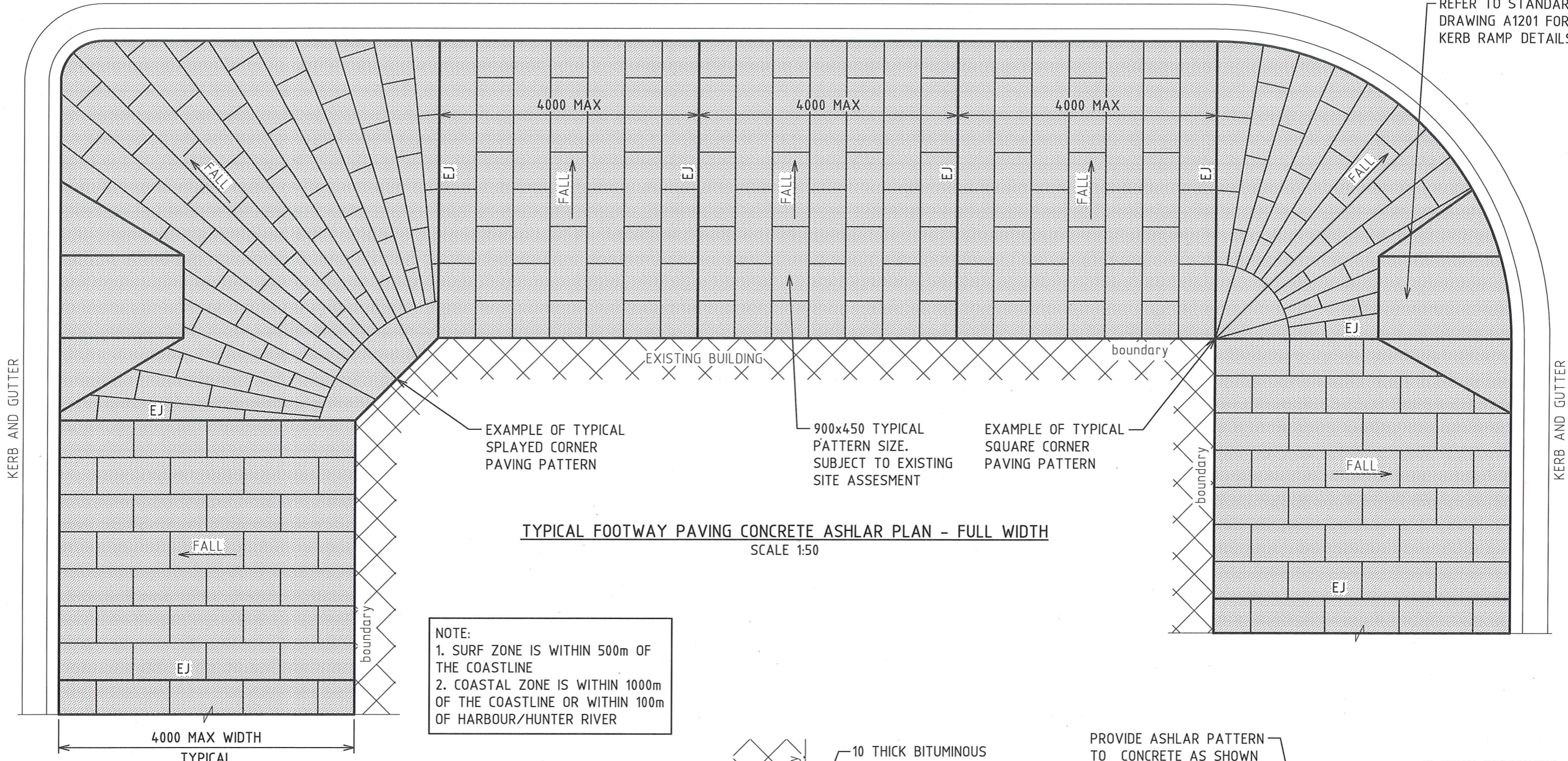


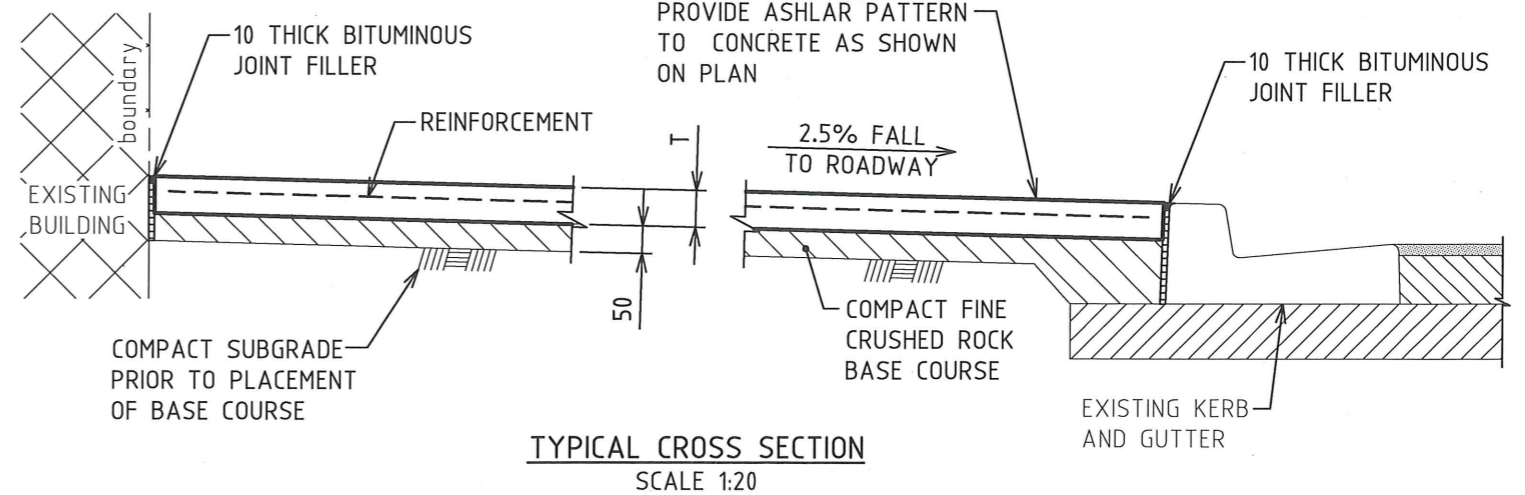
KERB AND GUTTER

REFER TO STANDARD DRAWING A1201 FOR KERB RAMP DETAILS



NOTE:
 1. SURF ZONE IS WITHIN 500m OF THE COASTLINE
 2. COASTAL ZONE IS WITHIN 1000m OF THE COASTLINE OR WITHIN 100m OF HARBOUR/HUNTER RIVER


TYPE	EXPOSURE ZONE	F'c (MPa)	T	REINFORCEMENT	COVER (mm)
RESIDENTIAL	ALL EXCLUDING COASTAL AND SURF ZONE	25	100	SL72	45
COMMERCIAL		25	125	SL82	
RESIDENTIAL	WITHIN COASTAL ZONE	32	100	SL72	50
COMMERCIAL		32	125	SL82	
RESIDENTIAL	WITHIN SURF ZONE	40	125	SL82	50
COMMERCIAL		40	150	SL82	



No.	AMENDMENT DETAILS	DATE	INITIALS
2	GENERAL REVISION	05.07.16	T.A.
1	GENERAL REVISION	18.08.15	T.A.
0	CONSTRUCTION	29.04.14	T.A.

SCALE
AS SHOWN

COORDINATE SYSTEM: HEIGHT DATUM: AHD

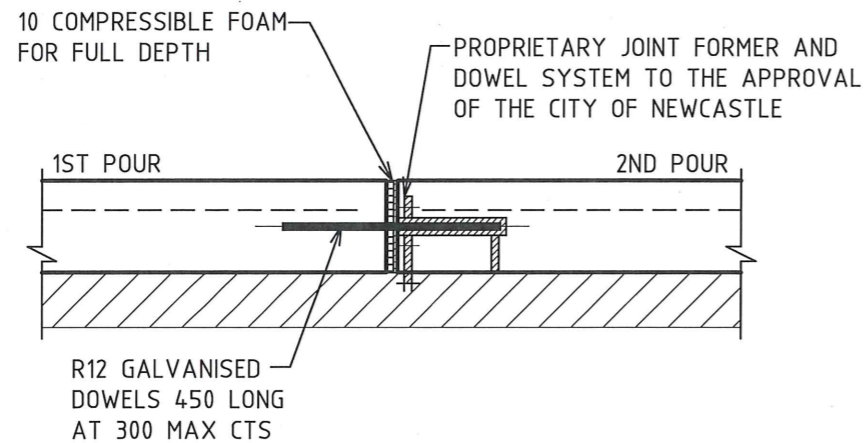
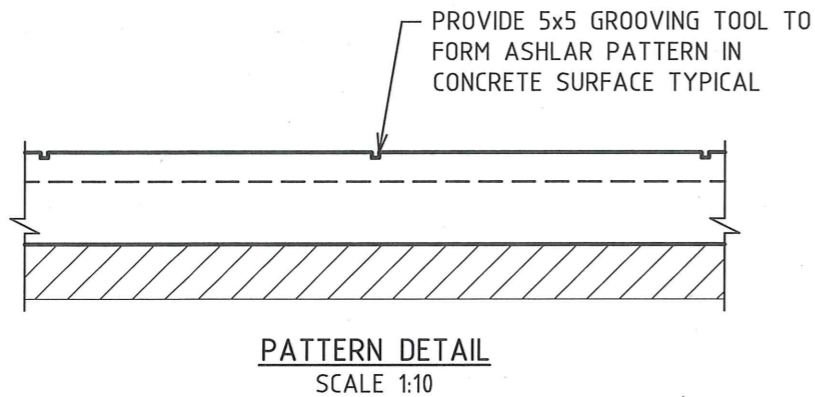

 INFRASTRUCTURE MANAGEMENT SERVICES
 REVIEWED: J.C.

APPROVED: 
 SIGNED:
 INFRASTRUCTURE MANAGEMENT SERVICES MANAGER
 DATE: 29.09.2016

THE CITY OF NEWCASTLE
 FOOTWAY PAVING CONCRETE
 "ASHLAR PATTERN"
 FULL WIDTH

NCC PLAN No.
A1404
 SHEET No.
 1 OF 2 SHEETS
 AMENDMENT No.

A3 ORIGINAL THIS SHEET WAS PREPARED IN COLOUR AND WILL BE INCOMPLETE IF COPIED



NOTES

1. ALL WORKMANSHIP AND MATERIAL SHALL COMPLY WITH THE CURRENT AUSTRALIAN STANDARDS IN PARTICULAR AS3600 AND AS3727 AS WELL AS ANY REQUIREMENTS OF THE RELEVANT AUTHORITIES.
2. PAVEMENT IS TO BE FOUNDED ON FIRM NATURAL CUT GROUND OR COMPACTED FILL. ANY SOFT AREAS ARE TO BE REMOVED AND REPLACED WITH COMPACTED FILL TO MEET A MINIMUM OF 100KPa ALLOWABLE BEARING PRESSURE.
3. ANY FILL MUST BE PLACED IN 150mm THICK MAXIMUM LAYERS AND COMPACTED TO A RELATIVE DRY DENSITY OF 98% TO AS1289.5.1.1.
4. THE BASE COURSE IS TO BE GRANULAR GRADED MATERIAL, SUCH AS FINE CRUSHED ROCK.
5. PATHS GENERALLY TO BE DESIGNED TO HAVE A 2.5% CROSS FALL. POORLY DRAINED SITES MAY REQUIRE SUB SURFACE DRAINAGE TO PROTECT THE FOOTWAY PAVEMENT.
6. THE FINISHED LEVEL OF ANY PAVEMENT ABUTTING A WALL MUST BE BELOW THE DAMP PROOF COURSE AND MUST NOT OBSCURE ANY WEEP HOLES OR DRAINAGE OPENINGS.
7. DOWELS ARE TO BE ACCURATELY ALIGNED PARALLEL TO THE PAVEMENT SURFACE AND THE PAVEMENT CENTER LINE. ALL DOWELS AND JOINT FORMERS ARE TO BE GALVANISED.
8. BITUMINOUS JOINT FILLER TO SEAL THE EXPOSED SURFACE OF THE EXPANSION JOINT AND SHOULD THEREFORE BE LOCATED TO THE JOINT TOP AND JOINT EDGES.
9. CONCRETE THICKNESS, GRADE, REINFORCEMENT AND COVER IS AS DETAILED IN TABLE 1
10. TO ASSIST IN THE CURING AND DURABILITY OF THESE THIN SLABS:
 - THE SUB BASE SHOULD BE THOROUGHLY MOISTENED PRIOR TO PLACING CONCRETE (RESULTING IN REDUCED LOSS OF MOISTURE);
 - AS SOON AS THE TEXTURING VIA EITHER A DECORATIVE FINISH, WOOD FLOAT OR BROOMING HAS BEEN DONE, CURING SHOULD INITIATED BY APPLYING A CURING COMPOUND AT THE RATE OF 0.3 L/MIN²;
 - WATER SHOULD NOT BE ADDED TO THE AS-DELIVERED MIX; THIS WILL LOWER THE CONCRETE STRENGTH, CAUSE GREATER SHRINKAGE AND MAY CAUSE CHALKINESS AND DUSTING OF THE SURFACE.
11. CONCRETE TO HAVE A BROOM FINISH TRANSVERSE TO THE PAVEMENT WITH A 75mm EDGE TOOLING OF ALL JOINTS AND EDGES. BROOM FINISH TO EXTEND TO EDGE OF SLAB OVER EDGE TOOLING TYPICAL TO ALL JOINTS AND EDGES.
12. TOLERANCES:
 - CHANGE IN HEIGHT EACH SIDE OF JOINT 3mm
 - CROSS FALL 0% TO +/- 0.5% DESIGN
 - THICKNESS +20mm / -0mm
 - UNDULATION IN ALL DIRECTIONS: 1mm OVER 250mm, 5mm OVER 1.5m, 10mm OVER 3m OR JOINT TO JOINT (WHICHEVER GREATER)
13. RESIDENTIAL FOOTWAY PAVEMENT IS DESIGNED FOR LIGHT DUTY TRAFFIC LOADING. (OCCASIONAL CARS ONLY).
14. COMMERCIAL FOOTWAY PAVEMENT IS DESIGNED FOR MEDIUM DUTY TRAFFIC LOADING (OCCASIONAL TRUCKS OR ELEVATED WORK PLATFORMS. PNEUMATIC TYRES ONLY).
15. FOOTWAY PAVING CONSTRUCTED IN ZONES OF FUTURE SUBGRADE DISTURBANCE OR TREE ROOT GROWTH REQUIRE A PROPRIETARY FLEXIBLE JOINTING SYSTEM TO PREVENT JOINT STEPPING APPROVED BY NEWCASTLE CITY COUNCIL.

				SCALE		APPROVED: SIGNED:..... INFRASTRUCTURE MANAGEMENT SERVICES MANAGER DATE: 29.09.2016	THE CITY OF NEWCASTLE FOOTWAY PAVING CONCRETE "ASHLAR PATTERN" FULL WIDTH	NCC PLAN No.	SHEET No.
				AS SHOWN				REVIEWED: J.C.	A1404
2	GENERAL REVISION	05.07.16	T.A.						
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