NEW FOOTPATH - AUBREEN STREET, COLLAROY PLATEAU



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3002	civil work
3003	civil work
4000	STANDARD
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CAUTION SERVI ____

- 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.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS THROUGH A DIAL-BEFORE-YOU-DIG SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION/S AND DEPTH/S OF ALL UNDERGROUND SERVICES, PRIOR TO COMMENCEMENT.





JOINS SHEET 2

ENSURE THERE IS A MINIMUM 0.2m OFFSET FROM NEW PATH TO POWER POLE AND TREE. IF NOT ACHIEVABLE BRING 1.5m WIDE PATH CLOSER TO PB SIDE UNTIL 0.2m OFFSET IS REACHED

RESUME TYPICAL 1.5m WIDE PATH AFTER DRIVEWAY WITH 0.5m OFFSET FROM PB

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INSTALL TRIPSTOP JOINTS AROUND EXISTING TREE AS PER STANDARD DETAILS.

AFTER DRIVEWAY CONSTRUCT NEW 1m WIDE PATH WITH APPROXIMATELY 0.5m OFFSET FROM PB AVOID PP AND TREE PINCH POINT.

ENSURE NEW PATH IS MINIMUM 0.2m OFFSET FROM POWER POLE (PP). IF NOT ACHIEVABLE THEN BRING 1.5m WIDE PATH IN TOWARDS PROPERTY BOUNDARY (PB) UNTIL 0.2m OFFSET IS REACHED

START NEW 1.5m WIDE PATH AT THE END OF EXISTING FOOTPATH. MATCH INTO EXISITING LEVELS WITH APPROXIMATE 0.5m OFFSET FROM PARK FENCE

n2\DRAWINGS Current\william day\Projec	ts 2022\AUBREEN ST-GREVILLEA ST TO EDGECLIFFE BL	VD-291122 [\]	\TCI-AUBREE	N ST-COLLARC	DY PLATE	AU -GREVILLEA ST	TO EDGECLIFF	E BLVD-NEW	FOOTPATH
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CAUTION - SERVICES!!!!

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AUTION XCAVATING NEAR TREES TO BE RETAINED

- 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.
- 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. NO TREE ROOT GREATER THAN 40mm IN DIAMETER ARE TO
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- WHERE INSTRUCTED BY COUNCIL'S TREE SERVICES, TREE PROTECTION BATONS ARE TO BE PLACED AROUND THE TREE TRUNK AS PER AS 4970-2009, SECTION 4.5.2 AND FIGURE 4. WHERE THERE IS DISCREPANCY BETWEEN THE CONSTRUCTION DRAWINGS OR A LIKELY PHYSICAL CONSTRAINT ENCOUNTERED BETWEEN THE TREE TO BE RETAINED AND THE INFRASTRUCTURE THAT IS TO BE INSTALLED, AN ALTERNATIVE DESIGN MAY NEED TO BE EMPLOYED. IN THIS SITUATION, STOP ALL WORK IN PROXIMITY OF THE TREE TO BE RETAINED AND CONSULT WITH
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- FAILURE TO ADHERE TO ANY OF THESE REQUIREMENTS WILL RESULT IN THE CONTRACTOR TO BEAR ALL COSTS ASSOCIATED WITH THE REMEDIATION OR EQUIVALENT REPLACEMENT OF THE TREE TO BE RETAINED.



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MATCH NEW PATH LEVELS INTO EXISTING DRIVEWAY PROFILES

PLAN SCALE

MATCH NEW PATH LEVELS INTO EXISTING DRIVEWAY PROFILES

MATCH NEW PATH LEVELS INTO EXISTING DRIVEWAY PROFILES

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JOINS SHEET 3



	NEW CONCRETE PRAM RAMP 25MPa COMPRESSIVE STRENGTH. COVER FINISH WITH DARK TERRACOTTA OXIDE
	NEW CONCRETE FOOTPATH 75mm MIN THICK 25MPa COMPRESSIVE STRENGTH REINFORCED WITH SL72 MESH PLACED 30mm BELOW TOP OF CONCRETE SLAB. PLAIN CONCRETE BROOM FINISH
	PROPERTY BOUNDARIES
* * * * *	TURF WITH BUFFALO OR EQUIVALENT. BACKFILL WITH CLEAN FILL AND PLACE MINIMUM 150mm THICK LAYER IMPORTED TOPSOIL OR SOIL CONDITIONER EQUIVALENT TO ANL "ORGANIC GARDEN MIX"
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JOINS SHEET 4







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FOOTPATH SCHEDULE DISTANCE BETWEEN TOOLED JOINTS REINFORCEMENT (SHRINKAGE SLAB DISTANCE BETWEEN EXPANSION JOINTS THICKNESS (mm) CONTROL ONLY) (mm) (mm)75 1500 4500 NIL

1. TYPICAL FOOTPATH WIDTH

STANDARD CONCRETE FOOTPATH NOTES

1. FOOTPATHS TO HAVE A MAX. 2.5% CROSSFALL TOWARDS THE KERB (APPROXIMATELY 37.5mm FALL OVER A 1.5m WIDE FOOTPATH), AND BROOM

CONCRETE EDGES SHALL BE FINISHED WITH AN EDGING TOOL. 3. CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNLESS OTHERWISE SPECIFIED.

4. CONCRETE SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm. 5. MINIMUM CONCRETE COVER (TO REINFORCEMENT) TO BE 30mm UNLESS NOTED

6. 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%) 7. COUNCIL REQUIRES 24 HOURS NOTICE PRIOR TO POURING OF CONCRÉTE TO

INSPECT THE FORMWORK. NO CONCRETE SHALL BE POURED UNTIL THE EXCAVATION AND FORMWORK HAVE BEEN INSPECTED. 8. EXCAVATE TO MINIMUM UNIFORM CONCRETE SLAB THICKNESS AND BEDDING COURSE

AS SPECIFIED. REFER TO DETAILS. 9. PLAIN CONCRETE IS TO BE USED EXCEPT FOR PEDESTRIAN RAMPS (PRAM RAMPS)

WHICH WILL BE COLOURED "DARK TERRACOTTA" OXIDE TINT OR EQUIVALENT. 10. 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)

11. 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. 12. 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

13. ALL CONCRETE WORKS SHALL BE IN ACCORDANCE WITH AS 3600. 14. COMPRESSIBLE FILLER BOARD USED AS CONSTRUCTION JOINTS SHALL BE BITUMEN IMPREGNATED FIBREBOARD. 15. 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.

16. PROVIDE "SMART URBAN" OR "LOCK SOCKETS" AS SPECIFIED FOR ALL SIGN POSTS

17. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALING.

TRANSVERSE DISPLACEMENT JOINT NOTES

1. 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.

2. COUNCIL'S TREE OFFICER/ARBORIST IS TO BE CONSULTED AS TO DETERMINE ADEQUATE TOPSOIL COVER OVER EXISTING TREE ROOTS REQUIRED PRIOR TO

3. "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.

4. "TRIPSTOP" OR EQUIVALENT SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES. 5. THE "TRIPSTOP" 'S' PROFILE OR EQUIVALENT SHALL BE INSTALLED TO MATCH THE

FOLLOWING SLAB THICKNESSES:

(a) TS75S – 75mm THICK CONCRETE SLAB

(b) TS125S - 130mm THICK CONCRETE SLAB

(c) TS150S – 150mm THICK CONCRETE SLAB

6. "TRIPSTOP" JOINTING STRIPS OR EQUIVALENT MUST BE INSTALLED FOR THE FULL DEPTH AND WIDTH OF THE SLAB.

7. 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. 8. THE "TRIPSTOP" EDGING OR EQUIVALENT MUST BE INSTALLED WITHIN A 5mm TOLERANCE OF VERTICAL.

9. WHEN INSTALLED IN STRAIGHT SECTIONS OF PAVEMENT, INSTALL TO +/- 30mm PER METER OF WIDTH FROM A RIGHT ANGLE TO THE LENGTH OF PAVEMENT. 10. WHEN INSTALLED IN CURVED PAVEMENTS, INSTALL RADIALLY TO THE CURVE AT +/-30mm PER METER FROM THE RADIAL LINE.

11. "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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