



- 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 NOT DOES 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.

# DRAWING INDEX

DRAWING NO. DESCRIPTION COVER SHEET DESIGN PLAN 1 1001 1002 DESIGN PLAN 2 DESIGN PLAN 3 1003 2001 DETAILS SHEET 1 2002 DETAILS SHEET 2

# EGEND





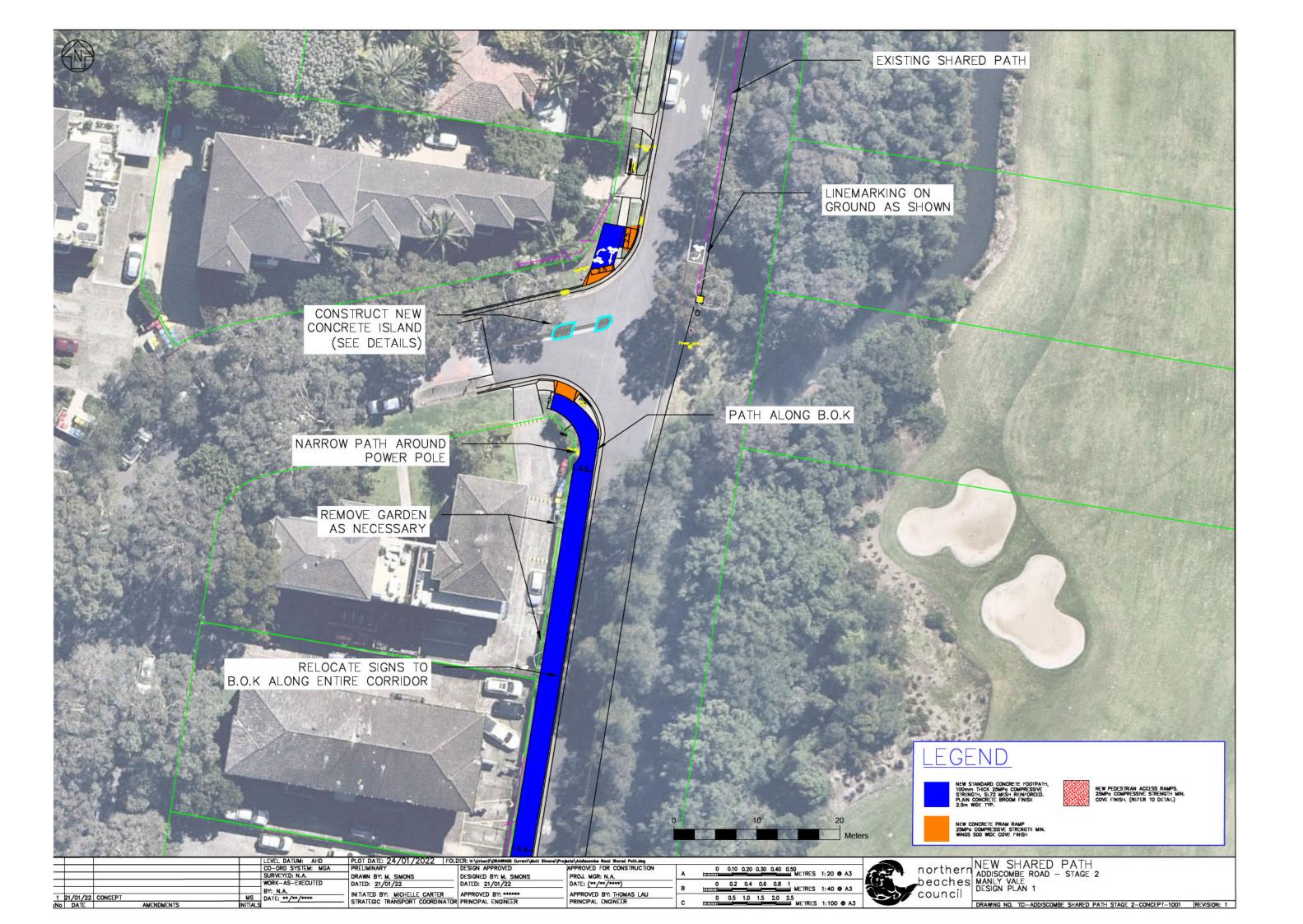


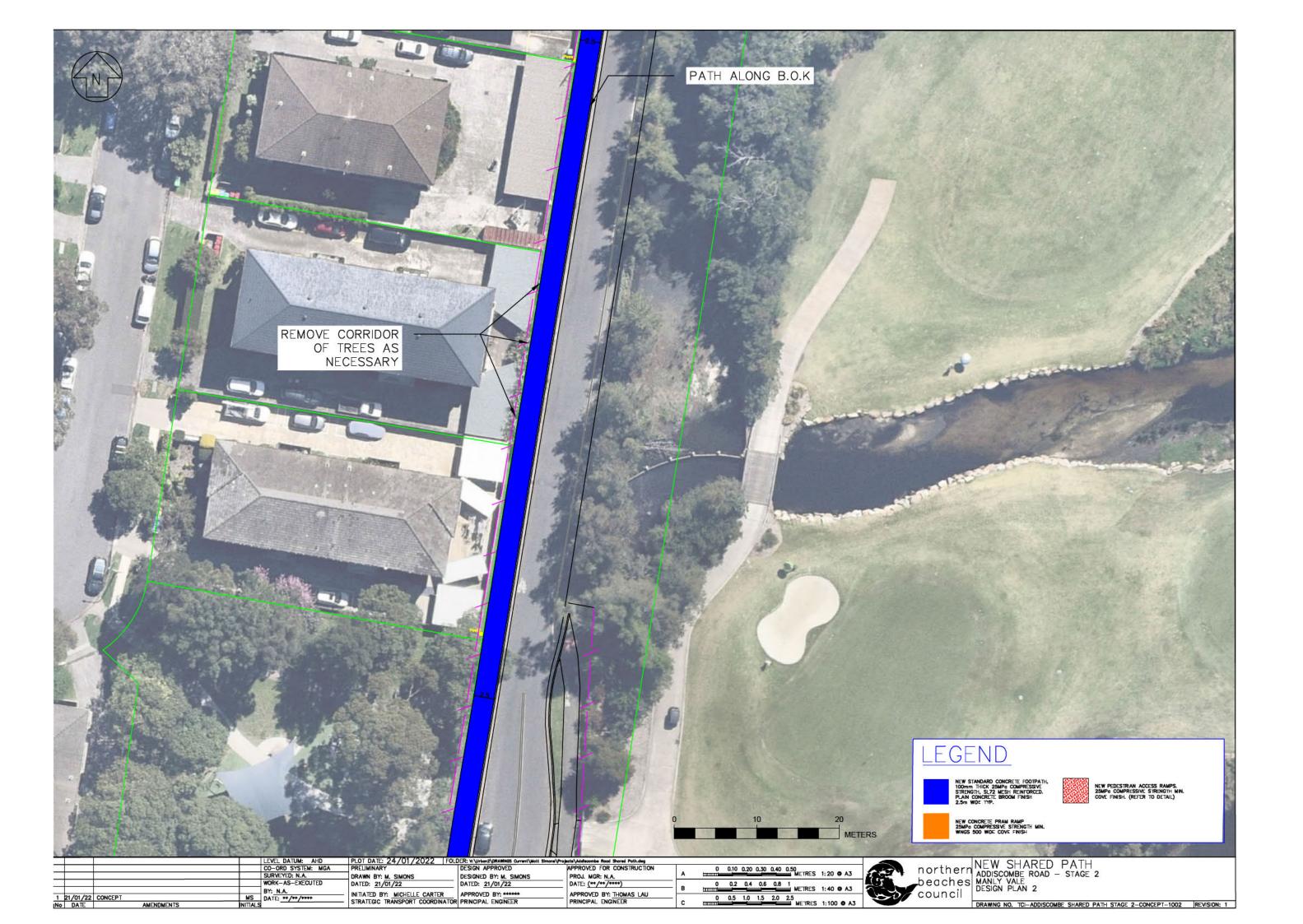
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- 3				CO-ORD SYSTEM: MGA	PRELIMINARY	DESIGN APPROVED	APPROVED FOR CONSTRUCTION	122	0 0.10 0.20 0.30 0.40 0.50 METRES 1:20 @ A3
				SURVEYED: N.A.	DRAWN BY: M. SIMONS	DESIGNED BY: M. SIMONS	PROJ. MGR: N.A.	Α	METRES 1: 20 9 A3
				WORK-AS-EXECUTED	DATED: 21/01/22	DATED: 21/01/22	DATE: (**/**/****)	120	0 0.2 0.4 0.6 0.8 1
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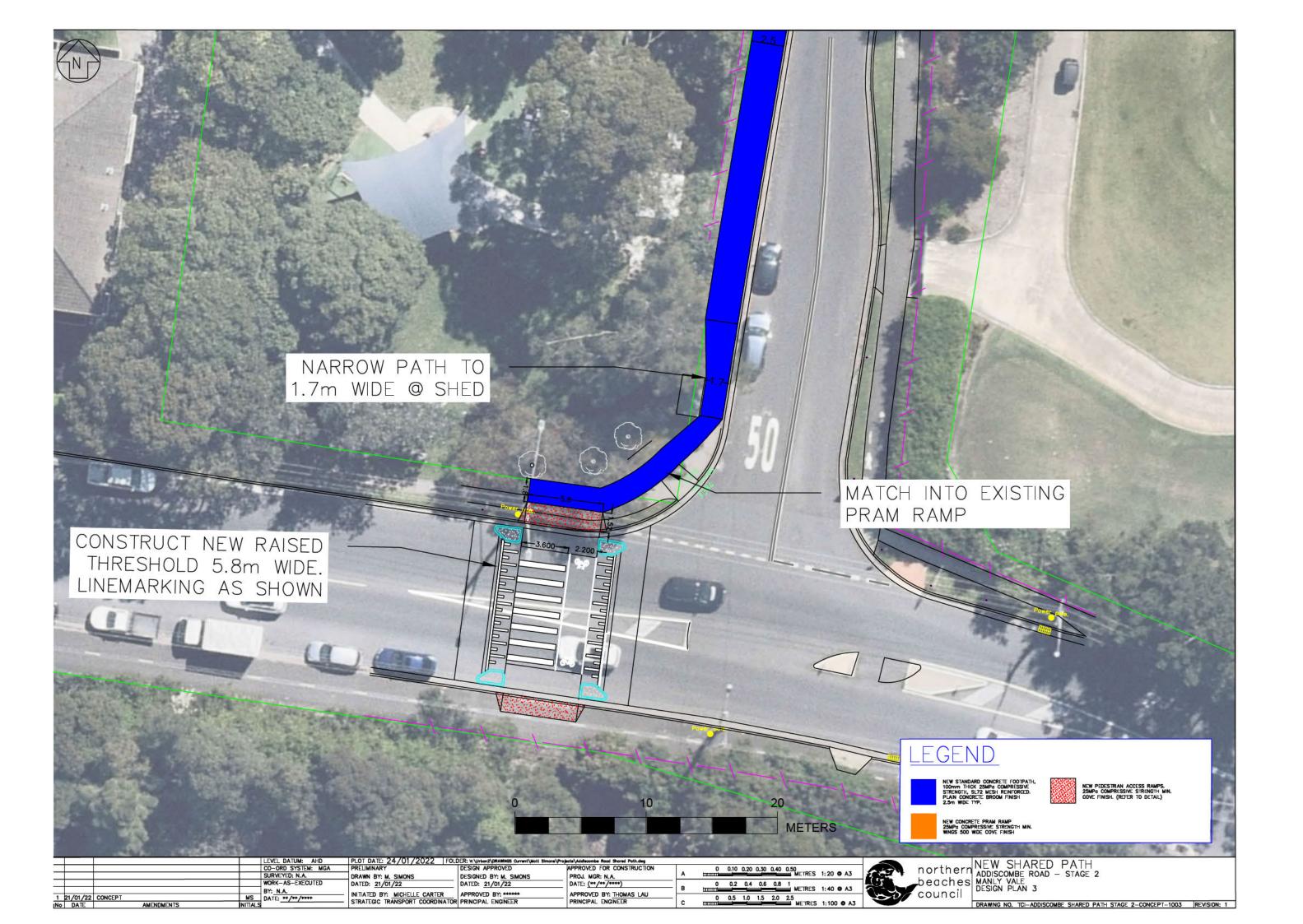


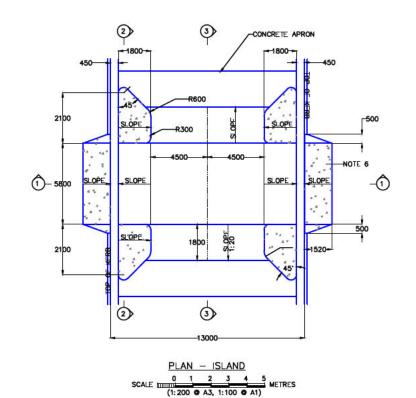
northern NEW SHARED PATH ADDISCOMBE ROAD - STAGE 2 MANLY VALE COVER SHEET

DRAWING NO. TCI-ADDISCOMBE SHARED PATH STAGE 2-CONCEPT-0001 REVISION: 1



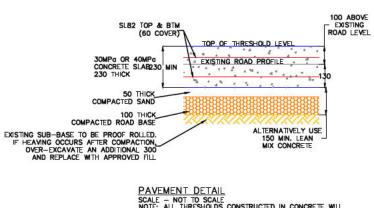






(...)\* DENOTES DIMENSIONS FOR A 11000 WIDE CARRIAGEWAY

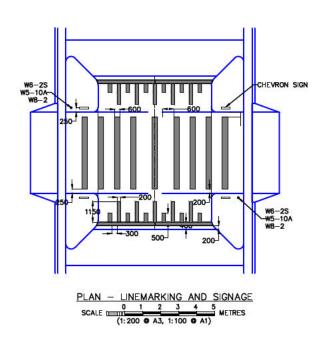
\*\* THE RMS MINIMUM WIDTH IS 3600. HOWEVER THE WIDTH MAY BE INCREASED TO 5500
FOR THE PLATFORM AND PEDESTRIAN RAMP WHERE NECESSARY BUT WILL BE SUBJECT
TO SITE CONSTRAINTS. REFER TO RMS TECHNICAL DIRECTION FOR FURTHER GUIDANCE.

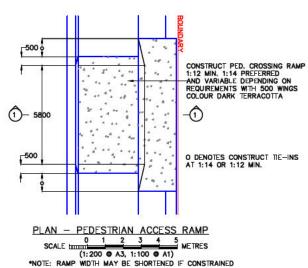


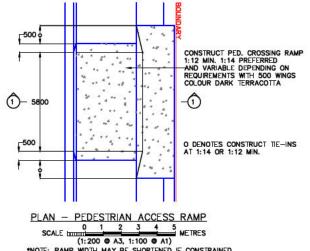
IMPORTANT NOTE
THESE STANDARDS WERE PRODUCED FOR THE SOLE USE OF THE
NORTHERN BEACHES COUNCIL
UNLESS THE STANDARD DETAILS ARE INDICATED ON
CONSTRUCTION DRAWINGS WHICH HAVE BEEN APPROVED BY
NORTHERN BEACHES COUNCIL, THEY ARE NOT TO BE USED FOR
ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF
NORTHERN BEACHES COUNCIL'S ASSET MANAGER

SCALE - NOT TO SCALE
NOTE: ALL THRESHOLDS CONSTRUCTED IN CONCRETE WILL
REQUIRE SPECIAL JOINT AND REINFORCEMENT DETAILS

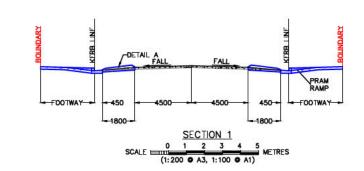
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PLEASE PRINT ALL COPIES IN COLOUR

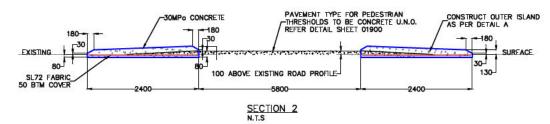


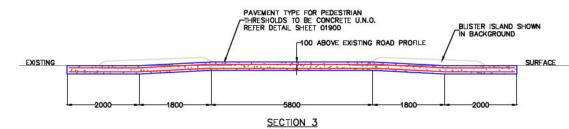




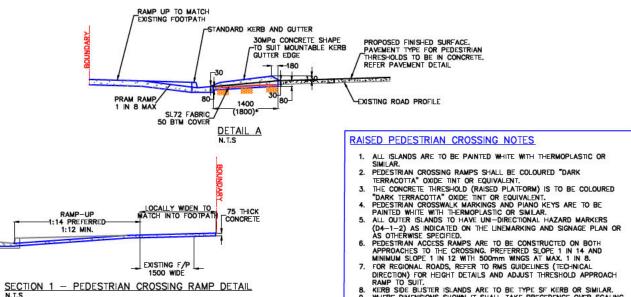
10m TO 11m WIDE ROAD CARRIAGEWAY







N.T.S NOTE: REFER TO SHEET 01900 FOR STANDARD CONCRETE THRESHOLD DETAILS WHICH INCLUDES REINFORCEMENT, JOINTING, DIMENSIONS AND BEDDING



# 8. KERB SIDE BLISTER ISLANDS ARE TO BE TYPE SF KERB OR SIMILAR. 9. WHERE DIMENSIONS SHOWN IT SHALL TAKE PRECEDENCE OVER SCALING. PEDESTRIAN CROSSING SPECIAL DETAILS NOTES

- HIGH LYING AND LOW LYING FOOTPATHS WILL REQUIRE SPECIAL TREATMENT AND SPECIAL DESIGN CONSIDERATION. MAINTAIN MINIMUM RAMP SLOPE OF 1 IN 12 (MINIMUM). MAXIMUM SLOPE 1 IN 8.
   EVERY CROSSING SHALL HAVE AT LEAST 10m TO 15m OF FORMALISED FOOTPATH ON EITHER SIDE OF THE CROSSING.
   ALL QUIER ISLANDS TO HAVE CHEVRONS AS INDICATED ON THE LINEMARKING AND SIGNAGE PLAN.

  \*\*CHEVROLULY TO THE CROSSING STANDARD TO THE CROSSING STANDARD TO THE CROSSING.
- 4. "KEEP LEFT" SIGNS ARE TO BE PLACED ON BOTH APPROACHES IN THE CENTRE ISLAND.
  5. PEDESTRIAN CROSSING RAMPS ARE TO BE CONSTRUCTED ON BOTH APPROACHES TO THE CROSSING.
  PREFERRED SLOPE I IN 14 AND MINIMUM SLOPE I IN 12 WITH SOOD AT MAX. 1 IN 8.
  7. RAISED PEDESTRIAN PLATFORMS AND PEDESTRIAN RAMPS ARE TO BE COLOURED "DARK
- TERRACOTTA" OXIDE TINT OR EQUIVALENT.

  8. ALL CONCRETE THRESHOLDS (EXCEPT BLISTER ISLANDS), ARE TO BE COLOURED "DARK TERRACOTTA" OXIDE TINT OR EQUIVALENT.

  9. WHERE DIMENSIONS ARE SHOWN THESE SHALL TAKE PRECEDENCE OVER SCALING.

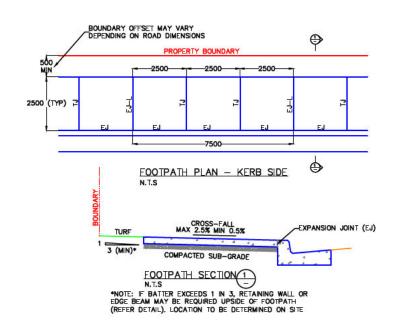
RAISED PEDESTRIAN CROSSING DETAILS

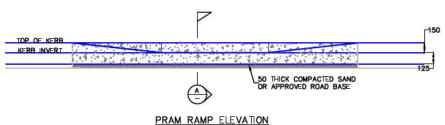
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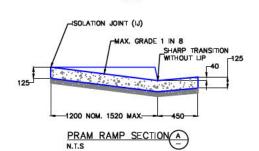


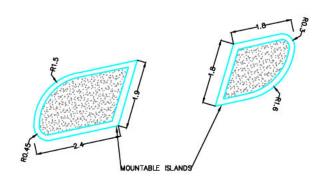
northern NEW SHARED PATH ADDISCOMBE ROAD - STAGE 2 MANLY VALE DETAILS SHEET 1

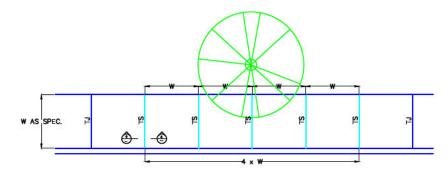
DRAWING NO. TCI-ADDISCOMBE SHARED PATH STAGE 2-CONCEPT-2001 REVISION: 1



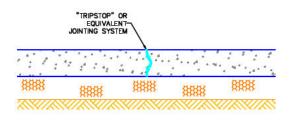






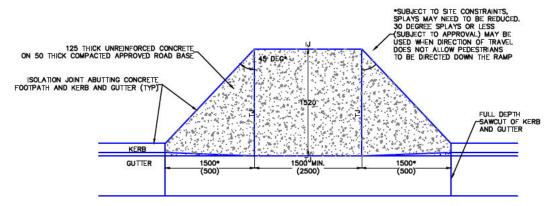


FOOTPATH PLAN NEAR TREE PLAN



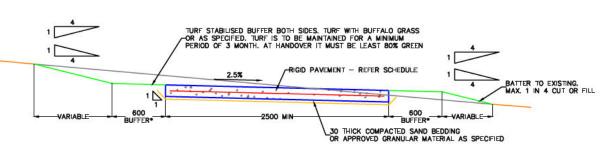
TRANSVERSE JOINTING SYSTEM NEAR TREE ROOTS (TS) SECTION 4

SCALE 0 0.25 0.50 0.75 1.00 1.25 METRES



PRAM RAMP PLAN

N.T.S \*MOTE: ANGLED SPLAYS (<45 DEG) AND WINGS MAY NEED TO BE REDUCED DUE TO SITE CONSTRAINTS BUT SHOULD NOT BE LESS THAN 500 WHERE PRACTICAL



SHARED PEDESTRIAN AND BICYCLE PATH IN RIGID PAVEMENT (CONCRETE) DETAIL N.T.S \* WHERE SUFFICIENT WIDTH ALLOWS

### FOOTPATH SCHEDULE

FOOTPATH WIDTH (mm)	SLAB THICKNESS (mm)	DISTANCE BETWEEN TOOLED JOINTS (mm)	DISTANCE BETWEEN EXPANSION JOINTS (mm)	REINFORCEMENT (SHRINKAGE CONTROL ONLY)
1800 2000	75 100	1800 2000	5400 6000	NIL NIL
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), AND BROOM FINISHED U.N.O.
- FINISHED U.N.O.

  2. CONCRETE EDGES SHALL BE FINISHED WITH AN EDGING TOOL.

  3. CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNILESS OTHERWISE SPECIFIED.

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

- 5. MINIMUM CONCRETE COVER (TO REINFORCEMENT) TO BE 30mm UNLESS NOTED OTHERWISE.

  OTHERWISE.
  CONCRETE FOOTPATHS SHALL BE LAID ON A MINIMUM 75mm THICK ROAD BASE DOB20 (COMPACTED TO MINIMUM 95% 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 CONCRETE TO INSPECT THE FORMWORK. NO CONCRETE SHALL BE POURD 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 POURCE 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 SHIPM HOLE.
- 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 SHEETS.

- DAYS IMMEDIATELY AFTER THE POUR OR BY COVERING WITH CLEAR PLASTIC SHEETS.

  13. ALL CONCRETE WORKS SHALL BE IN ACCORDANCE WITH AS 3600.

  14. COMPRESSIBLE FILLER BOARD USED AS CONSTRUCTION JOINTS SHALL BE BITUMEN IMPREONATED 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. PROMDE "SMART URBAN" OR "LOCK SOCKETS" AS SPECIFIED FOR ALL SIGN POSTS U.N.O.

  17. 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.
- 2. COUNCIL'S TREE OFFICER/ARBORIST IS TO BE CONSULTED AS TO DETERMINE ADEQUATE TOPSOIL COVER OVER EXISTING TREE ROOTS REQUIRED PRIOR TO INSTALLATION.
- INSTALLATION.

  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 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" 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.

- 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 CUYED 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.

