

CIVIL WORKS PLAN - SOMERVILLE LANE WIDENING

1:100

U.N.O.	PAVEMENT 200 THICK, f'c=32MPa, SL82 TOP REFER SLAB DESIGN & PREPARATION DETAIL ON C04
CJ	CONTRACTION JOINT - REFER DETAIL ON C04
19.43	DENOTES EXISTING LEVELS
•RL19.43	DENOTES PROPOSED LEVELS

NOTE:

1. REINFORCED CONCRETE SLAB DESIGNED IN ACCORDANCE WITH AUS-SPEC #1 & C&A TSI-GUIDE TO RESIDENTIAL STREETS AND PATHS.
2. CONTRACTOR TO REFER TO ABOVE MENTIONED DESIGN MATERIAL TO ENSURE ALL RELEVANT PAVEMENT DESIGN RECOMMENDATIONS ARE IMPLEMENTED.
3. TRAFFIC ESTIMATION PROVIDED BY COUNCIL - EQUIVALENT STANDARD AXLES (ESA) =6x10⁴.

NOTES:
 - TRAFFIC MANAGEMENT DESIGN TO BE PROVIDED BY TRAFFIC ENGINEER
 - ADJUST ALL INSPECTION OPENINGS & UTILITY SERVICES AS REQUIRED TO MATCH PROPOSED DRIVEWAY/FOOTPATH/ROAD LEVELS & LOCATION
 - REFER TO DIAL BEFORE YOU DIG FOR LOCATION OF ALL SERVICES PRIOR TO COMMENCEMENT OF WORKS



INVESTIGATION OF 'DIAL BEFORE YOU DIG' UNDERGROUND SERVICES HAS BEEN MADE. DETECTION OF UNDERGROUND SERVICES IS NOT AN INTEGRAL PART OF THIS SURVEY. ALL RELEVANT AUTHORITIES SHOULD BE NOTIFIED PRIOR TO ANY EXCAVATION ON OR NEAR THE SITE

DEVELOPERS & EXCAVATORS MAY BE HELD FINANCIALLY RESPONSIBLE BY THE ASSET OWNER SHOULD THEY DAMAGE UNDERGROUND NETWORKS.

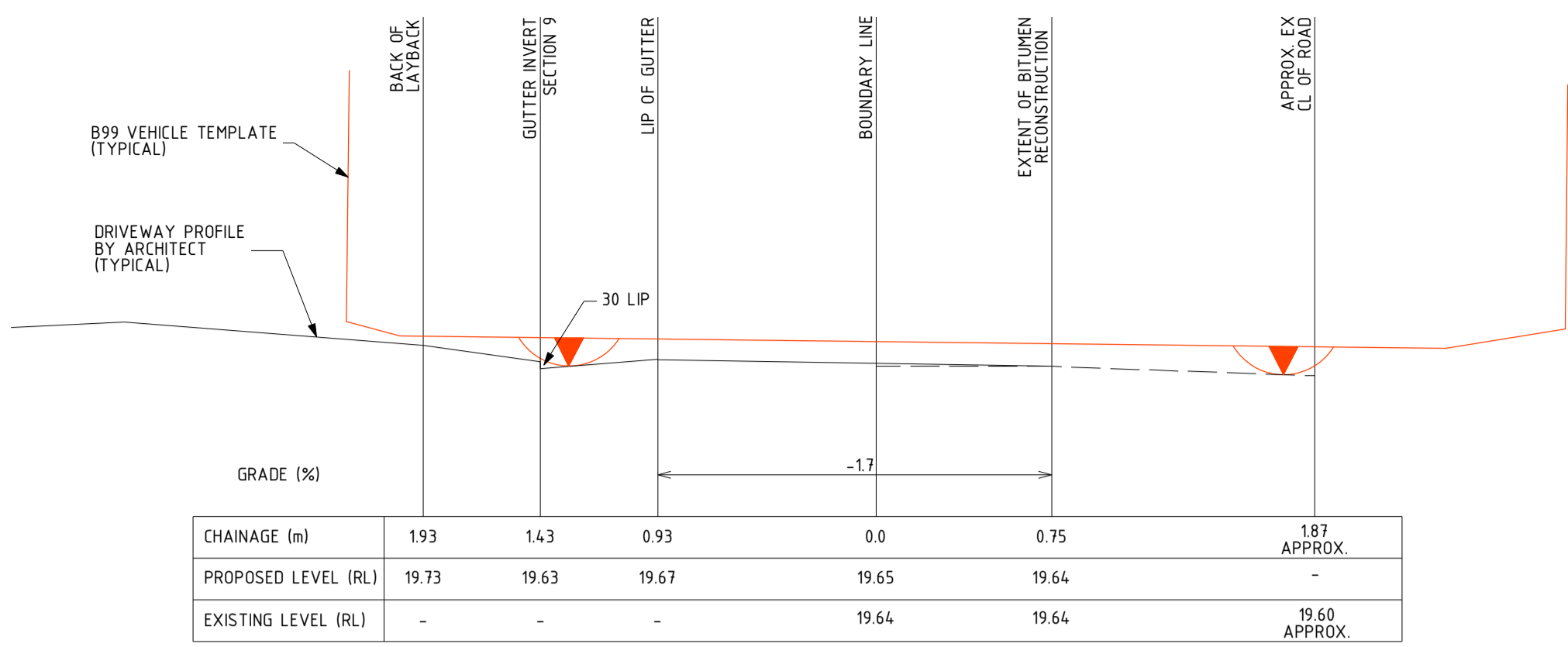
CARELESS DIGGING CAN:
 - CAUSE DEATH OR SERIOUS INJURY TO WORKERS AND THE GENERAL PUBLIC
 - INCONVENIENCE USERS OF ELECTRICITY, GAS, WATER AND COMMUNICATIONS
 - LEAD TO CRIMINAL PROSECUTION AND DAMAGES CLAIMS
 - CAUSE EXPENSIVE FINANCIAL LOSSES TO BUSINESS
 - CUT OFF EMERGENCY SERVICES
 - DELAY PROJECT COMPLETION TIMES WHILE THE DAMAGE IS REPAIRED

MINIMISE YOUR RISK AND DIAL BEFORE YOU DIG.
 TEL. 1100

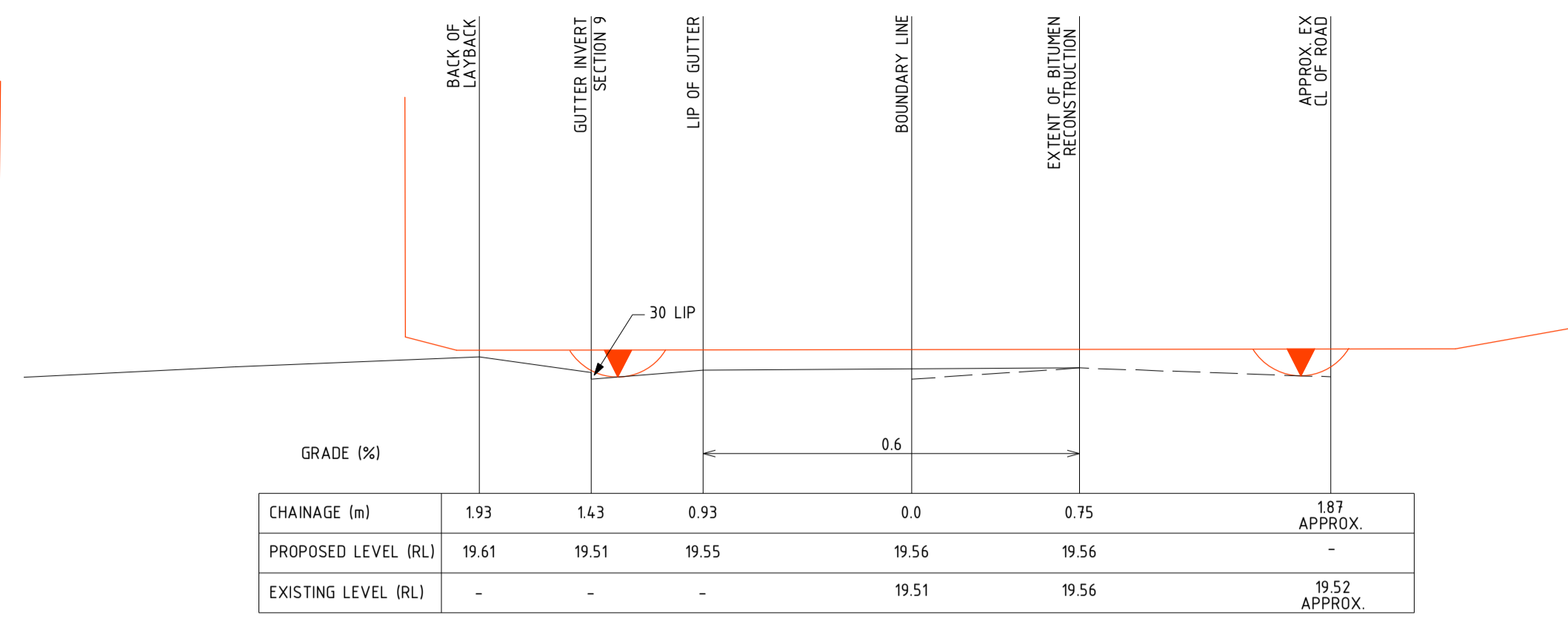
REV.	DATE	REVISION DESCRIPTION	BY	REV.	DATE	REVISION DESCRIPTION
A	21.07.21	ISSUE FOR COUNCIL SUBMISSION ONLY	DI			

ARCHITECT	GARTNER TROVATO ARCHITECTS
CUSTOMER	MANLY VALE DEVELOPMENTS NO 2 PTY LTD ATF MANLY VALE DEVELOPMENTS NO 2 UNIT TRUST

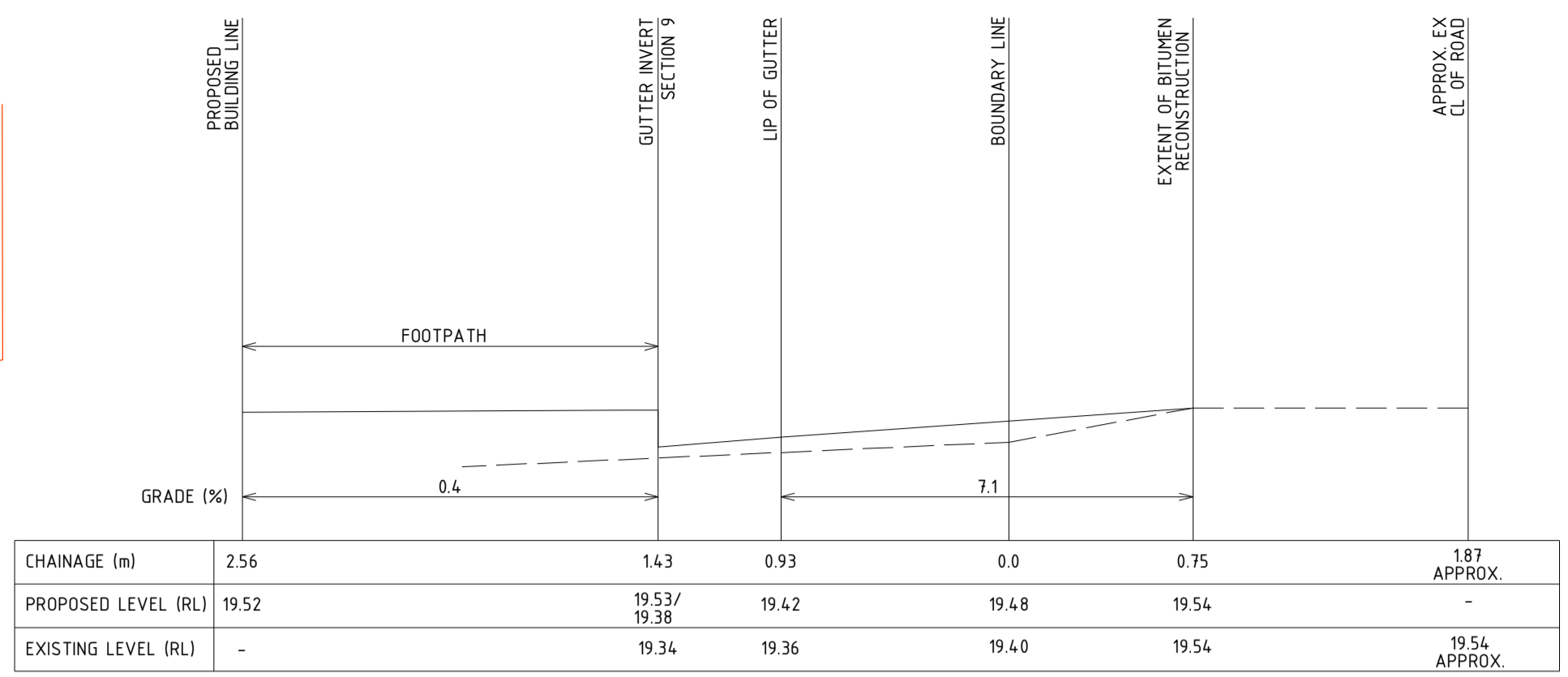
STATUS	ISSUE FOR COUNCIL SUBMISSION ONLY	DATE	JULY 2021
PROJECT	321 CONDAMINE STREET, MANLY VALE	PROJECT NUMBER	200203
DRAWING	CIVIL WORKS PLAN	DRAWING NUMBER	C01



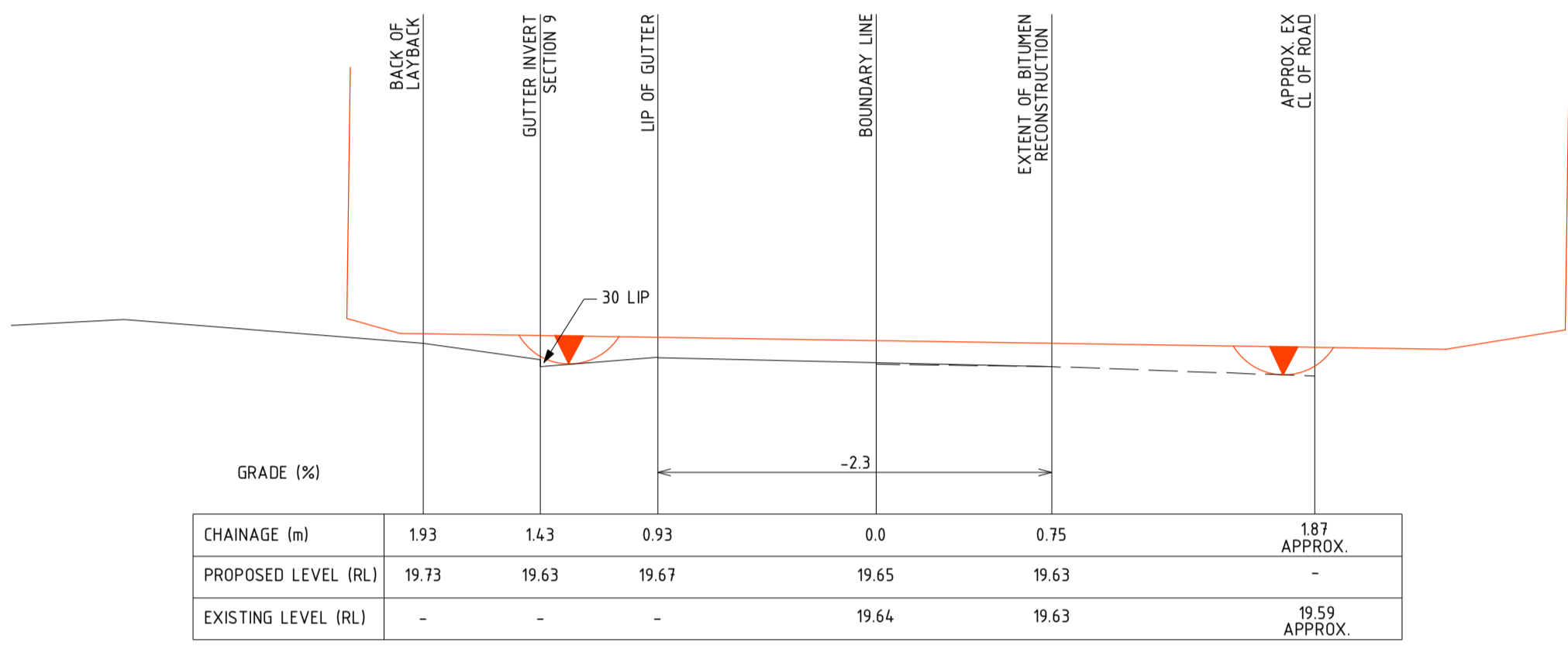
SECTION 1
1:25 C01



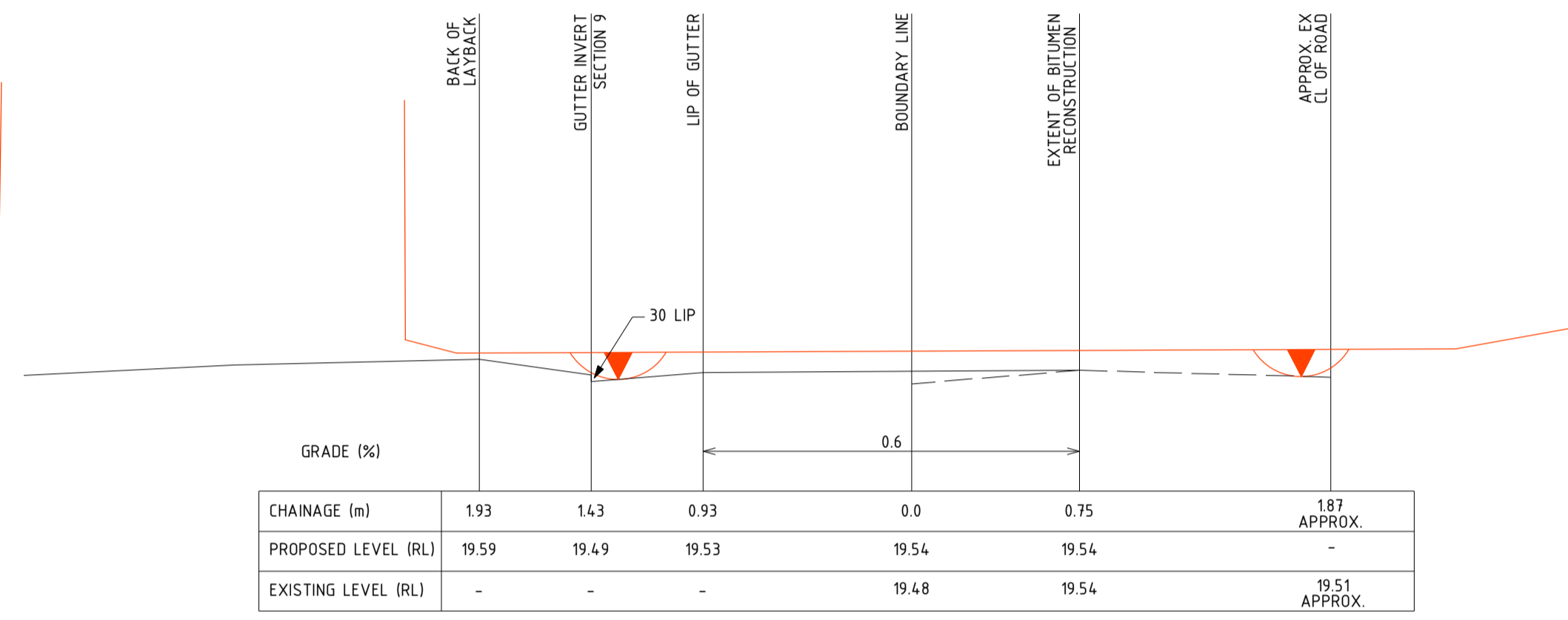
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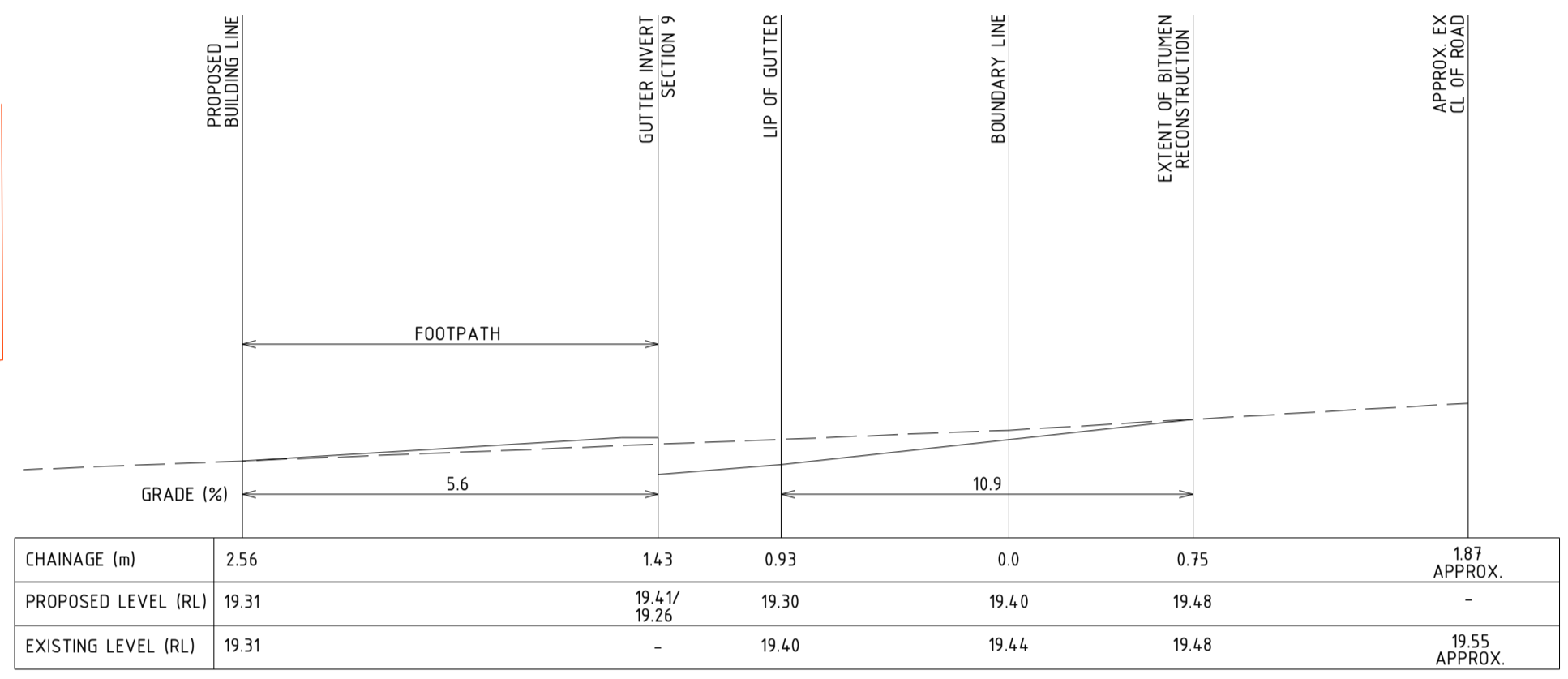
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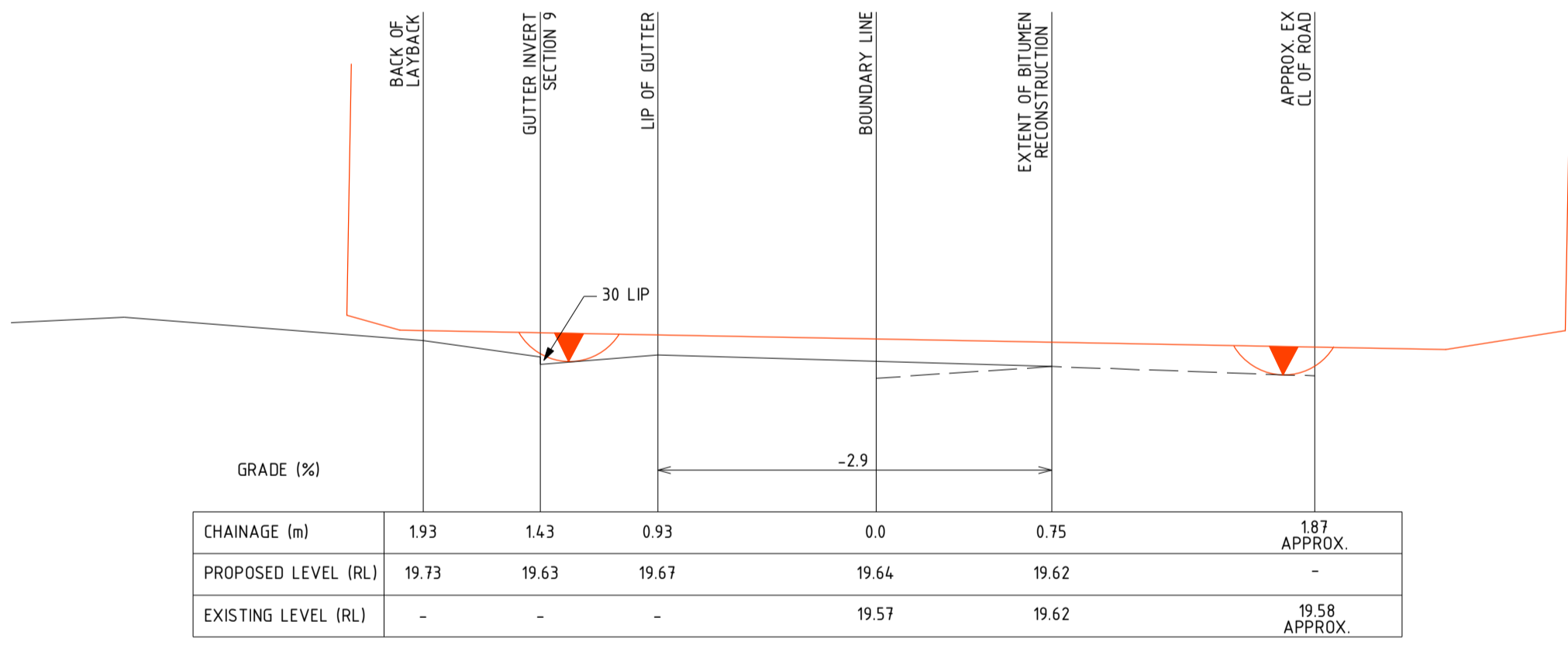
SECTION 2
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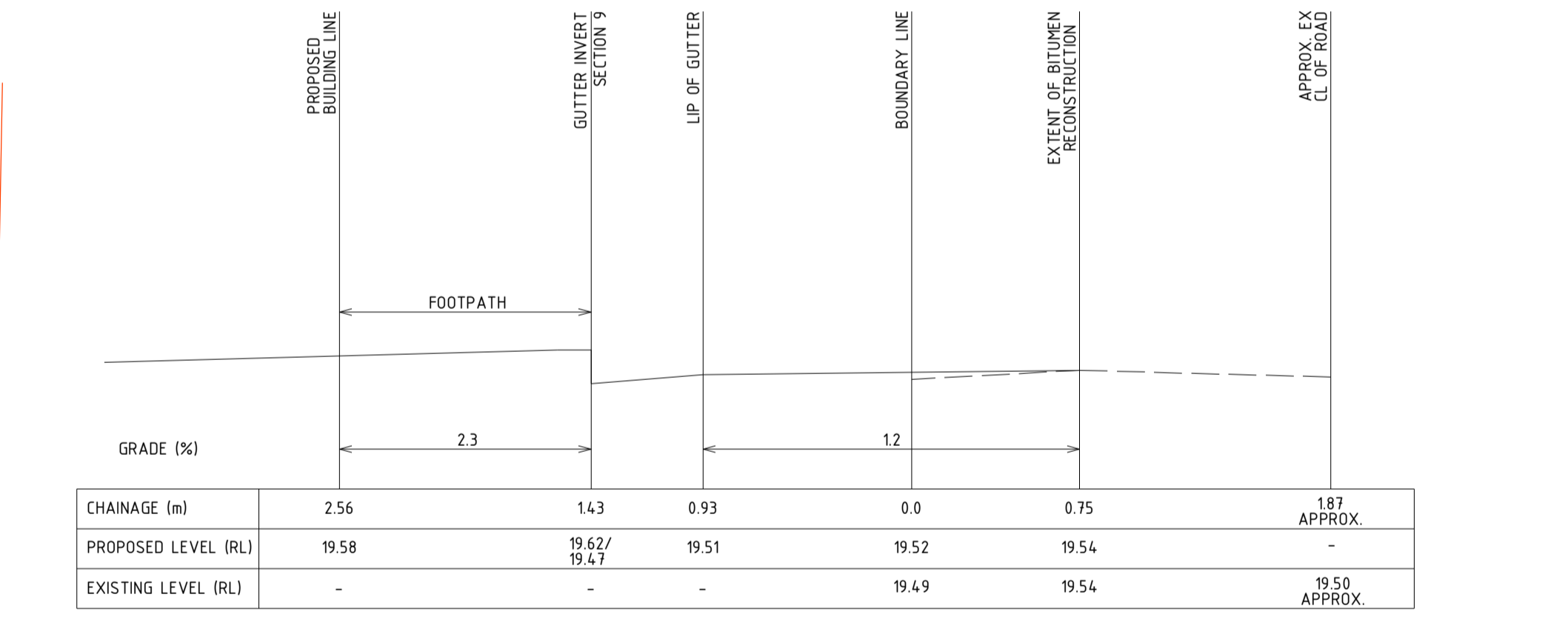
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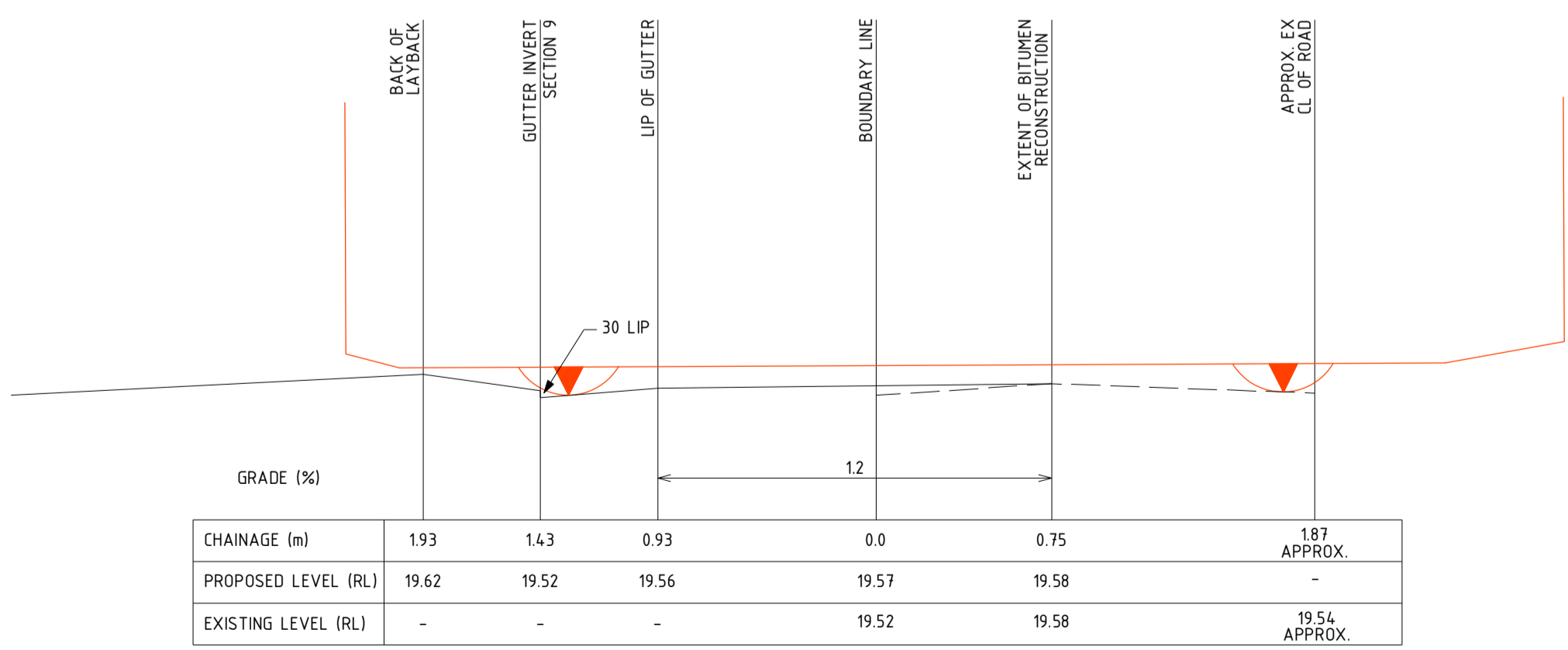
SECTION 15
1:25 C01



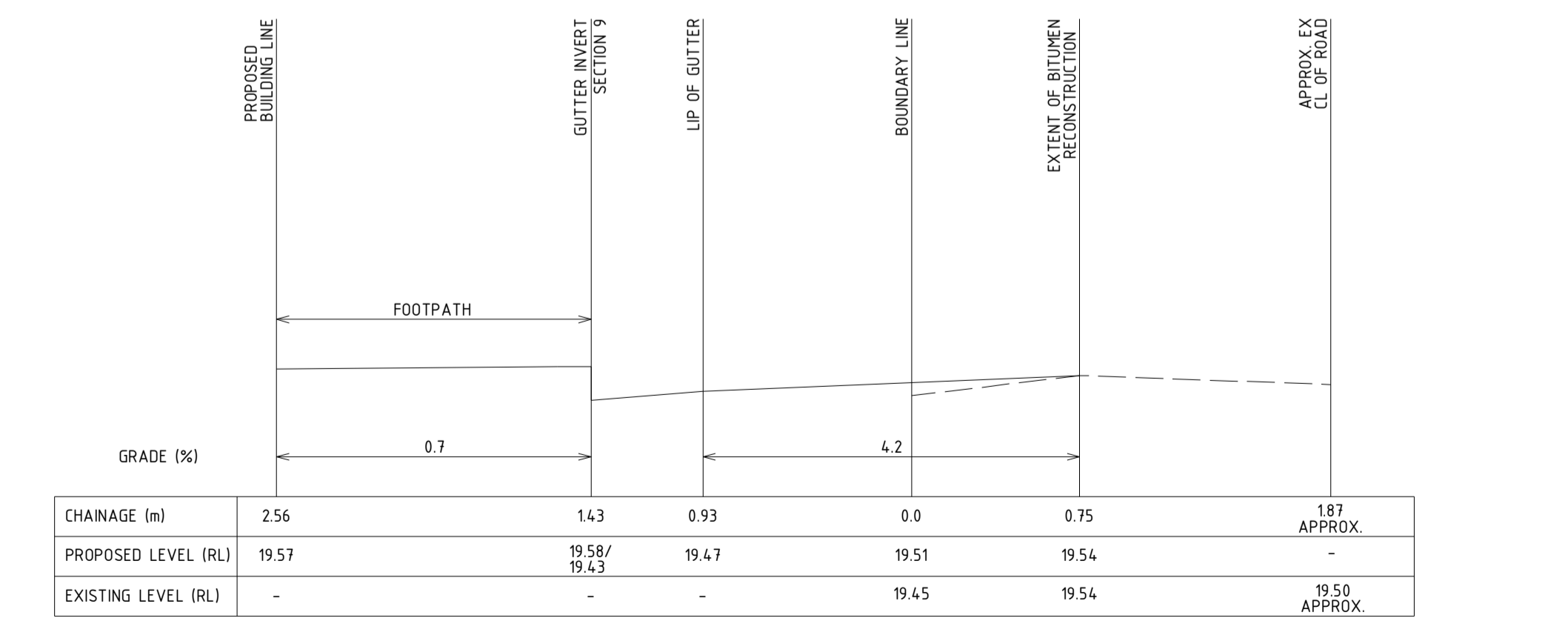
SECTION 3
1:25 C01



SECTION 12
1:25 C01

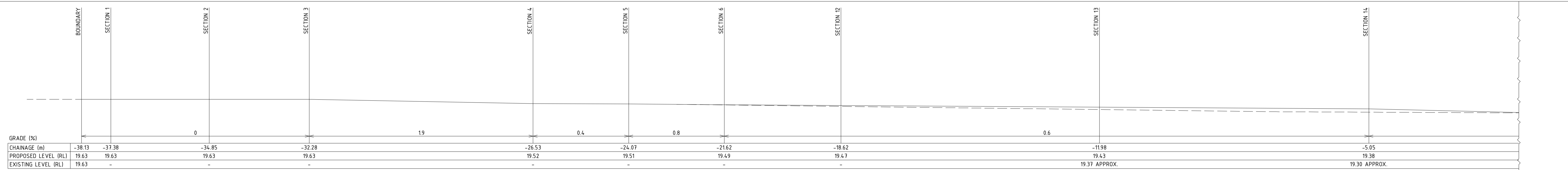


SECTION 4
1:25 C01

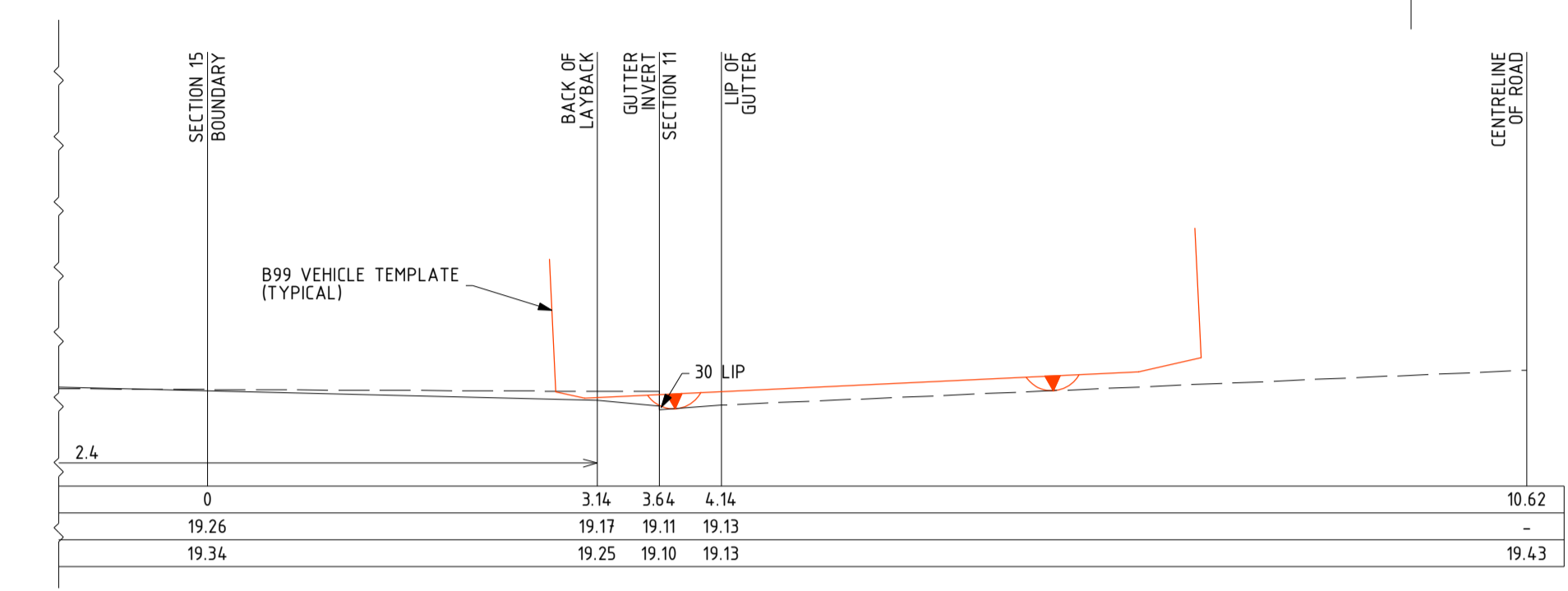


SECTION 13
1:25 C01

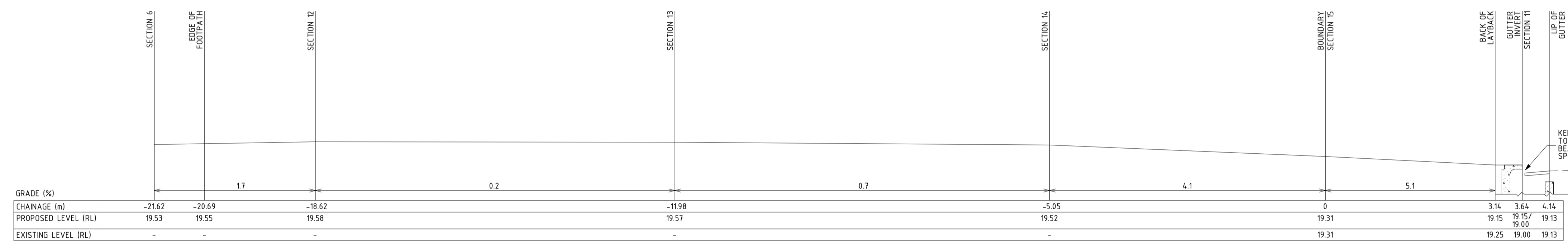
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A	21.07.21	ISSUE FOR COUNCIL SUBMISSION ONLY	DI			



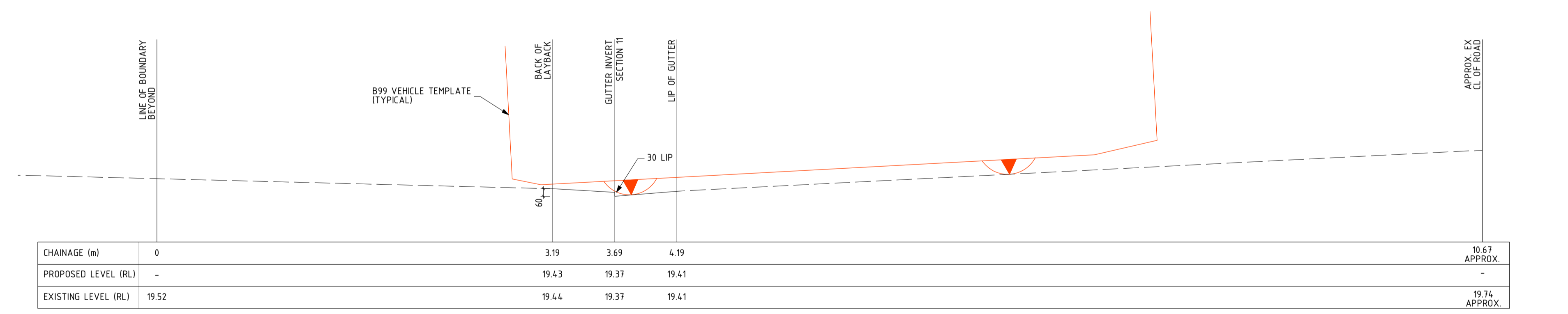
SECTION 9 PART 1
1:50
GUTTER INVERT



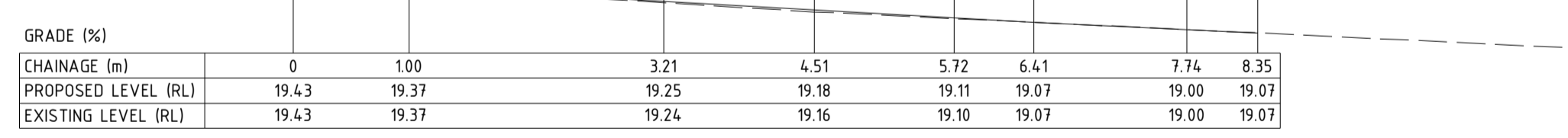
SECTION 9 PART 2
1:50
GUTTER INVERT



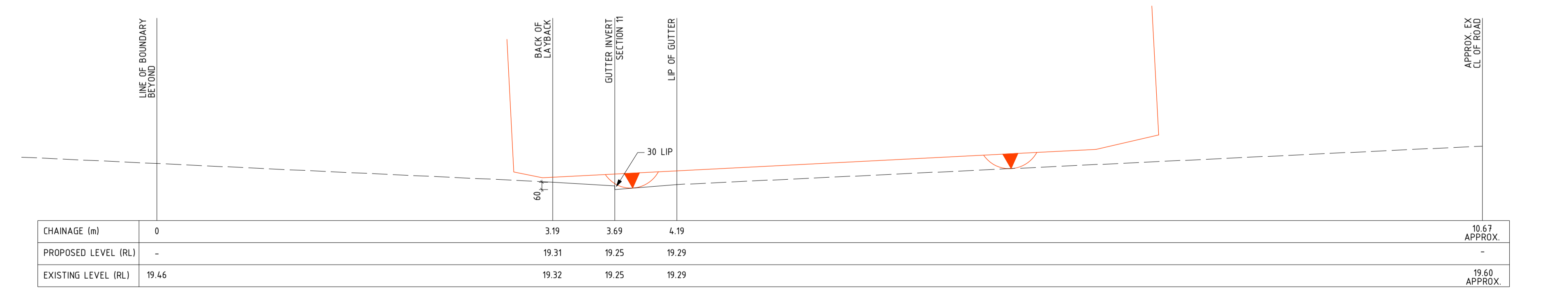
SECTION 10
1:50
FOOTPATH



SECTION 7
1:25



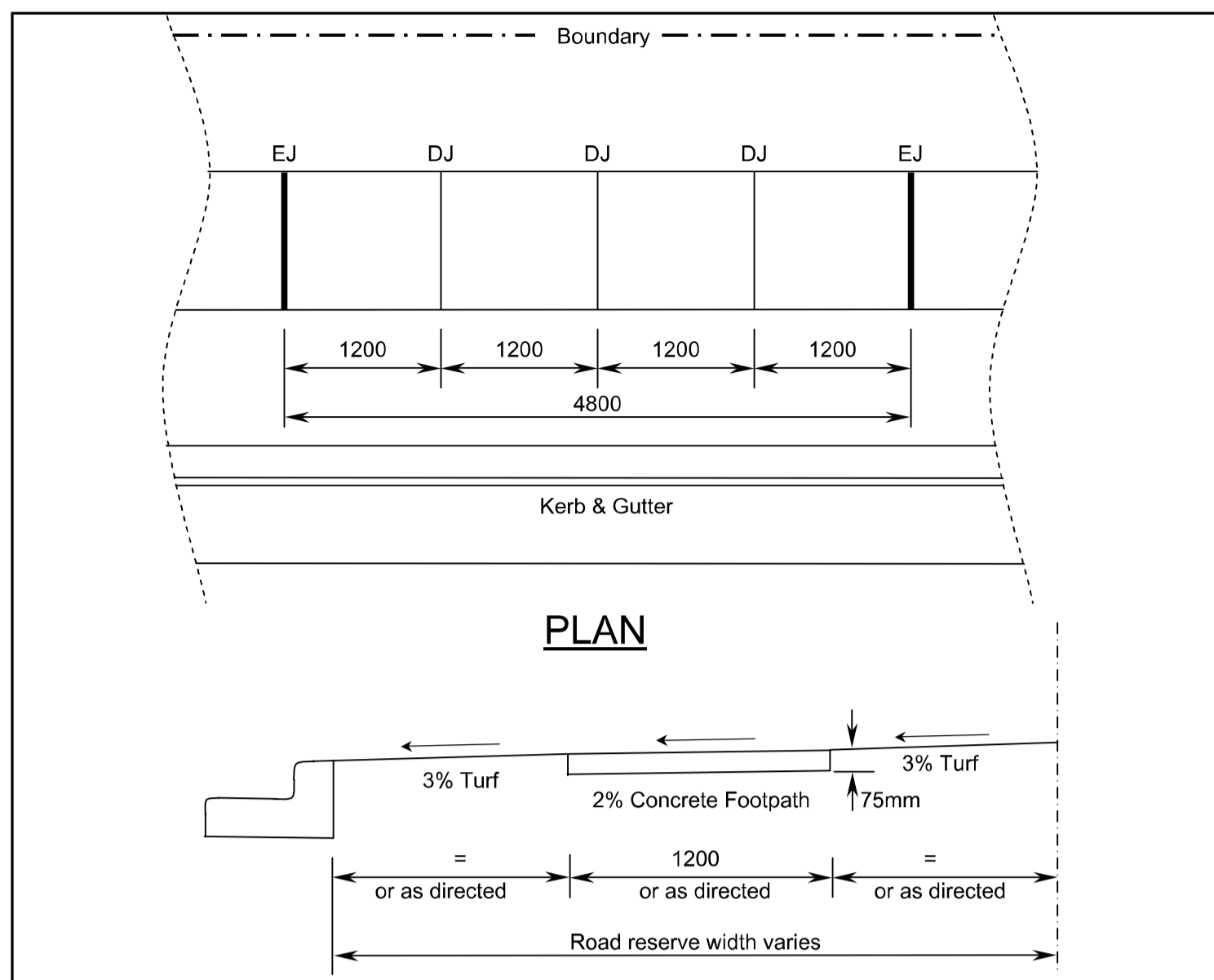
SECTION 11
1:50
GUTTER INVERT



SECTION 8
1:25

REV.	DATE	REVISION DESCRIPTION	BY	REV.	DATE	REVISION DESCRIPTION
A	21.07.21	ISSUE FOR COUNCIL SUBMISSION ONLY	DI			

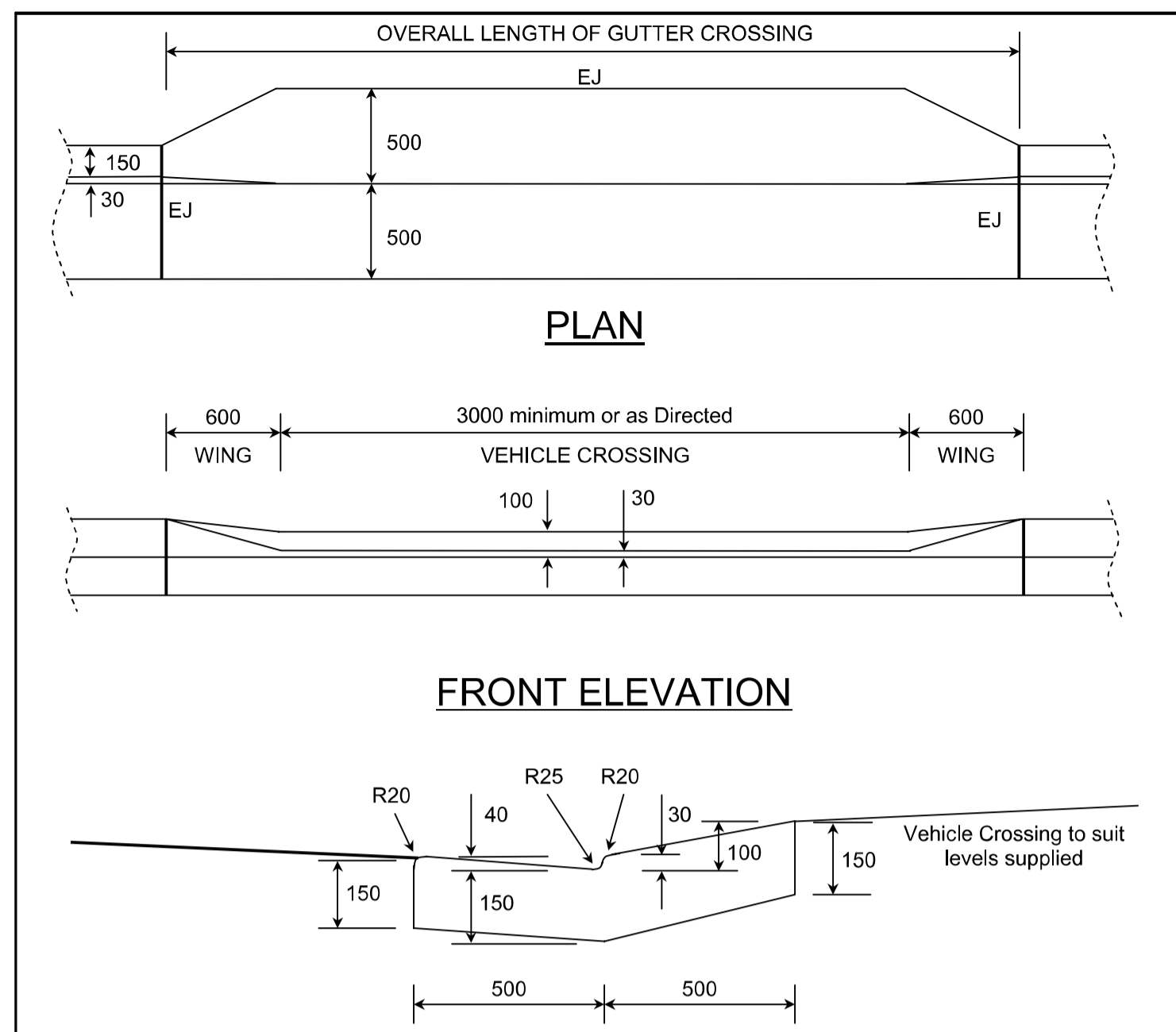
ARCHITECT	GARTNER TROVATO ARCHITECTS	STATUS	ISSUE FOR COUNCIL SUBMISSION ONLY	DATE	JULY 2021
CLIENT	MANLY VALE DEVELOPMENTS NO 2 PTY LTD ATF MANLY VALE DEVELOPMENTS NO 2 UNIT TRUST	PROJECT	321 CONDAMINE STREET, MANLY VALE	PROJECT NUMBER	200203
DRAWING	CIVIL WORKS SECTIONS 2	DESIGNED	DI	SCALE	REFER
		DRAWN	AI	PAGE SIZE	A1
		CHECKED	DI	REVISION	A
				DRAWING NUMBER	C03



- NOTES:**
- The width of the concrete footpath shall be 1200mm except where placed against the kerb, where with footpath width shall be increased to 1500mm. The location of the concrete footpath shall be generally located centrally within the road reserve and parallel to the street alignment, or as directed either by Council or Accredited Certifier (Civil Works). Consideration should be given to avoiding existing obstacles such as traffic signals, street trees, etc.
 - The concrete shall be tamped and screeded, and lightly broom finished. All exposed edges shall be neatly rounded with a proper edging tool forming a 50mm margin. Concrete shall have a depth of 75mm, minimum compressive strength of 25MPa at 28 days.
 - The subgrade shall be thoroughly compacted by the use of vibratory compaction equipment until it shows no signs of movement, or as directed either by Council or an Accredited Certifier (Civil Works).
 - Batters in cut and fill situations shall have slopes desirably not exceeding 1V: 5H and up to 1V: 3H where so determined either by Council or an Accredited Certifier (Civil Works). The top and lower edge of the cutting shall be neatly rounded. In any circumstance where the batter slope will exceed that which can be maintained with a domestic lawn mower, the batter shall be treated in a manner other than turf to the satisfaction of Council.
 - On completion of works, grassed footways are to be restored to a condition at least equivalent to that which existed prior to commencement. Any bare ground arising from the construction works is to be returned. Minor differences in levels, up to 20mm, may be accommodated by top dressing where the existing turf is in good condition.
 - Kerb and gutter to be constructed in accordance with Council Plan A4 2276/A and specifications.
 - The construction of concrete footpath on the road reserve must be completed by a Council approved concrete contractor.
 - EJ – Expansion Joint (10mm Mastic).
DJ – Dummy Joint

TYPICAL CROSS SECTION

STANDARD CONCRETE FOOTPATH DETAIL (A4 10536)
NTS

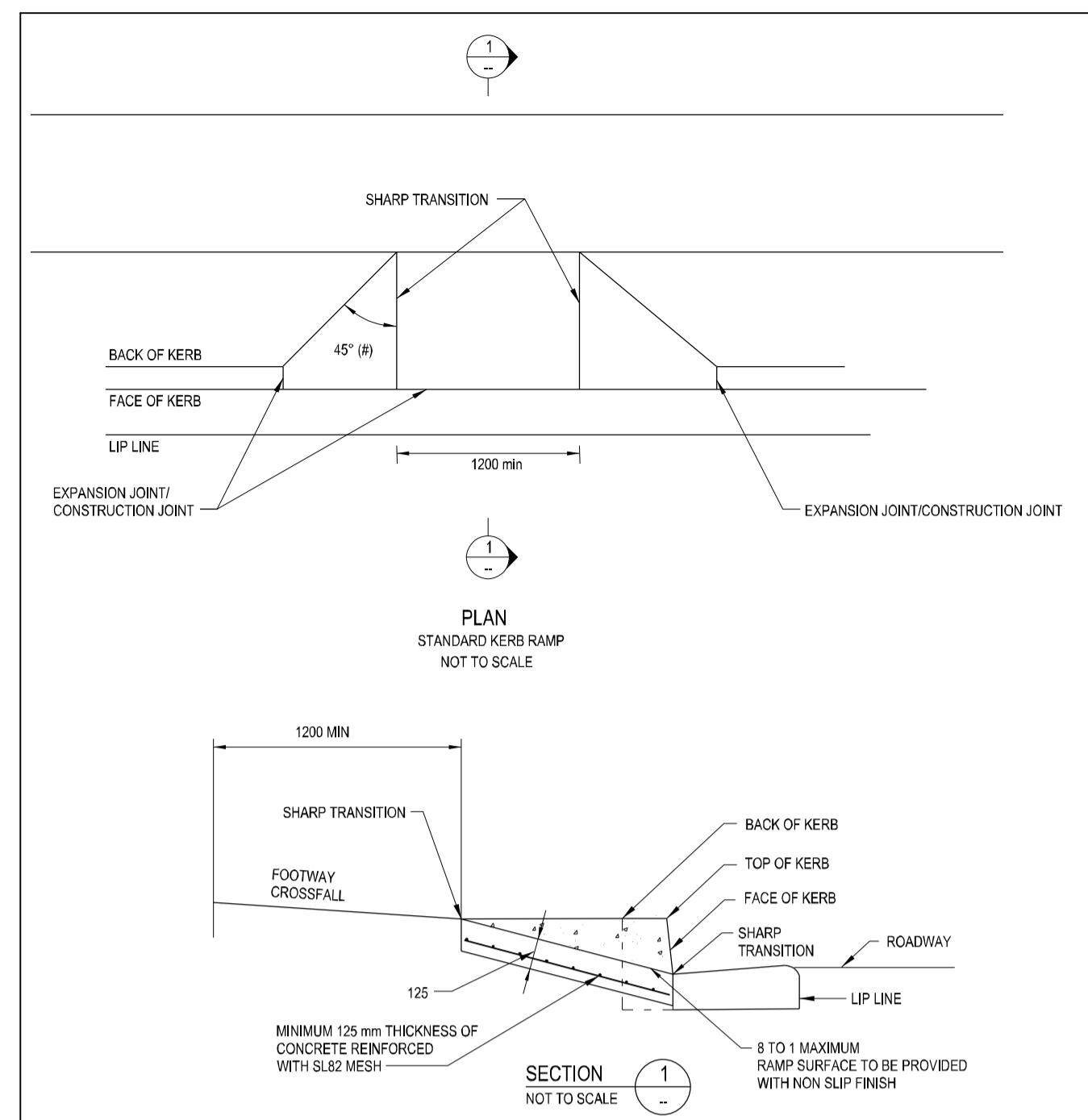


- NOTES:**
- Layback and gutter shall be poured in **PLAIN CONCRETE** and finished with a steel trowel. Minimum compressive strength of concrete shall be 25MPa at 28 days. Industrial/commercial properties shall increase the depth of concrete to 180mm and provide SL82 mesh with 30mm top cover.
 - The subgrade shall be thoroughly compacted by the use of vibratory compaction equipment until it shows no signs of movement, or as directed by Council.
 - Vehicle crossing to be constructed in accordance with levels and specifications issued by Council.
 - Kerbing to be constructed in accordance with Council Plan A4 2276/A and specifications.
 - Where Council or an Accredited Certifier (Civil Works) directs that the gutter be retained, the contractor shall place a 75mm deep saw cut in the gutter invert and remove kerb and/or layback.
 - Where Council or an Accredited Certifier (Civil Works) directs that the gutter be removed, a Road Opening Permit must be obtained from Council's Customer Service Centre prior to commencing work. Once the permit is established the contractor may commence vehicle crossing works. Upon completion of the works, temporary restoration shall be provided as set out in the 'Specification For Trench Construction Within Council Roads'.
 - The construction of all vehicle crossings and associated works on the road reserve must be completed by a Council approved concrete contractor.
 - EJ – Expansion Joint – 10mm Mastic.
R – Radius

TYPICAL CROSS SECTION

STANDARD GUTTER CROSSING DETAIL (A4 2276/B)
NTS

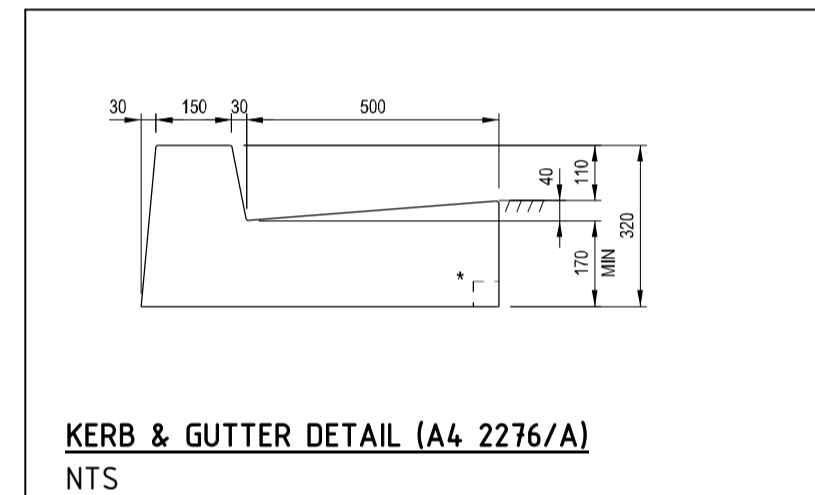
AMENDED: October 1990, December 2006



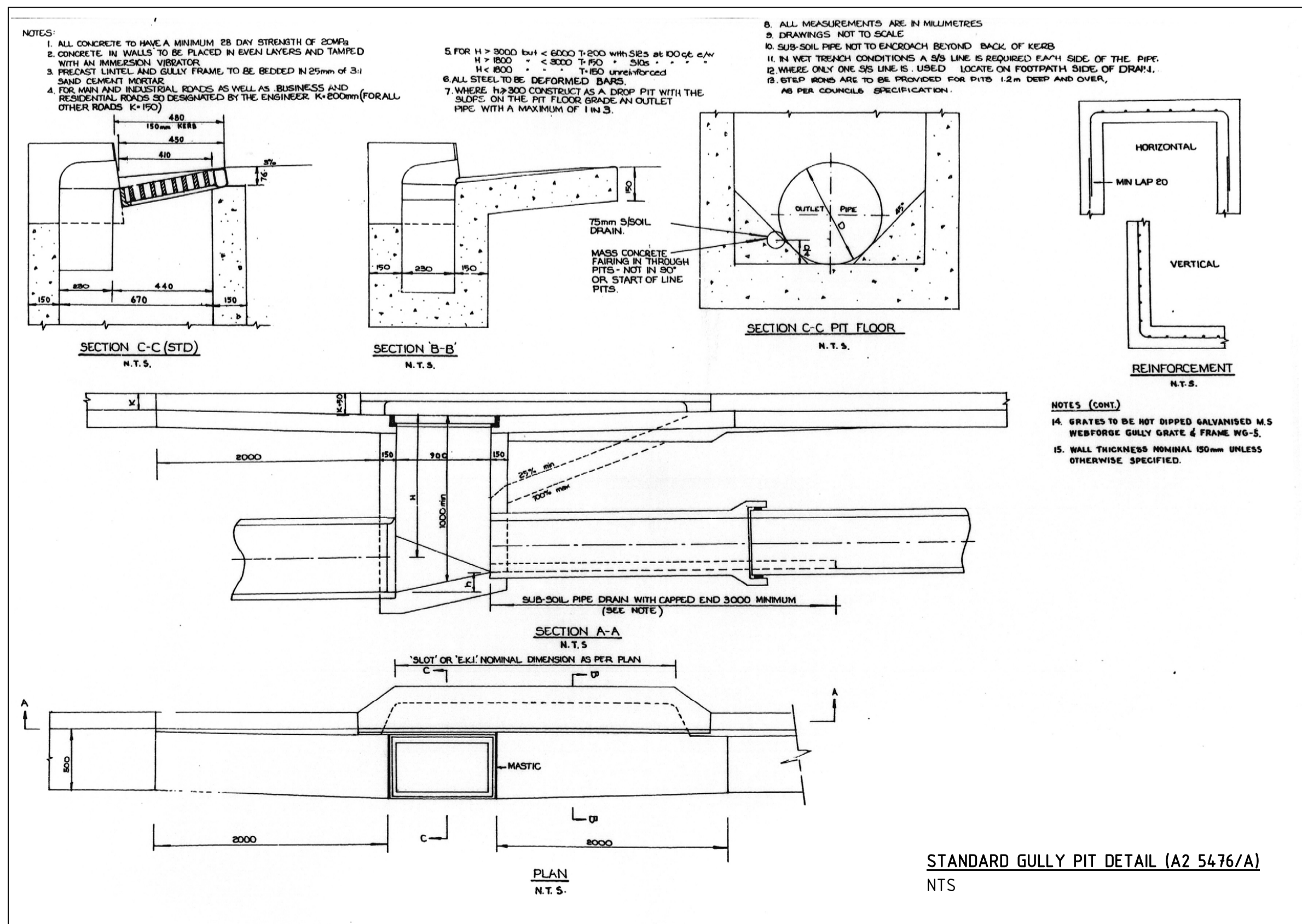
- NOTES:**
- FOR DETAIL OF STANDARD KERB AND SHAPES, SEE R0300-01, STANDARD KERB HEIGHT AT INTERSECTIONS IS 150.
 - PREPARATION UNDER THE RAMP TO BE IN ACCORDANCE WITH ROADS AND MARITIME SERVICES SPECIFICATION R15, THE COMPACTION UNDER THE CONCRETE RAMP WILL BE THE SAME AS THE ADJACENT PAVEMENT.
 - COVER TO REINFORCEMENT MUST BE MINIMUM OF 50mm.
 - IT IS CRITICAL THAT THE CHANGE IN GRADE IS DEFINED BY A SHARP TRANSITION BETWEEN TWO EDGES.
 - KERB RAMP ARE TO BE ALIGNED WITH THE DESIRED DIRECTION OF PEDESTRIAN TRAVEL. THE DIRECTION OF A KERB RAMP MUST BE ALIGNED TO THE CORRESPONDING RAMP ON THE OPPOSITE SIDE OF THE ROAD.
 - SEPARATE KERB RAMP MUST BE CONSTRUCTED FOR EACH DIRECTION OF PEDESTRIAN TRAVEL AND PROVIDE 1.0m CLEARANCE BETWEEN RAMP.
 - JOINTS AND DOWELS MUST BE PROVIDED AS SHOWN.
 - FORMED AND EXISTING JOINT FACES AND ARRESSES MUST BE PREPARED IN ACCORDANCE WITH THE SPECIFICATION BEFORE INSTALLING THE SILICONE SEALANT.
 - KERB RAMP WIDER THAN 6000mm REQUIRE APPROVAL FROM PRINCIPAL ROAD DESIGNER ENGINEER.

KERB RAMP DETAIL (RMS R0300-11 REV 1)
NTS

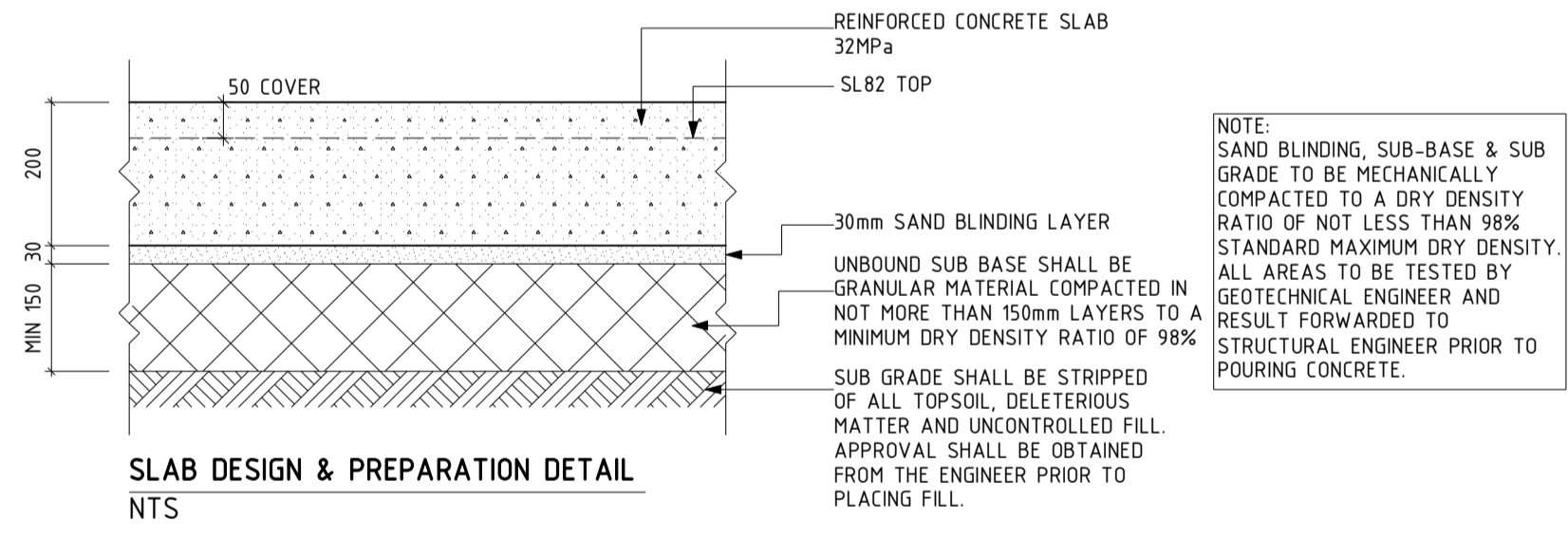
WHERE CONSTRAINTS DICTATE THE ANGLE MAY BE REDUCED TO 30°



KERB & GUTTER DETAIL (A4 2276/A)
NTS

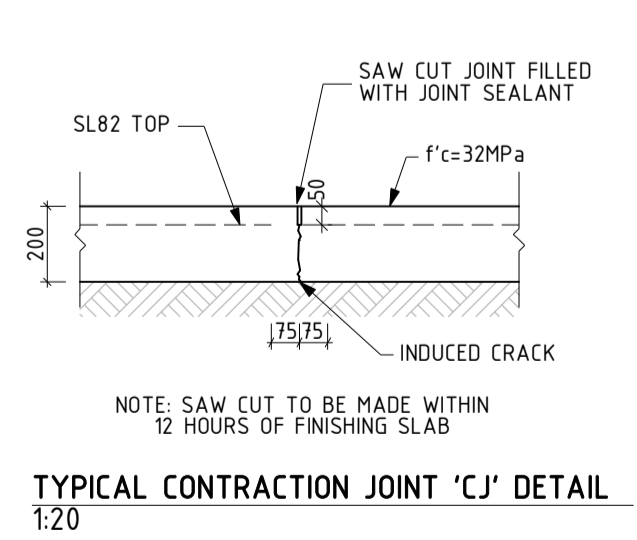


STANDARD GULLY PIT DETAIL (A2 5476/A)
NTS

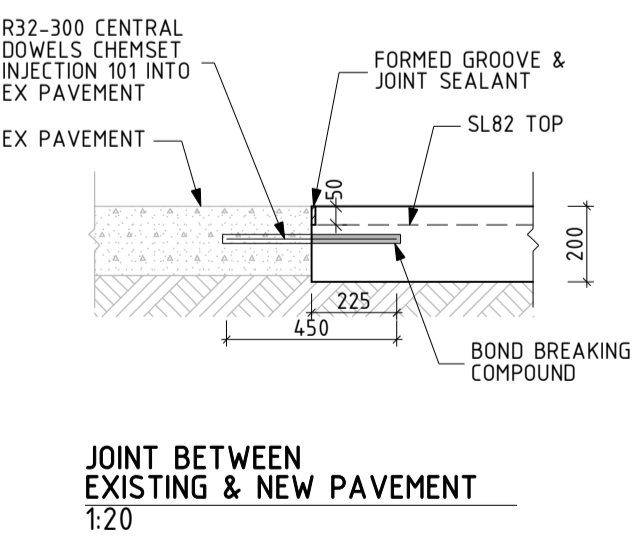


SLAB DESIGN & PREPARATION DETAIL
NTS

NOTE: SAND BLINDING, SUB-BASE & SUB GRADE TO BE MECHANICALLY COMPACTED TO A DRY DENSITY RATIO OF NOT LESS THAN 98% STANDARD MAXIMUM DRY DENSITY. ALL AREAS TO BE TESTED BY GEOTECHNICAL ENGINEER AND RESULT FORWARDED TO STRUCTURAL ENGINEER PRIOR TO POURING CONCRETE.



TYPICAL CONTRACTION JOINT 'CJ' DETAIL
1:20



JOINT BETWEEN EXISTING & NEW PAVEMENT
1:20

REV.	DATE	REVISION DESCRIPTION	BY	REV.	DATE	REVISION DESCRIPTION
B	20.11.20	REVISED BASED ON AMENDED ARCH DRAWINGS	DI			
A	24.06.20	ISSUE FOR DA SUBMISSION	DI			

ARCHITECT	DESIGNED	SCALE
GARTNER TROVATO ARCHITECTS	DM	REFER
CLIENT	DM	A1
MANLY VALE DEVELOPMENTS NO 2 PTY LTD ATF MANLY VALE DEVELOPMENTS NO 2 UNIT TRUST	CHECKED	REVISION
	DI	B

STATUS	DATE
ISSUE FOR DA SUBMISSION	FEB 2020
PROJECT	PROJECT NUMBER
321 CONDAMINE STREET, MANLY VALE	200203
DRAWING	DRAWING NUMBER
CIVIL WORKS STANDARD DETAILS	C04