SUBGRADE NOTES

IDENTIFY TREE PROTECTION ZONES AND AREAS WHERE ROOTS ARE TO BE PROTECTED AND CLEARLY DELINEATE ON SITE.

REMOVE ALL VEGETATION, TOPSOIL, EXISTING STRUCTURES AND DELETERIOUS MATERIAL FROM AREA OF NEW SLAB AND PAVEMENTS EXCEPT WHERE NOT ALLOWED WITHIN TREE ZONES. REMOVE ALL LOOSE AND UNSUITABLE FILL. AFTER STRIPPING EXPOSED SUBGRADE SHOULD MAINLY COMPRISE NATURAL SANDY CLAY OR FILL.

AFTER STRIPPING, PROOF ROLL EXPOSED SUBGRADE IN THE PRESENCE OF THE GEOTECHNICAL ENGINEER OR GEOTECHNICIAN WITH A 6 PASSES OF A VIBRATORY PAD FOOT ROLLER OF NOT LESS THAN 9 TONNE STATIC MASS TO CHECK FOR ANY WEAK OR WET AREAS THAT REQUIRE REPLACEMENT AND TO ACHIEVE A MINIMUM COMPACTION OF 98% STANDARD MAXIMUM DRY DENSITY, (AS1289.5.1.1 OR AS1289.5.7.1, AS1289.5.4.1). REMOVE ANY SOFT, HEAVING, WET OR UNSTABLE AREAS IDENTIFIED DURING PROOF ROLLING AND REPLACE USING SELECT IMPORTED FILL COMPACTED IN LAYERS NOT EXCEEDING 150MM MEASURED LOOSE TO ACHIEVE A MINIMUM 98% STANDARD COMPACTION AS SPECIFIED ABOVE. NO FILL SHALL BE PLACED UNTIL A GEOTECHNICAL ENGINEER HAS CONFIRMED THE SUITABILITY OF THE FOUNDATION. NOTE THAT THE BUILDING IS DESIGNED AS SUSPENDED.

ANY FILL REQUIRED TO RAISE LEVELS TO UNDERSIDE OF PROPOSED SLAB FORMATION TO BE APPROVED GRANULAR MATERIAL COMPACTED IN LAYERS NOT EXCEEDING 200MM MEASURED LOOSE TO ACHIEVE A MINIMUM 98% STANDARD MAXIMUM DRY DENSITY AT A MOISTURE CONTENT WITHIN 2% OF STANDARD OPTIMUM.

IMPORTED FILL IS TO CONSIST OF WELL-GRADED MATERIAL WITH A MAXIMUM PARTICLE SIZE OF 75MM, WITH 80% LESS THAN 20MM, AND A SOAKED C.B.R. GREATER THAN 15% AND A PLASTICITY INDEX LESS THAN 12%.

THE NATURAL SOILS ARE OF A LOW STRENGTH ORDER AND CONSEQUENTLY TRAFFICKABILITY PROBLEMS MAY BE EXPECTED DURING PERIODS OF WET WEATHER AND THE CONTRACTOR MAY NEED TO UTILISE SUITABLE MACHINERY, I.E. LIGHT TRACKED VEHICLES. NOTIFY THE CIVIL ENGINEER AS SOON AS ANY TRAFFICKABILITY PROBLEMS ARE EXPERIENCED.

THE EXISTING SOILS ARE MOISTURE SENSITIVE. DO NOT ALLOW THE SOILS TO DRY OUT OR BECOME EXCESSIVELY WET. IF THE SOILS BECOME WET OR DISTURBED THEN REMOVAL AND REPLACEMENT MAY BE REQUIRED. ENSURE THAT OPEN AREAS ARE SEALED AT THE END OF THE DAY AND PRIOR TO ANY RAIN.

BACKFILLING FOR SERVICE TRENCHES UNDER SLABS AND PAVEMENTS IS TO USE APPROVED WELL-GRADED GRANULAR MATERIAL WITH MINIMUM VOIDS, (EITHER SELECT INSITU OR IMPORTED FILL), COMPACTION AS SPECIFIED ABOVE.

ALL THICKENINGS FOR FOOTINGS ON GROUND ARE TO BE SOCKETED A MINIMUM 150MM INTO COMPETENT MATERIAL, (IF THICKENING DEPTHS NEED TO BE INCREASED TO ACHIEVE THIS, AN INSTRUCTION IS TO BE OBTAINED FROM THE GEOTECHNICAL ENGINEER FOR VARIATION APPROVAL PRIOR TO UNDERTAKING THE WORKS).

FOOTING TRENCH BASES ARE TO BE INSPECTED BY THE GEOTECHNICAL ENGINEER OR CIVIL ENGINEER TO CONFIRM AND CERTIFY THAT THE ABOVE REQUIREMENTS HAVE BEEN MET PRIOR TO SLAB CONSTRUCTION.

THE BUILDING SLAB HAS BEEN DESIGNED TO BE SUSPENDED HOWEVER SOME OTHER SECTIONS OF STRUCTURE ARE ON GROUND.

ALL WORK IN THE VICINITY OF THE EXISTING TREES SHALL BE UNDERTAKEN UNDER SUPERVISION OF THE ARBORIST AND IN ACCORDANCE WITH ALL REQUIREMENTS SPECIFIED BY THE ARBORIST.

ALL WORK SHALL BE INSPECTED BY A GEOTECHNICAL ENGINEER. SUFFICIENT INSPECTIONS SHALL BE UNDERTAKEN TO ALLOW THE FOLLOWING CERTIFICATIONS TO BE PROVIDED BY THE GEOTECHNICAL ENGINEER-

- STRIPPING, PROOF ROLLING, ETC HAS BEEN CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION.
- ALL IMPORTED FILL MATERIALS COMPLY WITH THE SPECIFICATION
- ANY SITE WON FILL USED IS SUITABLE FOR PLACEMENT AND WILL ACHIEVE THE REQUIRED PROPERTIES.
- THE BORED PIERS ARE FOUNDED IN ROCK WITH THE REQUIRED BEARING CAPACITY.

COMPACTION TESTING ALONE WHICH DOES NOT INCLUDE ENGINEERING CERTIFICATION THAT THE GEOTECHNICAL ENGINEERING REQUIREMENTS ASSOCIATED WITH THE EARTHWORKS HAVE BEEN MET WILL BE CONSIDERED UNACCEPTABLE.

REFER TO GEOTECHNICAL REPORT DATED 29 SEPTEMBER 2023 BY ALLIANCE.

DO NOT PROCEED WITH ANY EARTHWORKS WHICH WILL BE SUBJECT TO A VARIATION CLAIM WITHOUT PRIOR APPROVAL FROM THE CIVIL ENGINEER. VARIATIONS FOR EARTHWORKS WILL NOT BE APPROVED UNLESS FORMAL INSTRUCTION, INCLUDING VARIATION VOLUMES, IS OBTAINED FROM THE CIVIL OR GEOTECHNICAL ENGINEER AND SIGNED BY SUCH ENGINEER AND THE SITE FOREMAN.

LEGEND:

50.0	EXISTING PAVEMENT CONTOUR
50.0	PROPOSED PAVEMENT CONTOUR
+ 50.0	FINISHED PAVEMENT LEVEL
	FINISHED PAVEMENT FALL
IK	INTEGRAL KERB
MK	MOUNTABLE KERB
KG	KERB & GUTTER
RKG	REVERSE FALL KERB & GUTTER
ROLLKG	ROLLOVER KERB & GUTTER
C	PIT TAG
	INLET PIT
	INLET PIT
	SEWER QUALITY PVC OR RCP STORMWATER/RAINWATER DRAINAGE
3	LINE TAG
DP	DOWNPIPE
IO	150 DIA PVC INSPECTION OPENING & RISER CAPPED AT GROUND LEVEL AND MARKED SW. COVER & SURROUND SHALL BE BRASS WHERE IO IS LOCATED IN PAVEMENT.
AG AG	100 DIA. AGRICULTURAL DRAINAGE
	Ø50 SUCTION LINE
	100 DIA. PVC CONDUIT CAPPED FOR FUTURE IRRIGATION
CJ	CONTROL JOINT
DJ	DOWEL JOINT
DDJ	DRILLED DOWEL JOINT
EJ	EXPANSION JOINT
KJ	KEY JOINT

Revisions

Issue	Description	Date	Chk	Int
2	CONSTRUCTIONISSUE	15.10.2024	SD	PK
1	CONSTRUCTIONISSUE	30.08.2024	SD	PK

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Drawing Notes

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Richmond+Ross
CONSULTING ENGINEERS AND PROJECT LEADERS
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TEL: (02) 9490 9600 FAX: (02) 94381224

Client
GUZMAN Y GOMEZ™ Mexican Taqueria

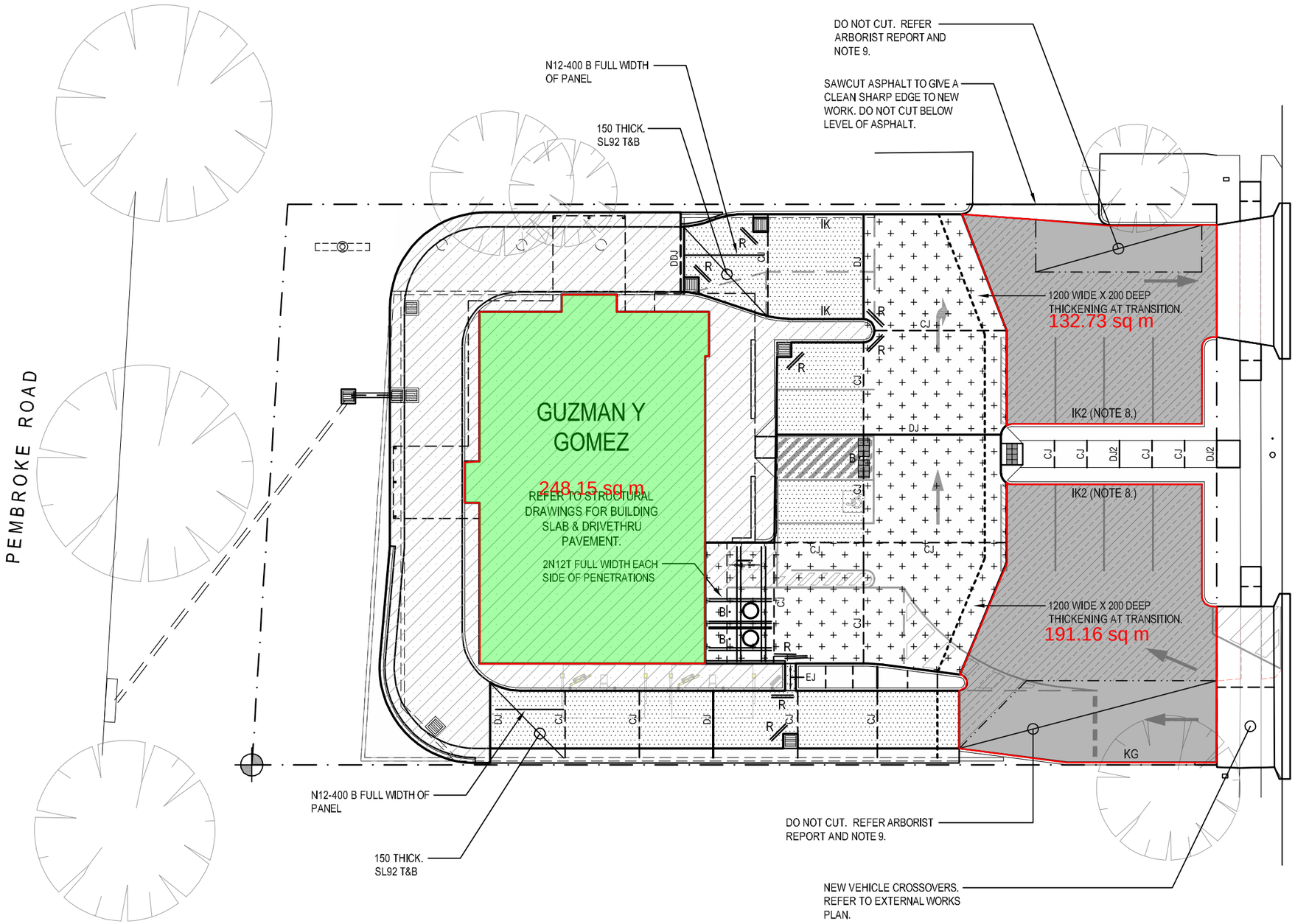
Project
GUZMAN Y GOMEZ MINTO

Location
No.7 BROOKFIELD ROAD
MINTO NSW 2566

Scale
NTS @ A3

Drawing
LEGEND AND NOTES

Project Number	Drawing Number	Issue
220211	C001	2



GENERAL NOTES:

1. FOR LEGEND AND NOTES REFER DWG C001.

2. CAST IN VEHICLE DETECTOR LOOP TO BE TIED TO TOP SIDE OF STEEL REINFORCING FABRIC. MAINTAIN CONCRETE COVER TO DETECTOR LOOP IN ACCORDANCE WITH PAVEMENT DETAILS.

3. B DENOTES BOLLARD. REFER DETAILS ON DWG. CD05.

4. HAND FORM KERB AND GUTTER AT LOW POINTS TO SPILL WATER OVER PAVEMENT WHERE REQUIRED.

5. R DENOTES 2N12 TRIMMERS x 1200 LONG (MIN.).

6. KERBS IN AREAS NOTED ARE LESS THAN 150 HIGH AND SHALL BE HAND FORMED. KERB HEIGHTS SHALL BE TO MATCH ADJACENT PAVEMENT (EXCEPT WHERE SPECIFICALLY NOTED ON DRAWING).

7. DENOTES PERAMBULATOR CROSSING, REFER TYPICAL DETAILS ON DWG'S CD05. ENSURE KERBS AND PAVEMENT ARE POURED TO ALLOW 1:8 (MAX.) RAMPS WITH 190 (MAX.) RISE.

8. IK2 DENOTES 110 HIGH KERB. KERBS AT ENDS OF 4800 LONG PARKING BAYS TO HAVE 110 HIGH KERB TO ALLOW FOR OVERHANG (600mm) OF VEHICLE.

9. FOR TENDER PURPOSES ASSUME EXISTING ASPHALT CAN BE REMOVED TO TOP OF BASE COURSE SUBJECT TO ARBORIST APPROVAL. PROVIDE A PROVISIONAL SUM TO RETAIN EXISTING ASPHALT AND RAISE LEVELS USING ASPHALT OVERLAY.

LEGEND:

- B • BOLLARD.
- VEHICLE DETECTOR LOOP.
- EXTENT OF PAINTED KERBS
- LIGHT DUTY CONCRETE
- HEAVY DUTY CONCRETE
- LIGHT DUTY ASPHALT
- HEAVY DUTY ASPHALT

Revisions

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Client
GUZMAN Y GOMEZ™ Mexican Taqueria

Project
GUZMAN Y GOMEZ MINTO

Location
No.7 BROOKFIELD ROAD
MINTO NSW 2566

Scale
1:250 @ A3

Drawing
PAVEMENT PLAN

Project Number	Drawing Number	Issue
220211	C201	2

PAVEMENT NOTES

1. PAVEMENT DETAILS HAVE BEEN DESIGNED ASSUMING A SUBGRADE WITH A MINIMUM SOAKED CBR OF 5% (SEE NOTE 4). PAVEMENT DETAILS SHALL BE READ IN CONJUNCTION WITH TABLE 1.

2. BASE COURSE SHALL BE COMPACTED TO 98% MODIFIED MAXIMUM DRY DENSITY AT A MOISTURE CONTENT WITHIN 2% OF STANDARD OPTIMUM, MINIMUM SOAKED CBR 80% UNO.

3. SUB BASE COURSE SHALL BE COMPACTED TO 95% MODIFIED MAXIMUM DRY DENSITY, MINIMUM SOAKED CBR 45% UNO.

4. SUBGRADE SHALL BE APPROVED NATURAL SUBGRADE OR IMPORTED FILL. PROOFROLL AND COMPACTED TO 98% STANDARD MAXIMUM DRY DENSITY UNO

5. MINIMUM CONCRETE STRENGTH FOR PAVEMENTS SHALL BE F'c = 32 MPa AT 28 DAYS AND F90 FLEXURALTENSILE = 4.0 MPa

6. FILL MATERIALS WHICH ARE PRONE TO ACCELERATED WEATHERING WILL NOT BE ACCEPTED EG. SOME MUDSTONES, CLAYSTONES, SILTSTONES, SHALES AND OTHER ROCKS. ENDORSEMENT OF THE SUITABILITY OF THE PROPOSED FILLING MATERIAL IS TO BE MADE BY A GEOTECHNICAL ENGINEER PRIOR TO APPROVAL.

7. REFER ASPHALTIC CONCRETE NOTES FOR REQUIREMENTS FOR ASPHALT.

TABLE 1 - BASE COURSE AND SUB BASE COURSE SPECIFICATION

	NSW	VIC	QLD
RELEVANT SPEC	TfNSW SPEC 3051	VIC ROADS SECT 812	QLD MAIN ROADS MRTS05
BASE COURSE	DGB20	CLASS 2A F.C.R.	TYPE 2.1
SUB BASE COURSE	DGS40	CLASS 3 F.C.R.	TYPE 2.3

KERB NOTES

1. KERB HEIGHTS TO BE 150MM EXCEPT WHERE SHOWN OTHERWISE.

2. KERBS ADJACENT PRAM RAMPS SHALL TRANSITION TO SUIT THE REQUIRED PRAM RAMP HEIGHT.

3. KERBS ADJACENT DRIVE THRU LANE SHALL TRANSITION TO SUIT THE SPECIFIED KERB HEIGHT.

4. KERB HEIGHTS SHALL TRANSITION AT NO MORE THAN 15MM HEIGHT/1000MM LENGTH.

5. KERB PROFILE DIMENSIONS ARE INDICATED AS A GUIDE TO INTENT ONLY, AND MAY BE VARIED BY THE CIVIL ENGINEER TO SUIT STATE ROAD AUTHORITY OR LOCAL GOVERNMENT SPECIFICATIONS.

6. MINIMUM CONCRETE STRENGTH FOR KERBS SHALL BE: F'c = 25 MPa AT 28 DAYS.

7. PROVIDE FULL DEPTH CONTRACTION JOINTS AT 2400 CTS. MAX. BY USING 3 mm STEEL TEMPLATE. JOINTS SHALL COINCIDE WITH PAVEMENT JOINTS WHERE POSSIBLE.

8. TOP OF KERB AND KERB FACE SHALL BE PAINTED YELLOW WHERE SHOWN ON ARCHITECTURAL PLANS.

PIT NOTES

1. PRECAST STORMWATER PITS ARE SHOWN TO COVER INTENT ONLY. EQUIVALENT PRECAST OR CAST-IN-SITU PITS MAY BE USED UPON APPROVAL OF THE CIVIL ENGINEER.

2. PITS SHALL HAVE ADEQUATE CAPACITY TO SUPPORT A COMBINATION OF THE FOLLOWING LOADS:

LATERAL LOADS
A. EARTH PRESSURE
B. HYDROSTATIC PRESSURE
C. COMPACTION PRESSURE 25 kPa MIN.

VERTICAL LOADS
A. 210 kN

3. MINIMUM CONCRETE STRENGTH FOR PITS SHALL BE: F'c = 25 MPa AT 28 DAYS.

4. PIT COVERS AND FRAMES MUST HAVE ADEQUATE ANCHORAGE TO ENSURE THAT THEY DO NOT COME LOOSE UNDER TRAFFIC.

5. COVERS AND LINTELS FOR THE KERB ENTRY PIT SHALL SUPPORT A TEST LOAD OF 100 kN WITHOUT PERMANENT DEFORMATION OR DAMAGE.

ASPHALTIC CONCRETE NOTES

A1. ALL ASPHALTIC PAVEMENTS SHALL COMPLY WITH REQUIREMENTS OF THE LOCAL ROADS AUTHORITY AND AUSTROADS GUIDELINES.

A2. BINDER SHALL BE CLASS 320 COMPLYING WITH AS2008-2013 AND RELEVANT LOCAL ROADS SPECIFICATIONS.

A3. ASPHALT SHALL BE AN APPROVED MEDIUM OR HIGH DUTY DENSE GRADED ASPHALT COMPLIANT WITH ALL LOCAL AUTHORITY GUIDELINES AND TESTED IN A ACCORDANCE WITH THEIR SPECIFICATIONS AND USING NOMINAL 10mm AGGREGATE (AC10).

A4. A BITUMEN EMULSION TACK COAT COMPLYING WITH AS1160 SHALL BE USED THAT PROVIDES A STRONG BOND BETWEEN THE EXISTING SURFACE AND NEW ASPHALT LAYER AND RESULTS IN MINIMAL PICK UP DURING PAVING OPERATIONS.

A5. TRAFFICKING BY HEAVY VEHICLES ON THE ASPHALT SHALL NO BE ALLOWED FOR AT LEAST 14 DAYS AFTER PLACEMENT OF ASPHALT UNLESS OTHERWISE APPROVED IN WRITING.

Revisions

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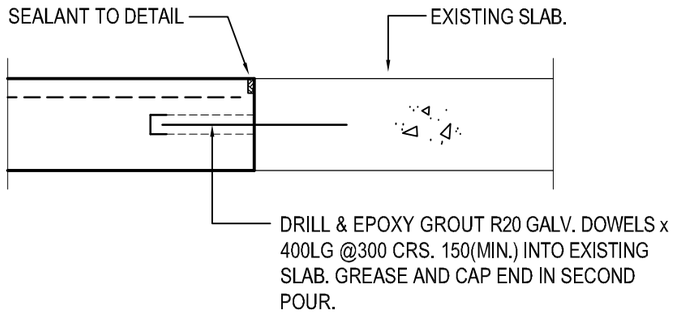
Project
GUZMAN Y GOMEZ MINTO

Location
No.7 BROOKFIELD ROAD
MINTO NSW 2566

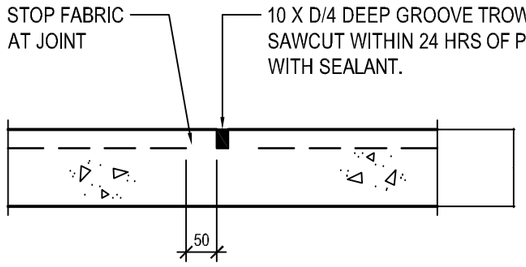
Scale
NTS @ A3

Drawing
CIVIL NOTES

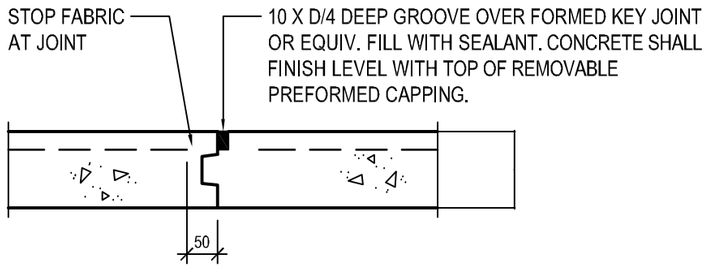
Project Number	Drawing Number	Issue
220211	CD01	2



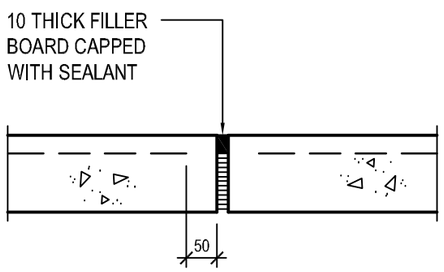
DRILLED DOWEL JOINT (DDJ)



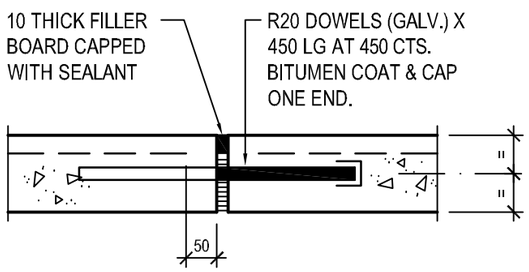
CONTROL JOINT (CJ)



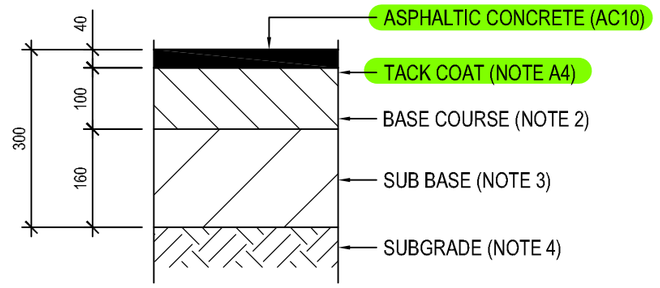
KEY JOINT (KJ)



ISOLATION JOINT (IJ)

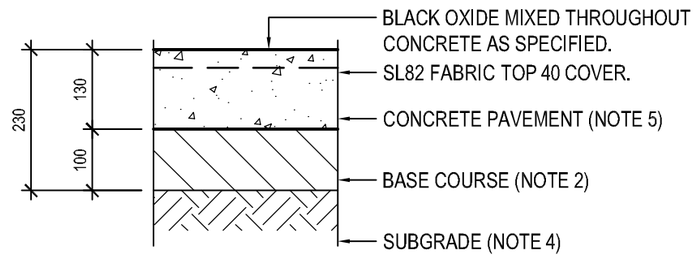


DOWEL JOINT (DJ)



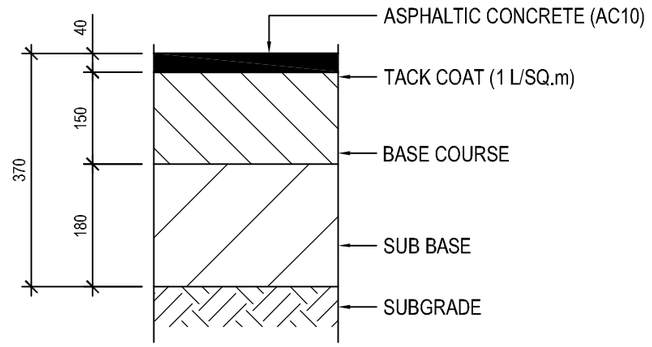
LIGHT DUTY ASPHALT

NTS



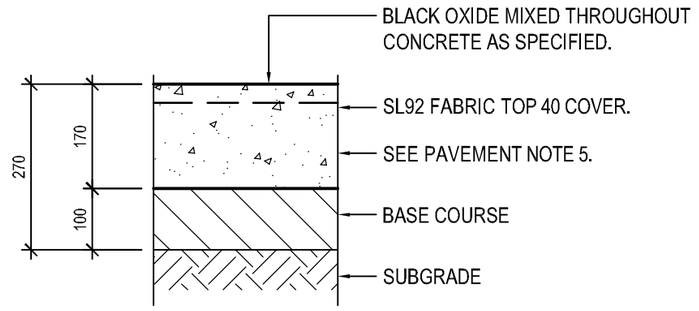
LIGHT DUTY CONCRETE

NTS



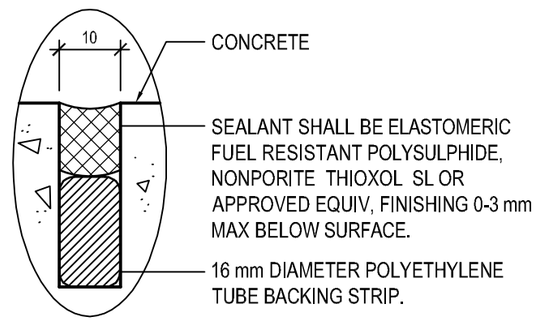
HEAVY DUTY ASPHALT

NTS



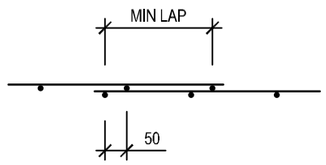
HEAVY DUTY CONCRETE

NTS



SEALANT DETAIL

1:1



FABRIC LAP DETAIL

NOTE

REFER DRG. CD01 FOR PAVEMENT AND ASPHALT NOTES

Revisions

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GUZMAN Y GOMEZ™
Mexican Taqueria

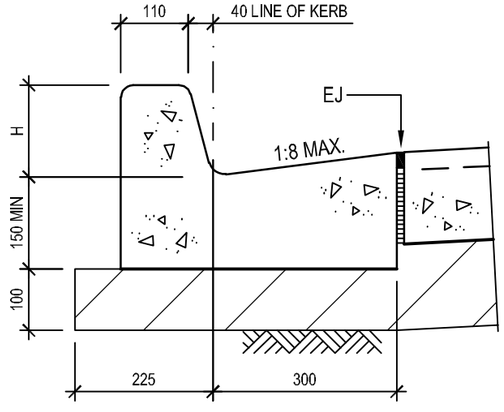
Project
GUZMAN Y GOMEZ MINTO

Location
No.7 BROOKFIELD ROAD
MINTO NSW 2566

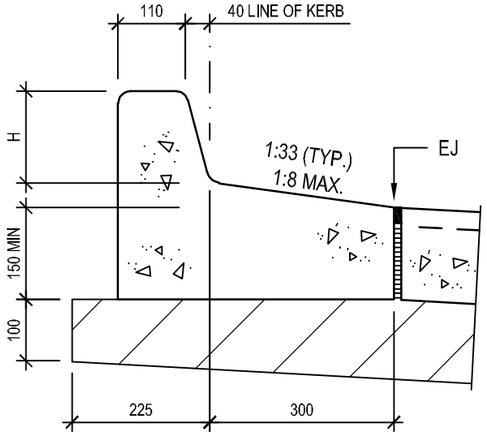
Scale
1:10 @ A3

Drawing
PAVEMENT DETAILS

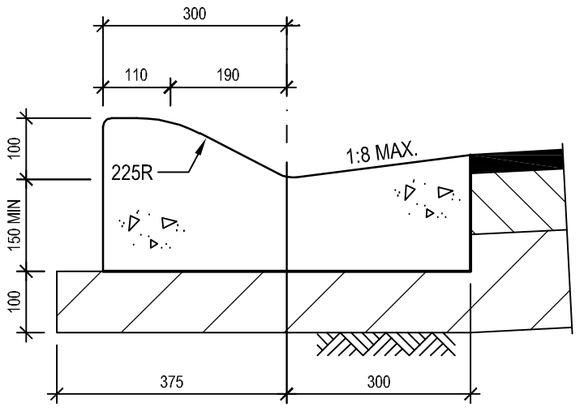
Project Number	Drawing Number	Issue
220211	CD02	2



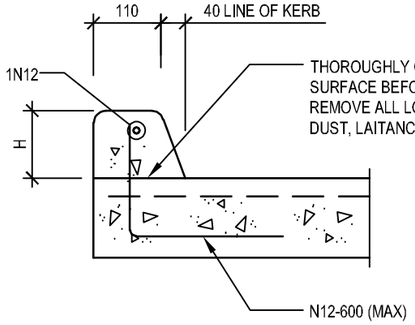
KERB & GUTTER TO CONCRETE



REVERSE FALL KERB & GUTTER



ROLLOVER KERB & GUTTER



NOTE:
PROVIDE AT LEAST 2N12 VERT. IN ALL SECTIONS OF KERB BETWEEN JOINTS.
PROVIDE 1N12 VERT. WITHIN 150 EACH SIDE OF JOINT.

INTEGRAL KERB DETAIL (IK)

NOTE

REFER DRG. CD01 FOR PAVEMENT AND ASPHALT NOTES

Revisions				
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Scale
1:10/1:25 @ A3

Drawing
KERB DETAILS

Project Number	Drawing Number	Issue
220211	CD03	2