LOCALITY PLAN

DIAL BEFORE YOU DIG

IMPORTANT: THE CONTRACTOR IS TO MAINTAIN A CURRENT SET OF "DIAL BEFORE YOU DIG" DRAWINGS ON SITE AT ALL TIMES.
EXISTING SERVICES AND FEATURES

1. The contractor shall allow for the connecting of existing services, removal and repair of any existing services as required to the work. Costs for such work shall be itemized on the subcontract.

2. The contractor shall ensure that all existing services are not affected in any way by the work and that all existing services are restored to the satisfaction of the owner before departing the site.

3. If any existing services are damaged during the course of the work, the contractor shall repair such damage at no cost to the owner and shall not be entitled to recovering such costs under the contract.

4. The contractor shall ensure that all existing services are not affected in any way by the work and that all existing services are restored to the satisfaction of the owner before departing the site.

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1. SPECIFIED AND IN ACCORDANCE WITH THE SPECIFICATION.

7. ALL WEARING SURFACES SHALL BE ASPHALTIC CONCRETE LAID TO THE THICKNESS FINISHED PAVEMENT PROPERTIES.

8. MIX STABILITY - BETWEEN 16kN AND 36kN AS DETERMINED BY AS 2891

9. MINERAL FILLER TO COMPLY WITH AS.2357 MINERAL FILLERS OR ASPHALT.

10. MINERAL AGGREGATES TO COMPLY WITH AUSTRALIAN STANDARDS FOR CLASS "N" AGGREGATES. A 20kg SAMPLE TO BE APPROVED BY THE SUPERINTENDENT OF CONTRACTORS.

11. PRIMING AND PRIMING BINDER SHALL BE CLASS 170 TO AS 2008 OR APPROVED PROPRIETARY MATERIAL FOR USE "A.C.S.E. SPECIFICATION TYPE A" CEMENT.

12. PROVIDE 10mm WIDE FULL DEPTH ISOLATION JOINTS BETWEEN BUILDINGS AND ALL DEPRESSIONS OR UNEVEN AREAS ARE TO BE TACK-COATED AND BROUGHT UP TO THE SURFACE LEVEL.

13. THE MINIMUM COMPACTED THICKNESS IS 30mm OVER EXISTING SEALED COVER AGGREGATE SHALL BE SPREAD IMMEDIATELY AFTER SPRAYING OF BINDER. IN NO CIRCUMSTANCES SHALL THE SECOND 10mm. NOT BE DAMAGED BY SAWING. IF AN UNPLANNED CRACK OCCURS THE CONTRACTOR SHALL REPLACE WHOLE SLABS EITHER SIDE OF THE UNPLANNED CRACK, UNLESS ENGINEERS APPROVAL TO BE OBTAINED FOR SEALANT AND RESERVOIR DIMENSIONS.

14. CONSOLIDATE BY VIBRATION.

15. GENERALLY FLUSH SEALING SHALL BE CARRIED OUT COMPLETE AND IN ACCORDANCE WITH THE APPROVAL OF THE ENGINEER AND CONSTRUCTED AT THE CONTRACTOR'S COST.

16. A SINGLE COAT PRIMER-SEAL USING A SUITABLE CUT-BACK OR PROPRIETARY BINDER. REFER DETAIL "B" FOR TYPICAL JOINT DESIGN.

17. PROVIDE BAR SUPPORTS OR SPACERS TO GIVE THE FOLLOWING CONCRETE COVER TO ALL BARS AS SPECIFIED.

18. TOP AND BOTTOM, 30 WHEN EXPOSED TO WEATHER.

19. HOT ROLLED DEFORMED BARS, GRADE 410Y

20. HOT ROLLED DEFORMED BARS, GRADE 230S

21. PROVIDE 10mm WIDE FULL DEPTH ISOLATION JOINTS BETWEEN BUILDINGS AND ALL DEPRESSIONS OR UNEVEN AREAS ARE TO BE TACK-COATED AND BROUGHT UP TO THE SURFACE LEVEL.

22. BITUMEN PLAN LAYERS SHALL BE THICK ENOUGH TO PROVIDE A HEAT STABLE LAYER ABOVE THE CONCRETE FILLER. THE FULL WIDTH OF THE FILLER TO BE ADHERED.

23. REFER TO COMPACTION NOTES FOR PREPARATION OF SUB-BASE AND SUB-GRADE.

24. JOINTER AND DETAIL DETAILS TO BE PROVIDED BY THE CONTRACTOR. REFER DETAIL "B" FOR TYPICAL JOINT DESIGN.
CONSTRUCTION NOTES:

1. INSTALL SEDIMENT CONTROL FENCE AS CLOSE AS POSSIBLE TO PARALLEL TO THE CONTOURS OF THE SITE.

2. DRIVE 1.5m LONG STAR PICKETS INTO GROUND, 3 METRES APART. THE SITE REPRESENTATIVE IS TO CONFIRM IF ADDITIONAL STAR PICKETS ARE REQUIRED.

3. DIG A 150mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.

4. BACKFILL TRENCH OVER BASE OF FABRIC.

5. FIX SELF-SUPPORTING SEDIMENT FENCE TO UPSLOPE SIDE OF POSTS WITH WIRE TIES OR AS RECOMMENDED BY SEDIMENT FENCE MANUFACTURER.

6. JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.

SANDBAGS TO BE PROVIDED AROUND EXISTING CULVERTS.
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<th>Grade</th>
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**Notes:**
- All stormwater pipes installed with less than 500mm cover to finished surface level are to be concrete encased as per detail on Drawing C601.
STORMWATER DETAILS

ISSUE FOR COORDINATION

TYPICAL SECTION THROUGH GRASS
LINE SWALE

MINIMUM INTERNAL PIT DIMENSIONS

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<th>Pit Type</th>
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<tr>
<td>B</td>
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<td>600</td>
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<tr>
<td>C</td>
<td>700</td>
<td>450</td>
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NOTE: PITS DENOTED * SHALL BE USED ONLY WHERE SPECIFIED IN DRAINAGE SCHEDULE OR ON PLAN.
TIE DRIVEWAY INTO EXISTING ROADWAY AND MAKE GOOD SWALE INVERT TO MATCH FOOTPATH PAVEMENT LEVEL

SWALE INVERT TO DISCHARGE AT TOP OF DETENTION BASKET

15 Jersey Street, Turramurra
New South Wales, Australia 2074
Telephone: 0408 696 526
www.chrispconsulting.com.au
A.B.N. 11 164 806 044
c  Copyright CHRISP CONSULTING

ISSUE FOR COORDINATION
UPPER HUNTER SHIRE COUNCIL
LONGSECTION PLAN
Scone Airport Aviation Visitor Attraction and Terminal

SCONE AIRPORT AVIATION VISITOR ATTRACTION AND TERMINAL

REV
JOB NUMBER:
SHEET No
REV
DATE
REVISION DESCRIPTION
NAME
CLIENT
SCALE
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DESIGNED
DRG CHECK
DESIGN CHECK
APPROVED

ISSUE FOR COORDINATION
UPPER HUNTER SHIRE COUNCIL
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C321 C

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SCONE AIRPORT AVIATION VISITOR ATTRACTION AND TERMINAL

UPPER HUNTER SHIRE COUNCIL

PAVEMENT PLAN

CONCRETE PATHWAY
HANGAR PAVEMENT
AMENITIES PAVEMENT
ASPHALT PAVEMENT

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DESIGNED
DRG CHECK
DESIGN CHECK
APPROVED

ISSUE FOR COORDINATION
UPPER HUNTER SHIRE COUNCIL
16016
C401

CONCRETE PATHWAY
HANGAR PAVEMENT
AMENITIES PAVEMENT
ASPHALT PAVEMENT

ISSUE FOR COORDINATION
UPPER HUNTER SHIRE COUNCIL
16016
C401

CONCRETE PATHWAY
HANGAR PAVEMENT
AMENITIES PAVEMENT
ASPHALT PAVEMENT

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16016
C401
NOTES:
- PRAM RAMP SHALL BE 130mm MIN THICK CONCRETE PLACED ON A 75mm MIN THICK COMPACTED LAYER OF 20mm DGB 20 OR THE BASE OF THE EXISTING PAVEMENT WHICH EVER IS THE GREATER.
- THERE MUST BE A SHARP TRANSITION AND NO LIP BETWEEN THE EDGE OF RAMP AND THE GUTTER.

SCALE 1:20

SUBBASE THICKNESS TO MATCH DEPTH OF PAVEMENT SUBBASE, BUT NOT LESS THAN 75mm.