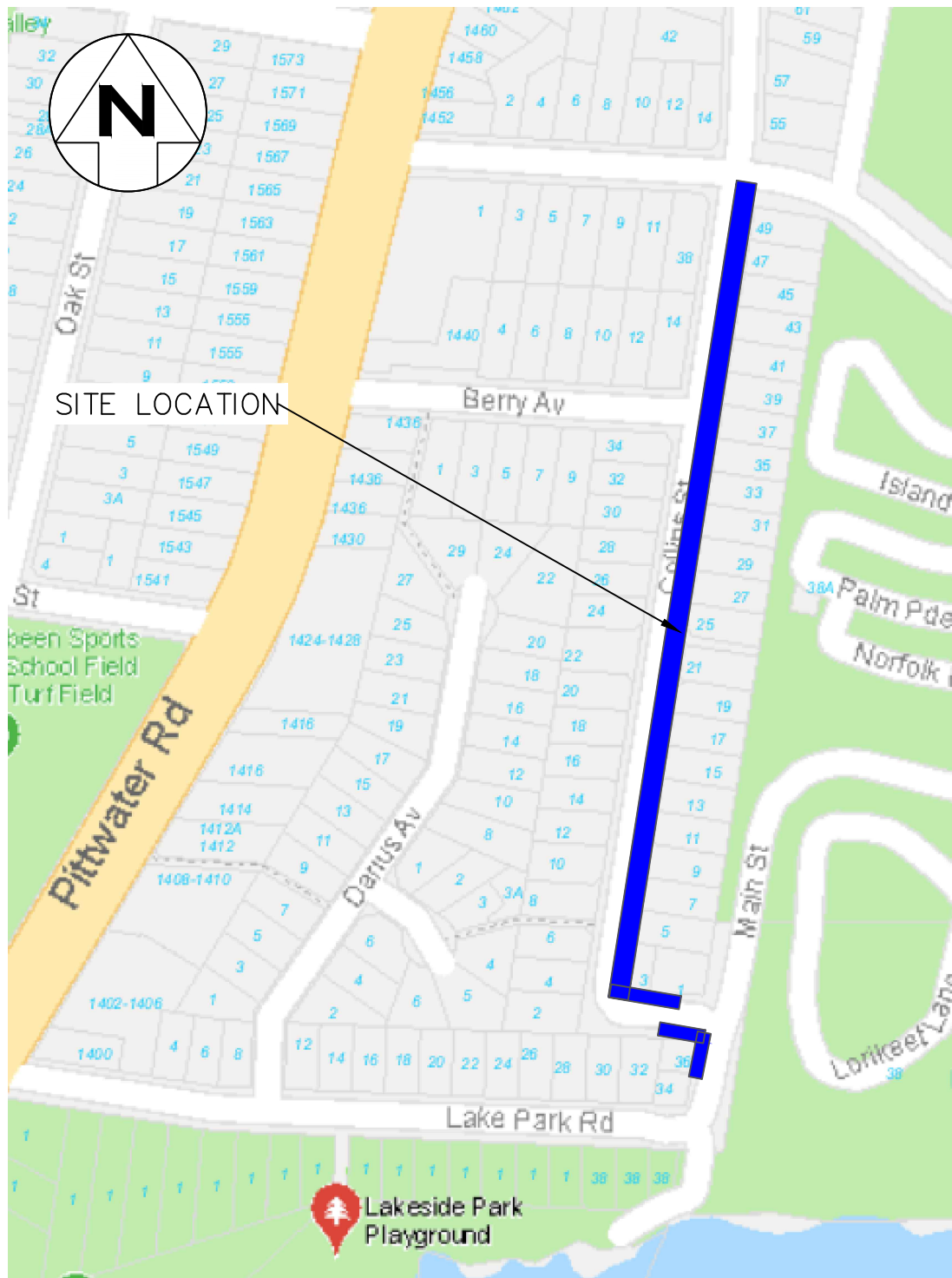


COLLINS ST, NORTH NARRABEEN FOOTPATH



LOCALITY PLAN
NOT TO SCALE

DRAWING INDEX

DRAWING NO.	DESCRIPTION
0001	COVER SHEET AND INDEX
1000	GENERAL ARRANGEMENT PLAN
1001	CIVIL WORKS PLAN SHEET 1
1002	CIVIL WORKS PLAN SHEET 2
1003	CIVIL WORKS PLAN SHEET 3
1004	CIVIL WORKS PLAN SHEET 4
1005	CIVIL WORKS PLAN SHEET 5
1006	CIVIL WORKS PLAN SHEET 6
1007	CIVIL WORKS PLAN SHEET 7
1008	CIVIL WORKS PLAN SHEET 8
2001	STANDARD DETAILS SHEET 1
2002	STANDARD DETAILS SHEET 2
2003	STANDARD DETAILS SHEET 3
2004	STANDARD DETAILS SHEET 4
2005	STANDARD DETAILS SHEET 5

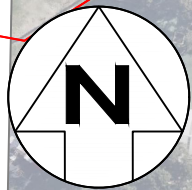
CAUTION EXCAVATING NEAR TREES TO BE RETAINED

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GENERAL ARRANGEMENT PLAN
NOT TO SCALE

LEGEND

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LANDSCAPE/TURF
BACKFILL WITH CLEAN FILL AND PLACE
MINIMUM 150mm LAYER OF IMPORTED
TOPSOIL MIX EQUAL TO ANL "ORGANIC
GARDEN MIX". TURF WITH CYNODON
DACTYLON "WINTERGREEN" OR KIKYU
- 

NEW CONCRETE KERB RAMP
1.5m WIDE 25MPa COMPRESSIVE
STRENGTH MIN. 500mm WIDE WINGS
COVE FINISH
- 

NEW CONCRETE FOOTPATH
1.5m WIDE 100mm MIN THICK 25MPa
COMPRESSIVE STRENGTH REINFORCED
WITH SL72 MESH PLACED CENTRALLY
PLAIN CONCRETE BROOM FINISH
- 

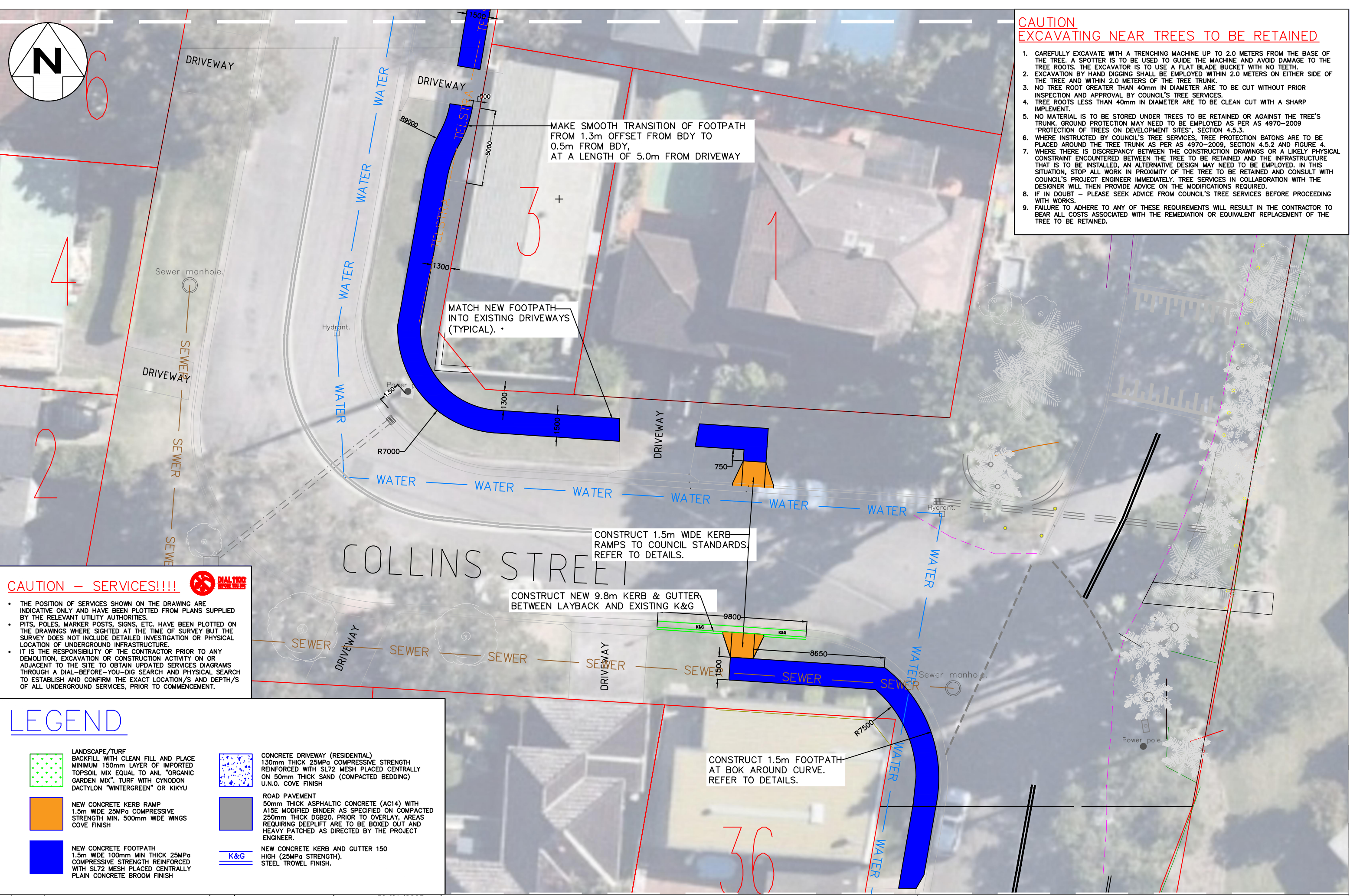
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REINFORCED WITH SL72 MESH PLACED CENTRALLY
ON 50mm THICK SAND (COMPACTED BEDDING)
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- 

ROAD PAVEMENT
50mm THICK ASPHALTIC CONCRETE (AC14) WITH
A15E MODIFIED BINDER AS SPECIFIED ON COMPACTED
250mm THICK DGB20. PRIOR TO OVERLAY, AREAS
REQUIRING DEEPLIFT ARE TO BE BOXED OUT AND
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ENGINEER.
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NEW CONCRETE KERB AND GUTTER 150
HIGH (25MPa STRENGTH).
STEEL TROWEL FINISH.

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			LEVEL DATUM: AHD		PLOT DATE: 30/01/2023		FOLDER: w:\TRANSPORT NETWORK\Michael Kennedy\Narrabeen\Collins St, N Narrabeen\TGI - COLLINS ST NEW 1.5m FOOTPATH - CONCEPT 2 - 31.08.22.dwg				
			CO-ORD SYSTEM: MGA**		PRELIMINARY		DESIGN APPROVED		APPROVED FOR CONSTRUCTION		
			SURVEYED/DATED: GF-30/04		DRAWN BY: JAMES MCCALLUM		DESIGNED BY: MICHAEL KENNEDY		PROJ. MGR: (NAME)		
			WORK-AS-EXECUTED		DATED: 19/01/2022		DATED: 15/09/2022		DATE: (**/**/****)		
2 15/09/22 AMENDED DRAWINGS			MK		INITIATED BY: M. CARTER		APPROVED BY: T. LAU		APPROVED BY: T. LAU		
1 19/01/22 DETAILED DRAWINGS			JM		DATE: **/**/****		STRATEGIC TRANSPORT COORDINATOR		PRINCIPAL ENGINEER		
No	DATE	AMENDMENTS	INITIALS								
											
										northern beaches council	
										NEW FOOTPATH	
										COLLINS STREET, NORTH NARRABEEN	
										FROM LAKE PARK ROAD TO WALSH STREET	
										GENERAL ARRANGEMENT PLAN	
										DRAWING NO. TCI-COLLINS ST, N NARRABEEN-FOOTPATH-1000-CONCEPT 2 REVISION: 1	

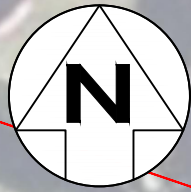


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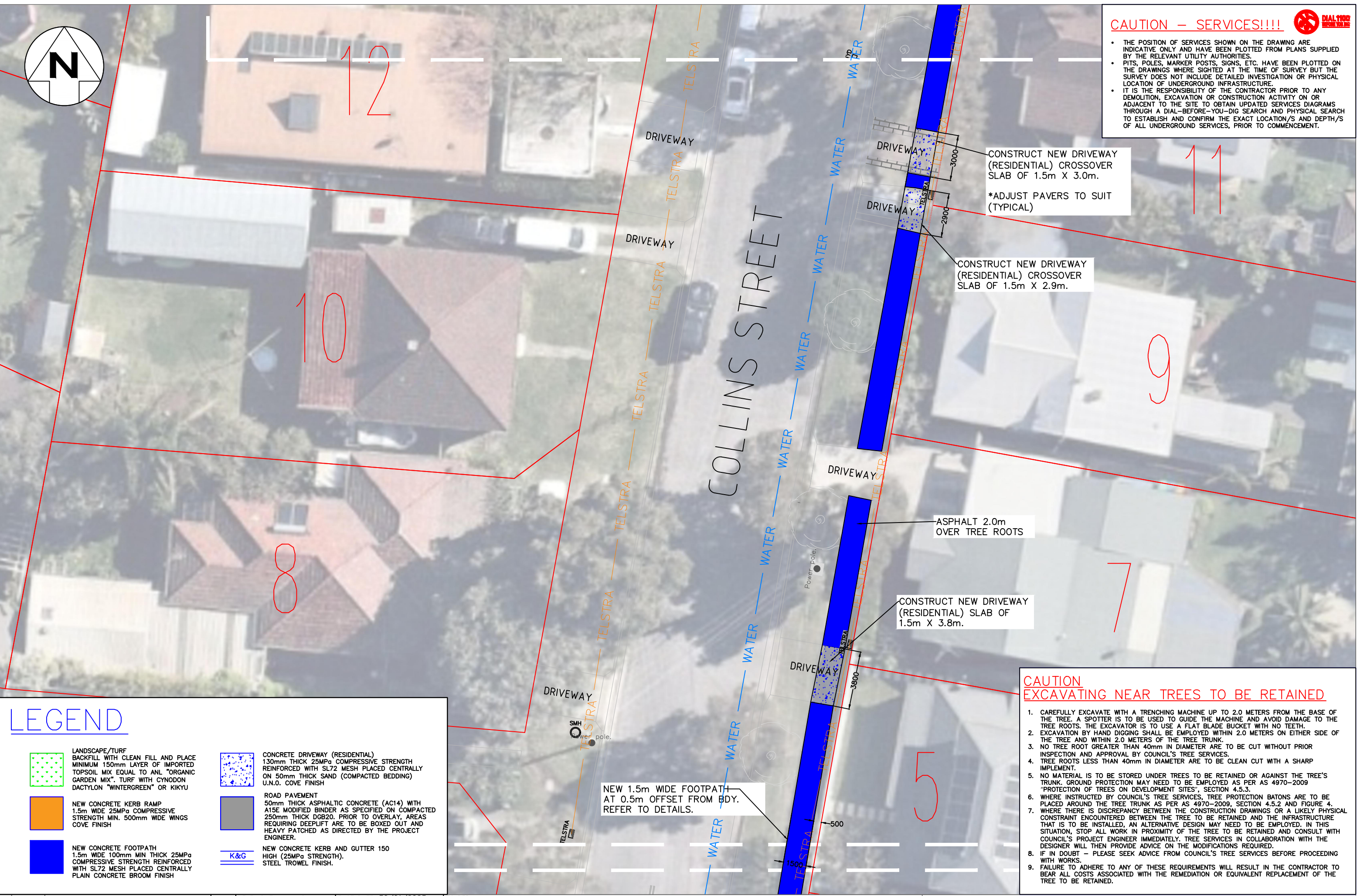
LEGEND

	LANDSCAPE/TURF BACKFILL WITH CLEAN FILL AND PLACE MINIMUM 150mm LAYER OF IMPORTED TOPSOIL MIX EQUAL TO ANL "ORGANIC GARDEN MIX". TURF WITH CYNODON DACTYLON "WINTERGREEN" OR KIKYU		CONCRETE DRIVEWAY (RESIDENTIAL) 130mm THICK 25MPa COMPRESSIVE STRENGTH REINFORCED WITH SL72 MESH PLACED CENTRALLY ON 50mm THICK SAND (COMPACTED BEDDING) U.N.O. COVE FINISH
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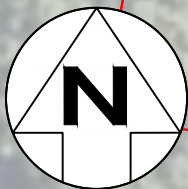
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K&G

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STRENGTH MIN. 500mm WIDE WINGS
COVE FINISH



NEW CONCRETE FOOTPATH
1.5m WIDE 100mm MIN THICK 25MPa
COMPRESSIVE STRENGTH REINFORCED
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NEW CONCRETE KERB AND GUTTER 150
HIGH (25MPa STRENGTH).
STEEL TROWEL FINISH.

NEW 1.5m WIDE FOOTPATH
AT 0.5m OFFSET FROM BDY.
REFER TO DETAILS.

CAUTION EXCAVATING NEAR TREES TO BE RETAINED

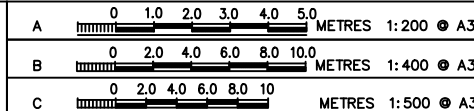
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LEVEL DATUM: AHD
CO-ORD SYSTEM: MGA**
SURVEYED/DATED: GF-30/04
WORK-AS-EXECUTED
BY: (NAME)
DATE: **/**/****

PLOT DATE: 30/01/2023
PRELIMINARY
DRAWN BY: JAMES MCCALLUM
DATED: 19/01/2022
INITIATED BY: M. CARTER
STRATEGIC TRANSPORT COORDINATOR

FOLDER: W:\TRANSPORT NETWORK\Michael Kennedy\Narrabeen\Collins St, N Narrabeen\TGI - COLLINS ST NEW 1.5m FOOTPATH - CONCEPT 2 - 31.08.22.dwg
DESIGN APPROVED
DESIGNED BY: MICHAEL KENNEDY
DATED: 15/09/2022
APPROVED BY: T. LAU
PRINCIPAL ENGINEER

APPROVED FOR CONSTRUCTION
PROJ. MGR: (NAME)
DATE: (**/**/****)
APPROVED BY: T. LAU
PRINCIPAL ENGINEER



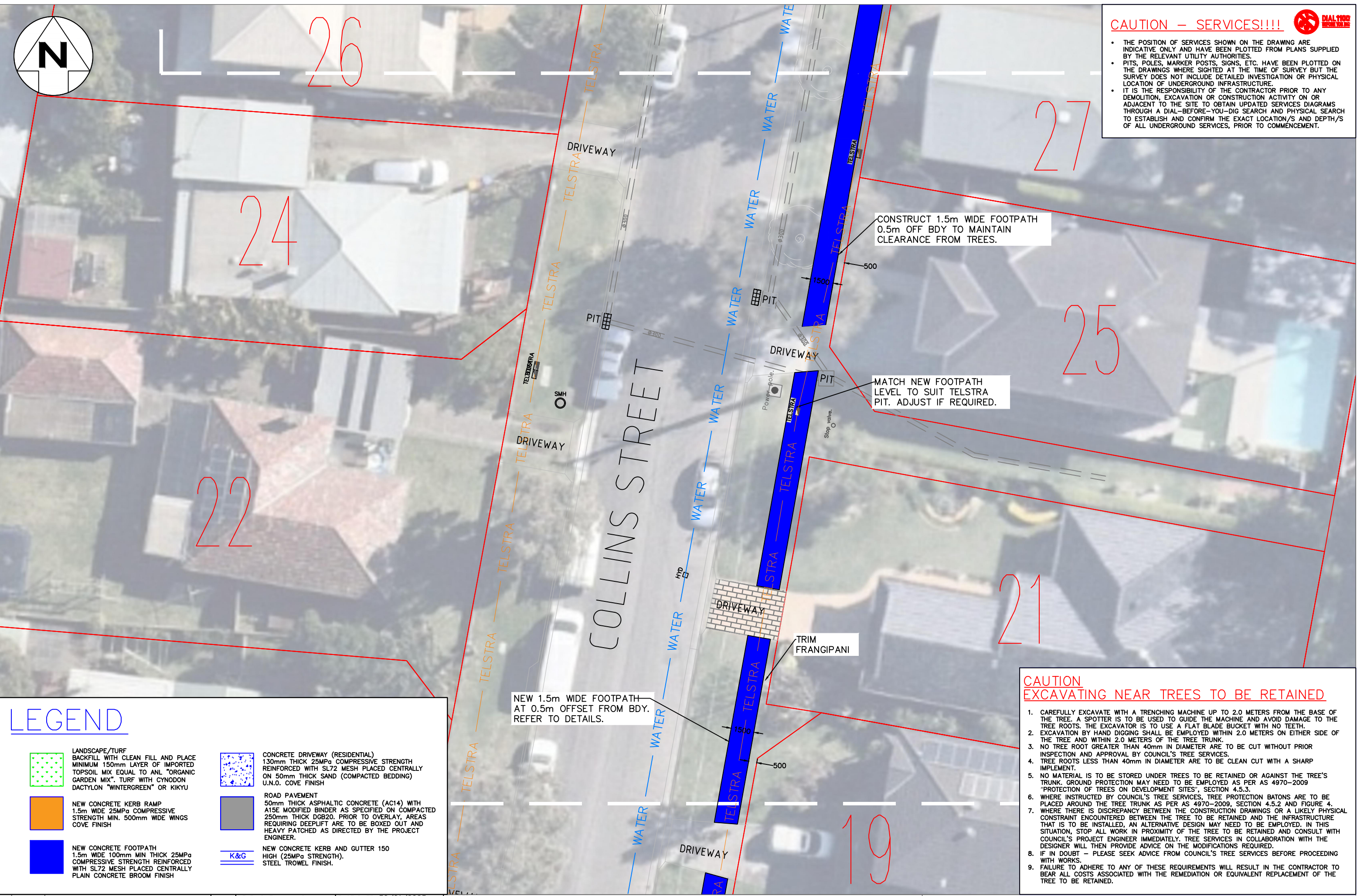
NEW FOOTPATH
COLLINS STREET, NORTH NARRABEEN
CIVIL WORKS PLAN
SHEET 3

DRAWING NO. TCI-COLLINS ST, N NARRABEEN-FOOTPATH-1003-CONCEPT 2 | REVISION: 1



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NEW CONCRETE KERB RAMP 1.5m WIDE 25MPa COMPRESSIVE STRENGTH MIN. 500mm WIDE WINGS COVE FINISH

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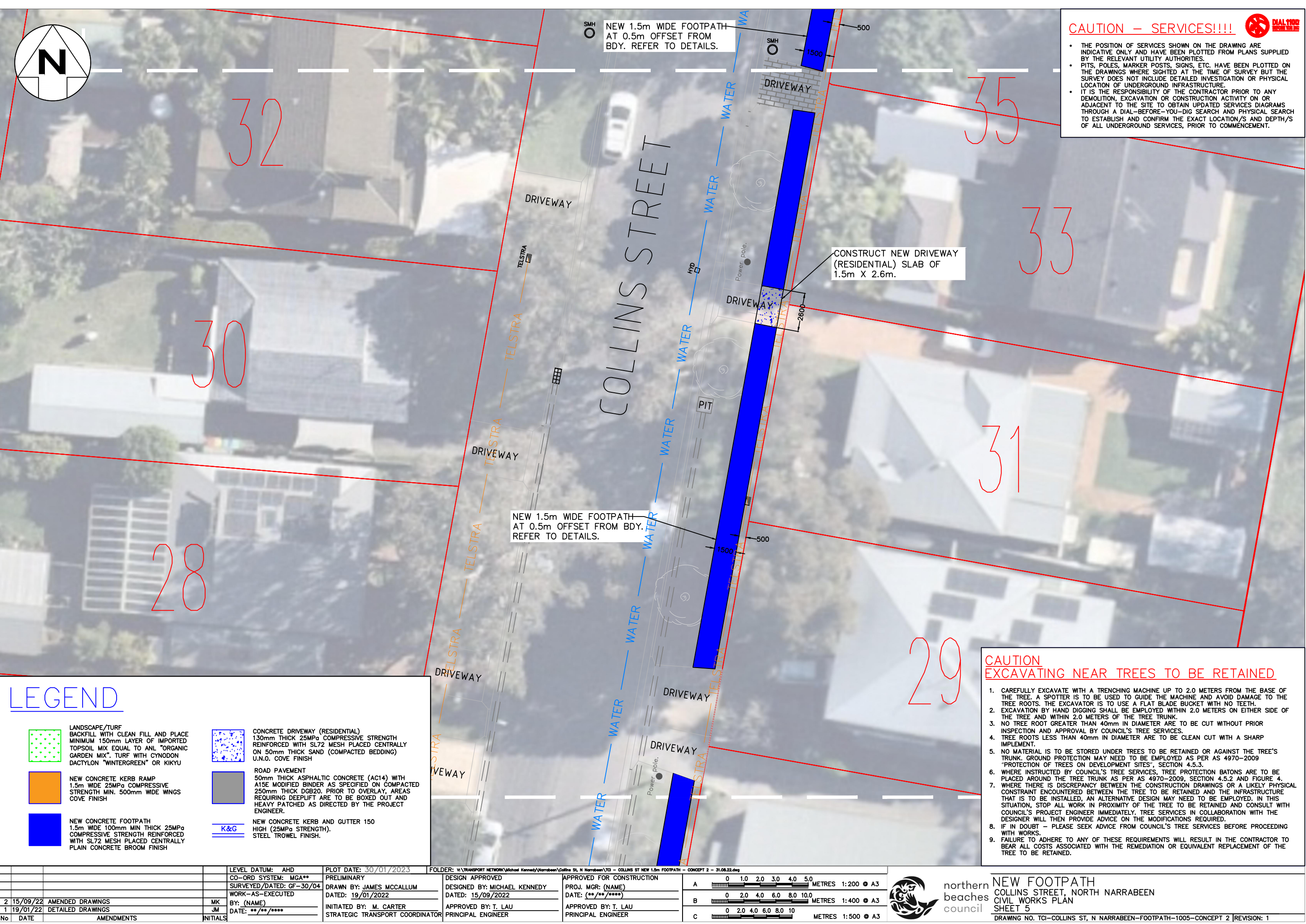
CONCRETE DRIVEWAY (RESIDENTIAL) 130mm THICK 25MPa COMPRESSIVE STRENGTH REINFORCED WITH SL72 MESH PLACED CENTRALLY ON 50mm THICK SAND (COMPACTED BEDDING) U.N.O. COVE FINISH

ROAD PAVEMENT 50mm THICK ASPHALTIC CONCRETE (AC14) WITH A15E MODIFIED BINDER AS SPECIFIED ON COMPACTED 250mm THICK DGB20. PRIOR TO OVERLAY, AREAS REQUIRING DEEPLIFT ARE TO BE BOXED OUT AND HEAVY PATCHED AS DIRECTED BY THE PROJECT ENGINEER.

K&G NEW CONCRETE KERB AND GUTTER 150 HIGH (25MPa STRENGTH). STEEL TROWEL FINISH.

CAUTION EXCAVATING NEAR TREES TO BE RETAINED

1. CAREFULLY EXCAVATE WITH A TRENCHING MACHINE UP TO 2.0 METERS FROM THE BASE OF THE TREE. A SPOTTER IS TO BE USED TO GUIDE THE MACHINE AND AVOID DAMAGE TO THE TREE ROOTS. THE EXCAVATOR IS TO USE A FLAT BLADE BUCKET WITH NO TEETH.
2. EXCAVATION BY HAND DIGGING SHALL BE EMPLOYED WITHIN 2.0 METERS ON EITHER SIDE OF THE TREE AND WITHIN 2.0 METERS OF THE TREE TRUNK.
3. NO TREE ROOT GREATER THAN 40mm IN DIAMETER ARE TO BE CUT WITHOUT PRIOR INSPECTION AND APPROVAL BY COUNCIL'S TREE SERVICES.
4. TREE ROOTS LESS THAN 40mm IN DIAMETER ARE TO BE CLEAN CUT WITH A SHARP IMPLEMENT.
5. NO MATERIAL IS TO BE STORED UNDER TREES TO BE RETAINED OR AGAINST THE TREE'S TRUNK. GROUND PROTECTION MAY NEED TO BE EMPLOYED AS PER AS 4970-2009 "PROTECTION OF TREES ON DEVELOPMENT SITES", SECTION 4.5.3.
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DIAL 110
BEFORE YOU DIE

- THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.
- PITS, POLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY DOES NOT INCLUDE DETAILED INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.
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LEGEND

	LANDSCAPE/TURF BACKFILL WITH CLEAN FILL AND PLACE MINIMUM 150mm LAYER OF IMPORTED TOPSOIL MIX EQUAL TO ANL "ORGANIC GARDEN MIX", TURF WITH CYNODON DACTYLON "WINTERGREEN" OR KIKYU		CONCRETE DRIVEWAY (RESIDENTIAL) 130mm THICK 25MPa COMPRESSIVE STRENGTH REINFORCED WITH SL72 MESH PLACED CENTRALLY ON 50mm THICK SAND (COMPACTED BEDDING) U.N.O. COVE FINISH
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	NEW CONCRETE FOOTPATH 1.5m WIDE 100mm MIN THICK 25MPa COMPRESSIVE STRENGTH REINFORCED WITH SL72 MESH PLACED CENTRALLY PLAIN CONCRETE BROOM FINISH	<u><u>K&G</u></u>	NEW CONCRETE KERB AND GUTTER 150 HIGH (25MPa STRENGTH). STEEL TROWEL FINISH.

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				LEVEL DATUM: AHD		PLOT DATE: 30/01/2023		FOLDER: w:\TRANSPORT NETWORK\Michael Kennedy\Narrabeen\Collins St, N Narrabeen\TCI - COLLINS ST NEW 1.5m FOOTPATH - CONCEPT 2 - 31.08.22.dwg	
				CO-ORD SYSTEM: MGA**		DESIGN APPROVED		APPROVED FOR CONSTRUCTION	
				SURVEYED/DATED: GF-30/04		DESIGNED BY: MICHAEL KENNEDY		PROJ. MGR: (NAME)	
				WORK-AS-EEXECUTED		DATED: 15/09/2022		DATE: (**/**/****)	
2 15/09/22 AMENDED DRAWINGS				MK		INITIATED BY: M. CARTER		APPROVED BY: T. LAU	
1 19/01/22 DETAILED DRAWINGS				JM		DATE: **/**/****		PRINCIPAL ENGINEER	
No DATE AMENDMENTS				INITIALS		STRATEGIC TRANSPORT COORDINATOR		PRINCIPAL ENGINEER	

northern
beaches
council

NEW FOOTPATH
COLLINS STREET, NORTH NARRABEEN
CIVIL WORKS PLAN
SHEET 5

DRAWING NO. TCI-COLLINS ST, N NARRABEEN-FOOTPATH-1005-CONCEPT 2 [REVISION: 1]



northern
beaches
council

NEW FOOTPATH
COLLINS STREET, NORTH NARRABEEN
CIVIL WORKS PLAN
SHEET 5

DRAWING NO. TCI-COLLINS ST. N NARRABEEN-FOOTPATH-1005-CONCEPT 2 | REVISION: 1

LEGEND

LANDSCAPE/TURF
BACKFILL WITH CLEAN FILL AND PLACE
MINIMUM 150mm LAYER OF IMPORTED
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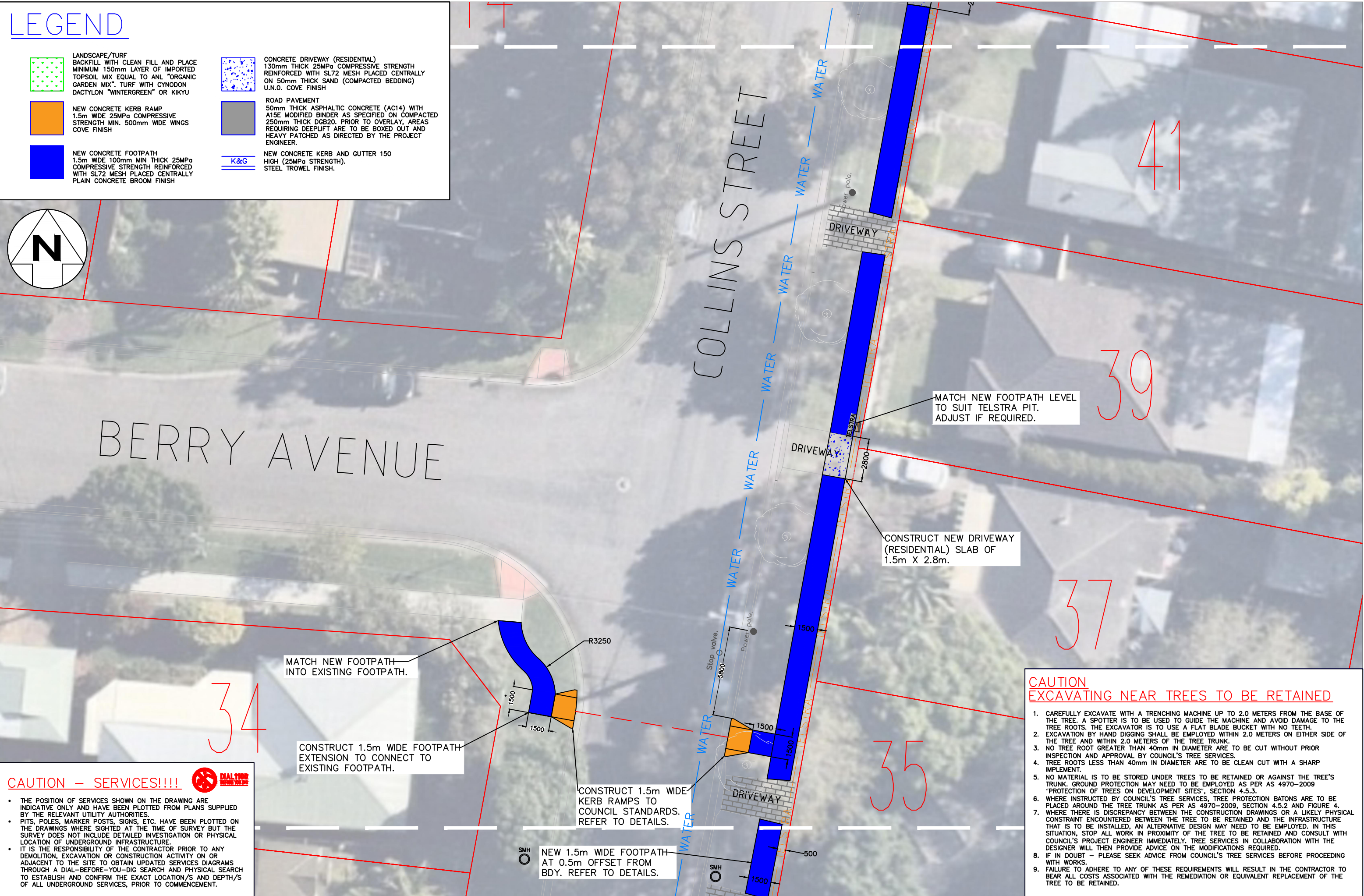
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NEW CONCRETE KERB AND GUTTER 150
HIGH (25MPa STRENGTH).
STEEL TROWEL FINISH.



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LEVEL DATUM: AHD		PLOT DATE: 30/01/2023	FOLDER: Y:\TRANSPORT NETWORK\Michael Kennedy\Narrabeen\Collins St, N Narrabeen\TCI - COLLINS ST NEW 1.5m FOOTPATH - CONCEPT 2 - 31.06.22.dwg
CO-ORD SYSTEM: MGA**		PRELIMINARY	DESIGN APPROVED
SURVEYED/DATED: GF-30/04		DRAWN BY: JAMES MCCALLUM	PROJ. MGR: (NAME)
WORK-AS-EXECUTED		DATED: 19/01/2022	DATE: (**/**/****)
BY: (NAME)		INITIATED BY: M. CARTER	APPROVED BY: T. LAU
DATE: **/**/****		STRATEGIC TRANSPORT COORDINATOR	PRINCIPAL ENGINEER
2 15/09/22 AMENDED DRAWINGS		MK	
1 19/01/22 DETAILED DRAWINGS		JM	
No	DATE	AMENDMENTS	INITIALS

A

0 1.0 2.0 3.0 4.0 5.0

METRES 1:200 @ A3

B

0 2.0 4.0 6.0 8.0 10.0

METRES 1:400 @ A3

C

0 2.0 4.0 6.0 8.0 10

METRES 1:500 @ A3

northern
beaches
council

NEW FOOTPATH
COLLINS STREET, NORTH NARRABEEN
CIVIL WORKS PLAN
SHEET 6
DRAWING NO. TCI-COLLINS ST, N NARRABEEN-FOOTPATH-1006-CONCEPT 2 |REVISION: 1



11

38

49

47

45

43

NEW 1.5m WIDE FOOTPATH
AT 0.5m OFFSET FROM BDY.
REFER TO DETAILS.

MATCH NEW SHARED PATH
LEVEL TO SUIT TELSTRA PIT.
ADJUST IF REQUIRED.

CONSTRUCT 1.5m WIDE FOOTPATH
0.5m OFF BDY TO MAINTAIN
CLEARANCE FROM TREE.

MATCH NEW FOOTPATH LEVEL
TO SUIT TELSTRA PIT.
ADJUST IF REQUIRED.

NEW 1.5m WIDE FOOTPATH
AT 0.5m OFFSET FROM
BDY. REFER TO DETAILS.

CONSTRUCT NEW
DRIVEWAY (RESIDENTIAL)
SLAB OF 1.5m X 2.5m.

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LEGEND



LANDSCAPE/TURF
BACKFILL WITH CLEAN FILL AND PLACE
MINIMUM 150mm LAYER OF IMPORTED
TOPSOIL MIX EQUAL TO ANL "ORGANIC
GARDEN MIX", TURF WITH CYNODON
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NEW CONCRETE FOOTPATH
1.5m WIDE 100mm MIN THICK 25MPa
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WITH SL72 MESH PLACED CENTRALLY
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NEW CONCRETE KERB AND GUTTER 150
HIGH (25MPa STRENGTH).
STEEL TROWEL FINISH.

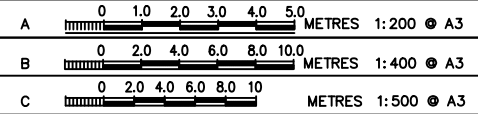
			LEVEL DATUM: AHD	PLOT DATE: 30/01/2023	FOLDER: W:\TRANSPORT NETWORK\Michael Kennedy\Narrabeen\Collins St, N Narrabeen\TCI - COLLINS ST NEW 1.5m FOOTPATH - CONCEPT 2 - 31.08.22.dwg
			CO-ORD SYSTEM: MGA**	PRELIMINARY	DESIGN APPROVED
			SURVEYED/DATED: GF-30/04	DRAWN BY: JAMES MCCALLUM	PROJ. MGR: (NAME)
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1	19/01/22	DETAILED DRAWINGS	JM	STRATEGIC TRANSPORT COORDINATOR	PRINCIPAL ENGINEER
No	DATE	AMENDMENTS	INITIALS		

DESIGNED BY: MICHAEL KENNEDY
DATED: 15/09/2022

APPROVED BY: T. LAU
PRINCIPAL ENGINEER

APPROVED FOR CONSTRUCTION
PROJ. MGR: (NAME)
DATE: (**/**/****)

APPROVED BY: T. LAU
PRINCIPAL ENGINEER



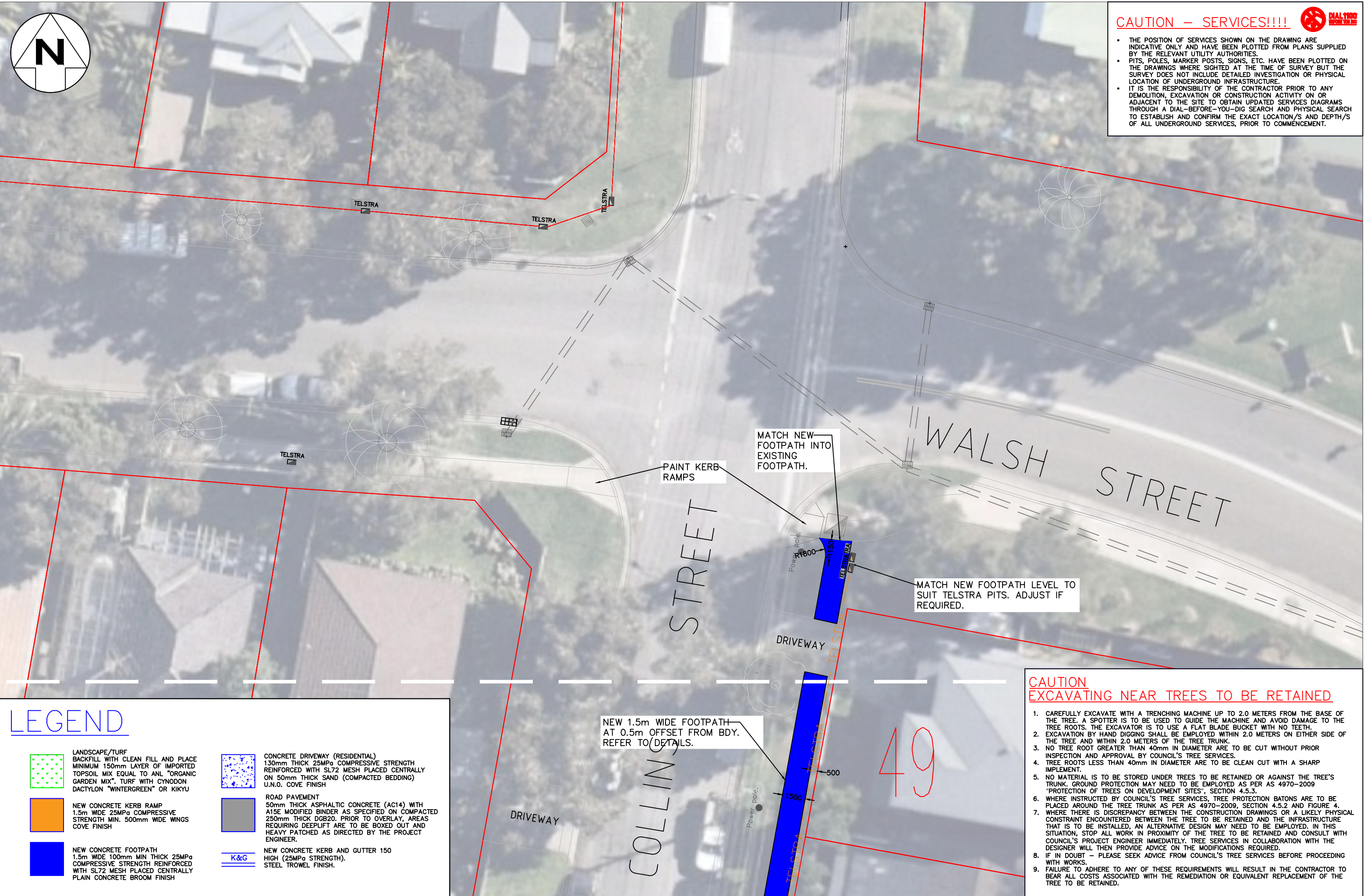
NEW FOOTPATH
COLLINS STREET, NORTH NARRABEEN
CIVIL WORKS PLAN
SHEET 7

DRAWING NO. TCI-COLLINS ST, N NARRABEEN-FOOTPATH-1007-CONCEPT 2 | REVISION: 1



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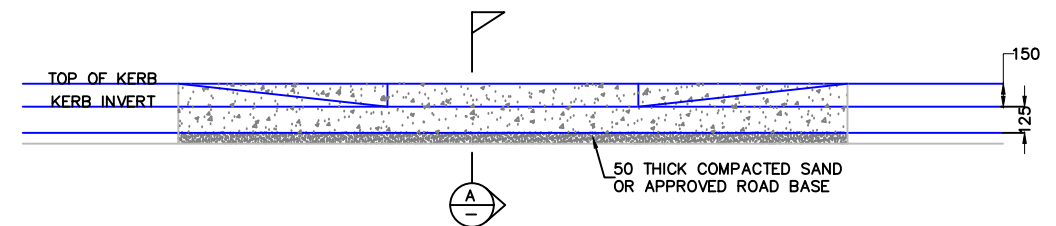
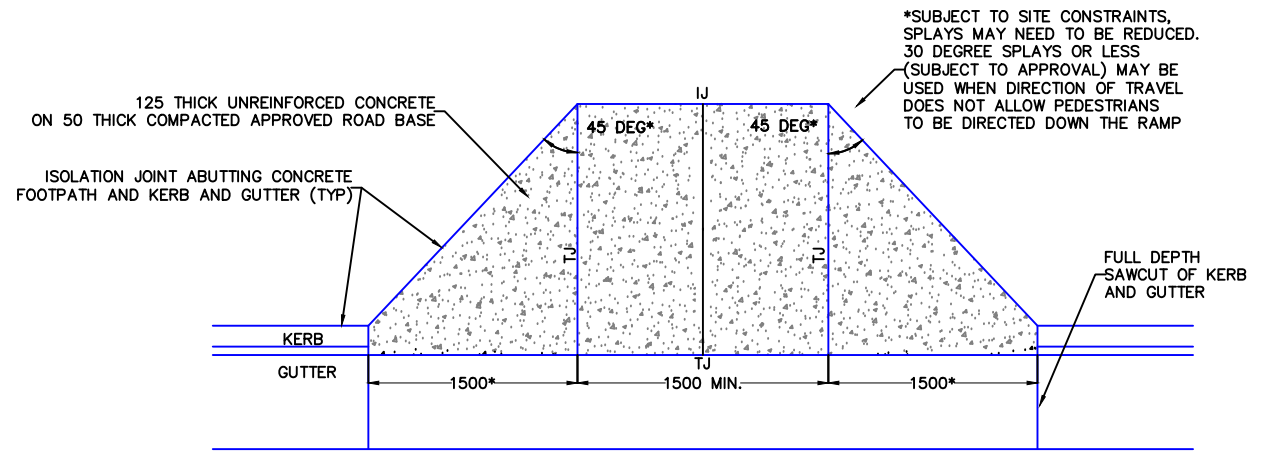
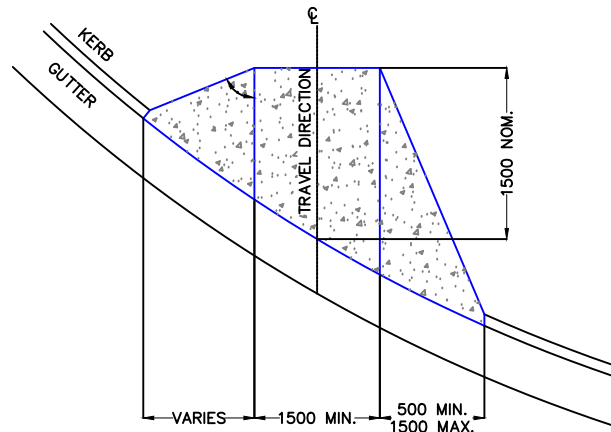
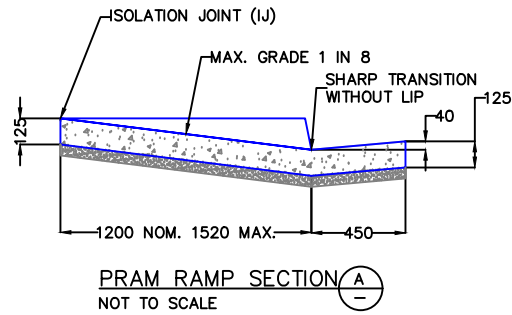
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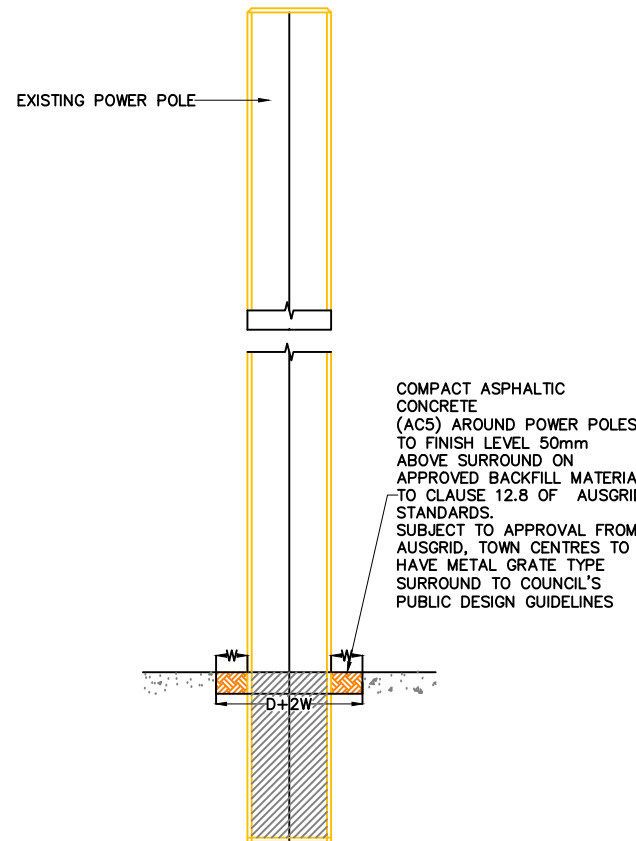
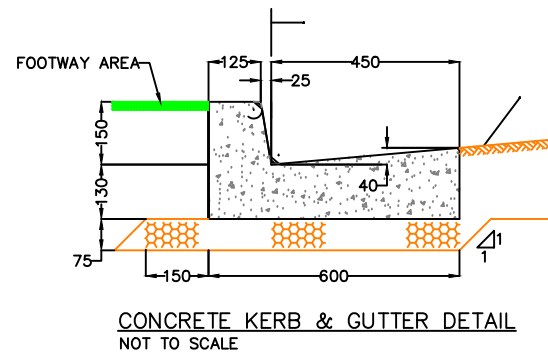
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STANDARD KERB AND GUTTER NOTES

1. KERB AND GUTTER, CONCRETE EDGING, DISH DRAINS AND THE LIKE SHALL BE POURED IN PLAIN CONCRETE AND FINISHED WITH A STEEL TROWEL.
2. THE MINIMUM COMPRESSIVE STRENGTH SHALL BE 25MPa AT 28 DAYS.
3. FOR ELEMENTS CONSTRUCTED USING SLIPFORM, REINFORCEMENT WILL NOT BE REQUIRED PROVIDED THAT THE CONCRETE COMPRESSIVE STRENGTH IS NOT LESS THAN 32MPa AT 28 DAYS.
4. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE RETAINED, THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB AND OR LAYBACK.
5. WHERE EXISTING KERB AND ASSOCIATED ELEMENT IS TO BE REPLACED SAW CUT IN THE ASPHALT MINIMUM 500mm FROM LIP OF GUTTER, COMPACT SUBGRADE AND INSTALL ASPHALT STRIP TO MAKE SMOOTH TRANSITION.
6. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS WITHIN THE ROAD RESERVE MUST BE UNDERTAKEN BY A COUNCIL APPROVED CONTRACTOR.



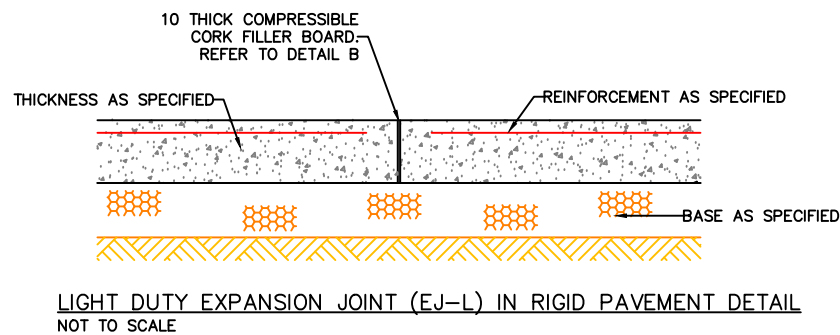
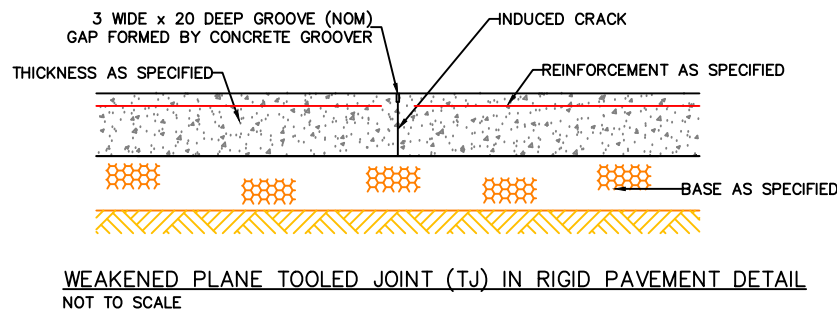
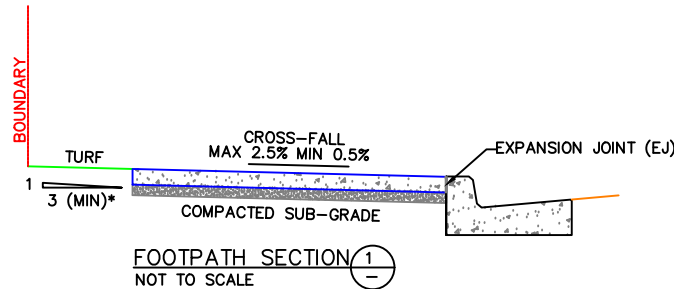
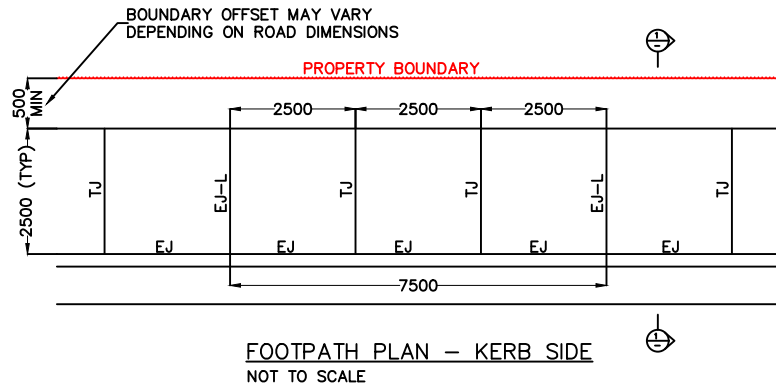
PEDESTRIAN (PRAM) RAMP NOTES

1. PEDESTRIAN RAMPS SHALL BE 125mm THICK, UNREINFORCED AND COVE SURFACE FINISHED ON 50mm THICK SAND BEDDING OR APPROVED ROAD BASE.
2. PEDESTRIAN RAMP AND SLOPING SIDES SHALL BE COLOURED "DARK TERRACOTTA" TINT OR EQUIVALENT U.N.O.
3. ALL EXPOSED EDGES SHALL BE NEATLY ROUNDED WITH AN EDGING TOOL FORMING A 5mm CHAMFER.
4. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 25MPa AT 28 DAYS AND MAXIMUM SLUMP OF 80mm.
5. THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB, UNLESS DIRECTED BY COUNCIL OR THE SUPERINTENDENT TO REMOVE THE INTEGRAL KERB AND GUTTER.
6. THE GUTTER SHALL BE STEEL FLOAT FINISHED. ALSO REFER TO JOINT DETAILS.
7. SUBGRADE SHALL BE THOROUGHLY COMPACTED BY USE OF A VIBRATORY COMPACTION EQUIPMENT UNTIL IT SHOWS NO SIGNS OF MOVEMENT OR AS DIRECTED BY COUNCIL.
8. THE LOCATION OF THE PEDESTRIAN RAMP IS TO BE DETERMINED AFTER CONSIDERATION OF THE GENERAL MOVEMENT OF PEDESTRIANS, THE LOCATION OF MARKED PEDESTRIAN CROSSINGS AND THE POSITION OF ANY EXISTING OBSTACLES SUCH AS TRAFFIC SIGNALS, STORMWATER AND SERVICE PITS, ETC. THE LOCATION OF PEDESTRIAN RAMPS MUST ENSURE THAT USERS ARE NOT PUT AT RISK FROM TRAFFIC OF ANY KIND, BEARING IN MIND THAT A DISABLED PERSON'S CROSSING TIME MAY BE INCREASED THAN THAT OF A PERSON WITH FULL MOBILITY. HOWEVER PEDESTRIAN PRAM RAMPS SHOULD BE ALIGNED WITH THE DIRECTION OF PEDESTRIAN TRAVEL, WHERE-EVER PRACTICABLE.
9. WHERE THE EXISTING FOOTPATH ALIGNMENT IS AT THE REAR OF THE KERB, THE APRON AND WING SHALL BE EXTENDED 1200mm FOR 150mm HIGH KERB AND 1500mm FOR 200mm HIGH KERB, WHERE PRACTICABLE OR AS DIRECTED BY COUNCIL.
10. TACTILE INDICATORS SHALL BE INSTALLED AT SIGNALISED INTERSECTIONS, TOWN CENTRES AND HIGH PEDESTRIAN USE AREAS ONLY OR WHERE INSTRUCTED BY COUNCIL AND IS TO BE INSTALLED IN ACCORDANCE WITH AS1428.4.
11. WHERE PRACTICABLE, PROVIDE UPPER LANDING WIDTH OF 1500mm.
12. REFER TO AUSTRALIAN STANDARD AS1428.1-2009 "DESIGN FOR ACCESS AND MOBILITY" FOR FURTHER DETAILS.
13. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

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			WORK-AS-EXECUTED	DATED: 19/01/2022	DATE: (**/**/****)
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1	19/01/22	DETAILED DRAWINGS	JM	STRATEGIC TRANSPORT COORDINATOR	PRINCIPAL ENGINEER
No	DATE	AMENDMENTS	INITIALS		



NEW FOOTPATH
COLLINS STREET, NORTH NARRABEEN
STANDARD DETAILS
SHEET 1
DRAWING NO. TCI-COLLINS ST, N NARRABEEN-FOOTPATH-2001-CONCEPT 2 | REVISION: 1

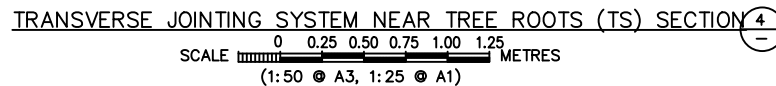
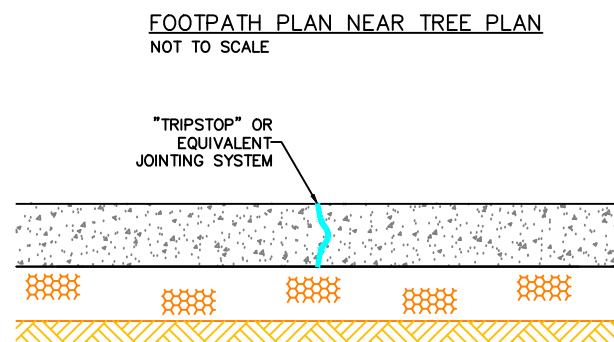
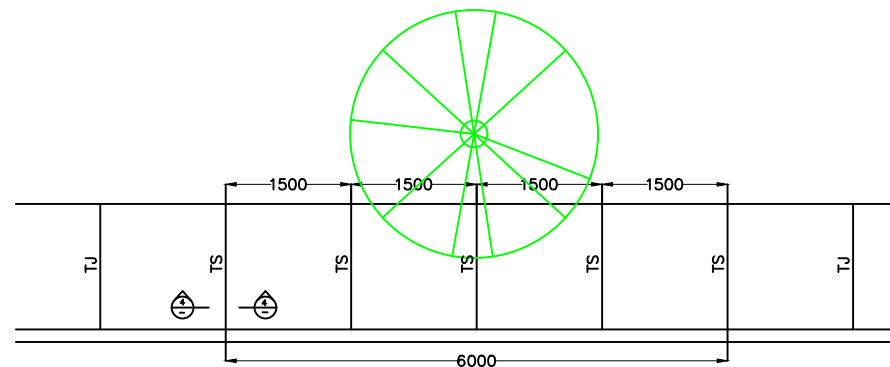
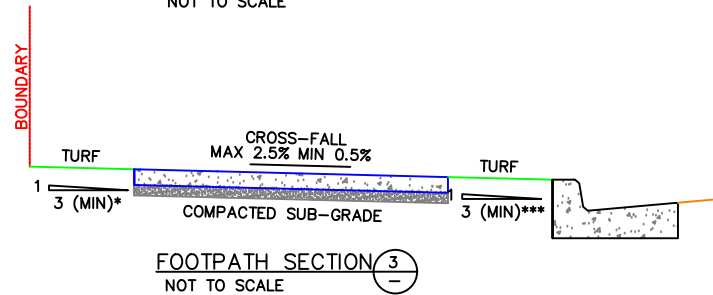
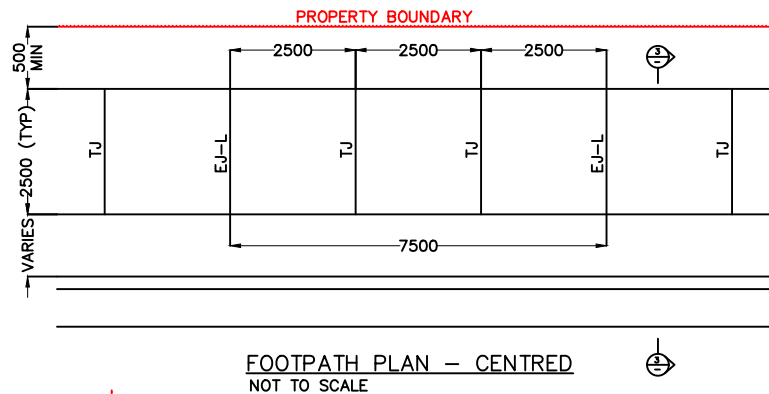


STANDARD JOINT NOTES

- KEYED JOINTS AND DOWELS ARE TO BE PLACED AND STAKED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
- CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNLESS NOTED OTHERWISE (U.N.O.).
- CONCRETE SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm.
- REINFORCEMENT MESH OR BAR MAY BE BENT TO ACCOMMODATE DOWELS.
- DOWELLING OF LAYBACK TO DRIVEWAY ONLY REQUIRED WHERE POOR SUB-BASE IS ENCOUNTERED.
- ALL DOWELS ARE TO BE GRADE 300 STEEL TO AS3679.1.
- ALL DOWELS AND DEFORMED BARS ARE TO BE CENTRALLY PLACED.
- ALL DIMENSIONS SHOWN ARE IN MILLIMETRES U.N.O.

WEAKENED PLANE JOINT NOTES

- SAWN JOINTS – PERFORMED WHEN CONCRETE HAS SET. SAWN JOINTS ARE TO BE USED ONLY ON RELATIVELY HEAVY DUTY OR THICK SLABS WHERE A DEEPER PENETRATION CUT IS REQUIRED. SAWCUT DEPTH IS APPROXIMATELY D/4. SAWN JOINTS ARE NOT TO BE USED FOR FOOTPATH CONSTRUCTION.
- TOOLED JOINTS – PERFORMED WHEN CONCRETE IS STILL IN A "PLASTIC" STATE. TO BE USED ON LIGHT DUTY OR THIN SLABS SUCH AS FOOTPATH SLABS WHERE A SMALL GROOVE PENETRATION IS SUFFICIENT.



FOOTPATH SCHEDULE

FOOTPATH WIDTH (mm)	SLAB THICKNESS (mm)	DISTANCE BETWEEN TOOLED JOINTS (mm)	DISTANCE BETWEEN EXPANSION JOINTS (mm)	REINFORCEMENT (SHRINKAGE CONTROL ONLY)
2500	100	2500	7500	SL72

STANDARD CONCRETE FOOTPATH NOTES

- FOOTPATHS TO HAVE A MAX. 2.5% CROSSFALL TOWARDS THE KERB (APPROXIMATELY 37.5mm FALL OVER A 1.5m WIDE FOOTPATH), BROOM FINISHED U.N.O.
- CONCRETE EDGES SHALL BE FINISHED WITH AN EDGING TOOL.
- CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNLESS OTHERWISE SPECIFIED.
- CONCRETE SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm.
- MINIMUM CONCRETE COVER (TO REINFORCEMENT) TO BE 30mm UNLESS NOTED OTHERWISE.
- CONCRETE FOOTPATHS SHALL BE LAID ON A MINIMUM 75mm THICK ROAD BASE DGB20 (COMPACTED TO MINIMUM 98% MAXIMUM DRY DENSITY) OR 50mm THICK SAND (WELL COMPACTED TO DENSITY INDEX OF NOT LESS THAN 65%).
- COUNCIL REQUIRES 24 HOURS NOTICE PRIOR TO POURING OF CONCRETE TO INSPECT THE FORMWORK. NO CONCRETE SHALL BE POURED UNTIL THE EXCAVATION AND FORMWORK HAVE BEEN INSPECTED.
- EXCAVATE TO MINIMUM UNIFORM CONCRETE SLAB THICKNESS AND BEDDING COURSE AS SPECIFIED. REFER TO DETAILS.
- PLAIN CONCRETE IS TO BE USED EXCEPT FOR PEDESTRIAN RAMPS (PRAM RAMPS) WHICH WILL BE COLOURED "DARK TERRACOTTA" OXIDE TINT OR EQUIVALENT.
- WHERE THE SLAB IS TO BE POURED ONTO EXISTING ROCK OR ONTO A CONCRETE SUBGRADE, PROVIDE A COAT OF RIGID BOND BREAKER BETWEEN THE INTERFACE TO ENSURE THAT THE CONCRETE WILL SET EVENLY THROUGHOUT THE WHOLE SECTION OF THE SLAB (EVEN SHRINKAGE CONTROL).
- PLACE REINFORCEMENT FABRIC CENTRALLY USING SEATS AS PROPS AND ENSURING THAT THERE WILL BE AT LEAST 30mm MINIMUM COVER (FOR FOOTWAY SLABS) BETWEEN THE REINFORCEMENT AND EXTERNAL SURFACE OF THE SLAB.
- CONCRETE IS TO BE FULLY CURED TO ENSURE THAT IT DOES NOT RESULT IN SHRINKAGE CRACKS. HIGHER STRENGTH CONCRETES TEND TO SET QUICKER AND REQUIRES PROPER CURING BY KEEPING IT CONTINUOUSLY WET FOR A MINIMUM OF 7 DAYS IMMEDIATELY AFTER THE POUR OR BY COVERING WITH CLEAR PLASTIC SHEETS.
- ALL CONCRETE WORKS SHALL BE IN ACCORDANCE WITH AS 3600.
- COMPRESSIBLE FILLER BOARD USED AS CONSTRUCTION JOINTS SHALL BE BITUMEN IMPREGNATED FIBREBOARD.
- SAWN JOINTS WHERE REQUIRED ARE TO BE CUT AFTER THE CONCRETE HAS SUFFICIENTLY HARDENED THAT IT WILL NOT BE DAMAGED BY THE SAWING BUT BEFORE SHRINKAGE CRACKS CAN OCCUR.
- PROVIDE "SMART URBAN" OR "LOCK SOCKETS" AS SPECIFIED FOR ALL SIGN POSTS U.N.O.
- ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALING.

TRANSVERSE DISPLACEMENT JOINT NOTES

- WHERE THERE IS LIKELY TO BE TRANSVERSE OR VERTICAL MOVEMENT OF JOINTS IN THE RIGID PAVEMENT (FOR EXAMPLE, NEAR A TREE, WHERE ENVASIVE ROOTS ARE LIKELY TO DISPLACE THE PAVEMENT), A JOINTING SYSTEM WHICH ALLOWS VERTICAL DISPLACEMENT OF THE SLAB WITHOUT SEPARATION OF THE JOINTS AND CAUSING A TRIP HAZARD, IS TO BE USED.
- COUNCIL'S TREE OFFICER/ARBORIST IS TO BE CONSULTED AS TO DETERMINE ADEQUATE TOPSOIL COVER OVER EXISTING TREE ROOTS REQUIRED PRIOR TO INSTALLATION.
- "TRIPSTOP" JOINTING SYSTEM OR EQUIVALENT SHALL BE USED IN NEW OR REPLACEMENT FOOTPATHS WHERE THE SLAB IS TO BE INSTALLED NEAR OR ADJACENT TO A TREE.
- "TRIPSTOP" OR EQUIVALENT SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES.
- THE "TRIPSTOP" 'S' PROFILE OR EQUIVALENT SHALL BE INSTALLED TO MATCH THE FOLLOWING SLAB THICKNESSES:
 - TS75S – 75mm THICK CONCRETE SLAB
 - TS125S – 130mm THICK CONCRETE SLAB
 - TS150S – 150mm THICK CONCRETE SLAB
- "TRIPSTOP" JOINTING STRIPS OR EQUIVALENT MUST BE INSTALLED FOR THE FULL DEPTH AND WIDTH OF THE SLAB.
- THESE STRIPS MUST HAVE UP TO 5mm OF CLEARANCE AT EACH END OF THE "TRIPSTOP" TO ALLOW FOR AN EDGING TOOL TO BE PASSED WITHOUT INTERRUPTION.
- THE "TRIPSTOP" EDGING OR EQUIVALENT MUST BE INSTALLED WITHIN A 5mm TOLERANCE OF VERTICAL.
- WHEN INSTALLED IN STRAIGHT SECTIONS OF PAVEMENT, INSTALL TO +/- 30mm PER METER OF WIDTH FROM A RIGHT ANGLE TO THE LENGTH OF PAVEMENT.
- WHEN INSTALLED IN CURVED PAVEMENTS, INSTALL RADially TO THE CURVE AT +/- 30mm PER METER FROM THE RADIAL LINE.
- "TRIPSTOP" STRIPS OR EQUIVALENT SHALL BE POSITIONED DIRECTLY IN LINE WITH THE MOST AGGRESSIVE TREE ROOT. ONE STRIP SHALL BE PLACED IN LINE WITH THE CENTRE OF THE TREE TRUNK. CONTINUE WITH INSTALLATION OF MORE SECTIONS OUTWARDS UNTIL AT THE END OF THE DRIP LINE.

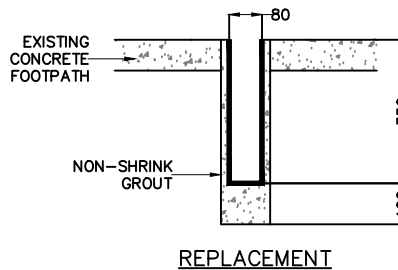
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		WORK-AS-EXECUTED	DATED: 19/01/2022	DATE: (**/**/****)
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1	19/01/22	DETAILED DRAWINGS	DATE: (**/**/****)	APPROVED BY: T. LAU
No	DATE	AMENDMENTS	INITIALS	STRATEGIC TRANSPORT COORDINATOR
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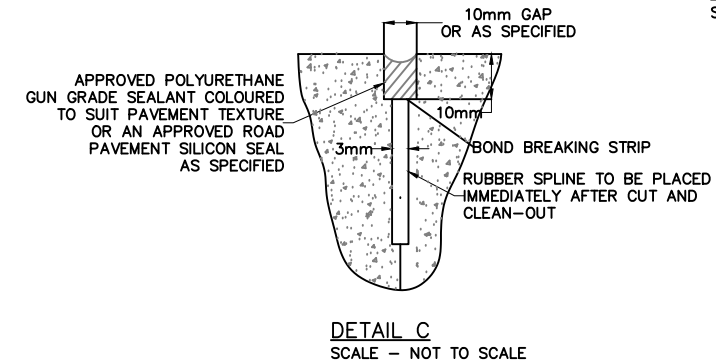
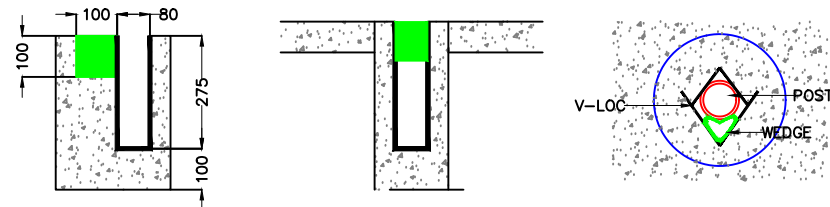
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NEW FOOTPATH
COLLINS STREET, NORTH NARRABEEN
STANDARD DETAILS
SHEET 2

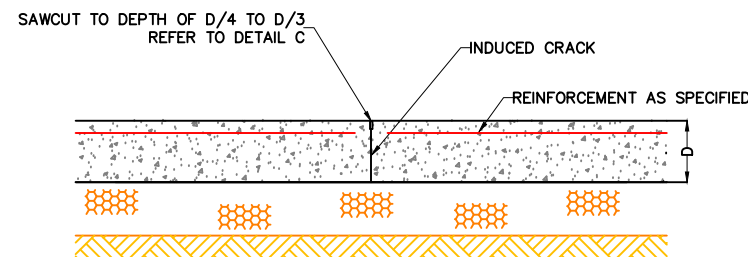
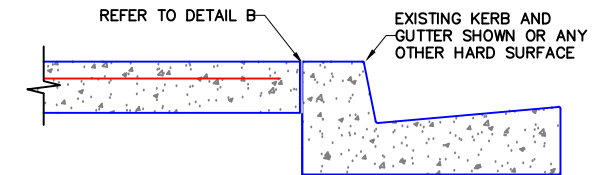
DRAWING NO. TCI-COLLINS ST, N NARRABEEN-FOOTPATH-2002-CONCEPT 2 | REVISION: 1



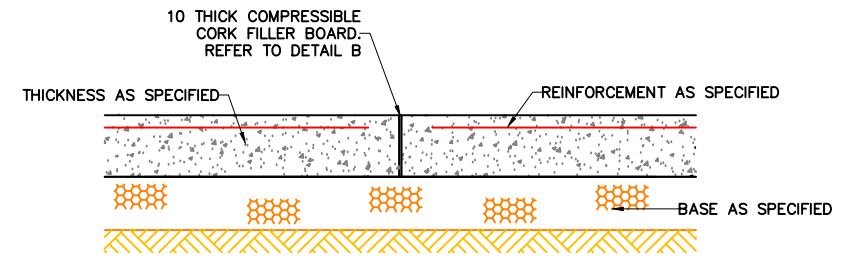
TYPICAL DETAILS – SIGN POST FIXTURE USING "V-LOC" SOCKET
NOT TO SCALE
NOTE: "V-LOC" SOCKETS WERE ONCE USED TO FIX SIGN POLES IN THE FOOTWAY AND ON TRAFFIC ISLANDS BUT HAVE NOW BEEN REPLACED WITH "SMARTURBAN" AND "LOCKSOCKET"



ISOLATION JOINT (IJ) DETAIL
NOT TO SCALE



SAWN JOINT (SJ) IN RIGID PAVEMENT DETAIL
NOT TO SCALE
IMPORTANT NOTE: SAWCUT IS TO BE MADE AT MAXIMUM OF
36 HOURS AFTER SLAB HAS BEEN POURED



LIGHT DUTY EXPANSION JOINT (EJ-L) IN RIGID PAVEMENT DETAIL
NOT TO SCALE

WEAKENED PLANE JOINT NOTES

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6. ALL DOWELS ARE TO BE GRADE 300 STEEL TO AS3679.1.
7. ALL DOWELS AND DEFORMED BARS ARE TO BE CENTRALLY PLACED.
8. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES U.N.O.

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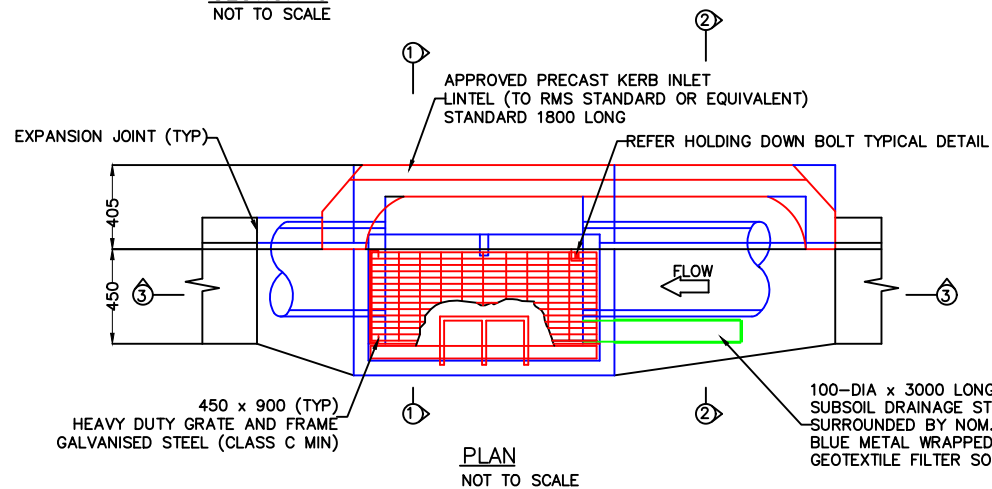
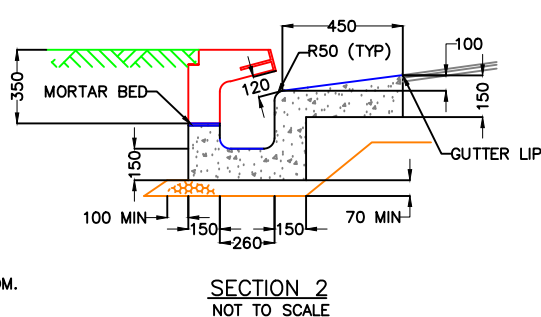
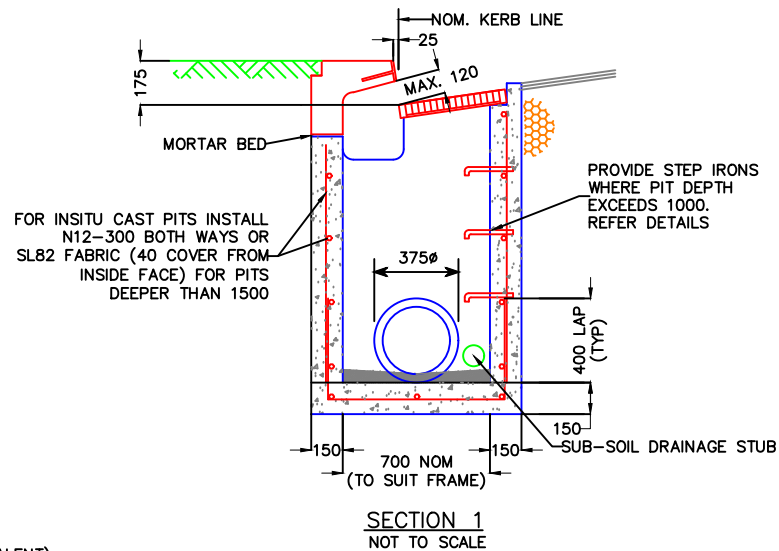
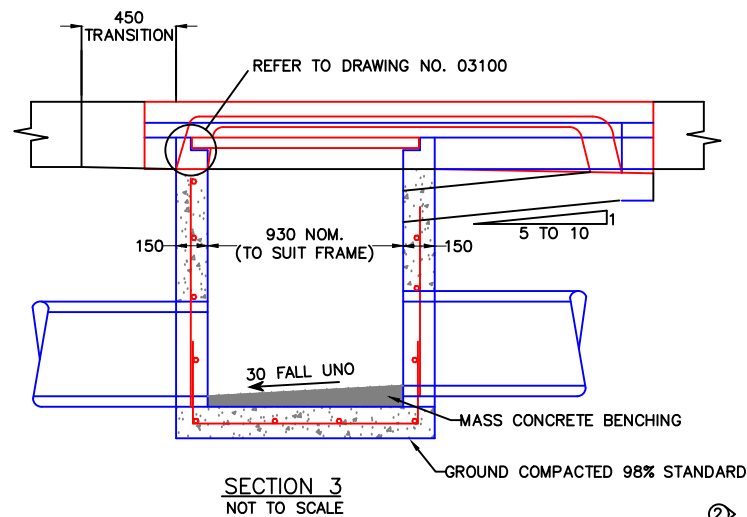
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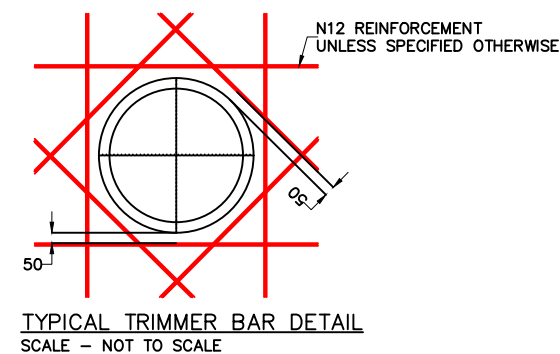
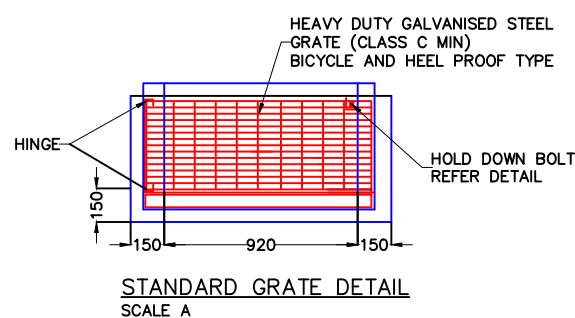
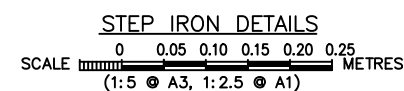
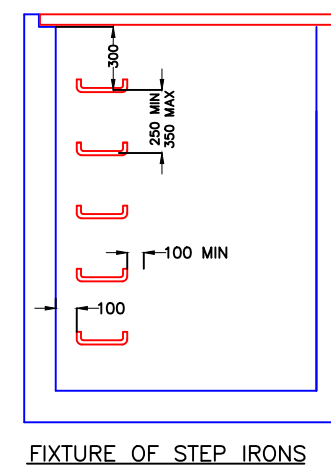
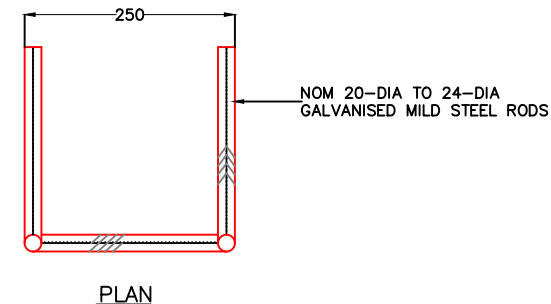
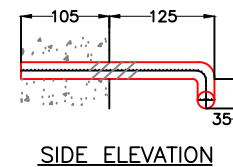
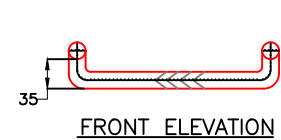
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NEW FOOTPATH
COLLINS STREET, NORTH NARRABEEN
STANDARD DETAILS
SHEET 3

DRAWING NO. TCI-COLLINS ST. N NARRABEEN-FOOTPATH-2003-CONCEPT 2 | REVISION: 1

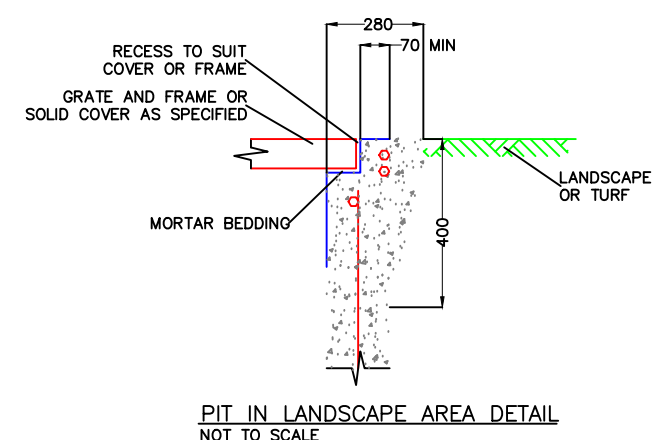
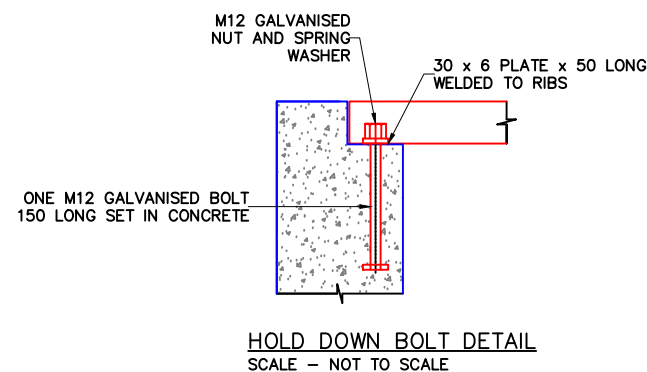
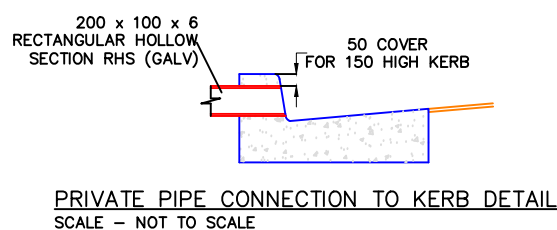


KERB INLET PIT FOR PIPE SIZES FOR 375-DIA (PITS 1 & 3)



STORMWATER DRAINAGE GENERAL NOTES

1. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
2. REFER TO STORMWATER PIT TYPE SCHEDULE FOR SPECIFIC TYPES OF STORMWATER PITS USED.
3. ALL STORMWATER PITS ARE TO BE CONSTRUCTED IN INSITU CONCRETE. PRECAST CONCRETE OR PROPRIETARY PITS MAY BE USED SUBJECT TO COUNCIL APPROVAL AND STRICT QUALITY ASSURANCE/CONTROL.
4. CONCRETE MINIMUM STRENGTH GRADE IS 25MPa AT 28 DAYS AS PER AS3800 UNLESS NOTED OTHERWISE.
5. PRECAST STEEL LINTELS SHALL BE GRADE N32.
6. THE LINTEL OPENING SHALL NOT EXCEED 120mm UNLESS SPECIFIED OTHERWISE.
7. COVER TO STEEL REINFORCEMENT SHALL BE MINIMUM 50mm TO INSIDE FACE OF WALLS AND BASE UNLESS SPECIFIED OTHERWISE.
8. PITS DEEPER THAN 1000mm SHALL BE FITTED WITH GALVANISED STEEL STEP IRONS. PROPRIETARY STEPS MAY BE USED SUBJECT TO COUNCIL APPROVAL AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.
9. STEP IRONS ARE TO BE LOCATED DIRECTLY BELOW THE OPENING OR THE COVER AND DESIRABLY ON A WALL WITHOUT PIPE OPENINGS.
10. GALVANISED STEEL STEP IRONS SHALL BE STRUCTURAL GRADE 250 AS PER AS3768.
11. STEP IRONS SHALL HAVE ROUNDED EDGES.
12. ALL BOLTS, NUTS AND WASHERS SHALL BE GALVANISED.
13. STEEL GRATES AND FRAMES ARE TO BE FABRICATED FROM MILD STEEL AND HOT DIP GALVANISED TO AS1650.
14. ALL GRATES ARE TO BE MINIMUM CLASS C (MEDIUM DUTY) UNLESS NOTED OTHERWISE AND ARE TO BE BICYCLE SAFE AS PER AS3996.
15. WHERE GRATES ARE TO BE INSTALLED IN HIGH PEDESTRIAN ACTIVITY AREAS, THEY ARE TO BE HEEL PROOF.
16. CUT PIPE FACES FLUSH WITH PIT WALLS AND FILL ALL GAPS AND CRACKS WITH EPOXY RESIN MORTAR OR POLYESTER RESIN MORTAR TO COUNCIL'S SATISFACTION.
17. SUBGRADE COMPACTION UNDER PITS SHALL BE TO 98% STANDARD.
18. ALL PIPE CONNECTIONS WITH DIAMETERS GREATER THAN 150mm WILL REQUIRE A JUNCTION PIT TO BE CONSTRUCTED.



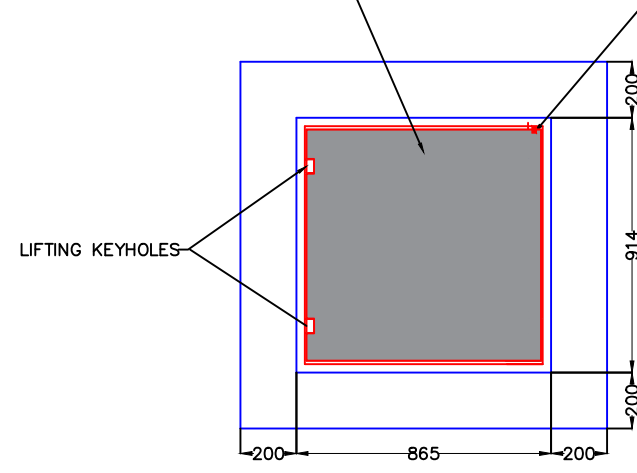
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CO-ORD SYSTEM: MGA**		DESIGN APPROVED	APPROVED FOR CONSTRUCTION
SURVEYED/DATED: GF-30/04		PROJ. MGR: (NAME)	DATE: (**/**/****)
WORK-AS-EXECUTED		DESIGNED BY: MICHAEL KENNEDY	DATE: 15/09/2022
BY: (NAME)		DATED: 19/01/2022	APPROVED BY: T. LAU
INITIATED BY: M. CARTER		PRINCIPAL ENGINEER	APPROVED BY: T. LAU
STRATEGIC TRANSPORT COORDINATOR		PRINCIPAL ENGINEER	APPROVED BY: T. LAU



NEW FOOTPATH
COLLINS STREET, NORTH NARRABEEN
STANDARD DETAILS
SHEET 4

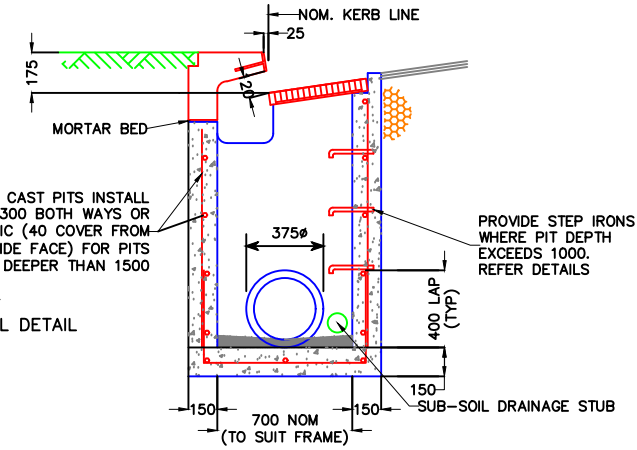
DRAWING NO. TCI-COLLINS ST, N NARRABEEN-FOOTPATH-2004-CONCEPT 2 | REVISION: 1

GATIC SQUARE COVER CLASS B
(PRODUCT CODE: GM301S77B) OR
EQUIVALENT

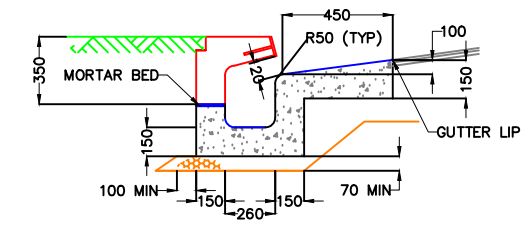


STANDARD COVER DETAIL
NOT TO SCALE

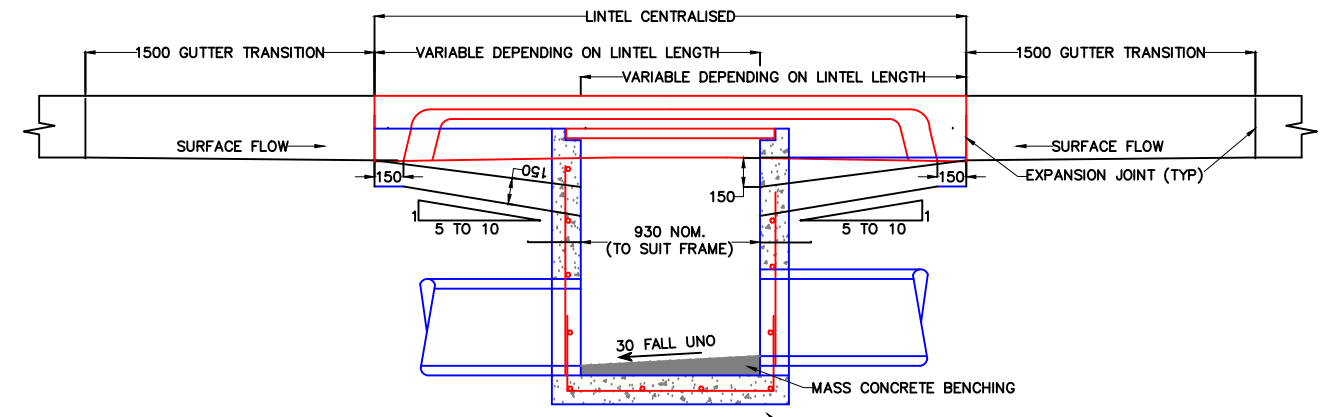
FOR INSITU CAST PITS INSTALL
N12-300 BOTH WAYS OR
SL82 FABRIC (40 COVER FROM
INSIDE FACE) FOR PITS
DEEPER THAN 1500



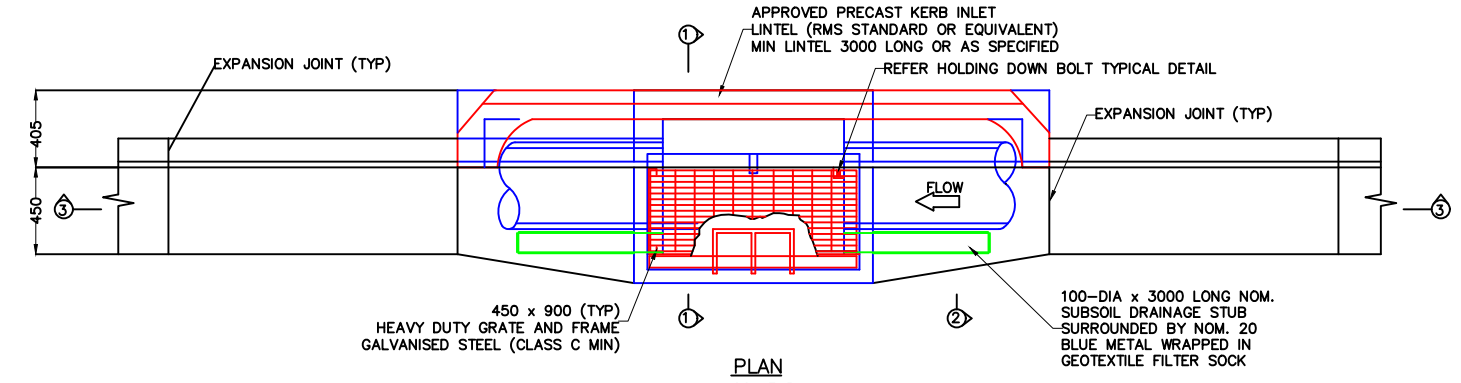
SECTION 1
SCALE B



SECTION 2
SCALE B



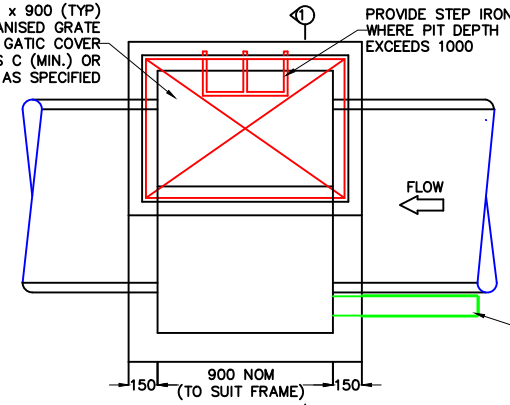
SECTION 3
SCALE B



PLAN
SCALE B

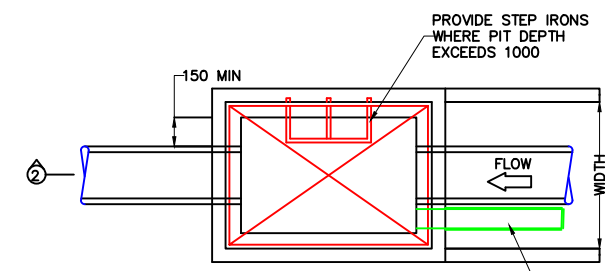
KERB INLET PIT IN SAG FOR PIPE SIZES FOR 375-DIA (TYPE 3)

600 x 900 (TYP)
HOT DIP GALVANISED GRATE
AND FRAME OR SOLID GATIC COVER
CLASS C (MIN.) OR
AS SPECIFIED



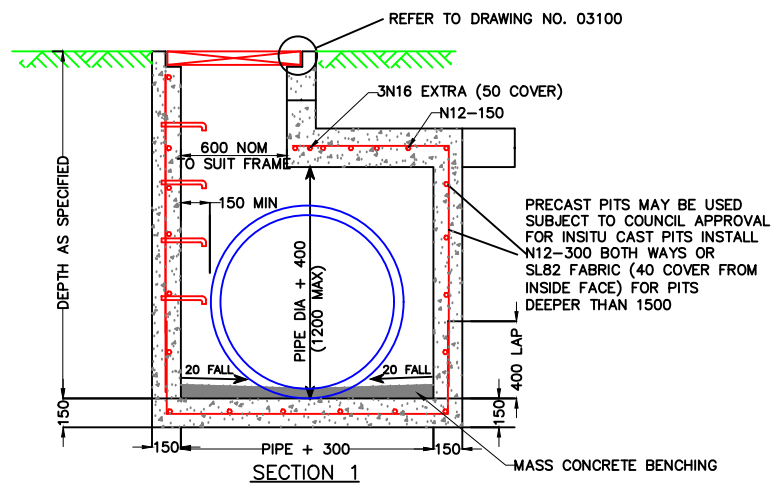
PLAN
SCALE B

REFER TO DRAWING NO. 03100



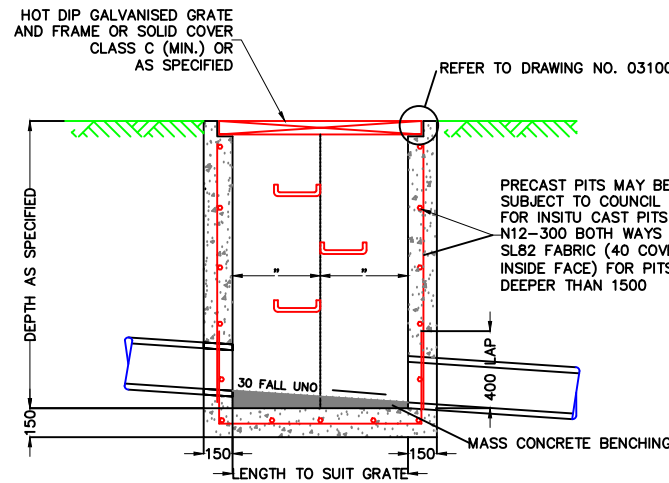
PLAN
SCALE B

100-DIA x 3000 LONG NOM.
SUBSOIL DRAINAGE STUB
SURROUNDED BY NOM. 20
BLUE METAL WRAPPED IN
GEOTEXTILE FILTER SOCK



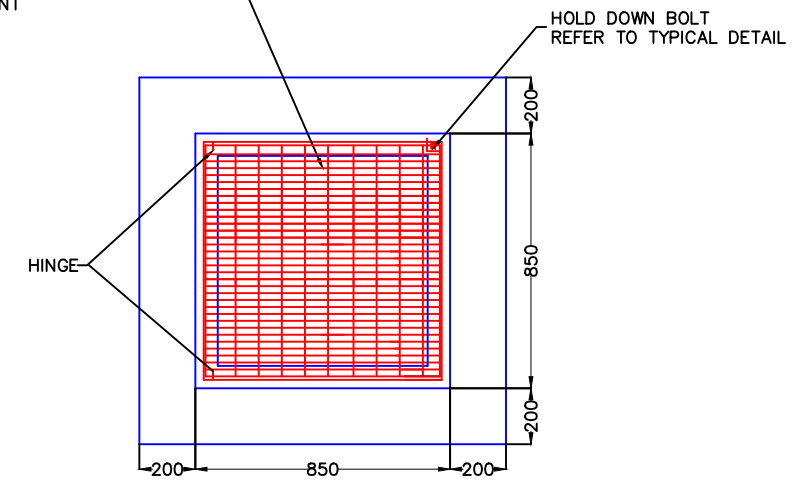
SECTION 1
SCALE B

GRATED INLET OR JUNCTION PIT FOR PIPE SIZES FOR 375-DIA (TYPE 4)



SECTION 2
SCALE B

WELDLOK HINGED PIT GRATE CLASS C
(PRODUCT CODE: HPG0750X0750C-C)
OR EQUIVALENT



STANDARD GRATE DETAIL
NOT TO SCALE