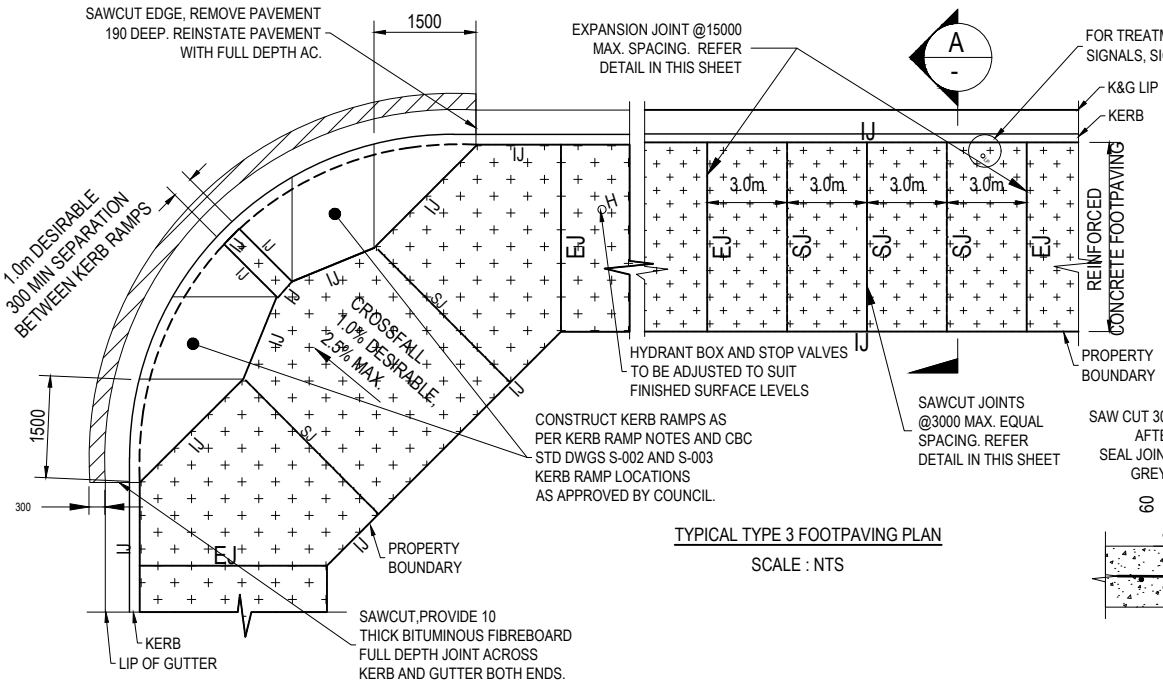
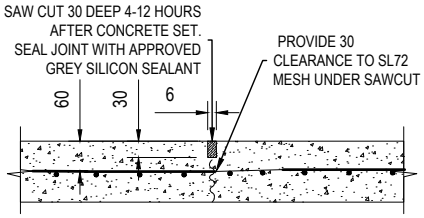
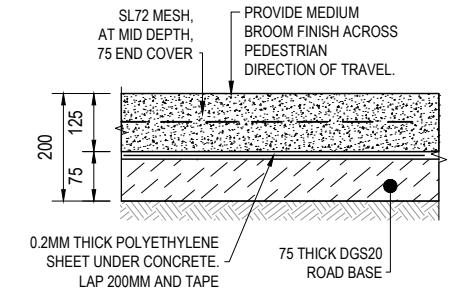


TYPICAL TYPE 3 FOOTPAVING PLAN

SCALE : NTS

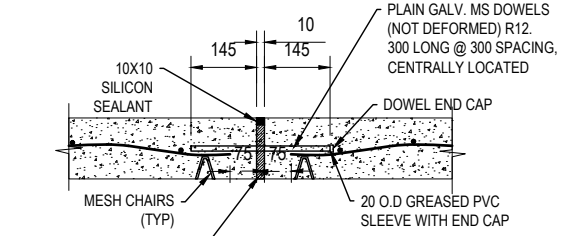


SAWCUT JOINT (SJ)
SPACING 3.0m APPROX

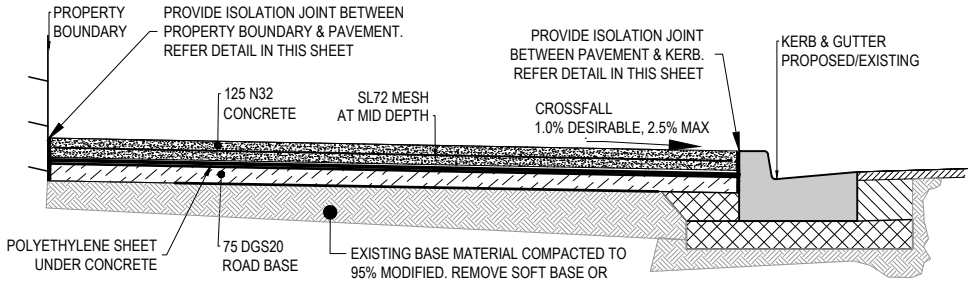


CONCRETE FOOTPAVING

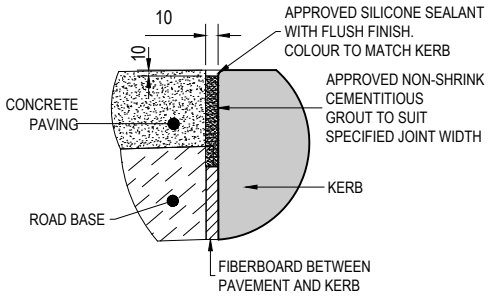
SCALE: NTS



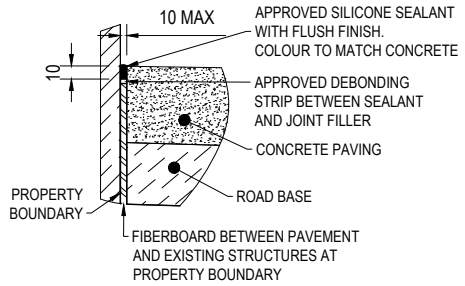
EXPANSION JOINT (EJ)
SPACING 15.0m MAX.



TYPICAL FOOTPAVING SECTION A -



TYPICAL JOINT BETWEEN
KERB & CONCRETE PAVING



ISOLATION JOINT (IJ)
BETWEEN PROPERTY BOUNDARY
AND CONCRETE PAVING

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

CANTERBURY BANKSTOWN

CITY OF CANTERBURY BANKSTOWN

STANDARD FOOTPAVING: TYPE 3:
CONCRETE WITH NO BANDING: FULL WIDTH

TOWN CENTRE PAVING

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GENERAL

G1. A SITE SPECIFIC DESIGN IS TO BE PREPARED AND APPROVED BY COUNCIL PRIOR TO CONSTRUCTION.
THE PLAN IS TO DETAIL KERB RAMP SETOUT, JOINT DETAILS AND TREATMENT TO EXISTING STRUCTURES.
G2. TRANSVERSE PAVER BEDS TO BE PROVIDED AT EVEN SPACING OF ABOUT 12m MAX. OR AS SPECIFIED BY COUNCIL.
G3. TREE PLANTING BEDS ARE TO BE PROVIDED FOR ALL EXISTING TREES TO BE RETAINED.
NEW TREE PLANTING BEDS ARE TO BE PROVIDED AT 8.0m TO 10.0m SPACING OR AT LOCATIONS APPROVED BY COUNCIL. ALL TREE BEDS ARE TO BE CONSTRUCTED TO DETAILS ON COUNCIL STANDARD.

SERVICES

S1. A FIELD CHECK FOR ALL EXISTING CABLES/ CONDUITS SHALL BE CARRIED OUT PRIOR TO COMMENCEMENT OF ANY WORK WITH A QUALIFIED CABLE LOCATOR
S3. ALL UTILITY FEATURES, e.g. STOP VALVE COVERS, HYDRANTS, TELECOMMUNICATION PITS, SHALL BE ADJUSTED TO SUIT FINISHED SURFACE
S4. TELECOMMUNICATION PIT COVERS SHALL BE TELSTRA APPROVED INFILL TYPE COVERS UNLESS NOTED OTHERWISE. INFILL PAVERS TO BE USED ACROSS BANDING, UTILITY & SERVICES PITS COVERS.
S5. APPROVED UTILITY ACCREDITED SUBCONTRACTORS SHALL BE USED FOR ADJUSTING ANY SERVICE.
S6. FOR SHALLOW STORMWATER PIPES AND LOCAL TELECOMMUNICATION CABLES WHERE APPROVED BY THE SUPERINTENDENT THE CONCRETE BASE THICKNESS MAY BE REDUCED BUT NOT LESS THAN 75mm THICK OVER A MAXIMUM WIDTH OF 300mm.

TGSI AND KERB RAMP NOTES:

KR1. WHERE REQUIRED TACTILE GROUND SURFACE INDICATORS (TGSI) SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED PLAN AND COMPLYING WITH AS/NZS1428.4 AND CBC STANDARD DRAWING S-002.
KR2. QUALITY CONTROL SAMPLES (MIN. 3 OF EACH UNIT) OF BOTH WARNING AND DIRECTIONAL TGSI TO BE USED SHALL BE SUBMITTED TO COUNCIL FOR APPROVAL.
KR3. TGSI SHALL BE TILES OF SIZE, TYPE AND COLOUR AS SPECIFIED BY COUNCIL. TGSI ARE TO HAVE LUMINANCE CONTRAST OF MORE THAN 30% TO THE SURROUNDING SURFACE.
KR4. KERB RAMPS TO BE CONSTRUCTED IN ACCORDANCE WITH CBC STD DWG S-003. GUTTER, KERB, RAMP, AND WINGS OF THE KERB RAMP SHALL BE CAST MONOTHICALLY IN PLAIN GREY CONCRETE TO MATCH ADJOINING KERB & GUTTER.
KR5. KERB RAMP TO BE ALIGNED WITH THE DESIRED DIRECTION OF PEDESTRIAN TRAVEL, USUALLY PARALLEL WITH THE PROPERTY LINE, SUBJECT TO SITE SPECIFIC CONSTRAINTS.
KR6. KERB RAMPS TO BE AT GRADE 1:8 ALONG THE CENTRELINE. THE SUPERINTENDENT MUST BE NOTIFIED 48 HOURS PRIOR TO CONCRETE POUR IF GRADE 1:8 CANNOT BE ACHIEVED.
KR7. CONCRETE TO HAVE STRENGTH GRADE N25 IN ACCORDANCE WITH AS1379.
KR8. ROAD BASE WHERE REQUIRED UNDER THE KERB RAMP AND GUTTER TO BE CRUSHED ROCK OR CRUSHED RECYCLED CONCRETE GRADED TO DGS20, COMPACTION TO BE 98% MODIFIED.
KR9. EXISTING GUTTER TO BE REMOVED AND KERB RAMP TO BE CAST MONOLITHICALLY WITH GUTTER.
KR10. ROAD PAVEMENT 300mm WIDE ADJOINING NEW GUTTER TO BE REMOVED TO 190mm DEPTH. PAVEMENT IS TO BE REINSTATED USING FULL DEPTH AC. WEARING SURFACE TO BE AC10 40mm THICK. BASE AC TO BE AC20 IN 2 LAYERS, OR APPROVED EQUIVALENT.
KR11. PLAIN CONCRETE SURFACES ARE TO BE BROOM FINISHED ACROSS THE DIRECTION OF PEDESTRIAN TRAVEL

FOOTPAVING TREATMENT FOR STRUCTURES

FTS1. FOOTPAVING TREATMENT FOR FIXTURES AS SPECIFIED BY COUNCIL. AND AS DETAILED ON CBC STANDARD DRAWING S-031.

SUB SOIL DRAINAGE

SSD1. SUBSOIL DRAINAGE SHALL BE PROVIDED IN ACCORDANCE WITH CBC STANDARD DRAWING S-116. SUBSOIL DRAINAGE IS TO BE CONNECTED TO EXISTING STORMWATER DRAINAGE SYSTEM. CLEANOUTS ARE TO BE PROVIDED AT THE COMMENCEMENT OF THE SUBSOIL DRAINAGE AND EVERY 60m OR AS DIRECTED BY THE SUPERINTENDENT.
SSD2. SUBSOIL DRAINAGE PIPE SHALL BE Ø100mm TYPE 1, CLASS 1000 SLOTTED PLASTIC CIRCULAR PIPE AND SHALL BE FITTED WITH A FILTER SOCK. BOTH THE SUBSOIL DRAINAGE PIPE AND THE FILTER SOCK SHALL COMPLY WITH AUS-SPEC 2
SSD3. SUBSOIL DRAINAGE TO BE PLACED IN ACCORDANCE WITH AUS-SPEC 2 WITH FILTER MATERIAL TO BE TYPE 'A' USING 5mm CRUSHED RECYCLED CONCRETE. GEOTEXTILE TRENCH LINER (BIDUM A14 OR APPROVED EQUAL) TO BE PROVIDED AROUND TYPE A FILTER MATERIAL. PROVIDE LAPS OF 500mm AT FABRIC JOINTS

KERB AND GUTTER

K1. NEW KERB AND GUTTER SHALL BE IN ACCORDANCE WITH CBC STD DWG S-001.

BUS STOPS

BS1 FOR BUS STOPS REFER CBC STANDARD DWGS S-017(A), S-018(A) OR S-019(A).

TRAFFIC SIGNAGE

TS1. ALL Ø60 OD TRAFFIC SIGN POSTS REQUIRING INSTALLATION OR RELOCATION WITHIN AREAS OF CONCRETE OR PAVERS SHALL BE FIXED VERTICALLY USING AN AUTOMATIC POST SECURING DEVICE EQUAL TO 'KDC SYSTEMS' "POST LOCK SYSTEM". UNLESS NOTED OTHERWISE,THESE DEVICES SHALL BE INSTALLED USING A STANDARD 350mm UNIT IN ACCORDANCE WITH THE MANUFACTURERES REQUIREMENTS. THESE DEVICES CAN BE OBTAINED FROM EITHER; GRIBBLE & BRENNAN PTY. LTD, 8 ROWOOD RD, PROSPECT, 2148 PH: 9688 3255 OR HVS SERVICES, 31 WARREN AV, BANKSTOWN, PH: 9792 4799, FAX 9790 6799
TS2. ALL TRAFFIC SIGN POSTS TO BE LOCATED CLEAR OF BANDING PAVERS.
TS3. INSTALL SIGN POSTS AS PER CBC STD DWG S-351
TS4. EXISTING SIGNS OF A CONFLICTING NATURE SHALL BE COVERED TO COUNCILS SATISFACTION DURING THE CONSTRUCTION PERIOD

STREET TREE PLANTING

STP1. NEW TREE PLANTING AS SPECIFIED BY COUNCIL. CBC STANDARD DRAWINGS S-207 AND S-207A APPLY. EXISTING TREES TO BE RETAINED AND PROTECTED UNLESS OTHERWISE SPECIFIED BY COUNCIL. CBC STANDARD DRAWINGS S-209 AND S-210 APPLY.

CONCRETE PAVEMENT:

C1. STANDARD: 100mm THICK, SL72 MESH, 60 TOP COVER
VEHICLE CROSSINGS: 200mm THICK, SL82 MESH, 70 TOP COVER
COLOUR: NATURAL
FINISH: MEDIUM BROOM TO EDGE. BROOM ACROSS DIRECTION OF PEDESTRIAN TRAVEL.
C2. CONCRETE INFILL COVERS TO BE CAST IRON MASCOT CLASS B OR APPROVED EQUIVALENT.

CANTERBURY BANKSTOWN

CITY OF CANTERBURY BANKSTOWN

STANDARD FOOTPAVING: TYPE 3:
CONCRETE WITH NO BANDING: FULL WIDTH

TOWN CENTRE PAVING

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