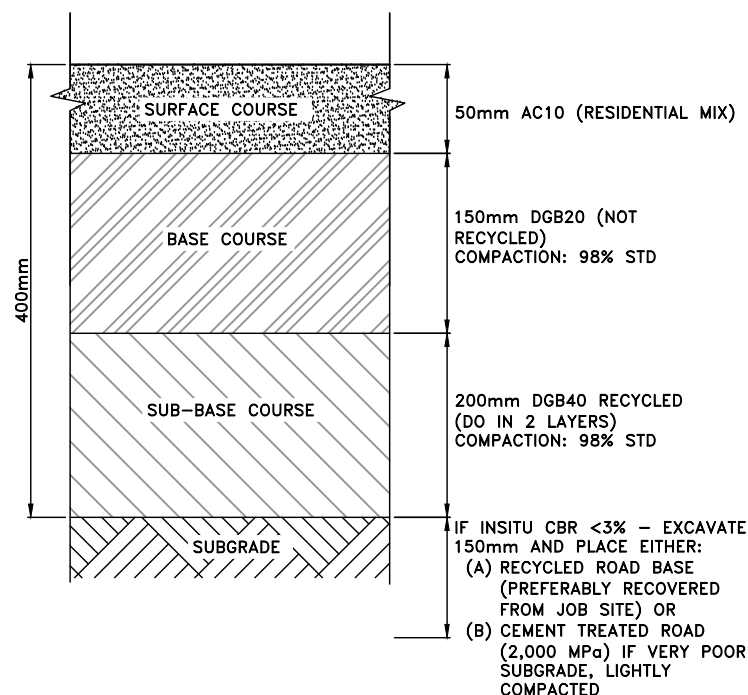


SECTION B
NOT TO SCALE

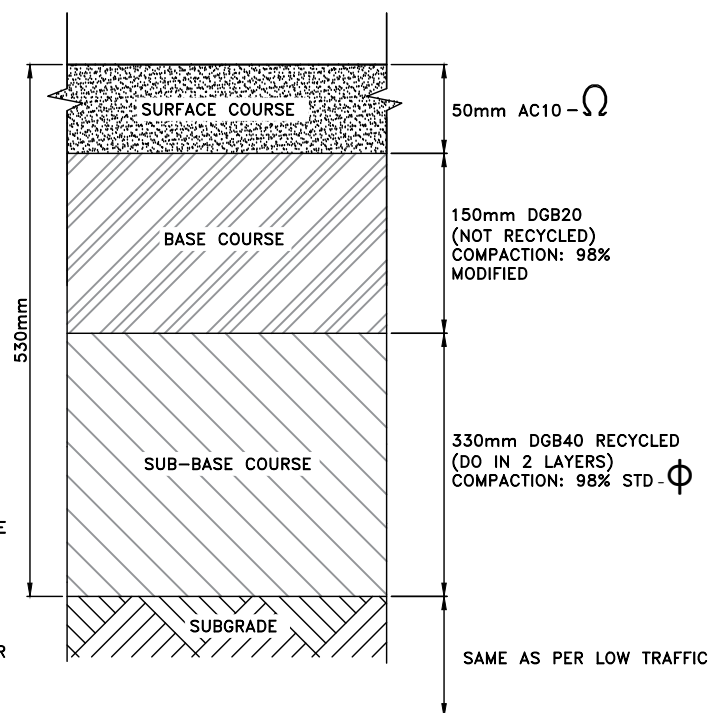
(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
DESIGNED PG/DJT MAY 2019	APPROVED FOR CONSTRUCTION			R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER NOTICES	TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER	A. H. D.		
				DATE		AS SHOWN	INNER WEST COUNCIL	
							STANDARD ROADS DRAWING - R4	
							VEHICLE CROSSING & LAYBACK DETAILS	
							Leichhardt, Balmain, Rozelle, Annandale & Lilyfield	
							PLAN NO.	R4
							VERSION	v1

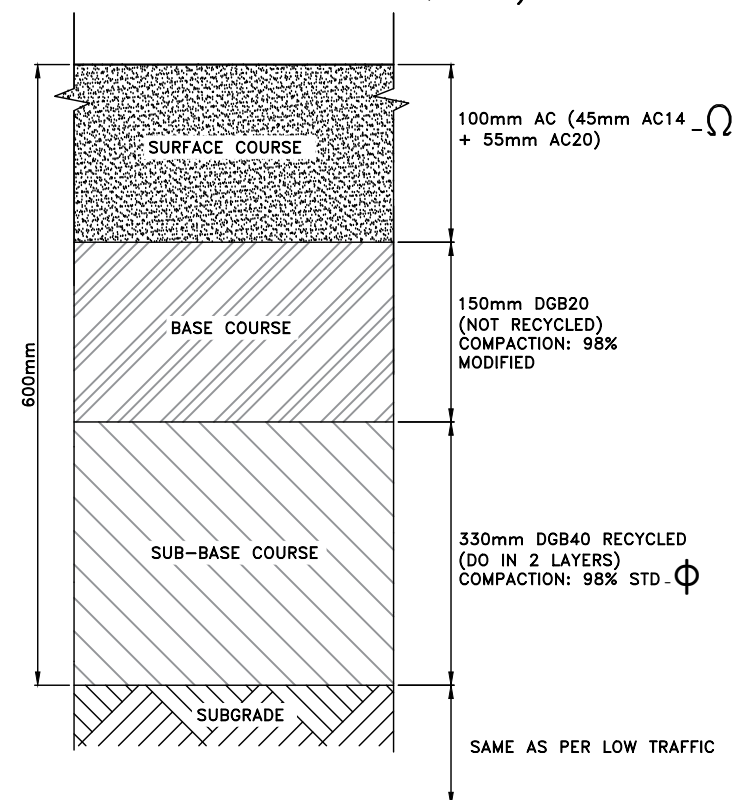
LOW TRAFFIC LOADING
 $< 2 \times 10^5$ ESA's (20 YEAR)



MEDIUM TRAFFIC LOADING
 $> 2 \times 10^5 \leq 2 \times 10^6$ ESA's (20 YEAR)



HIGH TRAFFIC LOADING
 $> 2 \times 10^6 \leq 5 \times 10^6$ ESA's (20 YEAR)
 $(> 5 \times 10^6$ ESA's - DESIGN REQUIRED)



ROAD NOTES 4:

1. ASPHALT

- A) DESIGN BASED ON A TYPICAL SYDNEY BASIN CLAY - CBR = 3% (4 DAY SOAKED)
- B) ALL AC TO AS2150, AS2758.5, AS2008, AS2891 AND RMS QA SPECIFICATIONS R116, BUT ANY REQUIREMENTS/SPECIFICS ON THIS PLAN TAKE PRIORITY.
- C) MUST USE RAP IN MIX - 10%-20%
- D) BITUMEN CLASS: 320
- E) IF TESTING - SHALL ASCERTAIN THE FOLLOWING: PROFILE & TYPE OF EXISTING PAVEMENT, SUBGRADE CBR (4 DAY SOAKED), SUBGRADE CBR INSITU (PENETROMETER), TRAFFIC LOADING OVER 20 YEARS AND DEFLECTION ANALYSIS OF EXISTING PAVEMENT (FALLING WEIGHT DEFLECTOMETER)
- F) THESE TYPE OF PAVEMENTS ARE ECONOMICAL IN URBAN AREAS AND PARTICULARLY HIGH VOLUME TRAFFICKED ROADS, INTERSECTIONS, AND SHOPPING CENTRES AS VERY RAPID CONSTRUCTION, EGL EXCAVATION, BASE COURSE AND CORRECTION COURSE ON ONE DAY OR NIGHT (EITHER IN FULL ROAD OR HALF ROAD WIDTH). COMPARED TO CONVENTIONAL ROAD BASE PAVEMENTS - MASSIVE SAVINGS IN HAULAGE AND DISPOSAL COSTS OF EXCAVATED MATERIAL PLUS MUCH LOWER RISK OF ENCOUNTERING UTILITIES AND SERVICES

2. EXCAVATION

- A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
- B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.

3. ROAD BASE

- A) RMS SPECIFICATION FOR DGB AND CEMENT TREATED.
- B) FOR RECYCLED ROAD BASE - REFER TO 'SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE' BY IPWEA (NSW) 2010 OF LATEST EDITION.

4. UTILITIES, SERVICES & SURVEY MARKS

- A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
- B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
- C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE

- D) STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
- E) IF INSITU CBR < 3% - EXCAVATE 150mm AND PLACE EITHER:
 - (A) RECYCLED ROAD BASE (PREFERABLY RECOVERED FROM JOB SITE) OR
 - (B) CEMENT TREATED ROAD (2,000 MPa) IF VERY POOR SUBGRADE, LIGHTLY COMPACTED

5. RESIDENT NOTIFICATION

- A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.

6. SAFETY/SIGNAGE/ACCESS

- A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
- B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
- C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK.

7. DIMENSIONS

- A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.

8. GENERAL

- A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
- B) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.

9. DOCUMENT PRIORITY

- A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC., UNLESS ADVISED BY THE COUNCIL ENGINEER.

10. INSPECTIONS

- A) INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:-
 - A) EXCAVATION COMPLETED
 - B) SUBGRADE COMPACTED, INCLUDING ANY IMPROVEMENT LAYER
 - C) SUB-BASE LAID AND COMPACTED
 - D) BASE-COURSE LAID AND COMPACTED
 - E) SURFACE LAID AND COMPACTED
 - F) COMPLETED.

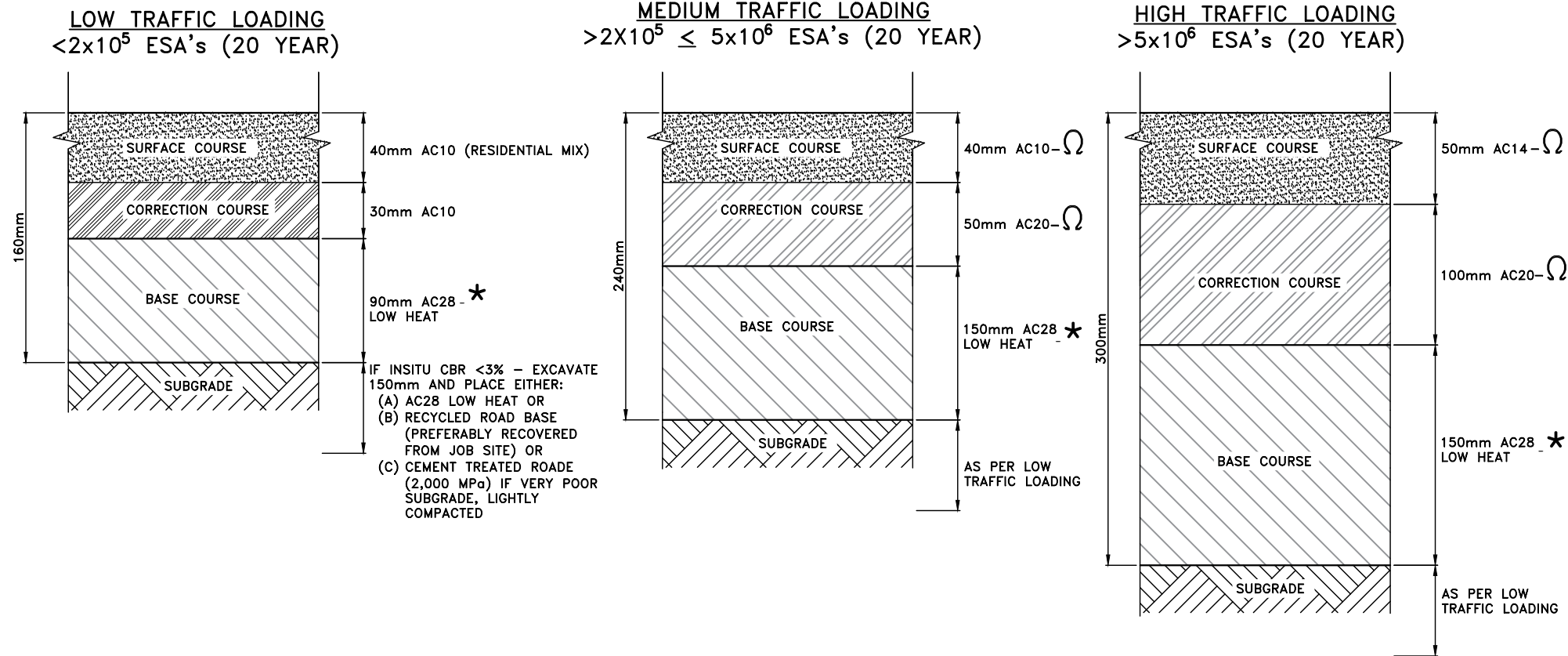
VERY IMPORTANT:

Ω = SAME AS FOR FULL DEPTH AC PLAN R6
 Φ = IT MAY BE MORE ECONOMICAL (LESS EXCAVATION, HAULAGE, DISPOSAL PLUS REDUCE RISK OF UTILITY AND SERVICE ADJUSTMENTS) TO USE CEMENT TREATED ROAD BASE (5000 MPa - ALLOW 25% REDUCTION IN DEPTH OF SUBBASE)

NOTE: CAN BE REFINED BY TESTING

(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
DESIGNED PG/DJT MAY 2019	APPROVED FOR CONSTRUCTION	DRAWN PG/DJT MAY 2019	INNER WEST COUNCIL	R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER NOTICES	TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER	A. H. D. NTS	INNER WEST COUNCIL STANDARD ROAD DRAWING - R5 STANDARD FLEXIBLE ROAD PAVEMENT RECONSTRUCTION WITH ASPHALTIC CONC. OVER DGB	R5 VERSION v1
				DATE	AMEND DATE DESCRIPTION	APPROV.		



ROAD NOTES 4:

1. **ASPHALT**
 - A) DESIGN BASED ON A TYPICAL SYDNEY BASIN CLAY - CBR = 3% (4 DAY SOAKED)
 - B) ALL AC TO AS2150, AS2758.5, AS2008, AS2891 AND RMS QA SPECIFICATIONS R116, BUT ANY REQUIREMENTS/SPECIFICS ON THIS PLAN TAKE PRIORITY.
 - C) MUST USE RAP IN MIX - 10%-20%
 - D) BITUMEN CLASS: 320
 - E) IF TESTING - SHALL ASCERTAIN THE FOLLOWING: PROFILE & TYPE OF EXISTING PAVEMENT, SUBGRADE CBR (4 DAY SOAKED), SUBGRADE CBR INSITU (PENETROMETER), TRAFFIC LOADING OVER 20 YEARS AND DEFLECTION ANALYSIS OF EXISTING PAVEMENT (FALLING WEIGHT DEFLECTOMETER)
 - F) THESE TYPE OF PAVEMENTS ARE ECONOMICAL IN URBAN AREAS AND PARTICULARLY HIGH VOLUME TRAFFICKED ROADS, INTERSECTIONS, AND SHOPPING CENTRES AS VERY RAPID CONSTRUCTION, EGL EXCAVATION, BASE COURSE AND CORRECTION COURSE ON ONE DAY OR NIGHT (EITHER IN FULL ROAD OR HALF ROAD WIDTH). COMPARED TO CONVENTIONAL ROAD BASE PAVEMENTS - MASSIVE SAVINGS IN HAULAGE AND DISPOSAL COSTS OF EXCAVATED MATERIAL PLUS MUCH LOWER RISK OF ENCOUNTERING UTILITIES AND SERVICES
2. **EXCAVATION**
 - A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
3. **ROAD BASE**
 - A) RMS SPECIFICATION FOR DGB AND CEMENT TREATED.
 - B) FOR RECYCLED ROAD BASE-REFER TO 'SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE' BY IPWEA (NSW) 2010 OF LATEST EDITION.
4. **UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
5. **RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
6. **SAFETY/SIGNAGE/ACCESS**
 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK.
7. **DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.
8. **GENERAL**
 - A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - B) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
9. **DOCUMENT PRIORITY**
 - A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
10. **INSPECTIONS**

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:-

 - A) EXCAVATION COMPLETED
 - B) SUBGRADE COMPACTED, INCLUDING ANY IMPROVEMENT LAYER
 - C) SUB-BASE LAID AND COMPACTED
 - D) BASE-COURSE LAID AND COMPACTED
 - E) SURFACE LAID AND COMPACTED
 - F) COMPLETED.

VERY IMPORTANT:

Ω = ADD A15E MODIFIER FOR INCREASED STABILITY TO REDUCE RISK OF RUTTING AND SHOING - ONLY APPLICABLE ON MEDIUM TO HEAVY TRAFFICKED ROADS, BUS ROUTES AND PARTICULARLY AT TRAFFIC SIGNALS, STOP & GIVEWAY APPROACH LANES, ROUNDABOUTS, CHICANES AND EXIT LANES FROM SPEED HUMPS AND PLATFORMS.

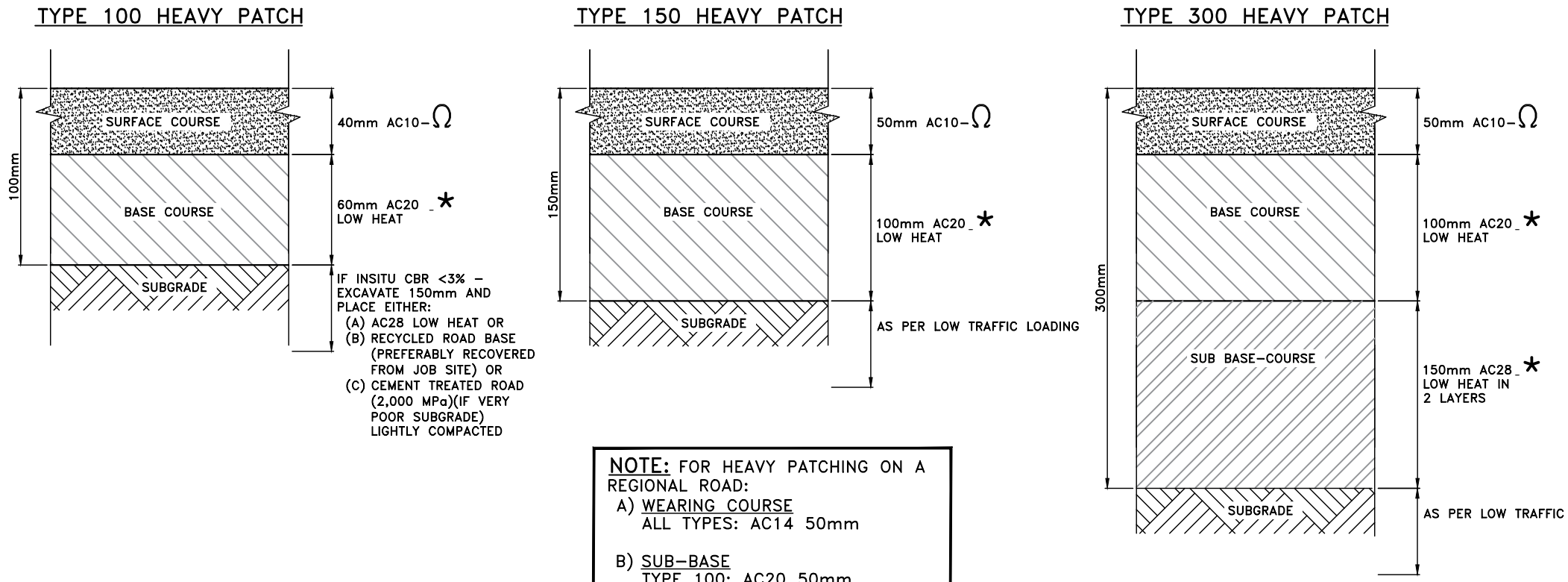
* = MUST BE LAID WITH A GRADER (PREFERABLY) OR TRACKED LOADER OR BACKHOE (FOR HEAVY PATCHING ONLY) - NEVER WITH AN AC PAVING MACHINE (REGARDLESS IF WHEELED OR TRACKED) - OTHERWISE HIGH RISK OF SUBGRADE DAMAGE, INSTABILITY AND INTRUSION OF SUBGRADE INTO AC BASE COURSE DUE TO PAVING MACHINE AND EVEN MORE SO, THE LOADED AC TRUCK. THIS METHOD HAS BEEN PROVEN SINCE 1976.

NOTE: CAN BE REFINED BY TESTING

(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.	
DESIGNED PG/DJT MAY 2019				R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER	TELECOM/OPTUS -T-T-T-T- GAS -G-G-G-G- SEWER -S-S-S-S- WATER -W-W-W-W- RAILWAY -R-R-R-R- ELEC. CABLES -E-E-E-E- OIL PIPELINES -P-P-P-P- STORM WATER -SW-SW-SW-	A. H. D.			
APPROVED FOR CONSTRUCTION	DRAWN PG/DJT MAY 2019			NOTICES		NTS			
INNER WEST COUNCIL									
STANDARD ROAD DRAWING - R6									
STANDARD FLEXIBLE ROAD PAVEMENTS									R6
FULL DEPTH ASPHALTIC CONCRETE ROAD PAVEMENTS									VERSION v1

TYPES OF HEAVY PATCHING FOR ROAD PAVEMENT



NOTE: FOR HEAVY PATCHING ON A REGIONAL ROAD:
 A) WEARING COURSE
 ALL TYPES: AC14 50mm
 B) SUB-BASE
 TYPE 100: AC20 50mm
 ALL OTHER TYPES (i.e. TYPE 150 AND 300): AS SHOWN

ROAD NOTES 4:

1. **ASPHALT**
 - A) DESIGN BASED ON A TYPICAL SYDNEY BASIN CLAY - CBR = 3% (4 DAY SOAKED)
 - B) ALL AC TO AS2150, AS2758.5, AS2008, AS2891 AND RMS QA SPECIFICATIONS R116, BUT ANY REQUIREMENTS/SPECIFICS ON THIS PLAN TAKE PRIORITY.
 - C) MUST USE RAP IN MIX - 10%-20%
 - D) BITUMEN CLASS: 320
 - E) IF TESTING - SHALL ASCERTAIN THE FOLLOWING: PROFILE & TYPE OF EXISTING PAVEMENT, SUBGRADE CBR (4 DAY SOAKED), SUBGRADE CBR INSITU (PENETROMETER), TRAFFIC LOADING OVER 20 YEARS AND DEFLECTION ANALYSIS OF EXISTING PAVEMENT (FALLING WEIGHT DEFLECTOMETER)
 - F) THESE TYPE OF PAVEMENTS ARE ECONOMICAL IN URBAN AREAS AND PARTICULARLY HIGH VOLUME TRAFFICKED ROADS, INTERSECTIONS, AND SHOPPING CENTRES AS VERY RAPID CONSTRUCTION, EGL EXCAVATION, BASE COURSE AND CORRECTION COURSE ON ONE DAY OR NIGHT (EITHER IN FULL ROAD OR HALF ROAD WIDTH). COMPARED TO CONVENTIONAL ROAD BASE PAVEMENTS - MASSIVE SAVINGS IN HAULAGE AND DISPOSAL COSTS OF EXCAVATED MATERIAL PLUS MUCH LOWER RISK OF ENCOUNTERING UTILITIES AND SERVICES
2. **EXCAVATION**
 - A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
3. **ROAD BASE**
 - A) RMS SPECIFICATION FOR DGB AND CEMENT TREATED.
 - B) FOR RECYCLED ROAD BASE-REFER TO 'SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE' BY IPWEA (NSW) 2010 OF LATEST EDITION.
4. **UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
5. **RESIDENT NOTIFICATION**
 - A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
6. **SAFETY/SIGNAGE/ACCESS**
 - A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - C) AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK.
7. **DIMENSIONS**
 - A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.
8. **GENERAL**
 - A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
 - B) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.
9. **DOCUMENT PRIORITY**
 - A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.
10. **INSPECTIONS**

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:-

 - A) EXCAVATION COMPLETED
 - B) SUBGRADE COMPACTED, INCLUDING ANY IMPROVEMENT LAYER
 - C) SUB-BASE LAID AND COMPACTED
 - D) BASE-COURSE LAID AND COMPACTED
 - E) SURFACE LAID AND COMPACTED
 - F) COMPLETED.

VERY IMPORTANT:

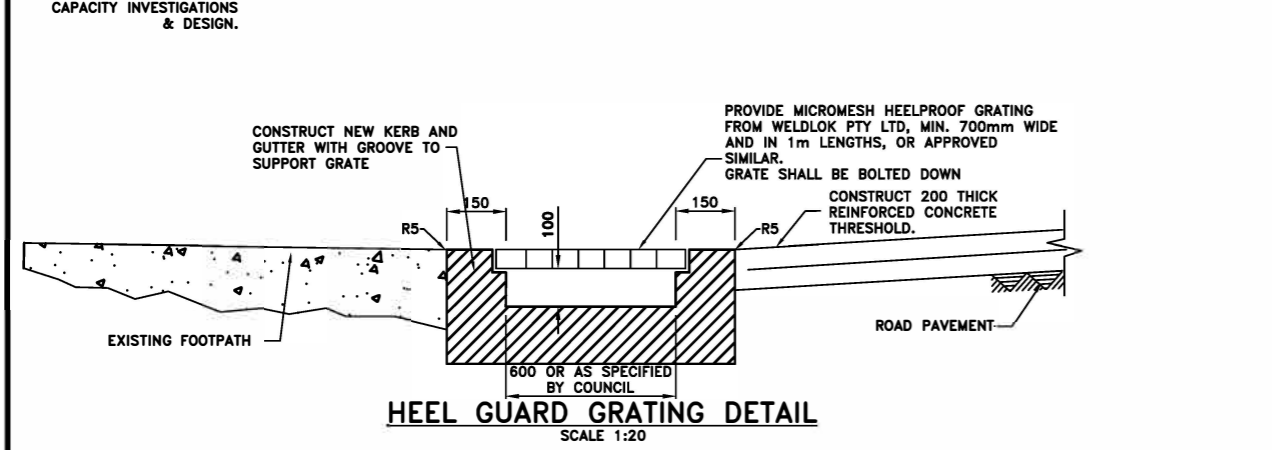
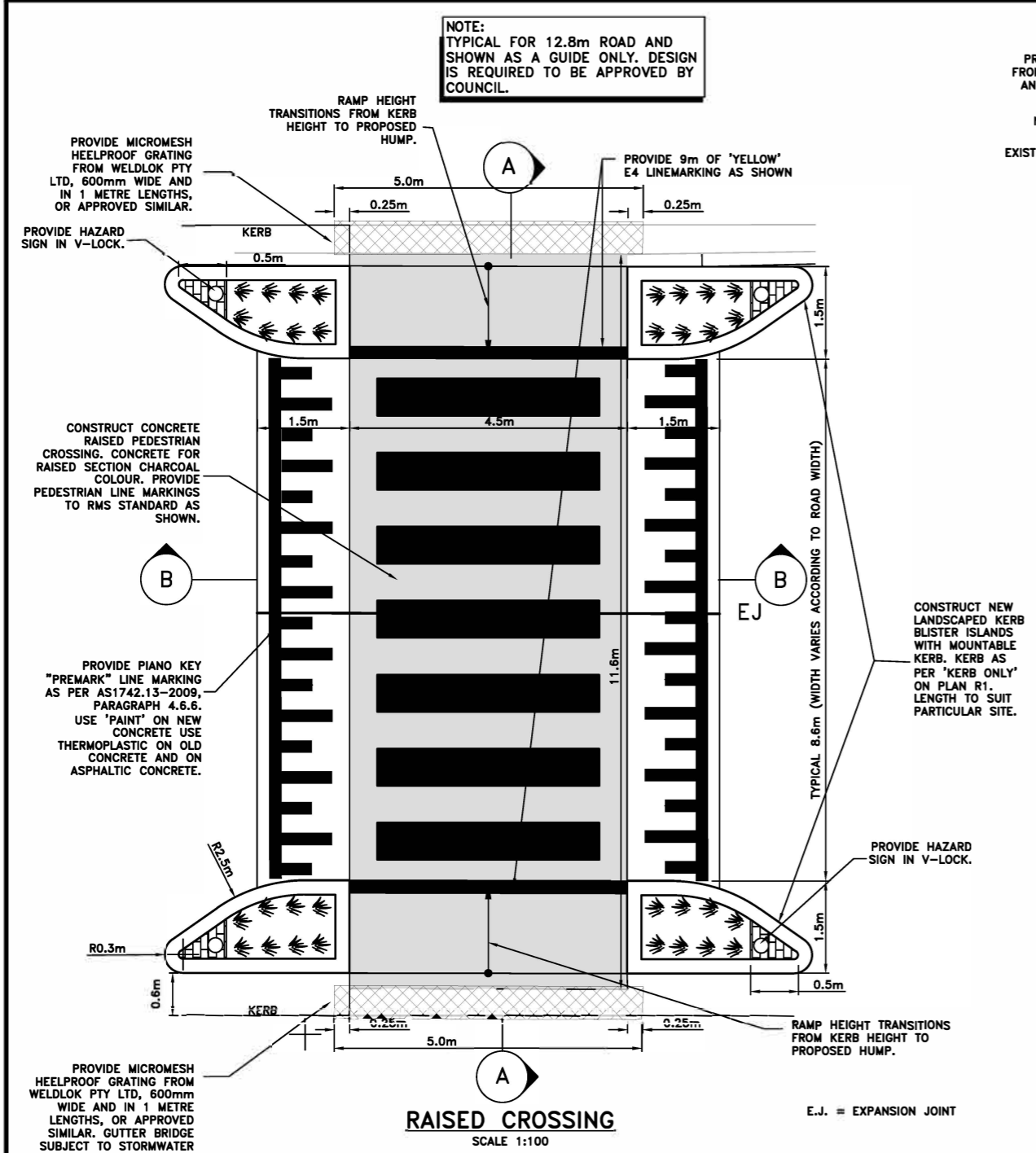
Ω = ADD A15E MODIFIER FOR INCREASED STABILITY TO REDUCE RISK OF RUTTING AND SHOving - ONLY APPLICABLE ON MEDIUM TO HEAVY TRAFFICKED ROADS AND PARTICULARLY AT TRAFFIC SIGNALS, STOP & GIVEWAY APPROACH LANES, ROUNDABOUTS, CHICANES AND EXIT LANES FROM SPEED HUMPS AND PLATFORMS.

* = MUST BE LAID WITH A GRADER (PREFERABLY) OR TRACKED LOADER OR BACKHOE (FOR HEAVY PATCHING ONLY) - NEVER WITH AN AC PAVING MACHINE (REGARDLESS IF WHEELED OR TRACKED) - OTHERWISE HIGH RISK OF SUBGRADE DAMAGE, INSTABILITY AND INTRUSION OF SUBGRADE INTO AC BASE COURSE DUE TO PAVING MACHINE AND EVEN MORE SO, THE LOADED AC TRUCK. THIS METHOD HAS BEEN PROVEN SINCE 1976.

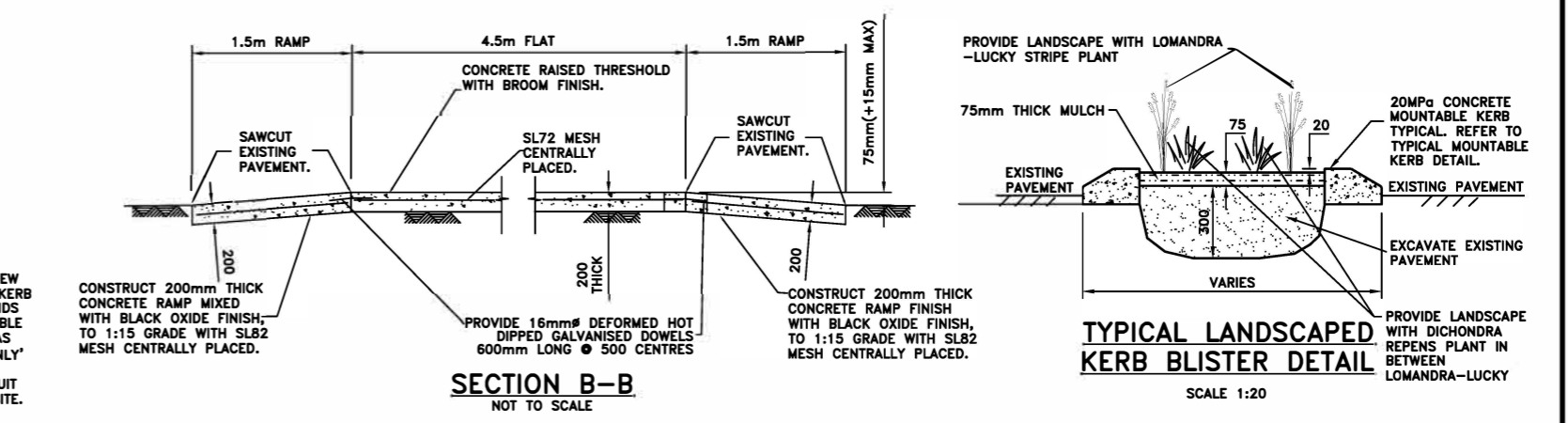
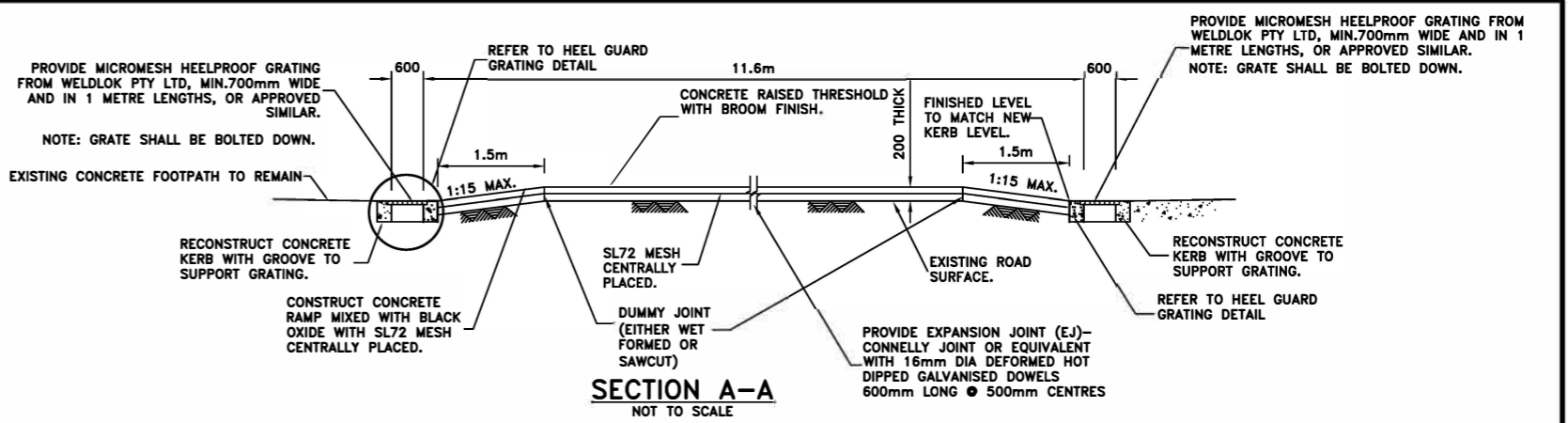
NOTE: CAN BE REFINED BY TESTING

(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	DESIGNED PG/DJT MAY 2019	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN. R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER	SERVICES TELECOM/OPTUS -T-T-T-T- GAS -G-G-G-G- SEWER -S-S-S-S- WATER -W-W-W-W- RAILWAY -R-R-R-R- ELEC. CABLES -E-E-E-E- OIL PIPELINES -P-P-P-P- STORM WATER -SW-SW-SW-	DATUM A. H. D.	SCALES NTS	INNER WEST COUNCIL STANDARD ROAD DRAWING - R7 ASPHALTIC CONCRETE ROAD HEAVY PATCHING	FILE NO.	SHEET NO.
APPROVED FOR CONSTRUCTION	DRAWN PG/DJT MAY 2019			NOTICES	DATE				PLAN NO. R7	VERSION V1



(ORIGINAL = A3 SHEET)



TYPICAL LANDSCAPED KERB BLISTER DETAIL
SCALE 1:20

TRAFFIC NOTES 1:

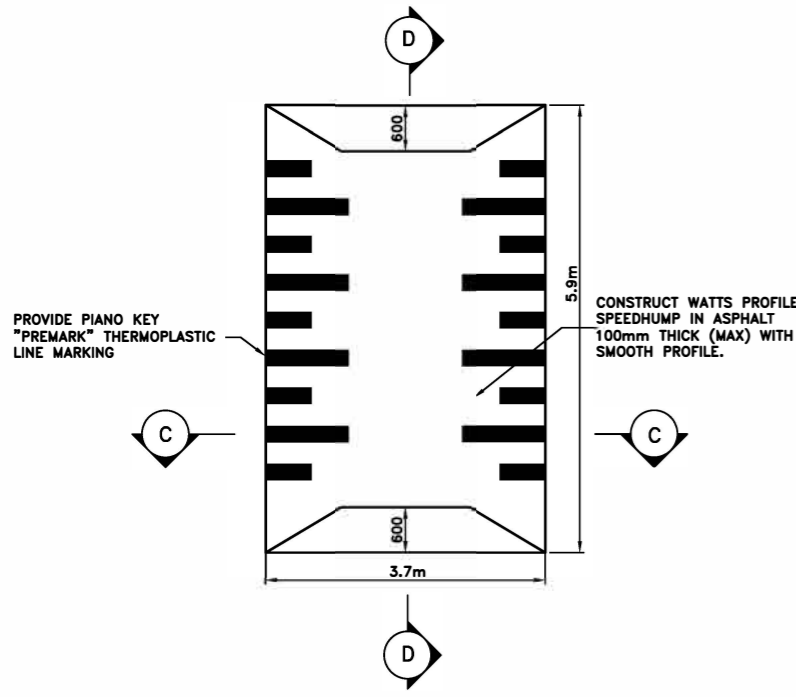
1. **CONCRETE STRENGTH**
 - A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPa @ 28 DAYS
 - B) DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPa @ 28 DAYS
 - C) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPa WITH ACCELERATOR SUCH AS 2% CAEL (REFER TO SP40HC).
2. **CONCRETE FINISH**
 - A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
 - B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.
3. **REINFORCEMENT**
 - A) TO AS 4671
 - B) MINIMUM COVER: 50MM
4. **JOINTING, MINIMUM DIMENSIONS, AND REINFORCEMENT CONCRETE ROAD SLABS**
 - A) ANY RECONSTRUCTED SECTION OF CONCRETE SHALL HAVE A MINIMUM DIMENSION OF 900MM IN ANY DIRECTION.
 - B) ALL JOINTS SHALL BE AT RIGHT ANGLES UNLESS DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
 - C) EXPANSION JOINTS - REFER TO NOTES ON R3 STANDARD DRAWING.
 - D) ALL DOWELS SHALL BE PERFECTLY ALIGNED IN PLAN VIEW AND IN ELEVATION, IE THE DOWELS SHALL NOT BE SPREAD RELEVANT TO EACH OTHER.
 - E) ALL EXPANSION JOINT MATERIAL SHALL BE THE SAME THICKNESS OF THE CONCRETE AND BE IN ONE LENGTH & WIDTH.
 - F) AT ALL EXPANSION JOINTS, ANY 'SPILL' CONCRETE FROM THE PREVIOUS POUR (IE SEPARATE TO THE FINISHED CONCRETE) SHALL BE REMOVED.
 - G) CONTRACTION/DUMMY JOINTS (UNREINFORCED CONCRETE) - NOMINALLY AT 3M INTERVALS OR EQUALLY BETWEEN EXPANSION JOINTS BUT NOT LESS THAN THE CONCRETE WIDTH BETWEEN JOINTS/EDGES.
5. **EXCAVATION**
 - A) AT ALL JOINTS TO EXISTING CONCRETE/ASPHALT - THE JOINT SHALL BE SAW CUT BEFORE EXCAVATION.
 - B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
6. **ROAD BASE**
 - A) COMPACTION: 95% STANDARD.
 - B) RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE' BY IPWEA (NSW) (LATEST EDITION).
7. **RESTORATION OF ADJOINING ROAD PAVEMENT**
 - A) SHALL BE CARRIED OUT WITH FULL DEPTH AC20 AND AC10, WITH THE SURFACE FINISH BEING WITH AC10 (MINIMUM THICKNESS 30MM).
 - B) AC SHALL CONFORM TO RMS SPECIFICATION R116 - 'ASPHALT (DENSE AND OPEN GRADED)'.
8. **UTILITIES, SERVICES & SURVEY MARKS**
 - A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC

INNER WEST COUNCIL

STANDARD TRAFFIC DRAWING - T1

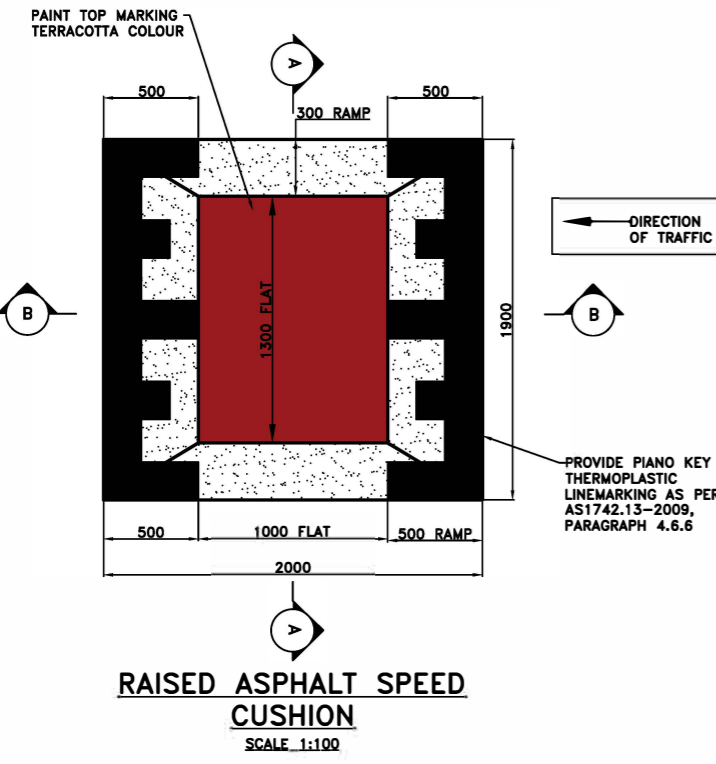
PEDESTRIAN CROSSING ON FLAT TOP SPEED HUMP

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
DESIGNED PG/DJT MAY 2019	APPROVED FOR CONSTRUCTION PG/DJT MAY 2019	INNER WEST COUNCIL		R.T.A. A.G.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS SYDNEY ELECTRICITY NOTICE OF ENTRY KERB & GUTTER	TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER	A. H. D.		
AS SHOWN							PLAN NO.	T1
AMEND DATE DESCRIPTION							VERSION	v1

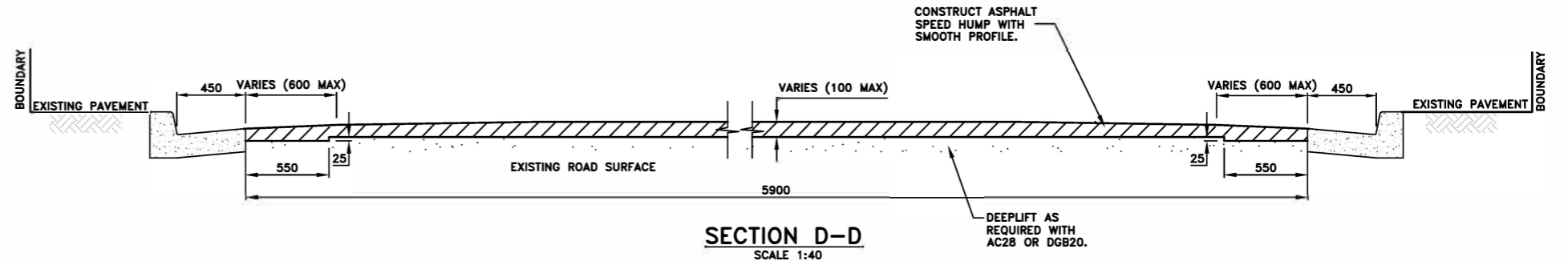


**DETAIL 1
WATTS PROFILE THRESHOLD**
SCALE 1:50

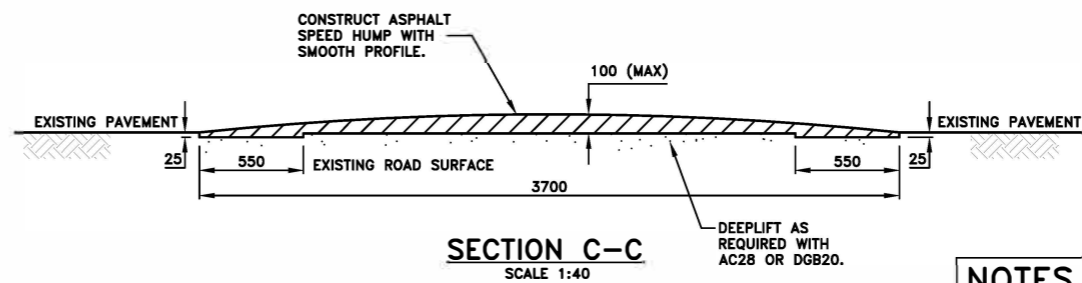
NOTE
SPEED CUSHION TO BE CENTERED IN THE MIDDLE OF TRAFFIC LANE



RAISED ASPHALT SPEED CUSHION
SCALE 1:100



SECTION D-D
SCALE 1:40



SECTION C-C
SCALE 1:40

NOTES
INSTALL BARRIERS/FENCE ALONG THE FOOTPATH IN ACCORDANCE WITH RMS GUIDELINES

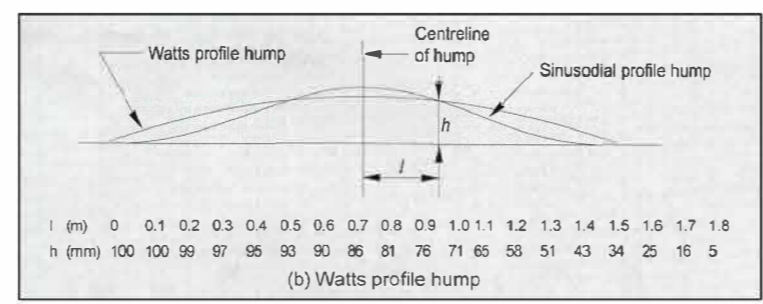
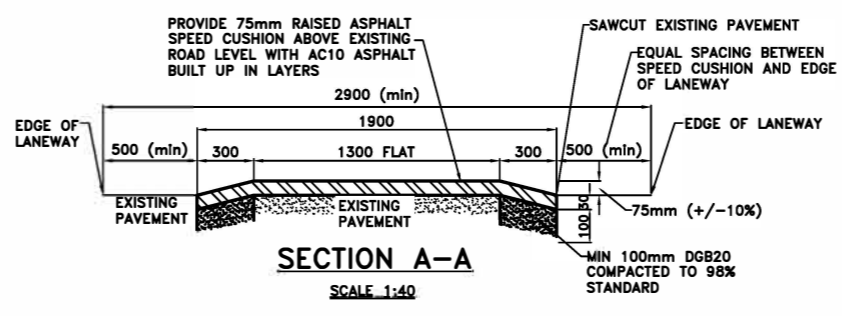
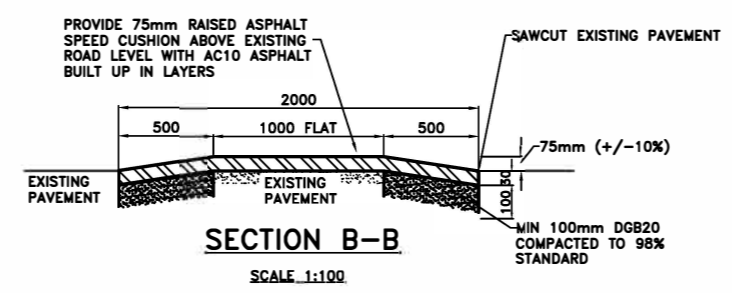


TABLE 1: WATTS PROFILE CROSS-SECTION HEIGHTS (ABOVE EXISTING ROAD SURFACE)



SECTION A-A
SCALE 1:40



SECTION B-B
SCALE 1:100

TRAFFIC NOTES 2:

- ASPHALT**
 - ALL AC TO AS 2357, AS2758.5, AS2008, AS2734, AS2891, AND RMS QA SPECIFICATIONS R116, BUT ANY REQUIREMENTS/SPECIFICS ON THIS PLAN TAKE PRIORITY.
 - BITUMEN CLASS: 320
- EXCAVATION**
 - AT ALL JOINTS TO EXISTING CONCRETE/ASPHALT - THE JOINT SHALL BE SAW CUT BEFORE EXCAVATION.
 - ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.
- UTILITIES, SERVICES & SURVEY MARKS**
 - ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
 - ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
 - PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
 - STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
 - AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.
- RESIDENT NOTIFICATION**
 - ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.
- SAFETY/SIGNAGE/ACCESS**
 - DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
 - ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
 - AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.

6. DIMENSIONS

A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.

7. GENERAL

A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
B) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.

8. DOCUMENT PRIORITY

A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.

9. INSPECTIONS

INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:-
A) EXCAVATION COMPLETED.
B) PROFILE ESTABLISHED.
C) COMPLETED.

(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM	FILE NO.	SHEET NO.
	DESIGNED PG/DJT MAY 2019			R.T.A.	TELECOM/OPTUS -T-T-T-T-	A. H. D.		
APPROVED FOR CONSTRUCTION	DRAWN PG/DJT MAY 2019	INNER WEST COUNCIL		A.G.L. / SHELL PIPELINES	GAS -G-G-G-G-	SCALES	PLAN NO.	T2
				SYDNEY WATER	SEWER -S-S-S-S-	AS SHOWN	VERSION	V1
				TELSTRA / OPTUS	WATER -W-W-W-W-			
				SYDNEY ELECTRICITY	RAILWAY -R-R-R-R-			
				NOTICE OF ENTRY	ELEC. CABLES -E-E-E-E-			
				KERB & GUTTER	OIL PIPELINES -P-P-P-P-			
				NOTICES	STORM WATER -SW-SW-SW-	AMEND DATE	DESCRIPTION	APPROV.

INNER WEST COUNCIL

**STANDARD TRAFFIC DRAWING - T2
WATTS PROFILE & ASPHALT SPEED CUSHION**