LANDSCAPE DOCUMENTATION W23.71 IN-TOWN FOOTPATHS

WALCHA PATHSWAY PROJECT

Walcha NSW 2354

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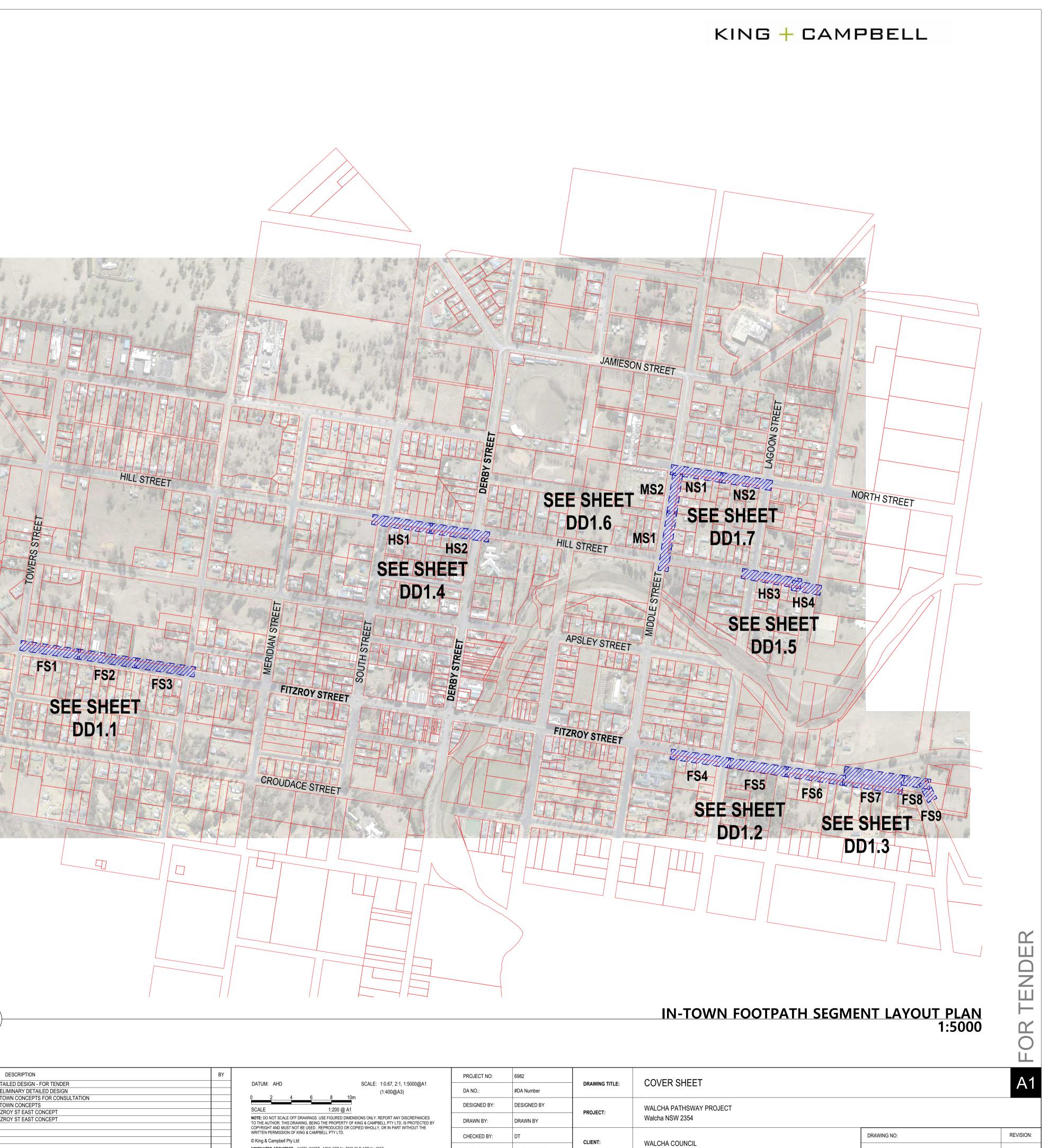
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LANDSCAPE - TECHNICAL SPECIFICATION

<u>1. GENERAL REQUIREMENTS</u>

SCOPE AND EXTENT OF WORK THE EXTENT OF THE LANDSCAPE WORKS IS INDICATED ON THE DRAWINGS. IT INCLUDES CARRYING OUT ALL ANCILLARY WORK NECESSARY FOR PROPER COMPLETION OF THE WORKS.

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150mm

WHERE WORKS ARE ADJACENT TO EXISTING WORKS, MAKE THE PROPER JUNCTIONS BETWEEN NEW AND EXISTING WORKS AND MAKE GOOD ANY DAMAGE CAUSED TO ADJOINING EXISTING AND RETAINED WORKS.

SURVEY - PRESERVATION OF SURVEY INFRASTRUCTURE

THE UNAUTHORISED REMOVAL, DISTURBANCE OR DESTRUCTION OF PERMANENT STATE SURVEY MARKS AND CADASTRAL REFERENCE MARKS IS COSTLY TO THE COMMUNITY.

SECTION 24(1) OF THE SURVEYING AND SPATIAL INFORMATION ACT 2020 STATES THAT A PERSON MUST NOT REMOVE, DAMAGE, DESTROY, DISPLACE, OBLITERATE OR DEFACE ANY SURVEY MARK UNLESS AUTHROISED TO DO SO BY THE SURVEYOR GENERAL.

THERE ARE SIGNIFICANT PENALTIES IF SURVEY MARKS ARE REMOVED WITHOUT APPROVAL. IN ADDITION TO A MAXIMUM PENALTY OF 25 PENALTY UNITS (CURRENTLY \$110 PER UNIT), A PERSON FOUND GUILTY BY A COURT MAY BE ORDERED TO PAY COMPENSATION UP TO \$10,000 TOWARDS THE COST OF REINSTATEMENT AND UP TO \$10,000 TOWARDS LOSS OR DAMAGE SUFFERED.

THE SURVEYOR GENERAL HAS GUIDELINES TO FOLLOW IF A SURVEY MARK HAS TO BE REMOVED AND REPLACED. SEE SURVEYOR GENERAL'S DIRECTION NO. 11 PRESERVATION OF SURVEY INFRASTRUCTURE ON THE SPATIAL SERVICES WEBSITE: WWW.SPATIAL.NSW.GOV.AU/SURVEYING/SURVEYOR_GENERALS_DIRECTIONS.

PERMANENT SURVEY MARKS AND CADASTRAL REFERENCE MARKS KNOWN TO EXIST WITHIN THE PROJECT FOOTPRINT ARE SHOWN ON THE DRAWINGS. REFER TO STANDARD DETAIL (SD01) FOR INSTRUCTIONS TO ENSURE SURVEY MARKS ARE PRESERVED. ALL EXCAVATION WITHIN 2M OF SURVEY MARKS IS TO BE UNDERTAKEN BY HAND TO ENSURE MARKS ARE NOT IMPACTED BY THE WORKS.

IF YOU REQUIRE FURTHER ASSISTANCE, PLEASE CONTACT THE PROJECT SURVEYOR.

SETOUT AND LEVELS

SETOUT AND POINT INFORMATION TO BE PROVIDED IN ELECTRONIC FORMAT UPON REQUEST TO THE CONSTRUCTION SURVEYOR AT THE TIME OF CONSTRUCTION. ALL SETOUT TO BE UNDERTAKEN FROM THE ELECTRONIC FILE.

ALL LEVELS ARE IN METRES TO AHD71. ALL COORDINATES ARE IN METRES TO MGA 2020 ZONE 56.

EXISTING SERVICES

UNDERGROUND SERVICES HAVE BEEN LOCATED BY SURFACE INVESTIGATION ONLY & MAY NOT BE EXHAUSTIVE OR CURRENT AT TIME OF CONSTRUCTION.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN CURRENT INFORMATION WITH REGARD TO ALL UNDERGROUND SERVICES & TO LOCATE THEM PRIOR TO COMMENCEMENT OF CONSTRUCTION.

WHERE LOCATION IS CRITICAL TO THE DESIGN IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND LEVEL THE APPROPRIATE SERVICE PRIOR TO CONSTRUCTION.

ANY DIFFERENCES WITH SERVICES SHOWN ON THE DESIGN ARE TO BE CONFIRMED WITH (OR TO THE SATISFACTION OF) COUNCIL OR SUPERINTENDENT.

ENVIRONMENTAL MANAGEMENT

THE IMPACT ON THE ENVIRONMENT SHALL BE MINIMISED. NO VEGETATION SHALL BE REMOVED WITHOUT PRIOR APPROVAL FROM THE PRINCIPAL UNLESS NOTED ON THE DRAWINGS OR SCHEDULED IN THE REVIEW OF ENVIRONMENTAL FACTORS (REF). WORKS SHALL NOT BE UNDERTAKEN WITHOUT CONSIDERATION OF THE REF.

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL BY THE PRINCIPAL (OR PRINCIPALS REPRESENTAIVE) AN ENVIRONMENTAL MANAGEMENT PLAN THAT OUTLINES THE FOLLOWING AS A MINIMUM:

- SEDIMENT INTERCEPTION BY THE PLACEMENT OF TEMPORARY SILT FENCING AND GRAVEL FILLED GEOTEXTILE SAUSAGES ACROSS DRAINAGE LINES AND AT INTERCEPTION POINTS FOR BOTH THE CONSTRUCTION AND STOCKPILE AREAS.
- INSTALLATION OF SEDIMENT TRAPS AT GRATED PITS AND KERB INLET PITS.
- METHODS OF MANAGING AND MINIMISING AIR AND NOISE POLUTION

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL BY THE PRINCIPAL (OR PRINCIPALS REPRESENTAIVE) A TRAFFIC CONTROL PLAN (IN ACCORDANCE WITH AS1742.3), PRIOR TO COMMENCEMENT OF CONSTRUCTION.

TREE PROTECTION

ALL TREES RETAINED TO BE ADEQUATELY PROTECTED IN ACCORDANCE WITH AS 4970-2009 PROTECTION OF TREES ON DEVELOPMENT SITES.

WORKMANSHIP AND MATERIAL QUALITY

MATERIALS AND WORKMANSHIP ARE TO CONFORM TO THE CURRENT EDITION OF APPLICABLE AUSTRALIAN STANDARD SPECIFICATIONS AND CODES. ANY WORK OR MATERIALS, WHICH, IN THE OPINION OF THE PRINCIPAL (OR THEIR REPRESENTATIVE), DO NOT MEET APPROPRIATE INDUSTRY STANDARDS OF WORKMANSHIP OR QUALITY, WILL BE REJECTED. REJECTED WORK SHALL BE REMOVED AND REINSTALL TO AN ACCEPTABLE STANDARD AT NO ADDITIONAL COST TO THE PRINCIPAL.

WORKMANSHIP & INSTALLATION SAMPLES

WHERE SPECIFIED, PROVIDE SAMPLES OF FINISHED INSTALLED WORKS FOR APPROVAL BY THE PRINCIPAL (OR THEIR REPRESENTATIVE) PRIOR TO PROCEEDING. INCLUDE TYPICAL JUNCTIONS. JOINTS. CUTS, FINISHES AND COLOURS OF THE NOMINATED SAMPLE. IF NOT APPROVED, SAMPLES ARE TO BE RECTIFIED OR REMOVED AND REPLACED AS REQUIRED BY THE CONTRACT MANAGER. APPROVED SAMPLES MAY BE RETAINED TO FORM A PART OF THE COMPLETED WORKS. ALL REMAINING WORKS ARE TO MEET AND MATCH THE QUALITY OF THE APPROVED SAMPLE.

2. CLEARING, DEMOLITION AND SITE PREPARATION

FINE TRIMMING AND GRADING

GRADE AND TRIM BULK SUBGRADE SURFACES TO A DEPTH BELOW FINISHED SURFACE LEVELS AS DETERMINED BY THE SPECIFIED DEPTHS OF COVERING MATERIALS. BERMS, SWALES AND BATTERS MAY REQUIRE FINE GRADING AND SHAPING TO THE LANDSCAPE ARCHITECT'S DIRECTION. SHAPING SHALL BE CARRIED OUT BY AN EXPERIENCED MACHINE OPERATOR OR SHAPER.

SUCH WORK SHALL INCLUDE:

- ROUNDING OF RIDGE LINE PROFILES
- GRADUATING RIDGE LINES AND FORMATION OF TRANSITION CURVES AT TOP
- AND BOTTOM OF BATTERS TRIMMING TO REDUCE BULK EXCAVATION SLOPE STEEPNESS
- GRADUAL TAPERING TO INTERSECTIONS WITH WALLS AND PAVEMENTS
- GRADING TRANSITIONS TO FENCE LINES
- GRADING TRANSITIONS TO MEET ROAD EDGES AND KERBS

UNLESS OTHERWISE NOTED FINAL GRADING SHALL ACHIEVE 1 IN 100 MINIMUM FALLS TO DRAINAGE.

SUBSOIL DRAINAGE

PROVIDE SUBSOIL DRAINAGE IN ACCORDANCE WITH THE DRAWINGS AND DETAILS, WITH SUITABLE FALLS AND CONNECTION TO BIO-RETENTION AREA, STORMWATER PITS OR OTHER APPROVED RECEIVING DRAINAGE DEVICE.

PERFORATED DRAINAGE PIPE UNLESS OTHERWISE NOTED, CONCRETE SHALL BE A MINIMUM STRENGTH OF 25 MPA AND GENERALLY LAY AND JOIN PERFORATED FLEXIBLE SUBSOIL DRAIN LINES TO THE GRADES SHALL BE PROPERLY COMPACTED VIA VIBRATING SCREEDS OR POKERS. AND AS DETAILED ON THE DRAWINGS. IF NOT OTHERWISE SPECIFIED, EXCAVATE 300MM WIDE TRENCHES AND FALL TRENCH BASE 1 IN 100 MINIMUM WITHOUT IRREGULARITIES FALLS AND FINISH THAT WOULD CAUSE WATER TO POND. CONNECT PIPES TO EXISTING STORMWATER PITS UNLESS OTHERWISE DETAILED, FOOTPATHS SHALL BE CONSTRUCTED WITH A MINIMUM OR MANHOLES. 2% (1:50) CROSS FALL, FALLING WITH GENERAL GRADES OF THE AREA. LONGITUDINAL GRADES NORMALLY SHALL BE IN THE RANGE OF 0.5% TO 2.5%. IF COLOURED CONCRETE IS SPECIFIED IT SHALL BE INTEGRALLY AND FULL-THICKNESS COLOURED.

LINE TRENCH WITH FILTER FABRIC AND COVER PIPE WITH MINIMUM 150MM DRAINAGE MEDIUM. BACKFILL WITH SUITABLE SUBSOIL AND CONSOLIDATE. AT THE HIGH END OF EACH PIPE LINE, CURVE DRAIN PIPE UP AND TERMINATE FLUSH WITH FINISHED SURFACE LEVEL. CONSTRUCT FLUSHING POINT AS DETAILED, WHERE SHOWN ON THE DRAWINGS WHERE NOT SHOWN OR DETAILED CAP ENDS WITH UPVC CAP IMMEDIATELY BELOW MULCH.

FLUSHING TEST

FLUSH ALL SUBSOIL DRAINAGE LINES AND LAYERS UPON INSTALLATION. OBSERVE OUTLETS AND CONTINUE FLUSHING UNTIL CLEAN WATER IS DISCHARGED.

3. HARDSCAPE

PAVEMENT FINISHES GENERALLY PAVEMENTS ARE TO BE CONSTRUCTED TRUE TO THE DOCUMENTED LINE AND LEVELS

- WITHOUT LOCAL IRREGULARITIES. FOR PAVEMENTS:- CURVED EDGES ARE TO HAVE SMOOTH TRANSITIONS FREE FROM KINKS LEVEL DIFFERENCE LESS THAN 3MM BETWEEN DIFFERENT PAVING SURFACES OR
- PAVERS (UNLESS SPECIFICALLY INDICATED ON GRADING PLAN); MAXIMUM DEVIATION FROM A 3M STRAIGHT EDGE PLACED ANYWHERE ON
- SURFACE OF 12MM • LESS THAN 10MM DEPTH OF WATER PONDING (15 MINUTES AFTER RAIN HAS STOPPED);

EXPANSION JOINTS AND CRACK CONTROL JOINTS ARE TO BE LAID OUT AS INDICATED ON THE DRAWINGS. UNLESS OTHERWISE DOCUMENTED, CUTS ARE TO BE CARRIED OUT TO ACHIEVE A GAP OF NO MORE THAN 3MM BETWEEN ADJOINING PAVING UNITS OR OTHER ADJOINING SURFACES OR STRUCTURES. ENSURE POSITIVE DRAINAGE TO THE ADJOINING GARDENS, KERB AND DRAINAGE INLET GRATES TO PREVENT PONDING.

EACH DIFFERENT PAVEMENT TYPE IS TO HAVE A UNIFORM FINISH AND COLOUR.

SLIP RESISTANCE

UNLESS OTHERWISE SPECIFIED, ALL LANDSCAPE PATHWAYS AND PAVING (& POTENTIALLY ACCESSIBLE WALL COPINGS) SHALL COMPLY WITH THE FOLLOWING MINIMUM SLIP RESISTANCE RATINGS IN ACCORDANCE WITH AS/NZS 4586:2013. (APPENDIX A -WET PENDULUM TEST)

GENERAL PATHWAYS AND PEDESTRIAN PAVEMENTS (TYPICALLY SLOPES LESS THAN 1:50) WET PENDULUM TEST = P3, P4 OR P5 (CLASS X,W OR V-UNDER 2003 VERSION) OIL-WET RAMP TEST = R11, R12 OR R13

GENERAL PATHWAYS AND PEDESTRIAN PAVEMENTS (TYPICALLY UP TO SLOPES OF 1:20) WET PENDULUM TEST = P4 OR P5 (CLASS W OR V-UNDER 2003 VERSION) OIL-WET RAMP TEST = R12 OR R13

GENERAL PATHWAYS AND PEDESTRIAN PAVEMENTS (FOR SLOPES BETWEEN 1:20 AND <u>1:14, OR ABOVE)</u>

WET PENDULUM TEST = P5 (CLASS V- UNDER2003 VERSION) OIL-WET RAMP TEST = R13

NOTE: WOOD FLOAT OR BROOM FINISHED INSITU CONCRETE WILL TYPICALLY PROVIDE A CLASS P5 RATING USING WET PENDULUM TEST AND CLASS C FOR WET BARE FOOT TEST AND R13.

APPLICABLE TEST METHODS

- WET PENDULUM TEST APPENDIX A AS/NZS 4586:2013 SHALL TYPICALLY BE USED AS THE TEST METHOD FOR PEDESTRIAN PATHWAYS AND RAMPS.
- WET BAREFOOT RAMP TEST APPENDIX C AS/NZS 4586:2013 SHALL ONLY BE USED AS THE TEST FOR SWIMMING POOL AND WATER PLAY AREA SURROUNDS.
- OIL-WET RAMP TEST APPENDIX C AS/NZS 4586:2013 SHALL TYPICALLY NOT BE USED FOR LANDSCAPE APPLICATIONS.

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CONCRETE PAVING & FOOTINGS FOUNDATIONS & PREPARATION

FOUNDATIONS FOR CONCRETE STRUCTURES SHALL BE EXCAVATED TO NEAT LINES AND FORMED AT THE REQUIRED DEPTH BELOW THE SURFACE LEVEL. ALL SOFT, YIELDING AND OTHERWISE UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WHERE NECESSARY WITH APPROVED MATERIAL, AND THE FOUNDATIONS SHALL BE THOROUGHLY COMPACTED AND FINISHED TO A FIRM SMOOTH SURFACE OF UNIFORM BEARING VALUE. UNLESS OTHERWISE PERMITTED, EXCAVATED MATERIAL SHALL NOT BE DEPOSITED ON EXISTING GRASSED AREAS. EXCAVATION SHALL BE DEEP ENOUGH TO ALLOW FOR THE TOP SURFACE OF THE SLAB TO FINISH JUST BELOW OR FLUSH WITH THE TOP OF ADJOINING GRASS SURFACES AND PAVEMENT LEVELS.

FORMWORK FORMWORK FOR CONCRETE PAVING SHALL BE FIXED BOARDS OF SEASONED, DRESSED TIMBER PLANKS OR EQUIVALENT. FORMS SHALL BE DESIGNED AND CONSTRUCTED SO THAT THEY CAN BE REMOVED WITHOUT INJURING THE CONCRETE AND SHALL BE BUILT TRUE TO LINE AND BRACED IN A SUBSTANTIAL AND UNYIELDING MANNER. FORMS SHALL

REINFORCEMENT - PEDESTRIAN PAVEMENTS

BE FREE OF WARPS, KINKS OR BENDS,

REINFORCEMENT SHALL BE SL62 MESH UNLESS OTHERWISE NOTED. REINFORCEMENT IS TO BE PLACED 30MM BELOW THE TOP SURFACE OF THE PAVEMENT AND NOT CLOSER THAN 40MM TO THE SIDES. REINFORCEMENT SHALL BE SECURED AGAINST DISPLACEMENT ARISING FROM THE FLOW OR WORKING OF THE CONCRETE, AND SHALL BE TIED WITH NO. 16 SWG BLACK IRON WIRE OR TACK WELDED AT ALL CROSSINGS.

STRENGTH

AFTER PLACING AND COMPACTION, CONCRETE SHALL BE FINISHED TO A SMOOTH EVEN SURFACE BY MEANS OF STEEL FLOATS AND OTHER SUITABLE EQUIPMENT. ON COMPLETION OF STEEL FLOATING AND BEFORE INITIAL SET, THE SURFACES OF CONCRETE PATHS SHALL BE EITHER WOOD FLOATED OR BROOMED TO A 'NON-SKID' TEXTURE. THIS SHALL BE ACHIEVED BY DRAWING A MOISTENED NYLON BROOM LIGHTLY ACROSS THE SURFACE AT RIGHT ANGLES TO THE DIRECTION OF THE PATH OR PAVING. EDGES SHALL BE TOOLED TO CREATE A 5M PENCIL ROUND EDGE.

CONTRACTION JOINTS SHALL BE FORMED BY MAKING A CUT 3MM WIDE FOR AT LEAST ONE QUARTER OF THE DEPTH OF THE PAVING. UNLESS OTHERWISE SPECIFIED OR DETAILED, THE SPACING OF CONTRACTION JOINTS SHALL BE APPROXIMATE TO THE WIDTH OF THE PATH WITH MINOR ADJUSTMENTS TO AVOID SHORT CLOSING LENGTHS. JOINT SPACING SHALL NOT TYPICALLY EXCEED THREE (3) METRES.

EXPANSION JOINTS SHALL BE CONSTRUCTED FOR THE FULL DEPTH OF THE PAVING USING 15MM WIDE BITUMINOUS EXPANSION JOINTS. THEY SHALL BE PROVIDED WHEREVER THE PAVING ABUTS FIXED STRUCTURES, SUCH AS BUILDINGS AND MANHOLES, TRANSVERSELY AT MAXIMUM INTERVALS OF 15 METRES ALONG THE LENGTH OF THE PATHWAY AND AT PATH INTERSECTIONS. JOINT ARRISES ABUTTING BITUMINOUS EXPANSION JOINTS SHALL BE TOOLED OFF.

PROTECT GREEN CONCRETE FROM RAIN, FLOWING WATER AND, WHERE POSSIBLE, GRAFFITI, PROVIDE PROTECTION AS NECESSARY TO PREVENT CRACKING OF THE CONCRETE DUE TO TEMPERATURE CHANGES DURING THE CURING PERIOD. REINSTATE ADJACENT SURFACES AFTER STRIPPING OF FORMWORK.

TACTILE INDICATORS

PROVIDE TACTILE INDICATORS ON FOOTPATHS ABOVE PRAM RAMPS IN ACCORDANCE WITH AS 1428.4.2002

EDGING

EDGES ARE TO BE CONSTRUCTED TRUE TO THE DOCUMENTED LINE AND LEVELS WITHOUT LOCAL IRREGULARITIES. FOR EDGES:-

 CURVED EDGES ARE TO HAVE SMOOTH TRANSITIONS FREE FROM KINKS VERTICAL ALIGNMENT CURVES ARE TO HAVE SMOOTH TRANSITIONS FREE FROM KINKS AND SUDDEN CHANGES FOLLOWING THE ADJOINING DESIGNED GRADES AND LEVELS

GALVANISED STEEL EDGING

GALVANISED EDGE STRIP TO BE INSTALLED IN THE LOCATIONS SHOWN ON THE DRAWINGS. TOP OF EDGE STRIP TO FINISH 50MM ABOVE THE FINISHED LEVEL OF SURROUNDING SOIL AND FLUSH WITH ADJOINING PAVING, KERBS AND LAWNS.

CONCRETE EDGING

CONCRETE EDGE STRIP TO BE INSTALLED IN THE LOCATIONS SHOWN ON THE DRAWINGS. EDGING STRIP TO BE FORMED AND POURED INSITU ON SITE OR MAY BE EXTRUDED USING A SUITABLE EDGING MACHINE. THE TOP OF EDGE STRIP IS TO FINISH 50MM ABOVE THE FINISHED LEVEL OF SURROUNDING GARDEN BEDS AND FLUSH WITH ADJOINING PAVING. KERBS OR LAWNS.

FENCING

FENCES ARE TO BE CONSTRUCTED TRUE TO THE DOCUMENTED LINE AND LEVELS AND VERTICAL WITH SUFFICIENT RIGIDITY AND DEPTH OF POST AND FOOTINGS TO WITHSTAND NORMALLY EXPECTED USE AND LATERAL FORCES. UNLESS OTHERWISE SPECIFIED OR DETAILED POSTS SHALL BE MAXIMUM SPACING OF 2.4M AND BE EMBEDDED WITHIN THE GROUND TO AT LEAST 1/2 THE HEIGHT OF THE FENCE HEIGHT.

WALL FINISHES

WALLS ARE TO BE CONSTRUCTED TRUE TO THE DOCUMENTED LINE AND LEVEL VERTICAL (UNLESS OTHERWISE DOCUMENTED). WALLS ARE TO BE LESS THAN VERTICAL. HORIZONTAL WALL MEMBERS AND RUNS ARE TO NOT SAG. CAPPIN LEVEL IN BOTH DIRECTIONS. THERE IS TO BE NO MORE THAN 2MM DIFFERENCE HEIGHT BETWEEN ADJOINING FACING SEGMENTS OR BETWEEN ADJOINING CAF SEGMENTS. EXPANSION JOINTS. FACING AND COPING SEGMENTS ARE TO BE S INDICATED ON THE DRAWINGS AND AS DIRECTED ON SITE BY THE PRINCIPAL (PRINCIPALS REPRESENTATIVE). UNLESS OTHERWISE DOCUMENTED, CUTS AR CARRIED OUT TO ACHIEVE A GAP OF NO MORE THAN 3MM BETWEEN ADJOINING SEGMENTS OR OTHER ADJOINING SURFACES OR STRUCTURES. SLIP RESISTAN THE CAPPING IS TO COMPLY WITH AS/NZS 4586:2013 WHERE IT IS REASONABLE ANTICIPATE IT BEING ACCESSIBLE TO PEDESTRIANS. SELECT MATERIALS AND ADMIXTURES WITHIN CONCRETES AND MORTARS TO PREVENT THE OCCURREN EFFLORESCENCE.

SITE FURNITURE

SITE FURNITURE IS TO BE SUPPLIED AS SPECIFIED AND INSTALLED IN THE LOCATIONS SHOWN ON DRAWING. EACH INDIVIDUAL ITEM IS TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S/ SUPPLIER'S INSTRUCTIONS.

FIBRE REINFORCED POLYMER (FRP) STRUCTURES

ALL WORK SHALL BE SQUARE, PLUMB, LEVEL OR AT ANGLE DETAILED AND ACCURATELY SET OUT WITHIN THE REASONABLE TOLERANCE OF THE MATERIAL. SOLID BEARINGS SHALL BE MADE FOR ALL JOINTS. USE FRP IN SINGLE LONG LENGTHS WHEREVER POSSIBLE. FRP SHALL BE DRILLED FOR FASTENERS AS NECESSARY TO PREVENT SPLITTING.

FASTENINGS GENERALLY

FASTENINGS, INCLUDING ANCHORS, LUGS, SCREWS, RIVETS AND THE LIKE, SHALL BE OF APPROVED TYPE, APPROPRIATE TO THE WORK, CAPABLE OF TRANSMITTING THE LOADS AND STRESSES IMPOSED, AND SUFFICIENT TO ENSURE THE RIGIDITY OF THE ASSEMBLY. BOLTS, SCREWS AND OTHER FASTENERS SHALL BE HOT-DIPPED GALVANISED OR STAINLESS STEEL UNLESS OTHERWISE NOTED.

EXPOSED EDGES AND ENDS

ALL EXPOSED EDGES OF SAWN FRP SHALL BE CAPPED. KEEP EDGES AND SURFACES CLEAN, NEAT AND FREE FROM BURRS AND INDENTATIONS. REMOVE ALL SHARP EDGES WITHOUT EXCESSIVE RADIUSING.

METAL WORK AND HANDRAILS

USE METALS SUITED TO THEIR REQUIRED FUNCTIONS, FINISH AND METHOD OF FABRICATION. IN SECTIONS OF ADEQUATE STRENGTH AND STIFFNESS FOR THEIR PURPOSE. FABRICATE AND PRE-ASSEMBLE ITEMS IN A WORKSHOP WHEREVER PRACTICABLE. FIT JOINTS ACCURATELY TO A FINE HAIRLINE. KEEP EDGES AND SURFACES CLEAN, NEAT AND FREE FROM BURRS AND INDENTATIONS. REMOVE ALL SHARP EDGES WITHOUT EXCESSIVE RADIUSING.

FASTENINGS GENERALLY

FASTENINGS, INCLUDING ANCHORS, LUGS, SCREWS, RIVETS AND THE LIKE, SHALL BE OF APPROVED TYPE, APPROPRIATE TO THE WORK, CAPABLE OF TRANSMITTING THE LOADS AND STRESSES IMPOSED, AND SUFFICIENT TO ENSURE THE RIGIDITY OF THE ASSEMBLY. BOLTS, SCREWS AND OTHER FASTENERS SHALL BE HOT-DIPPED GALVANISED OR STAINLESS STEEL UNLESS OTHERWISE NOTED.

FINISHES GENERALLY

ALL MATERIAL SUBJECT TO CORROSION SHALL BE TREATED WITH AN APPLIED OR CHEMICAL COATING TO PROVIDE PROTECTION FROM:-

- THE EFFECTS OF ATMOSPHERIC CORROSION TYPICAL TO THE AREA.
- ELECTROLYTIC CORROSION WHERE DISSIMILAR METALS ARE USED IN CONTACT. CHEMICAL CORROSION INCLUDING THAT CAUSED BY SOIL, CEMENT OR CONCRETE.

COMPLETE ALL WELDING, CUTTING, DRILLING AND OTHER FABRICATION PRIOR TO APPLYING FINISHES.

TUBE BENDS FORM BENDS IN TUBE WITHOUT UNDULY DEFORMING THE TRUE CROSS SECTION.

<u>COLOURS</u>

MATCH COLOURS OF SHEETS, EXTRUSIONS AND HEADS OF FASTENINGS IN ALL COLOUR FINISHED WORK.

METAL SEPARATION

SEPARATE INCOMPATIBLE METALS BY SUITABLE MEANS, INCLUDING BUT NOT NECESSARILY LIMITED TO SEPARATION LAYERS, SLEEVES, OR GASKETS OF PLASTIC FILM. BITUMINOUS FELT, MASTIC, PAINT COATINGS, AND THE LIKE. SEPARATION MATERIALS SHALL NOT BE VISIBLE ON EXPOSED SURFACES.

THERMAL MOVEMENT & MOVEMENT

PROVIDE FOR NORMAL THERMAL MOVEMENT IN ALL JOINTS AND FASTENINGS, AND IN THE INSTALLATION OF ASSEMBLIES SUCH AS FRAMES. MAKE THE PROVISION SUFFICIENT TO PREVENT HARMFUL EFFECTS FROM STRESS AND FATIGUE. SUCH AS OPENING OF JOINTS, TEARING AND BUCKLING OF SHEET METALS AND THIN SECTIONS, AND THE LIKE.

WELDING, BRAZING, SOLDERING

FINISH VISIBLE JOINTS MADE BY WELDING, BRAZING OR SOLDERING BY GRINDING, BUFFING OR THE LIKE METHODS APPROPRIATE TO THE CLASS OF WORK BEFORE PAINTING. GALVANISING. OR FURTHER TREATMENT. ALUMINIUM AND STAINLESS STEEL AFTER JOINTING SHALL BE WITHOUT VISIBLE SURFACE JOINT LINES.

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\$ ₀	STREET SIGN				
sv	WATER STOP VALVE				
B	BIN				
•	TREE EXISTING				
+	TREE NEW				
+	TREE TO BE REMOVED				
LEGEND - LANDS	CAPE MATERIALS AND FINISHES				
FRP	FIBRE REINFORCED POLYMER DECKING				
CB1	CYCLE BARRIER TYPE 1				
CB2	CYCLE BARRIER TYPE 2				
P1	PAVEMENT TYPE 1				
P2	PAVEMENT TYPE 2				
RB	HARD ROCK BALAST				
GW	GABION WALL SYSTEM				
B1 ∞	BOLLARD - TYPE 1				
B2 ¤	BOLLARD - TYPE 2				

TACTILE GROUND SURFACE INDICATORS

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GENERAL NOTES & LEGEND

VALCHA PATHSWAY PROJECT Valcha NSW 2354 DRAWING NO: ALCHA COUNCIL 6982 _DD0.1

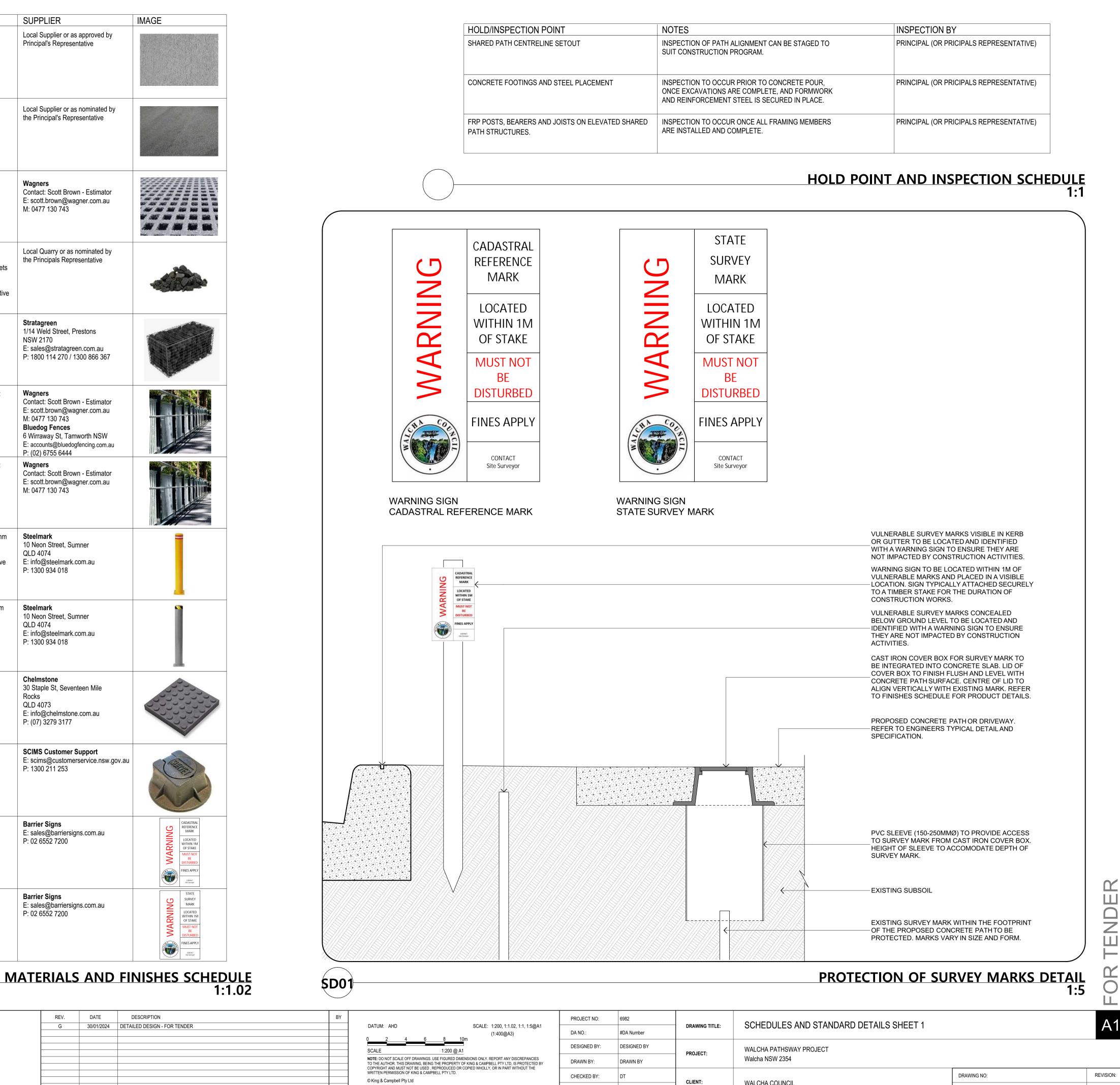
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Pavement Type 1	CODE P1	SPECIFICATION Grey concrete - Broom finished	SUPPLIER Local Supplier or as approved by
		Strength refer to Structural Engineer's Specification <u>Slip rating to paths:</u> P5 (Wet Pendulum Test) <u>Slip rating to ramps:</u> P5 (Wet Pendulum Test) On site testing will be required to certify	Principal's Representative
Pavement Type 2	P2	Bitumen Spray Seal Strength refer to Structural Engineer's Specification <u>Slip rating to paths:</u> P5 (Wet Pendulum Test) <u>Slip rating to ramps:</u> P5 (Wet Pendulum Test) On site testing will be required to certify	Local Supplier or as nominated by the Principal's Representative
Fibre Reinforced Polymer Decking	FRP	Type: Mini-mesh Decking Slip rating: P5 (Wet Pendulum Test) Colour: Charcoal (RAL 7021) Fixings: To Manufacturers Recomendations	Wagners Contact: Scott Brown - Estimator E: scott.brown@wagner.com.au M: 0477 130 743
Hard Rock Ballast	RB	Type: Clean, dense, durable hard rock of consistent size and shape to AS 2758.4 Rock Size: Nominal 60mm - 80mm to allow placement of fill in Gabion Baskets with minimal manipulation of individual rocks. Rock Density: Minimum 24.5t/m ³ tested to AS 1141.6.1 Sample: Rock Sample to be provided for approval by Principals Representative	Local Quarry or as nominated by the Principals Representative
Gabion Walling System	GW	Type: Rhinoweld Gabion Kits Length: 2.0m and 1.0m (as required) Width: 0.5m Height: 0.5m and 1.0m (as required) Mesh Size: 75x75mm Fixings: Bracehooks and Spirals supplied by Manufacturer Fill Material: Hard Rock Ballast	Stratagreen 1/14 Weld Street, Prestons NSW 2170 E: sales@stratagreen.com.au P: 1800 114 270 / 1300 866 367
Cycle Safety Barrier - Type 1	CB1	Posts: Wagners FRP 100x100 to Structural Engineers Specification, Colour: Charcoal B64 Kerb Rail: Wagners FRP 100x100, Colour: Charcoal B64 Handrail: Ø48.3 x 1.6mm Handrail and Rail Support Brackets, Finish: HDG Cycle Bump Rail: Bluedog Fences CycSafe Ø48.3 x 1.6mm Bump Rail and Brackets, Finish: HDG Fixings: To Structural Engineers Specification	Wagners Contact: Scott Brown - Estimator E: scott.brown@wagner.com.au M: 0477 130 743 Bluedog Fences 6 Wirraway St, Tamworth NSW E: accounts@bluedogfencing.com.au P: (02) 6755 6444
Cycle Safety Barrier - Type 2 Balustrade for Fall Prevention)	CB2	Posts: Wagners FRP 100x100 to Structural Engineers Specification, Colour: Charcoal B64 Kerb Rail: Wagners FRP 100x100, Colour: Charcoal B64 Handrail: Ø48.3 x 1.6mm Handrail and Rail Support Brackets, Finish: HDG Cycle Bump Rail: Bluedog Fences CycSafe Ø48.3 x 1.6mm Bump Rail and Brackets, Finish: HDG Balustrade: Wagners 1200 high balustrade Fixings: To Structural Engineers Specification	Wagners Contact: Scott Brown - Estimator E: scott.brown@wagner.com.au M: 0477 130 743
Bollard - Type 1	B1	Type: Steelmark 165.SQ10.PC Surface Fixed Bollard (1300mm high x 165mm diameter) Base Plate: 225mm x 225mm x 10mm Finish: HDG and Powder Coated Safety Yellow / 75mm 3M Class 1 Reflective Tape Fixings: To Manufacturers Specifications	Steelmark 10 Neon Street, Sumner QLD 4074 E: info@steelmark.com.au P: 1300 934 018
Bollard - Type 2	B2	Type: Steelmark 140.SQ.GAL Surface Fixed Bollard (1100mm high x 140mm diameter) Base Plate: 200mm x 200mm x 10mm Finish: Pre Galvanised Pipe and Cold Galvanised Painted Base Plate Fixings: To Manufacturers Specifications	Steelmark 10 Neon Street, Sumner QLD 4074 E: info@steelmark.com.au P: 1300 934 018
Tactile Ground Surface Indicators	Ti	Type: Chelmstone 300x300x40 Fibre Reinforced Concrete Pavers Code: CHELMC34V Colour: Voodoo	Chelmstone 30 Staple St, Seventeen Mile Rocks QLD 4073 E: info@chelmstone.com.au P: (07) 3279 3177
Cast Iron Cover Box	Сь	Type: Permanent Mark Cover Box Colour: Black Number Plate on Inside of Lid: Varies to Suit Type of Mark.	SCIMS Customer Support E: scims@customerservice.nsw.gov P: 1300 211 253
Warning Sign - Cadastral Reference Mark		Type: 110x185x5mm Corflute Sign Colour: Direct UV Digitally Printed to Read as per Detail SD01	Barrier Signs E: sales@barriersigns.com.au P: 02 6552 7200
		Type: 110x185x5mm Corflute Sign Colour: Direct UV Digitally Printed to Read as per Detail SD01	Barrier Signs E: sales@barriersigns.com.au

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150mm

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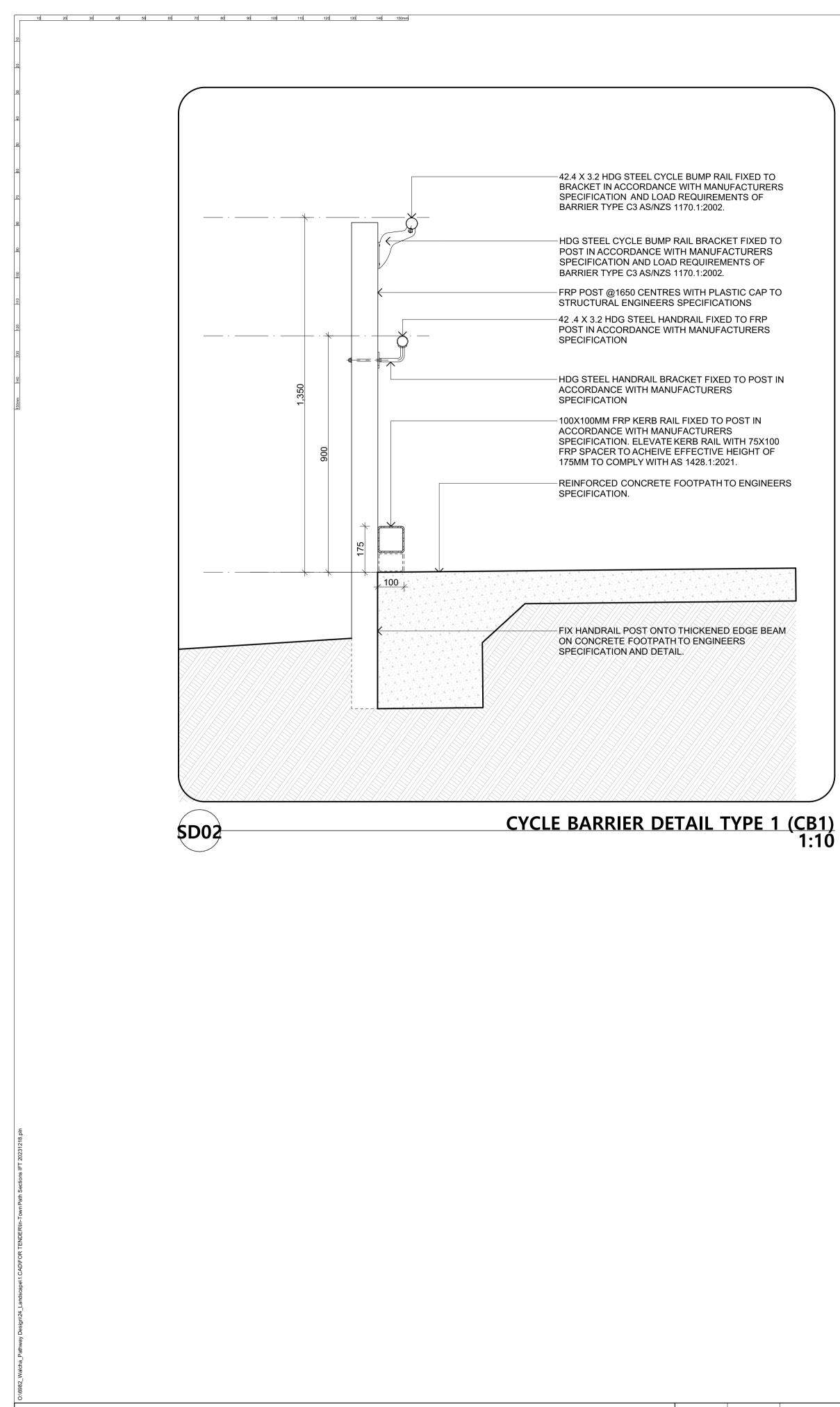
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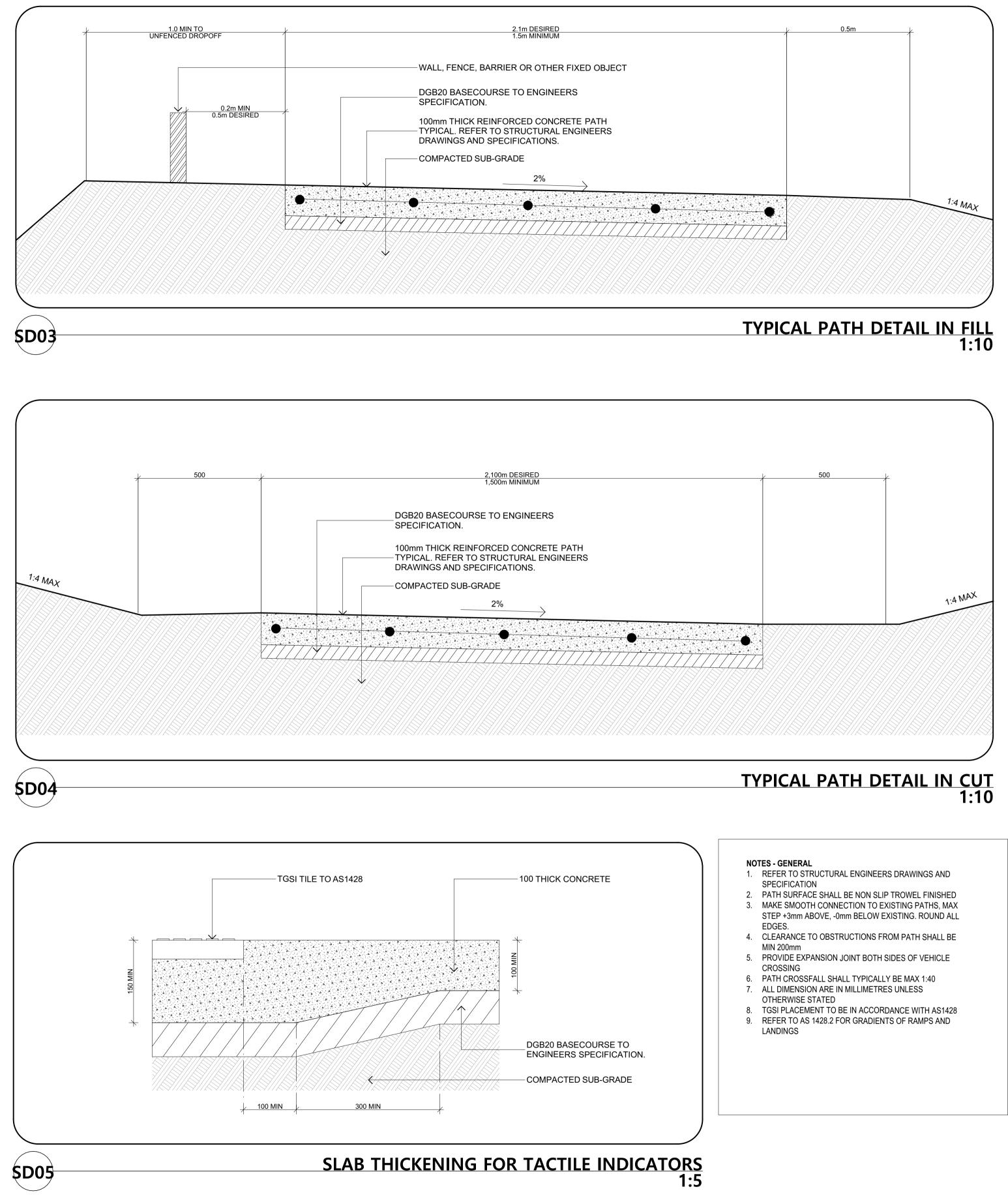
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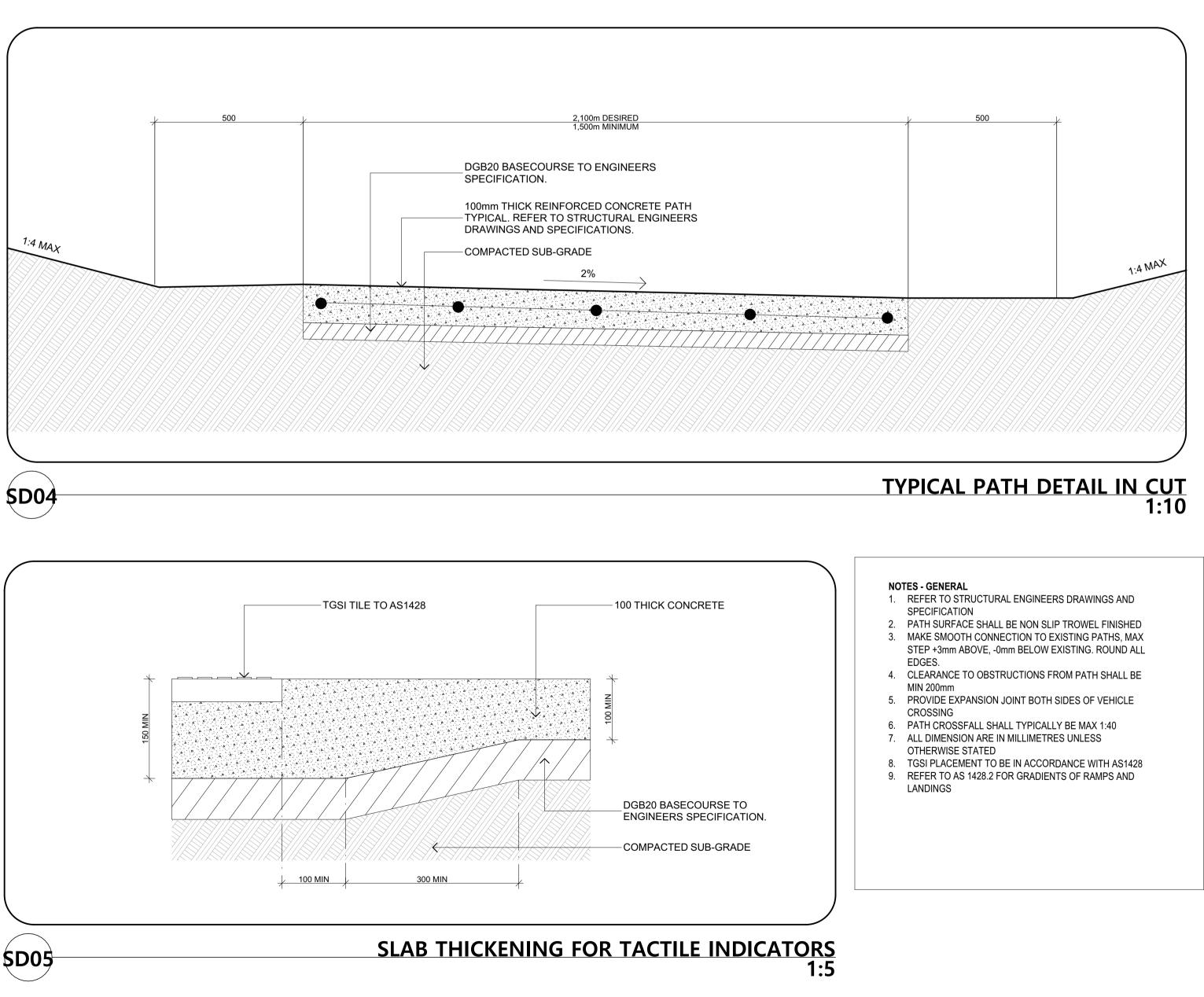


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		NOTE: DO NOT SCALE OFF DRAWINGS. USE FIGURED DIMENSIONS ONLY. REPORT ANY DISCREPANCIES TO THE AUTHOR. THIS DRAWING, BEING THE PROPERTY OF KING & CAMPBELL PTY LTD, IS PROTECTED BY COPYRIGHT AND MUST NOT BE USED, REPRODUCED OR COPIED WHOLLY, OR IN PART WITHOUT THE	DRAWN BY:	DRAWN BY		Wal
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		NOMINATED ARCHITECT: NIGEL SWIFT - NSW ARB No 7025 QLD ARB No 3957	DATE CREATED:	DATE CREATED		VVA

STANDARD DETAILS SHEET 2

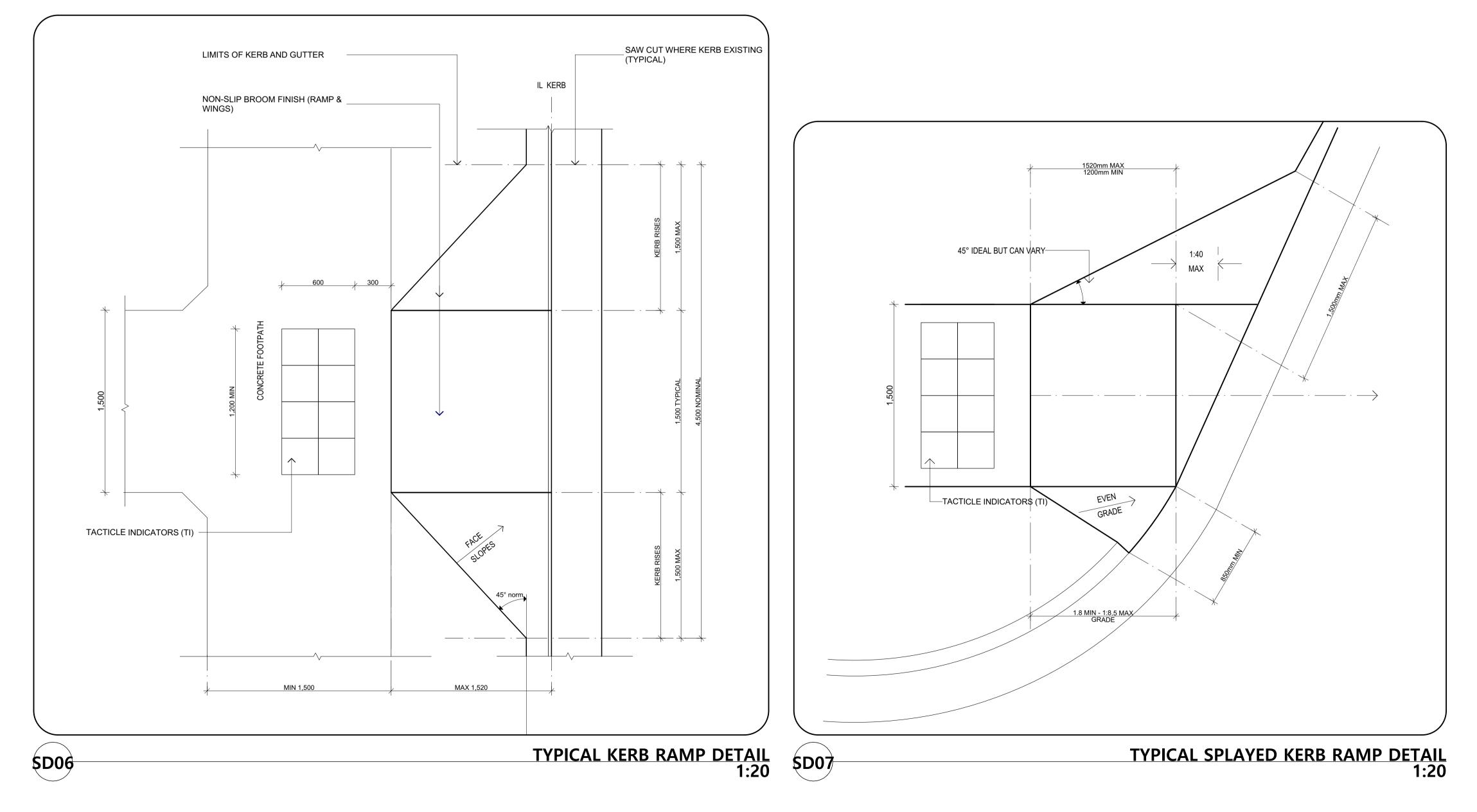
WALCHA PATHSWAY PROJECT Walcha NSW 2354 DRAWING NO: REVISION: WALCHA COUNCIL 6982 _DD0.3 G

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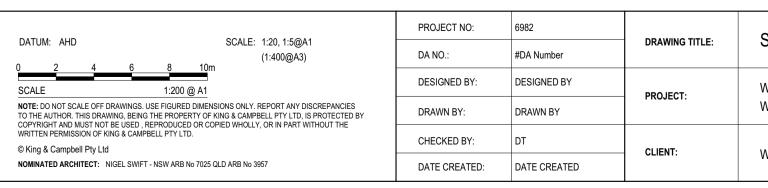
STATED. 9. TGSI PLACEMENT TO BE IN ACCORDANCE WITH AS1428. 10. REFER TO AS 1428.2 FOR GRADIENTS OF RAMPS AND

LANDINGS

- AS WIDE AS THE INSIDE OF THE PAINT LINES.
- 8. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE
- MINIMUM OF 1500 WIDE. 7. FOR MARKED FOOT CROSSINGS (SHARED PEDESTRIAN/ BICYCLE CROSSING) SLOPING FACE OF RAMP SHOULD BE
- DIRECTION OF PEDESTRIAN TRAVEL AND TO BE A
- MIN 200mm. 5. PATH CROSSFALL SHALL TYPICALLY BE MAX 1:40 6. ALL KERB RAMPS ARE TO BE ALIGNED WITH THE DESIRED
- EDGES. 4. CLEARANCE TO OBSTRUCTIONS FROM PATH SHALL BE
- 2. PATH SURFACE SHALL BE NON SLIP TROWEL FINISHED 3. MAKE SMOOTH CONNECTION TO EXISTING PATHS, MAX STEP +3mm ABOVE, -0mm BELOW EXISTING. ROUND ALL
- 1. REFER TO STRUCTURAL ENGINEERS DRAWINGS AND SPECIFICATION
- NOTES GENERAL

1d 2d 30 4d 50 6d 70 8d 9d 10d 11d 12d 13d 14d 150mm

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STANDARD DETAILS SHEET 3

WALCHA PATHSWAY PROJECT Walcha NSW 2354

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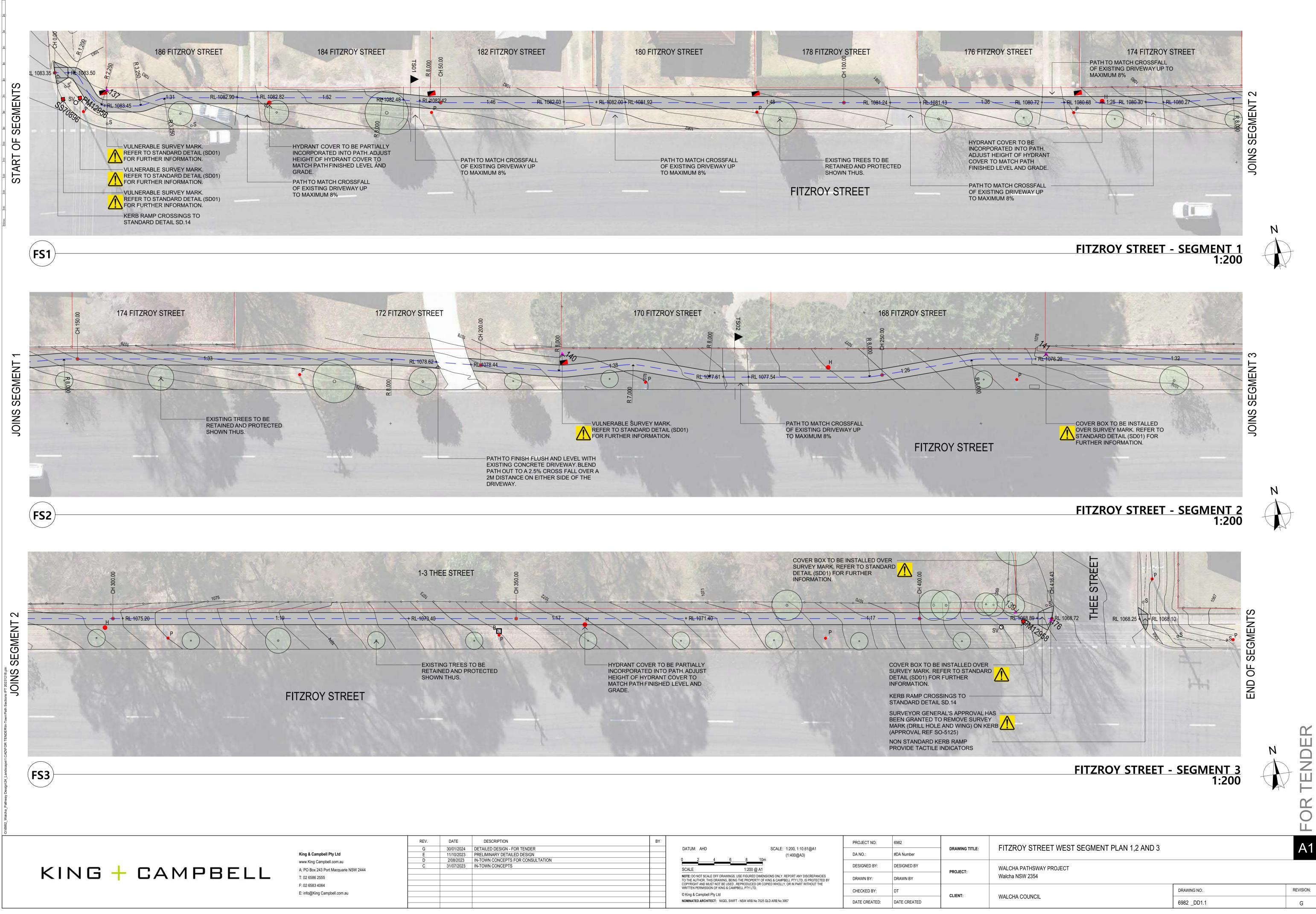
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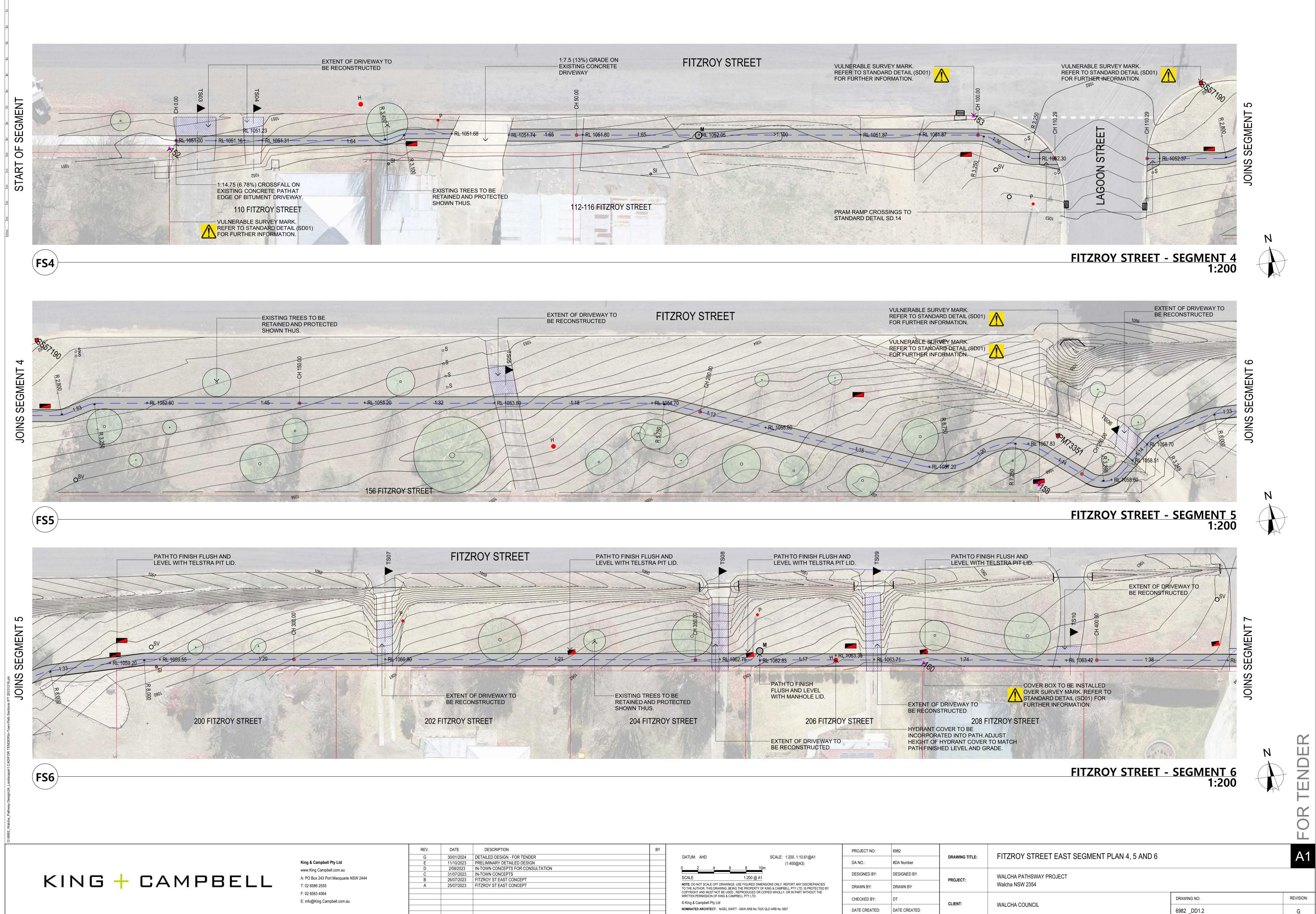
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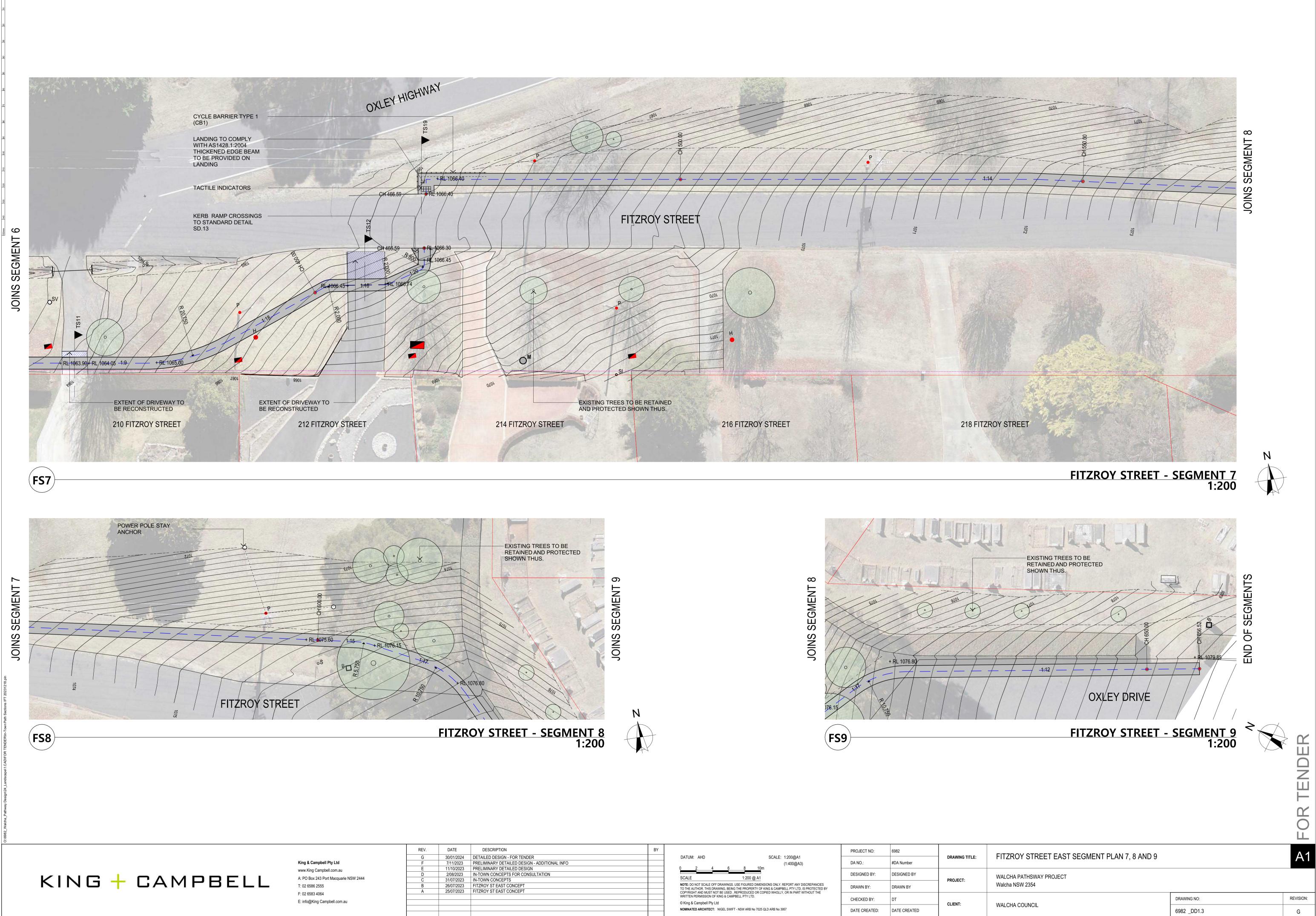
1q 2q 3q 4q 5q 6q 7q 8q 9q 10q 11q 12q 13q 14q 150mm

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		NOTE: DO NOT SCALE OFF DRAWINGS. USE FIGURED DIMENSIONS ONLY. REPORT ANY DISCREPANCIES TO THE AUTHOR. THIS DRAWING, BEING THE PROPERTY OF KING & CAMPBELL PTY LTD, IS PROTECTED BY	DRAWN BY:	DRAWN BY		Wale
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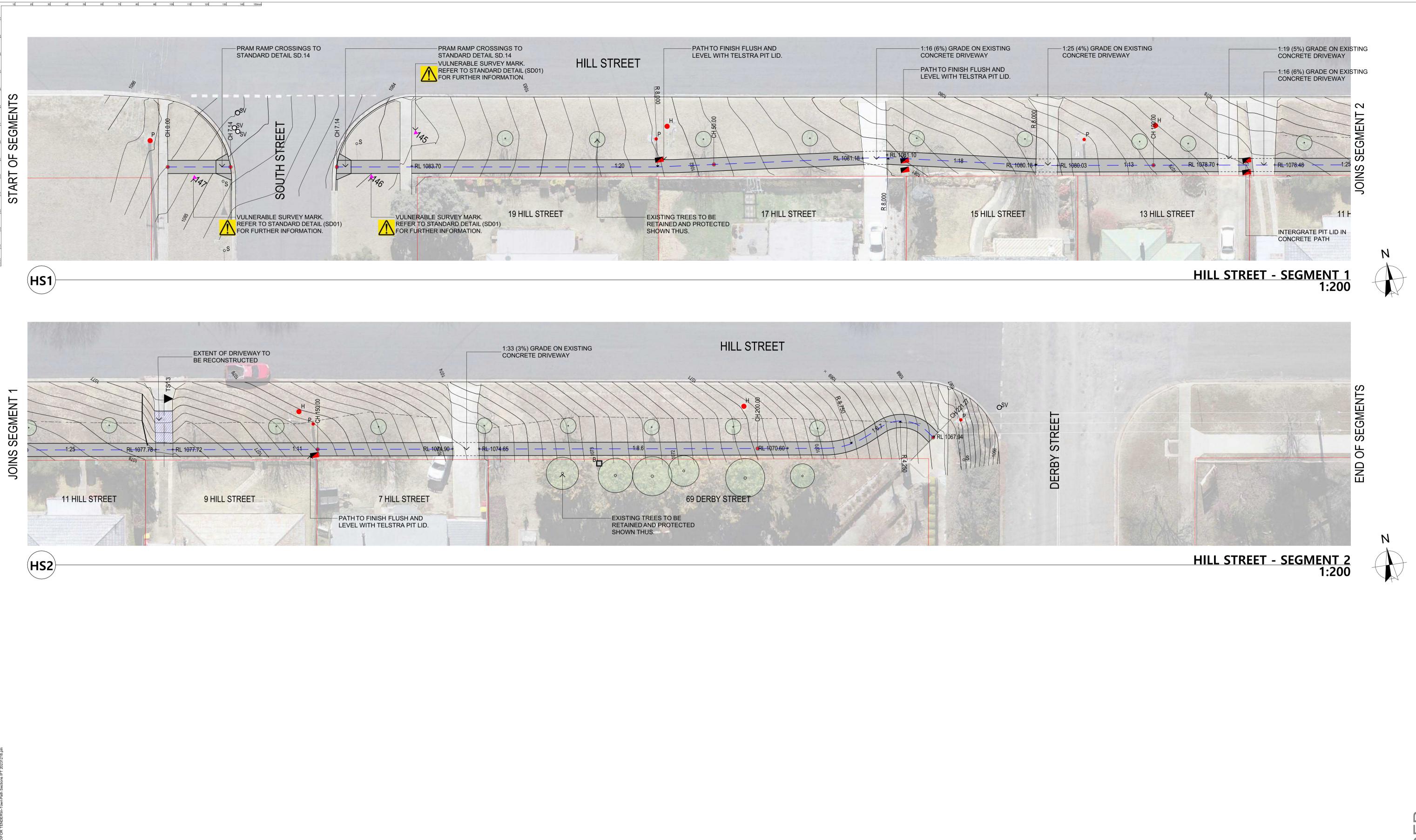
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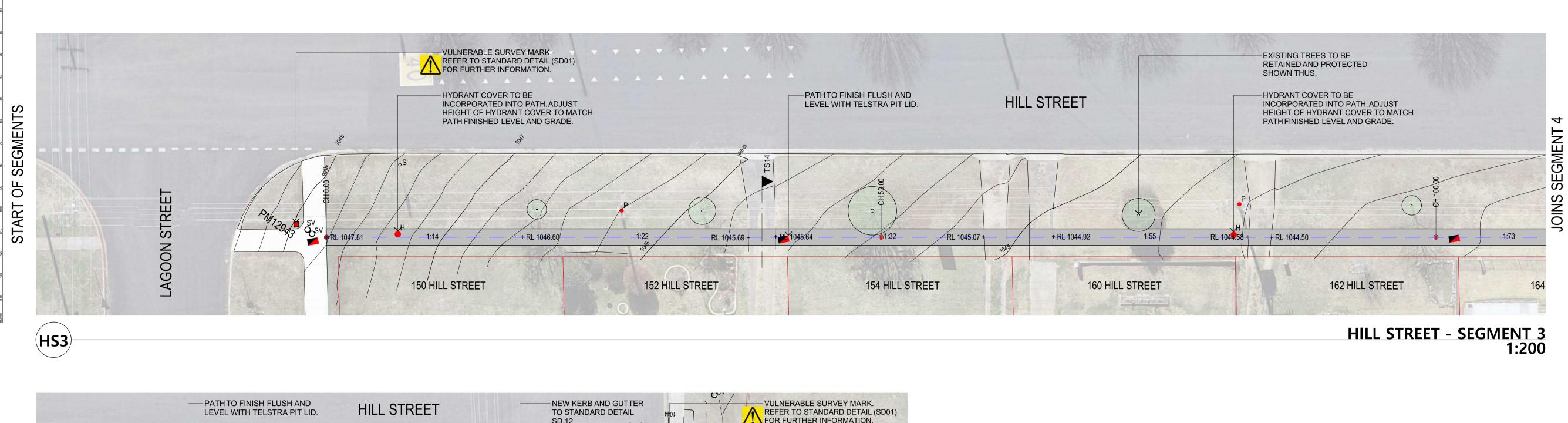
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ILL STREET WEST SEGMENTS PLAN 1 AND 2

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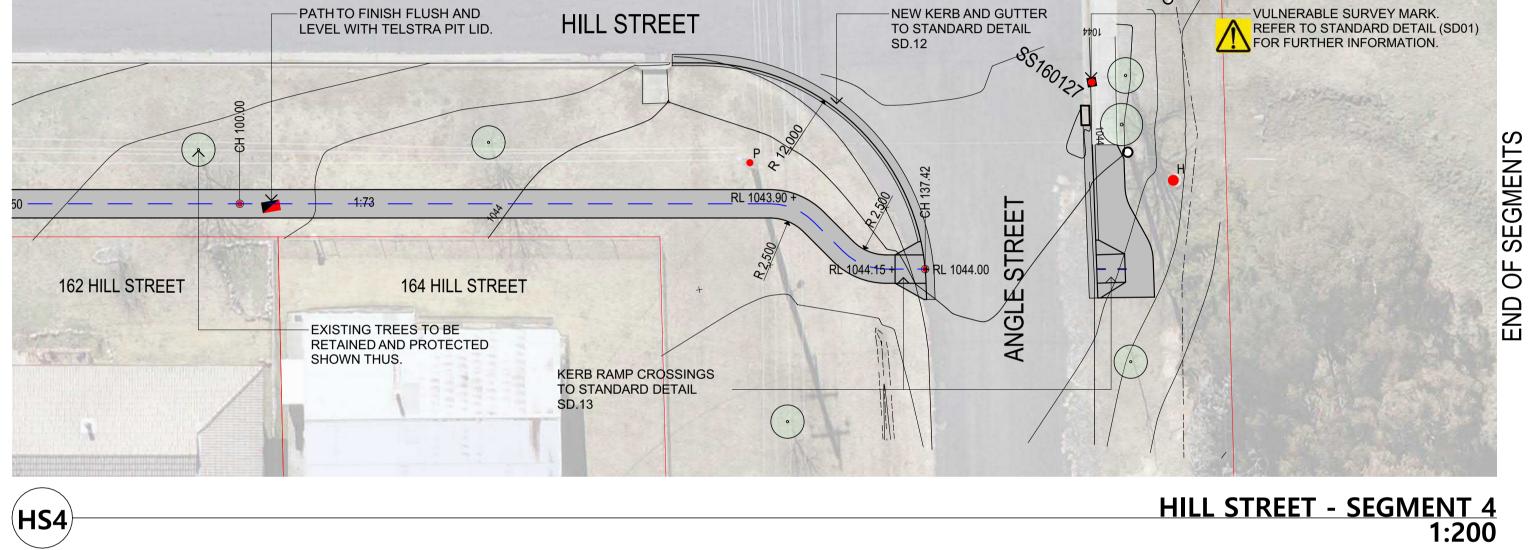
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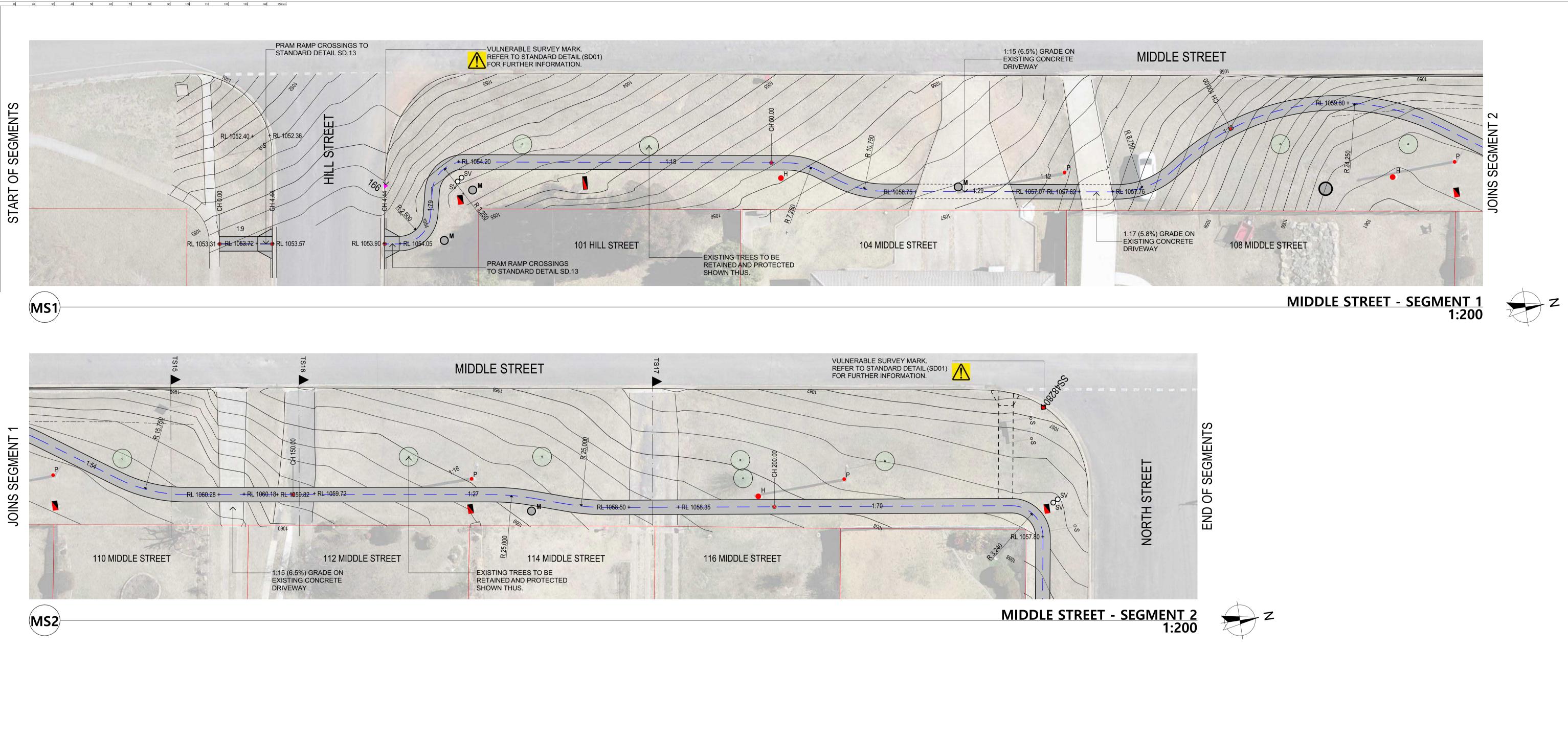


IILL STREET EAST SEGMENTS PLAN 3 AND 4

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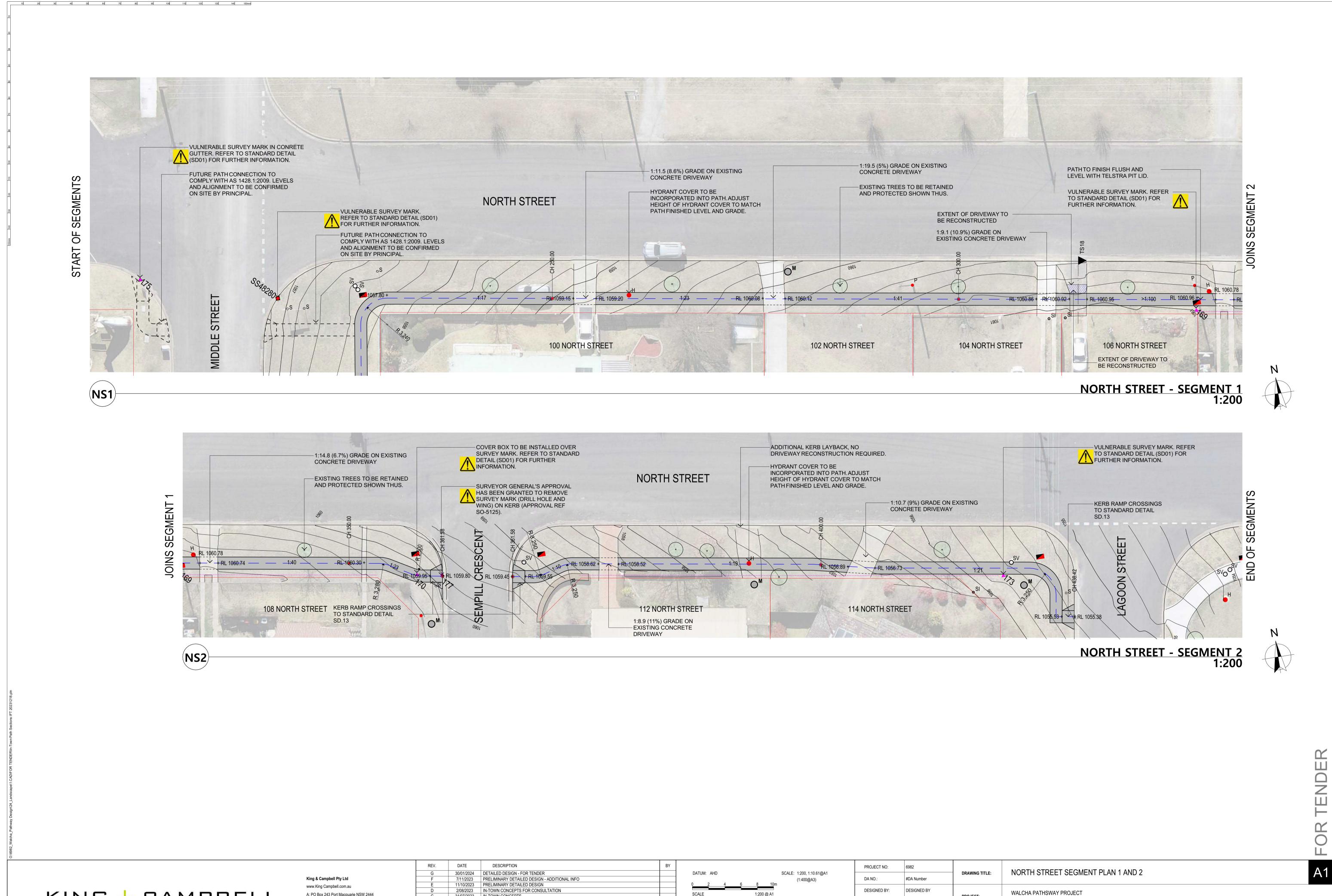
MIDDLE STREET SEGMENT PLAN 1 AND 2

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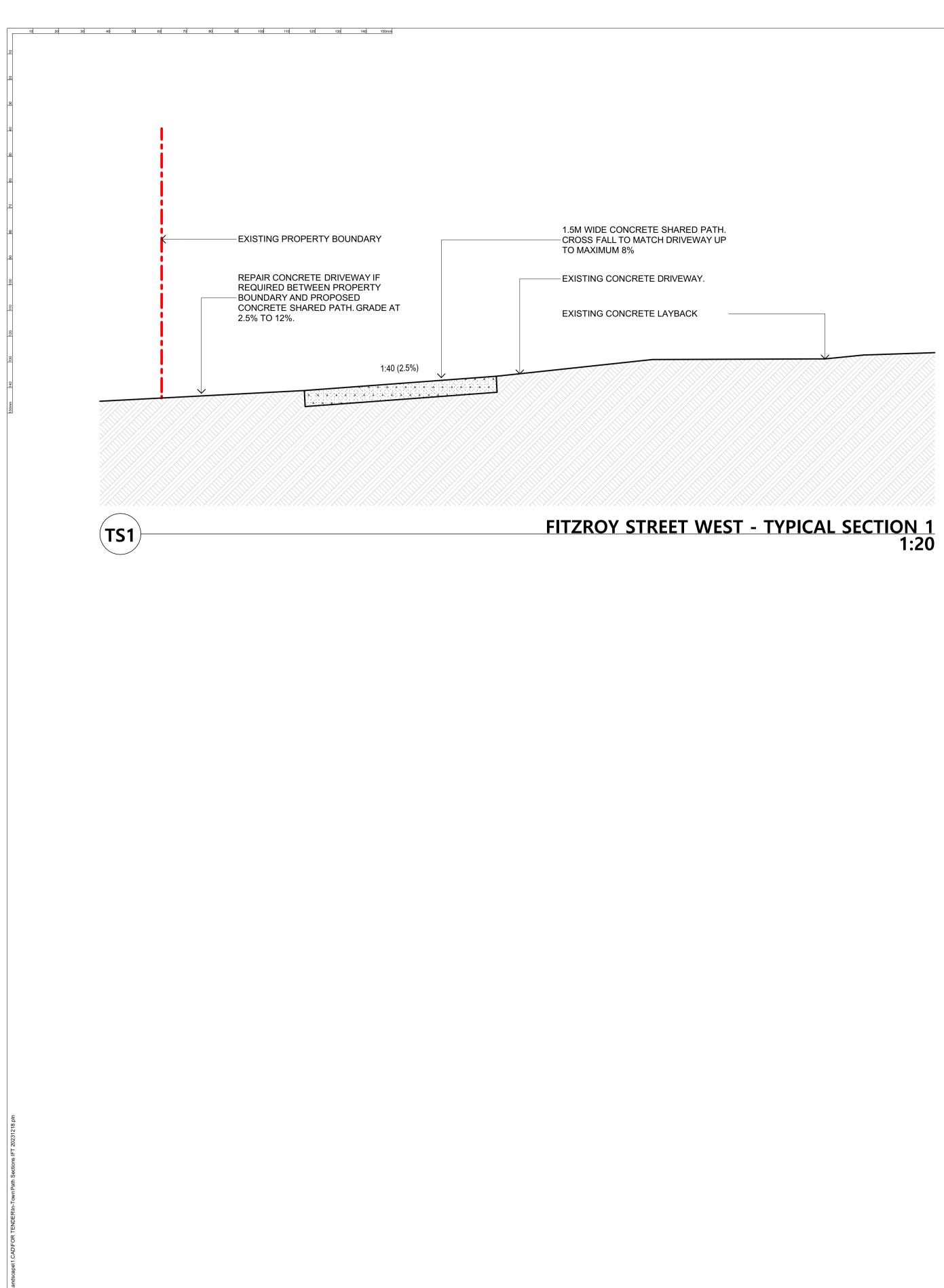


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D C	11/10/2023 2/08/2023 31/07/2023	PRELIMINARY DETAILED DESIGN IN-TOWN CONCEPTS FOR CONSULTATION IN-TOWN CONCEPTS		0 2 4 6 8 10m SCALE 1:200 @ A1	DESIGNED BY:	DESIGNED BY	PROJECT:	WALCHA PATHSW
0	31/01/2023			NOTE: DO NOT SCALE OFF DRAWINGS. USE FIGURED DIMENSIONS ONLY. REPORT ANY DISCREPANCIES TO THE AUTHOR. THIS DRAWING, BEING THE PROPERTY OF KING & CAMPBELL PTY LTD, IS PROTECTED BY COPYRIGHT AND MUST NOT BE USED. REPRODUCED OR COPIED WHOLLY, OR IN PART WITHOUT THE	DRAWN BY:	DRAWN BY	PROJECT.	Walcha NSW 2354
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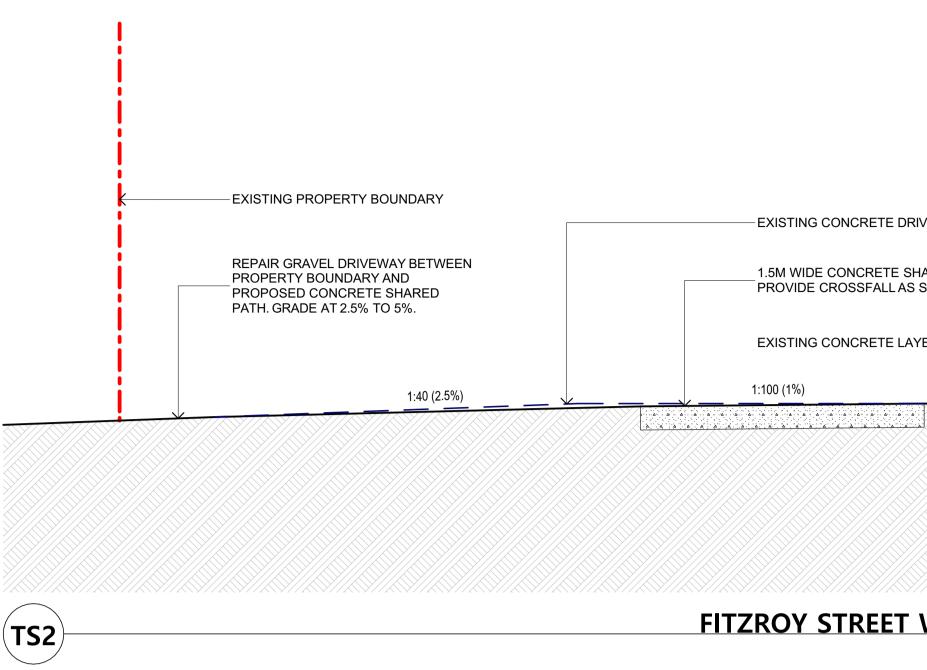
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NDER		DATUM: AHD SCALE: 1:20@A1			DRAWING TITLE:	FIIZK
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- EXISTING CONCRETE DRIVEWAY.

__1.5M WIDE CONCRETE SHARED PATH. PROVIDE CROSSFALL AS SHOWN.

EXISTING CONCRETE LAYBACK

1:100 (1%)

FITZROY STREET WEST - TYPICAL SECTION 2 1:20

FOR TENDER

TZROY STREET WEST - TYPICAL SECTIONS SHEET 1

CHA PATHSWAY PROJECT na NSW 2354

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EXISTING BITUMEN ROAD SU EXISTING CONCRETE LAYBAG	CK :6.92 (14.4%)	REPAIR BITUMEN DRIVEWAY BETWEEN DRIVEWAY LAYBACK AND PROPOSED CONCRETE SHARED PATH. GRADE AS SHOWN. 1.5M WIDE CONCRETE SHARED PATH. PROVIDE CROSSFALL AS SHOWN. 1:20 (5%)
		EXISTING GRAVEL DRIVEWAY. REPAIR GRAVEL DRIVEWAY WITH BITUMENT SURFACE. GRADE AS SHOWN. 1.5M WIDE CONCRETE SHARED PATH. PROVIDE CROSSFALL AS SHOWN.
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KING + CAMPBELL	King & Campbell Pty Ltd www.King Campbell.com.au A: PO Box 243 Port Macquarie NSW 2444 T: 02 6586 2555 F: 02 6583 4064 E: info@King Campbell.com.au	REV. DATE DESCRIPTION G 30/01/2024 DETAILED DESIGN - FOR TENDER E 11/10/2023 PRELIMINARY DETAILED DESIGN D 2/08/2023 IN-TOWN CONCEPTS FOR CONSULTA C 31/07/2023 IN-TOWN CONCEPTS B 26/07/2023 FITZROY ST EAST CONCEPT A 25/07/2023 FITZROY ST EAST CONCEPT

10/ 20/ 30/ 40/ 50/ 60/ 70/ 80/ 90/ 100/ 110/ 120/ 130/ 140/ 150mm

EXISTING PROPERTY BOUNDARY ------- EXISTING BITUMEN DRIVEWAY. DRIVEWAY WAY LAYBACK AND CRETE SHARED SHOWN.

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D ARCHIT	ECT: NI	GEL SWIFT	- NSW ARB	No 7025 QLD A	RB No 3957		[
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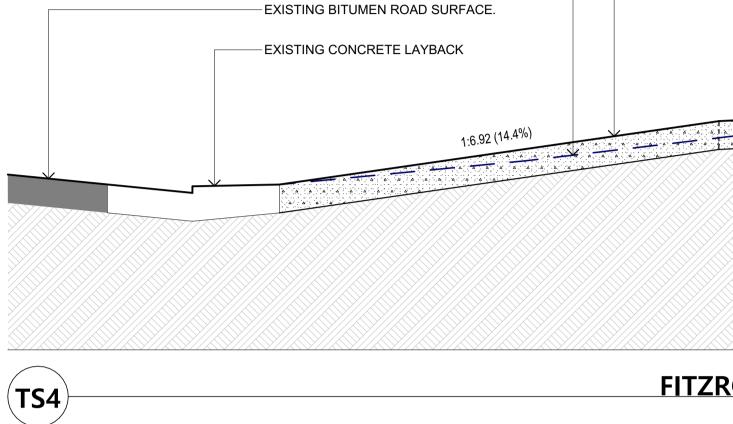
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T - TYPICAL SECTION 5 1:20

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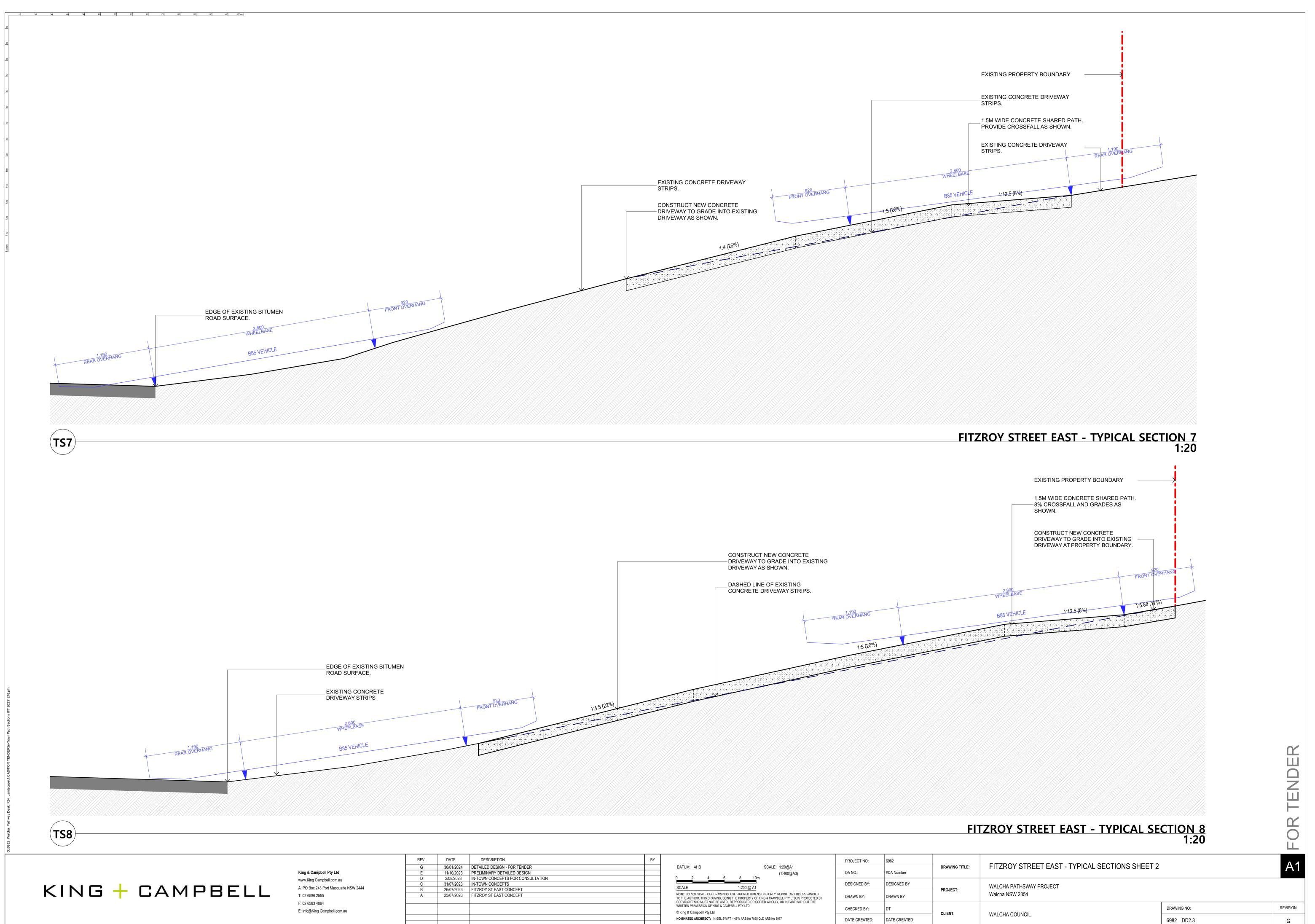


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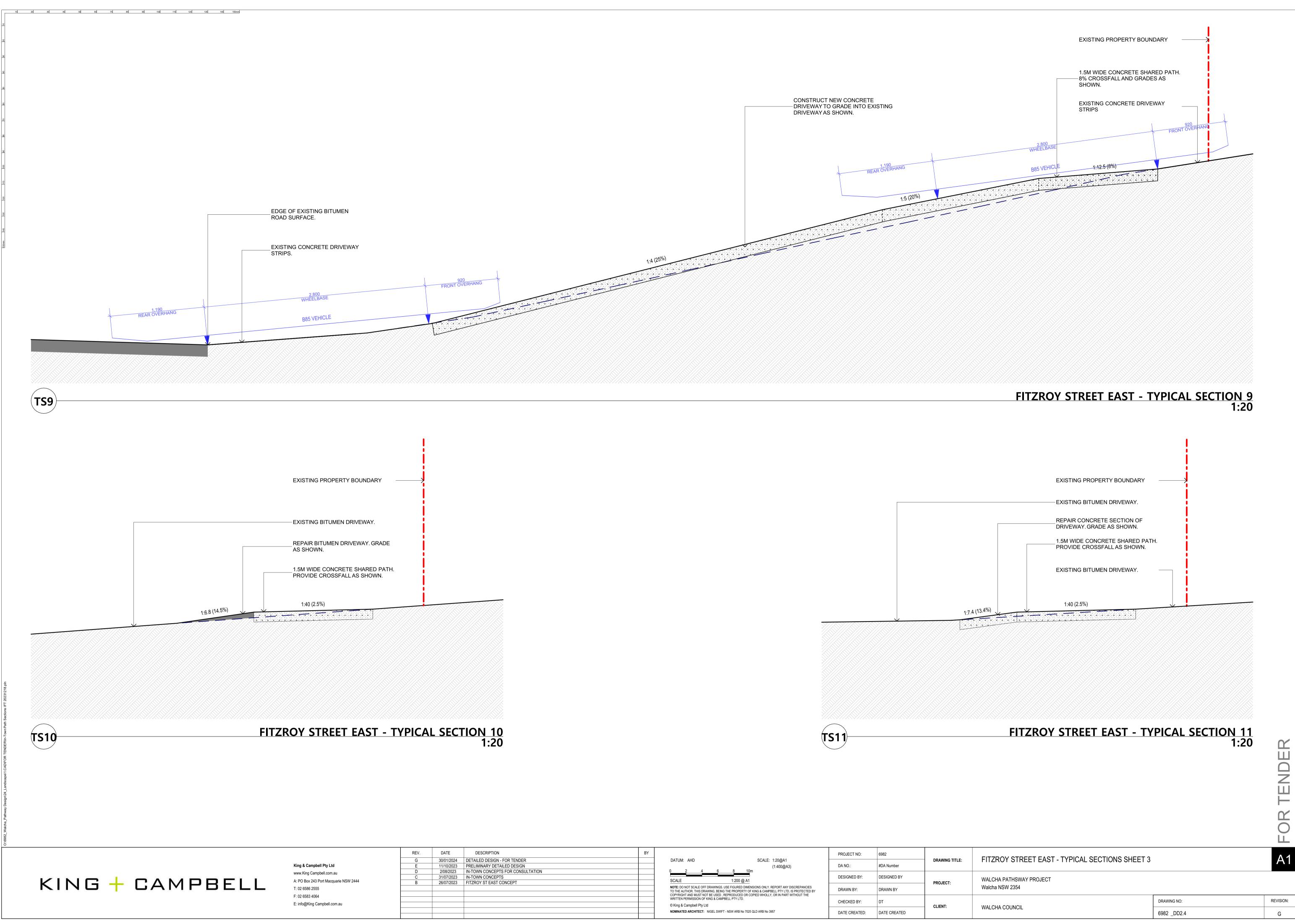
REPAIR CONCRETE DRIVEWAY BETWEEN DRIVEWAY LAYBACK AND PROPOSED CONCRETE SHARED PATH. GRADE AS SHOWN.		
1.5M WIDE CONCRETE SHARED PATH. PROVIDE CROSSFALL AS SHOWN.		
1:20 (5%)		
ROY STREET EAST - TYPICAL S	<u>5ECTION 4</u> 1:20	
EXISTING GRAVEL DRIVEWAY.		
REPAIR GRAVEL DRIVEWAY WITH BITUMENT SURFACE. GRADE AS		
SHOWN. 1.5M WIDE CONCRETE SHARED PATH.		
PROVIDE CROSSFALL AS SHOWN.		
1:20 (5%)		
FITZROY STREET EAST -	- TYPICAL SECTION 6	Ŕ
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FITZROY STREET EAST - TYPICAL SECTIONS SHEE	T 1	A1
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EXISTING PROPERTY BOUNDARY

- EXISTING CONCRETE DRIVEWAY.



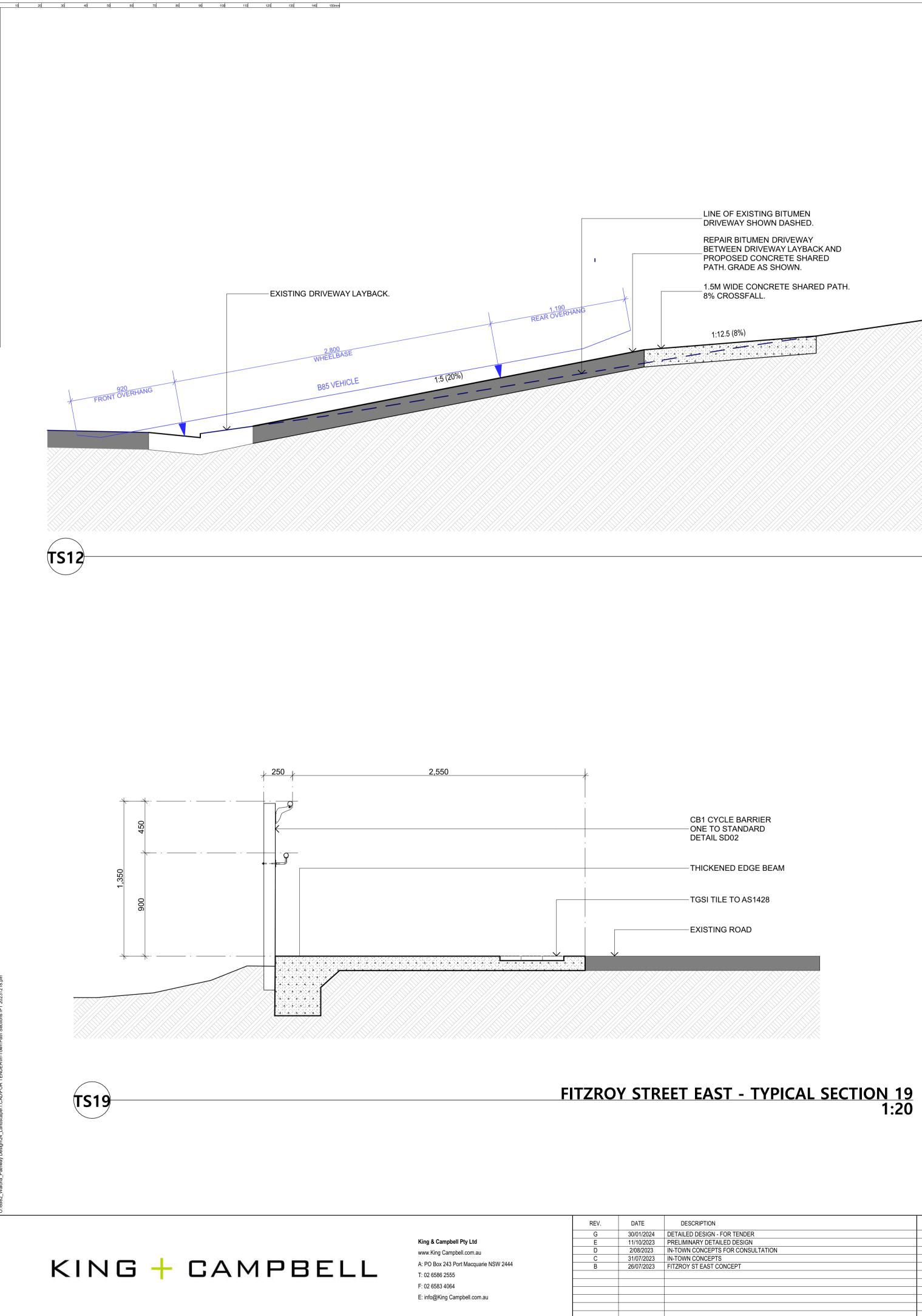
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FITZROY STREET EAST - TYPICAL SECTION 12 1:20

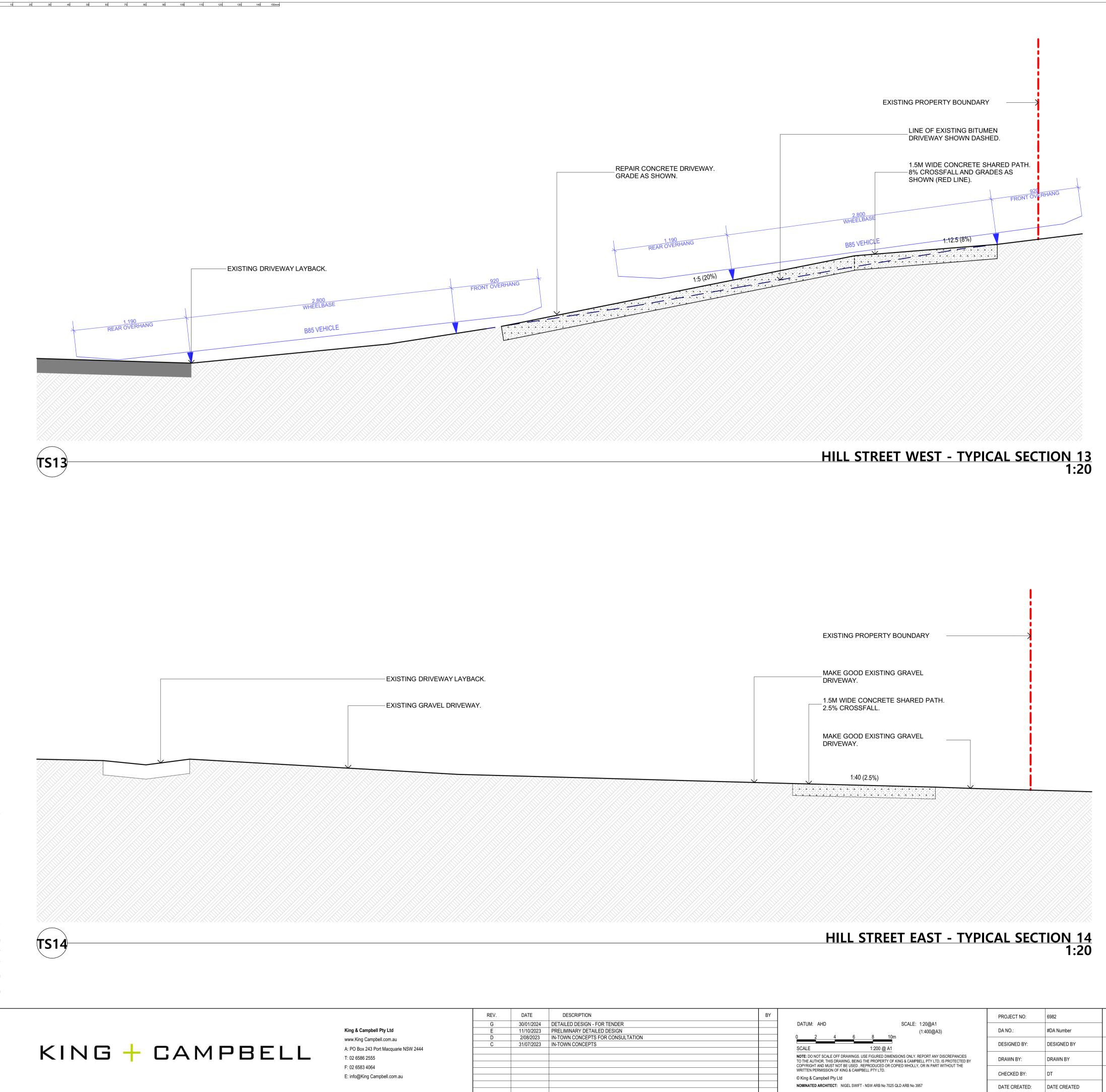
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TITZROY STREET EAST - TYPICAL SECTIONS SHEET 4

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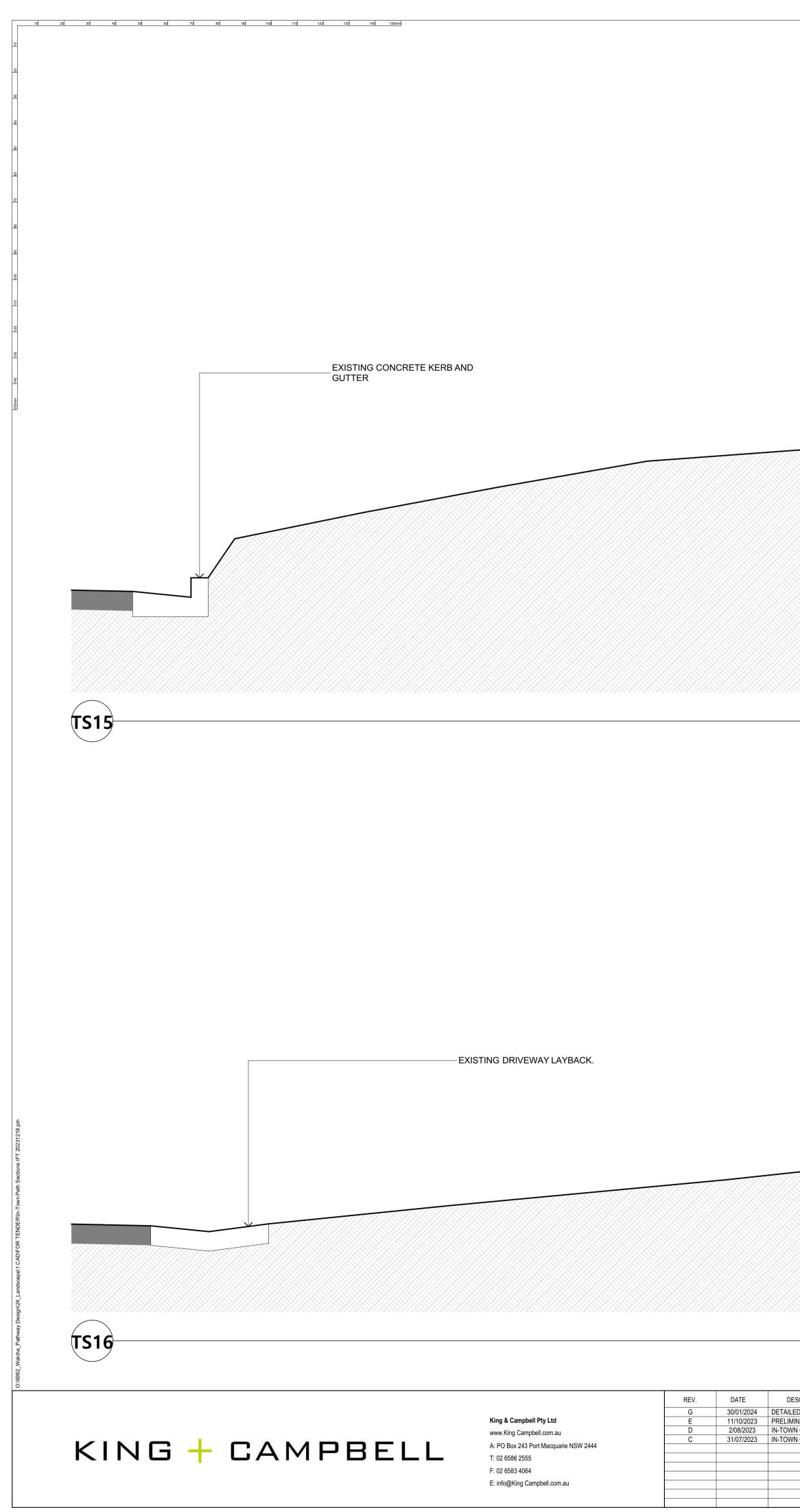
HILL STREET - TYPICAL SECTIONS SHEET 1

WALCHA PATHSWAY PROJECT Walcha NSW 2354

WALCHA COUNCIL



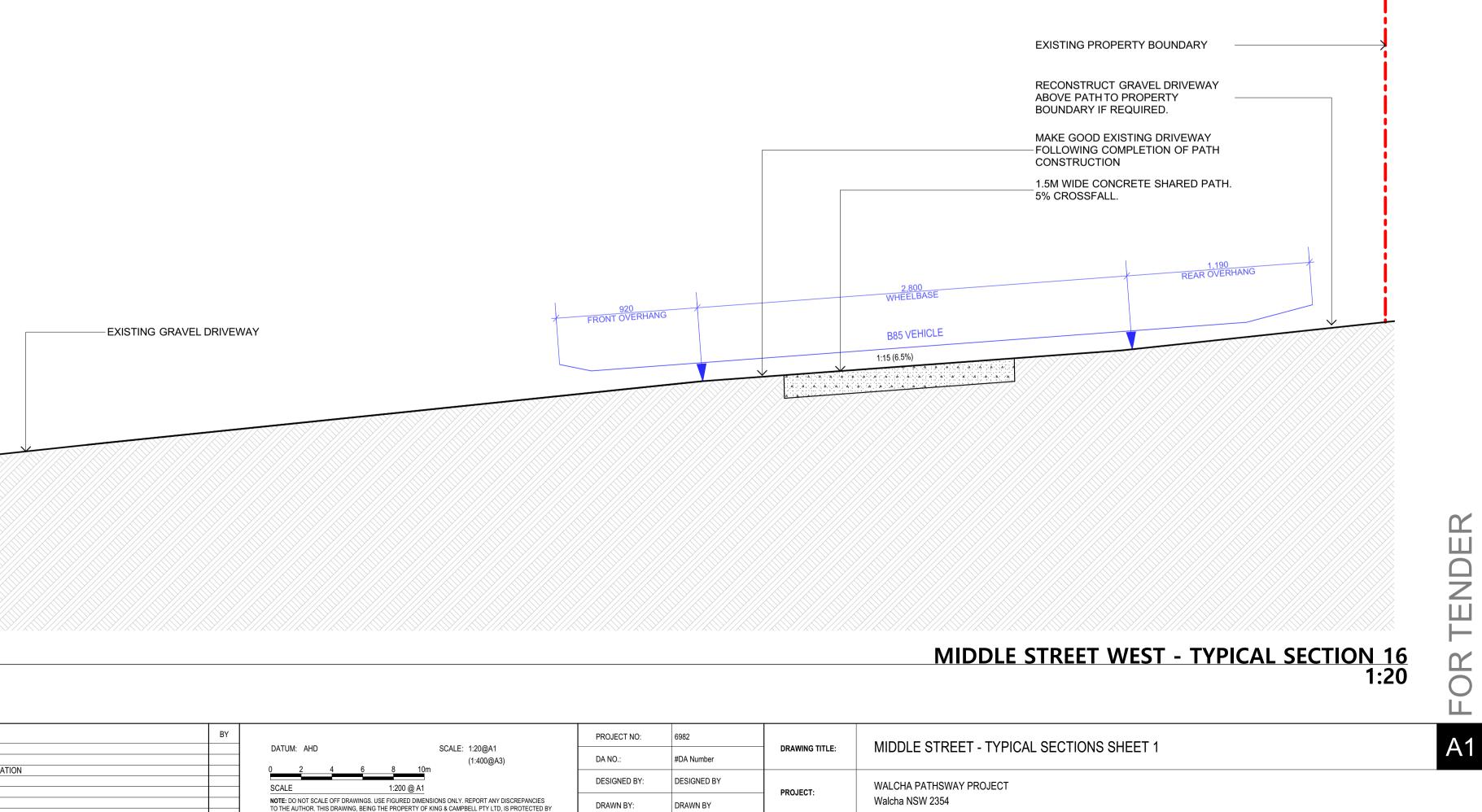
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	1:100 (1%)
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EXISTING NATURAL GROUND SURFACE LINE	



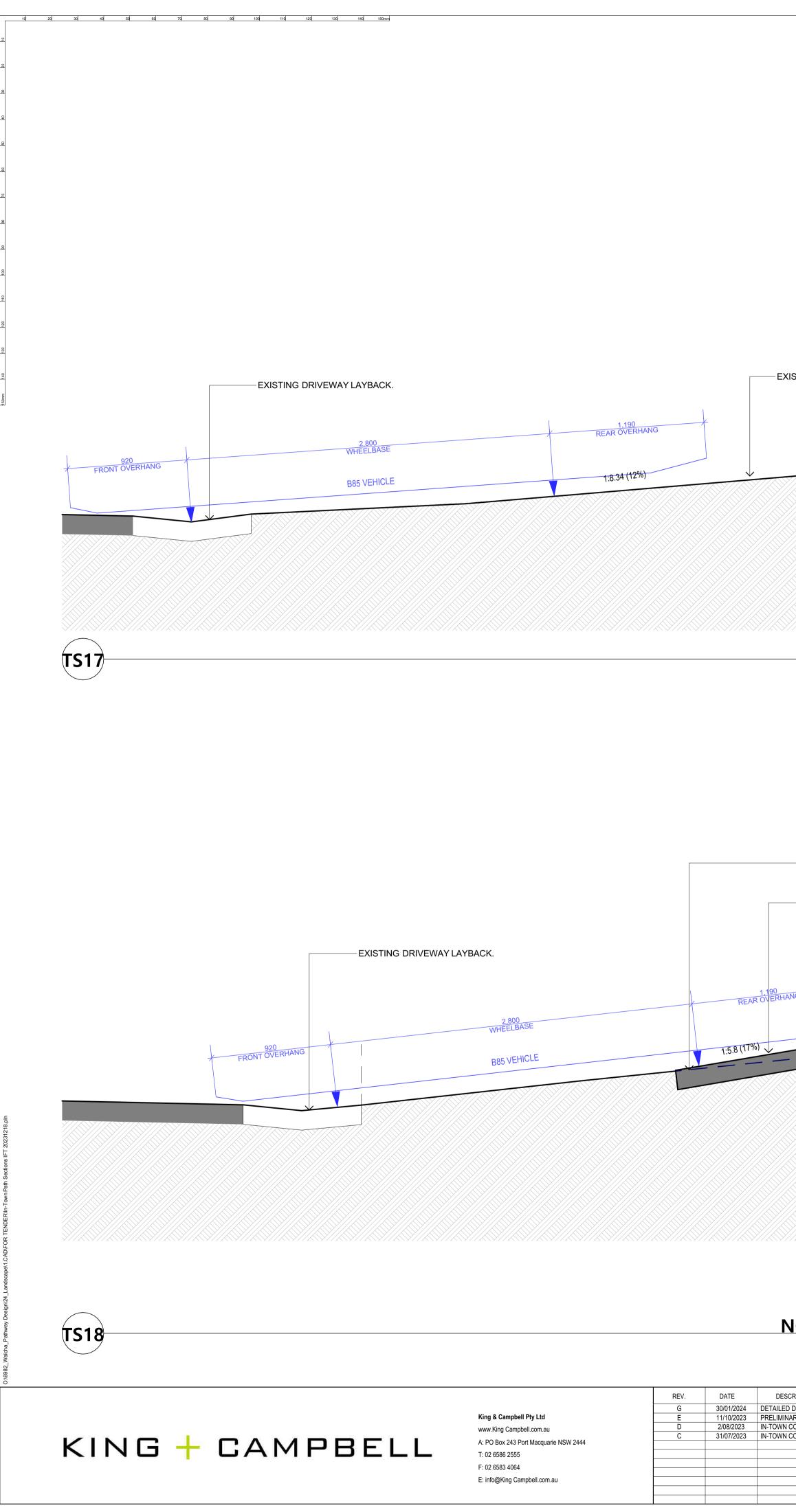
1.5M WIDE CONCRETE SHARED PATH. 1% CROSSFALL. CUT INTO EXISTING GROUNDLINE AND BATTER AT MAX 1:4 GRADE EITHER SIDE OF PATH.



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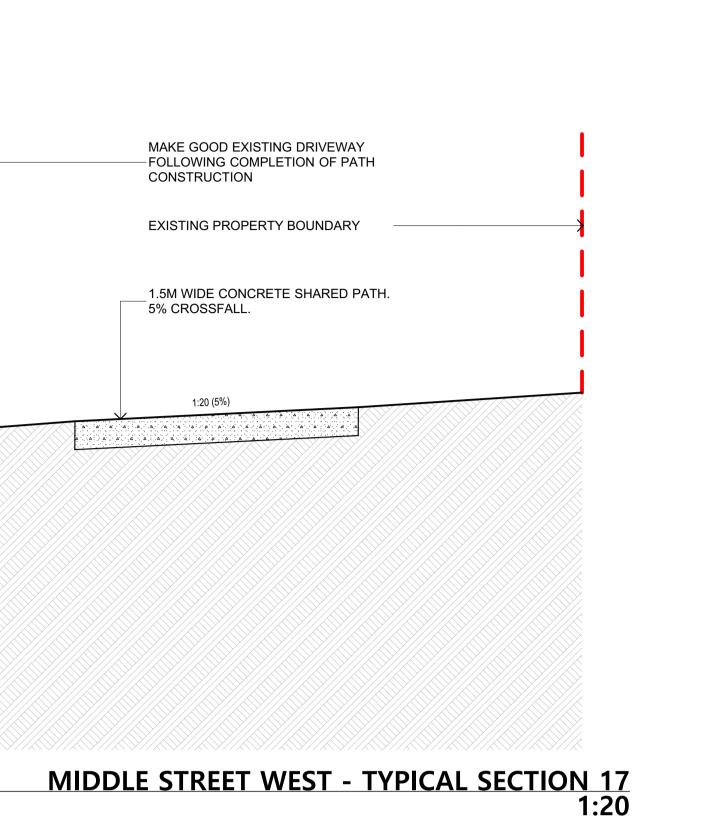
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NORTH STREET WEST - TYPICAL SECTION 18 1:20

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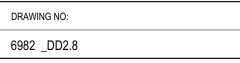




AIDDLE AND NORTH STREET - TYPICAL SECTIONS SHEET 1

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