

JINDABYNE EDUCATION CAMPUS

TEMPORARY ROAD ACCESS CIVIL ENGINEERING PACKAGE



LOCALITY PLAN

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CIVIL DRAWING SCHEDULE

DWG No.	DRAWING TITLE
NRP-CEC-CC-TMP-DWG-0001	COVERSHEET, DRAWING SCHEDULE AND LOCALITY PLAN
NRP-CEC-CC-TMP-DWG-0111	SPECIFICATION NOTES - SHEET 1
NRP-CEC-CC-TMP-DWG-0112	SPECIFICATION NOTES - SHEET 2
NRP-CEC-CC-TMP-DWG-0201	GENERAL ARRANGEMENT PLAN
NRP-CEC-CC-TMP-DWG-0301	SHEET LAYOUT
NRP-CEC-CC-TMP-DWG-0701	SEDIMENT AND SOIL EROSION CONTROL PLAN - SHEET 01
NRP-CEC-CC-TMP-DWG-0702	SEDIMENT AND SOIL EROSION CONTROL PLAN - SHEET 02
NRP-CEC-CC-TMP-DWG-0715	SEDIMENT AND SOIL EROSION CONTROL DETAILS
NRP-CEC-CC-TMP-DWG-0801	BULK EARTHWORKS PLAN - SHEET 1
NRP-CEC-CC-TMP-DWG-0802	BULK EARTHWORKS PLAN - SHEET 2
NRP-CEC-CC-TMP-DWG-1101	TYPICAL ROAD CROSS SECTIONS - SHEET 1
NRP-CEC-CC-TMP-DWG-1105	ROAD ALIGNMENT CONTROL PLAN - SHEET 1
NRP-CEC-CC-TMP-DWG-1106	ROAD ALIGNMENT CONTROL PLAN - SHEET 2
NRP-CEC-CC-TMP-DWG-1111	SITEWORKSAND STORMWATER PLAN - SHEET 1
NRP-CEC-CC-TMP-DWG-1112	SITEWORKSAND STORMWATER PLAN - SHEET 2
NRP-CEC-CC-TMP-DWG-1113	SITEWORKSAND STORMWATER PLAN - SHEET 3
NRP-CEC-CC-TMP-DWG-1114	SITEWORKSAND STORMWATER PLAN - SHEET 4
NRP-CEC-CC-TMP-DWG-1115	SITEWORKSAND STORMWATER PLAN - SHEET 5
NRP-CEC-CC-TMP-DWG-2101	ROAD LONGITUDINAL SECTION - SHEET 1
NRP-CEC-CC-TMP-DWG-3101	CROSS SECTIONS - SHEET 1
NRP-CEC-CC-TMP-DWG-3102	CROSS SECTIONS - SHEET 2
NRP-CEC-CC-TMP-DWG-3103	CROSS SECTIONS - SHEET 3
NRP-CEC-CC-TMP-DWG-3104	CROSS SECTIONS - SHEET 4
NRP-CEC-CC-TMP-DWG-3105	CROSS SECTIONS - SHEET 5
NRP-CEC-CC-TMP-DWG-3106	CROSS SECTIONS - SHEET 6
NRP-CEC-CC-TMP-DWG-3107	CROSS SECTIONS - SHEET 7
NRP-CEC-CC-TMP-DWG-3108	CROSS SECTIONS - SHEET 8
NRP-CEC-CC-TMP-DWG-3109	CROSS SECTIONS - SHEET 9
NRP-CEC-CC-TMP-DWG-3301	KERB ALIGNMENT PLAN & KERB RETURN PROFILES - SHEET 1
NRP-CEC-CC-TMP-DWG-3302	KERB ALIGNMENT PLAN & KERB RETURN PROFILES - SHEET 2
NRP-CEC-CC-TMP-DWG-3303	KERB ALIGNMENT PLAN & KERB RETURN PROFILES - SHEET 3
NRP-CEC-CC-TMP-DWG-5101	STORMWATER LONGITUDINAL SECTION - SHEET 1
NRP-CEC-CC-TMP-DWG-5120	CATCHMENT PLAN
NRP-CEC-CC-TMP-DWG-6101	PAVEMENT PLAN - SHEET 1
NRP-CEC-CC-TMP-DWG-6102	PAVEMENT PLAN - SHEET 2
NRP-CEC-CC-TMP-DWG-7101	SIGNAGE LINEMARKING PLAN - SHEET 1
NRP-CEC-CC-TMP-DWG-7102	SIGNAGE LINEMARKING PLAN - SHEET 2
NRP-CEC-CC-TMP-DWG-7103	SIGNAGE LINEMARKING PLAN - SHEET 3
NRP-CEC-CC-TMP-DWG-7104	SIGNAGE LINEMARKING PLAN - SHEET 4
NRP-CEC-CC-TMP-DWG-7105	SIGNAGE LINEMARKING PLAN - SHEET 5
NRP-CEC-CC-TMP-DWG-8101	TURNING PATH PLAN - SHEET 1
NRP-CEC-CC-TMP-DWG-9150	DETAILS - SHEET 1

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW



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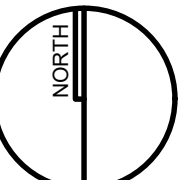
HANSEN YUNCKEN

 **Education**

DRAWING NAME
COVERSHEET, DRAWING SCHEDULE AND
LOCALITY PLAN

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH



BM	AR	-	-	
DRAWN	CHECKED	VERIFIED	DATE	REVISION
NRP-CEC-CC-TMP-DWG-0001				04

NOTE: ALL CIVIL ENGINEERING CONSTRUCTION WORKS TO BE CARRIED OUT IN ACCORDANCE WITH SNOWY MONARO REGIONAL COUNCIL DEVELOPMENT GUIDELINES. READ IN CONJUNCTION WITH THE NOTES PROVIDED BELOW. IF CONFLICT ARISE, SNOWY MONARO REGIONAL COUNCIL GUIDELINES AND SPECIFICATIONS TAKE PRECEDENCE. WHERE SNOWY MONARO REGIONAL COUNCIL GUIDELINES AND SPECIFICATIONS ARE SILENT, THE SPECIFICATION NOTES BELOW TAKE PRECEDENCE

ACCESS AND SAFETY
1. THE CONTRACTOR SHALL COMPLY WITH ALL STATUTORY AND INDUSTRIAL REQUIREMENTS FOR PROVISION OF A SAFE WORKING ENVIRONMENT INCLUDING TRAFFIC CONTROL.
2. <u>THE CONTRACTOR SHALL PROVIDE TRAFFIC MANAGEMENT PLANS FOR THE PROPOSED WORKS COMPLETED BY A SUITABLY QUALIFIED PERSON AND APPROVED BY COUNCIL / REGULATORY AUTHORITY. WORK IS NOT TO COMMENCE ON SITE PRIOR TO APPROVAL OF TRAFFIC MANAGEMENT SCHEME.</u>
3. THE CONTRACTOR SHALL ENSURE THAT AT ALL TIMES ACCESS TO BUILDINGS ADJACENT THE WORKS IS NOT DISRUPTED.
4. WHERE NECESSARY THE CONTRACTOR SHALL PROVIDE SAFE PASSAGE OF VEHICLES AND/OR PEDESTRIANS THROUGH OR BY THE SITE.
5. THE CONTRACTOR SHALL ENSURE PUBLIC ACCESS EXTERNAL TO THE SITE IS IN ACCORDANCE WITH COUNCILS REQUIREMENTS.

SURVEY
1. SURVEY SUPPLIED BY: SNOWY SURVEYING, LAND AND ENGINEERING SERVICES.
1.1. REF. NUMBER: S00032_CD_01_A
1.2. DRAWING TITLE: PLAN SHOWING DETAIL & LEVEL SURVEY OVER PART OF BARRY WAY, JINDABYNE.
1.3. REVISION DATE: 28.08.23
1.4. REVISION NUMBER: A
1.3. GEOCENTRIC DATUM OF AUSTRALIA: MGA 2020
1.4. SURVEYOR: TB
1.5. APPROVED: MW
2. ALL UTILITY SERVICES INDICATED ON THE DRAWINGS ORIGINATE FROM SUPPLIED DATA OR DIAL BEFORE YOU DIG SEARCHES, THEREFORE THEIR ACCURACY AND COMPLETENESS IS NOT GUARANTEED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE AND CONFIRM THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE SUPERINTENDENT. CLEARANCES SHALL BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY. NOTE SERVICE AUTHORITY REQUIREMENTS FOR LOCATING OF SERVICES PRIOR TO COMMENCEMENT OF WORKS.
3. NORTHROP TAKE NO RESPONSIBILITY FOR THE ACCURACY AND/OR USE OF THIS SURVEY AND ITS CONTENTS.

TREE PROTECTION
1. REFER TO LANDSCAPE / ARCHITECTS PLAN FOR TREES TO BE RETAINED AND PROTECTED.
2. ANY EXISTING TREES WHICH FORM PART OF THE FINAL LANDSCAPING PLAN SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES BY: 2.1. PROTECTING THEM WITH BARRIER FENCING OR SIMILAR MATERIALS INSTALLED OUTSIDE THE DRIP LINE. 2.2. ENSURING THAT NOTHING IS NAILED TO ANY PART OF THE TREE. 2.3. CARE IS TAKEN NOT TO CUT ROOTS UNNECESSARILY. COUNCILS AND/OR INDEPENDENT ARBORISTS TO BE CONSULTED WHERE TREE ROOTS ARE TO BE REMOVED AND/OR CUT.

EXISTING SERVICES
1. ALL UTILITY SERVICES INDICATED ON THE DRAWINGS ORIGINATE FROM SUPPLIED DATA OR DIAL BEFORE YOU DIG SEARCHES, THEREFORE THEIR ACCURACY AND COMPLETENESS IS NOT GUARANTEED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE AND CONFIRM THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE SUPERINTENDENT. CLEARANCES SHALL BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY. NOTE SERVICE AUTHORITY REQUIREMENTS FOR LOCATING OF SERVICES PRIOR TO COMMENCEMENT OF WORKS.
2. CARE TO BE TAKEN WHEN EXCAVATING NEAR EXISTING SERVICES. NO MECHANICAL EXCAVATIONS AREA TO BE UNDERTAKEN OVER COMMUNICATION, GAS OR ELECTRICAL SERVICES. HAND EXCAVATION ONLY IN THESE AREAS.
3. THE CONTRACTOR SHALL PROTECT AND MAINTAIN ALL EXISTING SERVICES THAT ARE TO BE RETAINED IN THE VICINITY OF THE PROPOSED WORKS. ANY AND ALL DAMAGE TO THESE SERVICES AS A RESULT OF THESE WORKS SHALL BE REPAIRED BY THE CONTRACTOR UNDER THE DIRECTION OF THE SUPERINTENDENT <u>AT THE CONTRACTORS EXPENSE.</u>
4. THE CONTRACTOR SHALL ALLOW IN THE PROGRAM FOR THE ADJUSTMENT (IF REQUIRED) OF EXISTING SERVICES IN AREAS AFFECTED BY WORKS.
5. THE CONTRACTOR SHALL ALLOW IN THE PROGRAM FOR THE CAPPING OFF, EXCAVATION AND REMOVAL (IF REQUIRED) OF EXISTING SERVICES IN AREAS AFFECTED BY WORKS UNLESS DIRECTED OTHERWISE ON THE DRAWINGS OR BY THE SUPERINTENDENT.
6. THE CONTRACTOR SHALL ENSURE THAT AT ALL TIMES SERVICES TO ALL BUILDINGS NOT AFFECTED BY THE WORKS ARE NOT DISRUPTED AND MAINTAINED.
7. PRIOR TO COMMENCEMENT OF ANY WORKS THE CONTRACTOR SHALL GAIN APPROVAL OF THE PROGRAM FOR THE RELOCATION AND/OR CONSTRUCTION OF TEMPORARY SERVICES AND FOR ANY ASSOCIATED INTERRUPTION OF SUPPLY.
8. THE CONTRACTOR SHALL CONSTRUCT TEMPORARY SERVICES TO MAINTAIN EXISTING SUPPLY TO BUILDINGS REMAINING IN OPERATION DURING WORKS TO THE SATISFACTION AND APPROVAL OF THE SUPERINTENDENT. ONCE DIVERSION IS COMPLETE AND COMMISSIONED THE CONTRACTOR SHALL REMOVE ALL SUCH TEMPORARY SERVICES AND MAKE GOOD TO THE SATISFACTION OF THE SUPERINTENDENT.

SEDIMENT AND SOIL EROSION
1. THE SEDIMENT & EROSION CONTROL PLAN PRESENTS CONCEPTS ONLY. THE CONTRACTOR SHALL AT ALL TIMES BE RESPONSIBLE FOR THE ESTABLISHMENT & MANAGEMENT OF A DETAILED SCHEME MEETING COUNCILS DESIGN, OTHER REGULATORY AUTHORITY REQUIREMENTS AND MAKE GOOD PAYMENT OF ALL FEES.
2. THE CONTRACTOR SHALL INSTIGATE ALL SEDIMENT AND EROSION CONTROL MEASURES IN ACCORDANCE WITH STATUTORY REQUIREMENTS AND IN PARTICULAR THE 'BLUE BOOK' (MANAGING URBAN STORMWATER SOILS AND CONSTRUCTION), PRODUCED BY THE DEPARTMENT OF HOUSING AND COUNCILS POLICIES. THESE MEASURES ARE TO BE INSPECTED AND MAINTAINED ON A DAILY BASIS.
3. THE SITE SUPERINTENDENT SHALL ENSURE THAT ALL SOIL AND WATER MANAGEMENT WORKS ARE LOCATED AS INSTRUCTED IN THE DRAWINGS AND <u>ADHERE TO ALL REGULATORY AUTHORITY REQUIREMENTS.</u>
4. <u>THE CONTRACTOR SHALL INFORM ALL SUB CONTRACTORS OF THEIR RESPONSIBILITIES IN MINIMISING THE POTENTIAL FOR SOIL EROSION AND POLLUTION TO DOWNSLOPE LANDS AND WATERWAYS.</u>
5. WHERE PRACTICAL, THE SOIL EROSION HAZARD ON THE SITE SHALL BE KEPT AS LOW AS POSSIBLE. TO THIS END, WORKS SHOULD BE UNDERTAKEN IN THE FOLLOWING SEQUENCE: 5.1. <u>CONSTRUCT TEMPORARY STABILISED SITE ACCESS INCLUSIVE OF SHAKE DOWN / WASH PAD.</u> 5.2. <u>INSTALL ALL TEMPORARY SEDIMENT FENCES AND BARRIER FENCES. WHERE FENCES ADJACENT EACH OTHER, THE SEDIMENT FENCE CAN BE INCORPORATED INTO THE BARRIER FENCE.</u> 5.3. <u>INSTALL SEDIMENT CONTROL MEASURES AS OUTLINED ON THE APPROVED PLANS.</u>
6. UNDERTAKE SITE DEVELOPMENT WORKS SO THAT LAND DISTURBANCE IS CONFINED TO AREAS OF MINIMUM WORKABLE SIZE.
7. AT ALL TIMES AND IN PARTICULAR DURING WINDY AND DRY WEATHER, LARGE UNPROTECTED AREAS WILL BE KEPT MOIST (NOT WET) BY SPRINKLING WITH WATER TO KEEP DUST UNDER CONTROL <u>ENSURING CONFORMITY TO REGULATORY AUTHORITY REQUIREMENTS.</u>
8. ANY SAND USED IN THE CONCRETE CURING PROCESS (SPREAD OVER THE SURFACE) SHALL BE REMOVED AS SOON AS POSSIBLE AND WITHIN 10 WORKING DAYS FROM PLACEMENT.
9. WATER SHALL BE PREVENTED FROM ENTERING THE PERMANENT DRAINAGE SYSTEM UNLESS THE CATCHMENT AREA HAS BEEN STABILISED AND/OR ANY LIKELY SEDIMENT BEEN FILTERED OUT.
10. TEMPORARY SOIL AND WATER MANAGEMENT STRUCTURES SHALL BE REMOVED ONLY AFTER THE LANDS THEY ARE PROTECTING ARE STABILISED / REHABILITATED.
11. ALLOW FOR GRASS STABILISATION OF EXPOSED AREAS, OPEN CHANNELS AND ROCK BATTERS DURING ALL PHASES OF CONSTRUCTION.
12. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED TO ENSURE THAT THEY OPERATE EFFECTIVELY. REPAIRS AND/OR MAINTENANCE SHALL BE UNDERTAKEN REGULARLY AND AS REQUIRED, PARTICULARLY FOLLOWING RAIN EVENTS.
13. RECEPTORS FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIGHT-WEIGHT WASTE MATERIALS AND LITTER SHALL BE DISPOSED OF IN ACCORDANCE WITH REGULATORY AUTHORITY REQUIREMENTS. CONTRACTOR TO PAY ALL FEES AND PROVIDE EVIDENCE OF SAFE DISPOSAL.
14. IF A TEMPORARY SEDIMENT BASIN IS REQUIRED, ENSURE SAFE BATTER SLOPES IN ACCORDANCE WITH THE GEOTECHNICAL REPORT. MAINTAIN ADEQUATE STORAGE VOLUME IN ACCORDANCE WITH PLANS. TEMPORARY PUMP 'CLEAN FLOCCULATED' WATER TO COUNCILS STORMWATER SYSTEM. ENSURE WHOLE SITE RUN-OFF IS DIRECTED TO TEMPORARY SEDIMENT BASIN.

EARTHWORKS

1. AT THE COMMENCEMENT OF FILLING OPERATIONS FOR BULK EARTHWORKS A GEOTECHNICAL ENGINEER IS TO VISIT THE SITE & CONFIRM THE SUITABILITY OF THE METHODOLOGY OF ACHIEVING THE REQUIRED COMPACTION REQUIREMENTS.
2. STRIP TOPSOIL, VEGETABLE MATTER AND RUBBLE TO EXPOSE NATURALLY OCCURRING MATERIAL AND STOCKPILE ON SITE AS DIRECTED BY THE SUPERINTENDENT.
3. WHERE FILLING IS REQUIRED TO ACHIEVE DESIGN SUBGRADE, PROOF ROLL EXPOSED NATURAL SURFACE WITH A MINIMUM OF TEN PASSES OF A VIBRATING ROLLER (MINIMUM STATIC WEIGHT OF 10 TONNES) IN THE PRESENCE OF THE SUPERINTENDENT.
4. THE CONTRACTOR IS TO ALLOW FOR A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER TO PROVIDE ADVICE AND CERTIFICATION OF ANY WORKS ASSOCIATED WITH TREATING OR MANAGING UNSUITABLE GROUND CONDITIONS THROUGHOUT THE CONTRACT (e.g. STABILITY OF EXCAVATIONS, POOR SUBGRADE, etc).
5. ALL SOFT, WET OR UNSUITABLE MATERIAL IS TO BE REMOVED AS DIRECTED BY THE SUPERINTENDENT AND REPLACED WITH APPROVED MATERIAL SATISFYING THE REQUIREMENTS BELOW.
6. PROVIDE CERTIFICATES VERIFYING THE QUALITY OF IMPORTED MATERIAL FOR THE SUPERINTENDENTS APPROVAL.
7. ALL FILL MATERIAL SHALL BE PLACED IN MAXIMUM 200mm THICK LAYERS (LOOSE) AND COMPACTED AT OPTIMUM MOISTURE CONTENT (1- OR - 2%) TO ACHIEVE A DRY DENSITY DETERMINED IN ACCORDANCE WITH AS1289.2.11, AS1289.5.7.1 AND AS1289.5.8.8 OF NOT LESS THAN THE FOLLOWING STANDARD MINIMUM DRY DENSITY:

LOCATION	COMPACTION REQUIREMENT
LANDSCAPED AREAS	98% SMDD
ROADS	100% SMDD (IN ACCORDANCE WITH COUNCIL SPECIFICATIONS)
PAVED AREAS	100% SMDD (IN ACCORDANCE WITH COUNCIL SPECIFICATIONS)
8. TESTING OF THE SUBGRADE FOR BUILDINGS SHALL BE CARRIED OUT BY AN APPROVED N.A.T.A. REGISTERED LABORATORY.
9. ALLOW THE FOLLOWING COMPACTION TESTING BY N.A.T.A. REGISTERED LABORATORY FOR PLATFORMS AND FILL LAYERS IN ACCORDANCE WITH THE LATEST VERSION OF AS3798. (MINIMUM 3 TESTS PER LAYER) OR 1 TEST PER MATERIAL TYPE PER 250sq.m OR 1 TEST.
10. WHERE TEST RESULTS ARE BELOW THE SPECIFIED COMPACTION, RECOMPACT AND RETEST UNTIL SPECIFIED COMPACTION STANDARDS ARE ACHIEVED, OTHERWISE SUBGRADE REPLACEMENT IS REQUIRED IF COMPACTION STANDARDS ARE NOT ACHIEVED.
11. ALLOW FOR EXCAVATION IN ALL MATERIALS AS FOUND U.N.O. NO ADDITIONAL PAYMENTS WILL BE MADE FOR EXCAVATION IN WET OR HARD GROUND.
12. WHERE THERE IS INSUFFICIENT EXCAVATED MATERIAL SUITABLE FOR FILLING OR SUBGRADE REPLACEMENT, THE CONTRACTOR IS TO ALLOW TO IMPORT FILL. IMPORTED FILL SHALL COMPLY WITH THE FOLLOWING:
 - 12.1. BE OF VIRGIN EXCAVATED NATURAL MATERIAL OR
 - 12.2. CONTRACTOR TO PROVIDE EVIDENCE IMPORT IS SUITABLE USE
 - 12.3. PLASTICITY INDEX BETWEEN 2-15% AND CBR > 8
 - 12.4. FREE FROM ORGANIC AND PERISHABLE MATTER
 - 12.5. MAXIMUM SIZE 50mm, PASSING 75 MICRON SIEVE (<25%)

EARTHWORKS (cont)
13. THE CONTRACTOR SHALL PROGRAM THE EARTHWORKS OPERATION SO THAT THE WORKING AREAS ARE ADEQUATELY DRAINED DURING THE PERIOD OF CONSTRUCTION. THE SURFACE SHALL BE GRADED AND SEALED OFF TO REMOVE DEPRESSIONS, ROLLERS MARKS AND SIMILAR WHICH WOULD ALLOW WATER TO POND AND PENETRATE THE UNDERLYING MATERIAL. ANY DAMAGE RESULTING FROM THE CONTRACTOR NOT OBSERVING THESE REQUIREMENTS SHALL BE RECTIFIED AT THEIR COST.
14. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE AND MAINTAIN THE INTEGRITY OF ALL SERVICES, CONDUITS AND PIPES DURING CONSTRUCTION, SPECIFICALLY DURING THE BACKFILLING AND COMPACTION PROCEDURE. ANY AND ALL DAMAGE TO NEW OR EXISTING SERVICES AS A RESULT OF THESE WORKS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.
15. TESTING OF THE SUBGRADE SHALL BE CARRIED OUT BY AN APPROVED N.A.T.A. REGISTERED LABORATORY AT THE CONTRACTORS EXPENSE.
DEEP EXCAVATIONS
16. <u>PRIOR TO THE COMMENCEMENT OF EXCAVATION WORKS GREATER THAN 1.5m IN DEPTH, THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER TO DETERMINE THE STABILITY OF A NATURAL MATERIAL AND BENCHING REQUIREMENTS.</u>
17. <u>THE CONTRACTOR MUST PROVIDE THE SUPERINTENDENT AND OR THE DESIGN ENGINEER WITH A COPY OF THE GEOTECHNICAL ENGINEERS REPORT.</u>
18. THE CONTRACTOR IS TO PROVIDE SAFETY BARRIERS / FENCING IN ACCORDANCE WITH OH&S AND REGULATORY AUTHORITY REQUIREMENTS.
SERVICE TRENCHES
19. SAWCUT EXISTING SURFACES PRIOR TO EXCAVATION. BACKFILL ALL TRENCHES UNDER EXISTING ROADS, PAVEMENTS AND PATHS WITH STABILISED SAND 5% CEMENT OR DG540 MATERIAL (5% CEMENT) COMPACTED IN 200mm THICK LAYERS TO 98% MMDD TO UNDERSIDE OF PAVEMENT.
20. BACKFILL ALL TRENCHES NOT UNDER ROADS, PAVEMENTS, PATHS AND BUILDINGS WITH APPROVED EXCAVATED OR IMPORTED MATERIAL COMPACTED TO 95% SMDD.

SITEWORKS
1. ALL WORKS TO BE IN ACCORDANCE WITH RELEVANT LOCAL COUNCIL / REGULATORY AUTHORITIES REQUIREMENTS, ALL SPECIFICATIONS AND AUSTRALIAN STANDARDS. CONFLICTS BETWEEN SAID DOCUMENTS SHALL BE REFERRED TO THE SUPERINTENDENT FOR DIRECTION.
2. THE CONTRACTOR IS TO DESIGN, OBTAIN APPROVALS AND CARRY OUT REQUIRED TEMPORARY TRAFFIC CONTROL PROCEDURES DURING CONSTRUCTION IN ACCORDANCE WITH ALL REGULATORY AUTHORITIES, INCLUSIVE OF LOCAL COUNCIL REGULATIONS AND REQUIREMENTS.
3. THE CONTRACTOR IS TO OBTAIN ALL AUTHORITY APPROVALS AS REQUIRED PRIOR TO COMMENCEMENT OF WORKS.
4. RESTORE ALL PAVED, COVERED, GRASSED AND LANDSCAPED AREAS TO THEIR ORIGINAL CONDITION OR AS DIRECTED BY THE SITE SUPERINTENDENT ON COMPLETION OF WORKS, WHERE PLANTING OF NEW GRASS IS NECESSARY REFER TO LANDSCAPE ARCHITECT AND / OR ARCHITECT DOCUMENTATION.
5. ON COMPLETION OF ANY TRENCHING WORKS, ALL DISTURBED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION OR AS DIRECTED BY THE SITE SUPERINTENDENT, INCLUDING KERBS, FOOTPATHS, CONCRETE AREAS, GRAVEL, GRASSED AREAS AND ROAD PAVEMENTS.
6. THE CONTRACTOR SHALL ARRANGE ALL SURVEY SETOUT TO BE CARRIED OUT BY A REGISTERED SURVEYOR PRIOR TO COMMENCEMENT OF WORKS.
7. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING LEVELS ON SITE PRIOR TO LOGMENT OF TENDER AND ON SITE WORKS. THE PRICE AS TENDERED SHALL BE INCLUSIVE OF ALL WORKS SHOWN ON THE TENDER PROJECT DRAWINGS. ADDITIONAL PAYMENTS FOR WORKS SHOWN ON THE TENDER PROJECT DRAWINGS WILL NOT BE APPROVED.
8. DO NOT OBTAIN DIMENSIONS BY SCALING DRAWINGS.
9. IN CASE OF DOUBT OR DISCREPANCY REFER TO SUPERINTENDENT FOR CLARIFICATION OR CONFIRMATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
10. WHERE NEW WORKS ABOUT EXISTING THE CONTRACTOR SHALL ENSURE THAT A SMOOTH EVEN PROFILE, FREE FROM ABRUPT CHANGES IS OBTAINED. MAKE SMOOTH TRANSITION TO EXISTING FEATURES AND MAKE GOOD WHERE JOINED.
11. TRENCHES THROUGH EXISTING ROAD AND CONCRETE PAVEMENTS SHALL BE SAWCUT TO FULL DEPTH OF CONCRETE AND A MIN 50mm IN BITUMINOUS PAVING.
12. ALL CIVIL ENGINEERING DESIGN HAS BEEN DOCUMENTED UNDER THE ASSUMPTION THAT ALL NECESSARY SITE CONTAMINATION REMEDIATION WORKS HAVE BEEN SATISFACTORILY COMPLETED (IF APPLICABLE) AND THAT THE SITE IS NOT AFFECTED BY ANY SOIL STRATA OR GROUNDWATER TABLE CONTAMINATION.

BITUMEN SEALING
1. <u>PAVEMENT PREPARATION</u> 1.1. THE SURFACE TO BE SEALED SHALL BE DRY AND BROOMED BEFORE COMMENCEMENT OF WORK TO ENSURE COMPLETE REMOVAL OF ALL SUPERFICIAL, FOREIGN OR LOOSE MATTER. 1.2. IF APPROVED BY THE MANAGING CONTRACTOR, ALL DEPRESSIONS OR UNEVEN AREAS ARE TO BE TACK-COATED AND BROUGHT TO GENERAL LEVEL OF PAVEMENT WITH ASPHALT CONCRETE BEFORE SEALING COMMENCES.
2. <u>MATERIALS</u> 2.1. BINDER SHALL BE CLASS 170 TO AS 2008 OR APPROVED PROPRIETARY MATERIAL FOR PRIMING AND PRIME SEALING. 2.2. AGGREGATE SHAPE, DURABILITY AND WET TO DRY STRENGTH SHALL COMPLY TO AS2758 FOR CLASS 'N' AGGREGATES. A 20kg SAMPLE TO BE APPROVED BY THE MANAGING CONTRACTOR PRIOR TO USE. 2.3. AGGREGATES SHALL BE DELIVERED UNIFORMLY PRECOATED, EXCESSIVE PRECOATING WILL RESULT IN AGGREGATES BEING REJECTED. 2.4. FOR TWO COAT FLUSH SEALS, THE SIZE OF THE AGGREGATE FOR THE SECOND COAT, WHICH IS NORMALLY LESS THAN THAT OF THE FIRST COAT, SHALL BE DIMENSIONALLY COMPATIBLE WITH THAT OF THE FIRST COAT. 2.5. PRECOATING AGENTS SHALL BE COMPATIBLE WITH THE AGGREGATES AND BINDER TO BE USED.
3. <u>DESIGN</u> 3.1. DESIGN OF SPRAYED BITUMINOUS SEALS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE AUSTRADRS (INAASRA) PUBLICATION "PRINCIPLES AND PRACTICE OF BITUMINOUS SURFACING, VOLUME 1 - SPRAYED WORK" 3.2. WHERE NOT INDICATED ON THE DRAWINGS, PRIMES AND PRIMER SEALS SHALL BE DESIGNED TO REMAIN INTACT UNTIL FINAL SEALING TAKES PLACE, HAVING REGARD FOR THE TRAFFIC AND CLIMATIC CONDITIONS. 3.3. UNLESS OTHERWISE SPECIFIED, BINDER APPLICATION RATES SHALL BE SELECTED TO FILL 85% OF THE THEORETICAL VOIDS OF THE MAT.
4. <u>BITUMEN FLUSH SEALING</u> 4.1. BITUMEN FLUSH SEALS SHALL BE EITHER SINGLE OR DOUBLE COAT AS SHOWN ON THE DRAWINGS. eg 14/7 INDICATES A DOUBLE COAT FLUSH SEAL USING TWO APPLICATIONS OF BITUMEN AND AGGREGATE. THE FIRST AGGREGATE LAYER BEING OF 14mm NOMINAL SIZE, THE SECOND 7mm. 4.2. COVER AGGREGATE SHALL BE SPREAD IMMEDIATELY AFTER SPRAYING OF BINDER, IN NO CASE SHALL SPREADING BE DELAYED MORE THAN 8 MINUTES.
5. <u>RECORDS</u> 5.1. ALL SPRAY RECORDS AND AGGREGATE SUPPLY TONNAGE RECEIPTS SHALL BE RETAINED AND PASSED ON TO THE CONSULTING ENGINEER AS PART OF QUALITY ASSURANCE PROCEDURES. 5.2. GENERALLY FLUSH SEALING SHALL BE CARRIED OUT COMPLETE AND IN ACCORDANCE WITH THE RELEVANT TNSW STANDARD.

STORMWATER DRAINAGE
1. ALL PIPES SHALL BE CLASS 2 RUBBER-RING JOINTED RCP U.N.O. WHERE UPVC PIPES HAVE BEEN SPECIFIED, THE FOLLOWING CLASS PIPEWORK IS TO BE ADOPTED U.N.O. Ø100mm OR LESS TO BE CLASS 'SN10' AND ABOVE Ø100mm TO BE CLASS 'SN8'. CLASS 4 PIPES ARE TO BE USED WHERE COVER OVER THE PIPE IS BELOW 600mm AND BENEATH A TRAFFICABLE PAVEMENT.
2. STORMWATER LINES PASSING UNDER FLOOR SLABS TO BE CONCRETE ENCASED.
3. PIPES EQUAL TO THAT OF THE STEEL REINFORCED CONCRETE PIPE CLASS SPECIFIED ON THE DRAWINGS MAY BE USED SUBJECT TO APPROVAL FROM THE SUPERINTENDENT.
4. ALL PIPE ARE TO BE LAID AT 1.0% MIN GRADE U.N.O.
5. <u>COVERS</u> 5.1. USE HOT DIPPED GALVANISED COVERS AND GRATES COMPLYING WITH RELEVANT COUNCIL AND AUSTRALIAN STANDARDS. 5.2. ALL COVERS AND GRATES TO BE POSITION IN A FRAME AND MANUFACTURED AS A UNIT. 5.3. ALL COVERS AND GRATES TO BE FITTED WITH POSITIVE COVER LIFTING KEYS 5.4. OBTAIN SUPERINTENDENTS APPROVAL FOR THE USE OF CAST IRON SOLID COVERS AND GRATES. CAST IRON SOLID COVERS (IF APPROVED) TO CONSIST OF CROSS-WEBBED, CELLULAR CONSTRUCTION WITH THE RIBS UPPERMOST TO ALLOW INFILLING WITH CONCRETE. INSTALL POSITIVE COVER LIFTING KEYS AND PLASTIC PLUGS. 5.5. UNLESS DETAILED OR SPECIFIED OTHERWISE, COVERS AND GRATES TO BE CLASS 'D' IN VEHICULAR PAVEMENTS AND CLASS 'B' ELSEWHERE. 5.6. ALL GRATED TRENCH DRAINS SHOULD BE 'CLASS D' CAST IRON WITHIN VEHICULAR PAVEMENTS AND CLASS 'B' HEEL SAFE WITHIN PEDESTRIAN PAVEMENTS.
6. ALL PIPE BENDS, JUNCTIONS, ETC ARE TO BE PROVIDED USING PURPOSE MADE FITTINGS OR STORMWATER PITS.
7. ALL CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE MADE IN A TRADESMAN-LIKE MANNER AND CEMENT RENDERED TO ENSURE A SMOOTH FINISH.
8. STORMWATER PIPEWORK TO FINISH FLUSH WITH INTERNAL PIT WALLS AND MUST NOT PROTRUDE. CONNECTION TO BE NEATLY RENDER AND MADE NEAT.
9. THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL FITTINGS AND SPECIALS INCLUDING VARIOUS PIPE ADAPTORS TO ENSURE PROPER CONNECTION BETWEEN DISSIMILAR PIPEWORK.
10. U.N.O. MATERIAL USED FOR BEDDING OF PIPES SHALL BE APPROVED NON-COHESIVE GRANULAR MATERIAL HAVING HIGH PERMEABILITY AND HIGH STABILITY WHEN SATURATED AND FREE OF ORGANIC AND CLAY MATERIAL.
11. WHERE TRENCHES ARE IN ROCK, THE PIPE SHALL BE BEDDED ON A MIN 50mm CONCRETE BED (OR 75mm THICK BED OF 12mm BLUE METAL) UNDER THE BARREL OF THE PIPE. THE PIPE COLLAR AT NO POINT SHALL BEAR ON THE ROCK.
12. BEDDING SHALL BE U.N.O TYPE H2 UNDER ROADS AND H2 UNDER GENERAL AREAS IN ACCORDANCE WITH CURRENT RELEVANT INDUSTRY STANDARDS AND GUIDELINES.
13. THE CONTRACTOR SHALL ENSURE AND PROTECT THE INTEGRITY OF ALL STORMWATER PIPES DURING CONSTRUCTION. ANY AND ALL DAMAGE TO THESE PIPES AS A RESULT OF THESE WORKS SHALL BE REPAIRED BY THE CONTRACTOR UNDER THE DIRECTION OF THE SUPERINTENDENT AND AT NO EXTRA COST.
14. NOTE THAT THE PIT COVER LEVEL NOMINATED IN GUTTERS ARE TO THE INVERT OF THE GUTTER WHICH ARE 40mm LOWER THAN THE PAVEMENT LEVEL AT LIP OF GUTTER. REFER KERB DETAILS FOR CONFIRMATION.
SUBSOIL DRAINAGE
15. Ø100mm SUBSOIL DRAINAGE LINES WITH NON-WOVEN GEOTEXTILE FILTER SOCK SURROUND SHALL BE CONNECTED TO A STORMWATER DRAINAGE PIT (AT MIN 1% LONGITUDINAL GRADE) AND PROVIDED IN THE FOLLOWING LOCATIONS; 15.1. THE HIGH SIDE OF PROPOSED TRAFFICKED PAVEMENT AREAS. 15.2. ALL PLANTER AND TREE BEDS PROPOSED ADJACENT TO PAVEMENT AREAS. 15.3. BEHIND RETAINING WALLS (IN ACCORDANCE WITH RETAINING WALL DETAILS). 15.4. ALL OTHER AREAS SHOWN ON DRAWINGS. 15.5. CONTRACTOR IS TO MAKE ALLOWANCE IN BOTH TENDER AND CONSTRUCTION COSTING TO ALLOW FOR SUBSURFACE DRAINAGE BEHIND ALL RETAINING WALLS / ABOVE LOCATIONS AND TO MAKE CONNECTION TO STORMWATER SYSTEM.
16. WHERE SUBSOIL DRAINAGE PASSES BENEATH BUILDINGS / PAVED AREAS AND/OR PAVEMENTS, CONTRACTOR TO ENSURE Ø100mm CLASS 'SN10' UPVC DRAINAGE LINE IS USED AND THAT PROPRIETARY FITTINGS ARE USED TO RECONNECT SUBSOIL DRAINAGE LINE.
17. THE CONTRACTOR SHALL INSTALL INSPECTION OPENINGS / CLEAROUTS TO ALL SUBSOIL DRAINAGE LINES AND DOWNPIPE LINES AS SPECIFIED ON DRAWINGS AND IN ACCORDANCE WITH COUNCIL SPECIFICATIONS AT MAXIMUM 30m CENTRE AND AT ALL UPSTREAM ENDPOINTS.
18. PROVIDE 3.0m LENGTH OF Ø100 SUBSOIL DRAINAGE LINE WRAPPED IN NON-WOVEN GEOTEXTILE FILTER FABRIC TO THE UPSTREAM SIDE OF STORMWATER PITS, LAID IN STORMWATER PIPE TRENCHES AND CONNECTED TO DRAINAGE PIT.
19. IN AREAS WHERE DUMPED / HAND PLACED ROCK IS USED AS A MEANS OF SCOUR PROTECTION, CONTRACTOR IS TO EXCAVATE A MINIMUM OF 100mm FROM PROPOSED SURFACE, LEVEL AND COMPACT SUBGRADE AS SPECIFIED. ROCK TO THEN BE PLACED ON GEOTEXTILE FILTER FABRIC.

PRECAST STORMWATER PITS
1. THE USE OF PRE-CAST STORMWATER DRAINAGE PITS IS NOT ACCEPTED WITHOUT CONFIRMATION BETWEEN NORTHROP ENGINEERS AND THE CONTRACTOR REGARDING QUALITY CONTROL AND CERTIFICATION OF FINISHES.
2. REFER MANUFACTURERS SPECIFICATIONS FOR INSTALLATION GUIDELINES.
3. PRECAST PIT TO BE PLACED ON MINIMUM 150mm THICK CONCRETE PAD AND BED MINIMUM 50mm WHILST CONCRETE IS STILL PARTIALLY WET.
4. ENSURE PENETRATION IS CORED THROUGH PIT FACE TO ALLOW CONNECTION.
5. ENSURE A SMOOTH SEALED FINISH AT PIPE CONNECTIONS BY HAND APPLYING CONCRETE AROUND THE PIPE ON THE INTERNAL FACE OF THE PIT TO FILL IN ANY VOIDS CREATED WHEN PENETRATION FOR THE PIPE WAS CORED.
6. ENSURE A SEALED FINISH AT PIPE CONNECTIONS BY HAND-APPLYING MINIMUM 150mm THICK CONCRETE AROUND PIPE AT THE EXTERNAL FACE OF THE PIT. ENSURE CONCRETE DOES NOT AFFECT THE INTEGRITY OF THE SUBSOIL DRAINAGE CONNECTED TO THE PIT.
7. ENSURE PIPEWORK DOES NOT PROTRUDE INTO THE BEYOND THE WALL. PIPEWORK IS TO FINISH FLUSH WITH INTERNAL WALL (UNLESS OTHERWISE NOTED OR DETAILED).
8. ENSURE THE OUTLET PIPE IS CONNECTED AT THE INVERT LEVEL OF THE PIT TO DRAIN. ALTERNATIVELY FILL THE BASE OF THE PIT WITH MASS CONCRETE (MIN 50mm THICK) OR APPROVED GROUTING COMPOUND (LESS THAN 50mm THICK) TO DRAIN.
9. PROVIDE CONCRETE BENCHING TO SIDES OF PIT TO SUIT PIPE DIAMETER. HEIGHT TO MATCH MINIMUM 1/3 PIPE DIAMETER.

SIGNAGE AND LINEMARKING
1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARDS 1742 / RMS STANDARDS AND SPECIFICATIONS.
2. LINE MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS1742.3 AND RMS STANDARDS.
3. PAINT SHALL BE TYPE 3 CLASS 'A' AND THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMEN FROM ROAD SURFACE. ALL PAINT TO BE APPLIED BY MECHANICAL SPRAYER.
4. LINE MARKING SHALL BE SPOTTED OUT AND APPROVED PRIOR TO SPRAYING.
5. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm AND 0.40mm.
6. CARPARK LINEMARKING TO BE 100mm WIDE.
7. LINEMARKING TO THE ACCESSIBLE CARPARKING AND SHARED SPACE SHALL BE IN ACCORDANCE WITH AS2890.6(2009) SECTION 3.

LANDSCAPING
1. REFER TO DRAWINGS BY OTHERS FOR DETAILS OF PROPOSED LANDSCAPING TREATMENT.
2. ALL DISTURBED SURFACE TO BE TEMPORARILY STABILISED WITH HYDROMULCH UPON COMPLETION OF WORKS.

PAVEMENTS
1. ALL PAVEMENT MATERIALS SHALL COMPLY WITH CURRENT RMS SPECIFICATIONS. PROVIDE MECHANICAL ANALYSIS FOR EACH BATCH OF PAVEMENT MATERIAL TO ENSURE CONFORMITY.
2. <u>COMPACTION STANDARDS</u> BASE 98% MODIFIED MAXIMUM DRY DENSITY SUBBASE 98% MODIFIED MAXIMUM DRY DENSITY SUBGRADE 100% STANDARD MAXIMUM DRY DENSITY
3. <u>THE CONTRACTOR SHALL CONFIRM THE DESIGN CBR WITH A MINIMUM OF 3 TESTS TAKEN AT SUBGRADE LEVEL. WHERE DISCREPANCY IS FOUND, CONTACT THE DESIGN ENGINEER.</u>
4. ALLOW FOR COMPACTION TESTING BY A N.A.T.A. REGISTERED LABORATORY FOR BASE LAYER, SUBBASE LAYER AND SUBGRADE LAYER IN ACCORDANCE WITH THE LATEST VERSION OF AS3798 FOR PAVEMENTS (MINIMUM 2 TESTS PER LAYER). ALLOW FOR AT LEAST TWO SUCCESSFUL COMPACTION TESTS IN EACH LAYER.
5. MATCH NEW PAVEMENTS NEATLY AND FLUSH WITH EXISTING
6. AFTER BASE IS APPROVED, SWEEP CLEAN AND PRIME AT NOMINAL RATE OF 1.0L PER 1.0 sq.m.
7. <u>PAVEMENT HOLD POINTS</u> 7.1. SUB-GRADE PROOF ROLL PRIOR TO SET-UP AND FORM FOR CONCRETE POUR. 7.2. INSPECTION OF FORMWORK / STEEL PRIOR TO CONCRETE POUR. 7.3. SUBMISSION OF SUB-GRADE AND BASE DENSITY TESTS.

AMENDMENTS				DESCRIPTION
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DRAWING NAME

SPECIFICATION NOTES - SHEET 1

PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

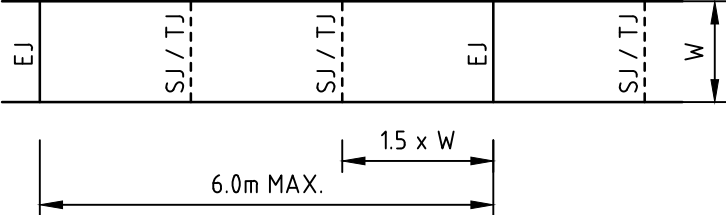
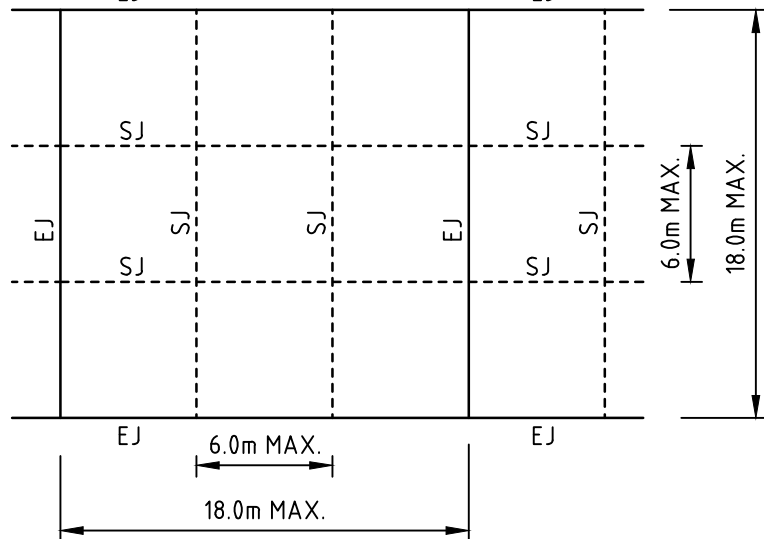
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NOTE: ALL CIVIL ENGINEERING CONSTRUCTION WORKS TO BE CARRIED OUT IN ACCORDANCE WITH SNOWY MONARO REGIONAL COUNCIL DEVELOPMENT GUIDELINES. READ IN CONJUNCTION WITH THE NOTES PROVIDED BELOW. IF CONFLICT ARISE, SNOWY MONARO REGIONAL COUNCIL GUIDELINES AND SPECIFICATIONS TAKE PRECEDENCE. WHERE SNOWY MONARO REGIONAL COUNCIL GUIDELINES AND SPECIFICATIONS ARE SILENT, THE SPECIFICATION NOTES BELOW TAKE PRECEDENCE

ASPHALTIC CONCRETE	
1. GENERAL	
1.1.	ALL ASPHALTIC CONCRETE (AC) WORK TO BE PREPARED AND CARRIED OUT IN ACCORDANCE WITH GOOD ASPHALTIC PAVING PRACTICE AS DESCRIBED IN AS2150-2005 "ASPHALT (HOT-MIXED) PAVING – GUIDE TO GOOD PRACTICE" AND CURRENT RMS SPECIFICATIONS.
2. PAVEMENT PREPARATION	
2.1.	THE FINISHED PAVEMENT SURFACE TO BE SEALED SHALL BE WITHIN +/- 2% OF THE OPTIMUM AND BROOMED BEFORE COMMENCEMENT OF WORK TO ENSURE COMPLETE REMOVAL OF ALL SUPERFICIAL FOREIGN MATTER.
2.2.	PRIME ALL SURFACES TO BE SEALED. ALLOW PRIME TO SETTLE FOR A MINIMUM OF 3 DAYS BEFORE APPLYING TACK COAT AND ASPHALT.
2.3.	SWEEP PRIMED SURFACES BEFORE APPLYING TACK COAT.
2.4.	ALL DEPRESSIONS OR UNEVEN AREAS ARE TO BE TACK-COATED AND BROUGHT UP TO GENERAL LEVEL OF PAVEMENT WITH ASPHALTIC CONCRETE BEFORE LAYING OF MAIN COURSE.
2.5.	ALL DEFECTS IN THE BASE COURSE INCLUDING CRACKS, SURFACE DEFORMATION AND THE LIKE SHALL BE REPAIRED AS DIRECTED BY THE SUPERINTENDENT PRIOR TO PLACEMENT OF TACK COAT AND/OR AC COURSES.
3. PLACEMENTS	
3.1.	ALL ASPHALT SHALL BE PLACED UTILISING APPROVED MECHANICAL PAVING MACHINES. DO NOT HAND PLACE ASPHALT WITHOUT PRIOR APPROVAL FROM ENGINEER.
4. JOINTS	
4.1.	THE NUMBER OF JOINTS BOTH LONGITUDINAL AND TRANSVERSE SHALL BE KEPT TO A MINIMUM.
4.2.	THE DENSITY AND SURFACE FINISH AT JOINTS SHALL BE SIMILAR TO THOSE OF THE REMAINDER OF THE LAYER.
5. COMPACTION	
5.1.	ALL COMPACTION SHALL BE UNDERTAKEN USING SELF PROPELLED ROLLERS.
5.2.	INITIAL ROLLING SHALL BE COMPLETED BEFORE THE MIX TEMPERATURE FALLS BELOW 105°C USING A STEEL DRUM ROLLER HAVING A MINIMUM WEIGHT OF 8 TONNES AND A MAXIMUM UNIT LOAD ON THE REAR DRUM EQUIVALENT TO 55kN/m WIDTH OF DRUM.
5.3.	SECONDARY ROLLING SHALL BE COMPLETED BEFORE THE MIX TEMPERATURE FALLS BELOW 80°C USING A PNEUMATIC TYRED ROLLER OF AT LEAST 10 TONNES MASS. A MINIMUM TYRE PRESSURE OF 550kPa AND A MINIMUM TOTAL LOAD OF 1 TONNE ON EACH TYRE.
5.4.	ROLLED SURFACES SHALL BE SMOOTH AND FREE OF UNDULATIONS. BONY AND/OR UNEVEN SURFACES WILL BE REJECTED.
5.5.	PROVIDE 2 No. MINIMUM COMPACTION TESTS.
6. FINISHED SURFACE PROPERTIES	
6.1.	FINISHED SURFACES SHALL BE SMOOTH, DENSE AND TRUE OF SHAPE AND SHALL NOT VARY MORE THAN;
6.1.1.	3mm FROM THE SPECIFIED PLAN LEVEL AT ANY POINT.
6.1.2.	3mm FROM THE BOTTOM OF A STRAIGHT EDGE LAID TRANSVERSELY.
6.1.3.	5mm FROM THE BOTTOM OF A STRAIGHT EDGE LAID LONGITUDINALLY.
6.1.4.	MINUS 0 TO PLUS 2mm ADJACENT TO OTHER ELEMENTS SUCH AS KERBS AND THE LIKE TO AVOID POOLING OF SURFACE WATER.
6.1.5.	MINUS 0 FROM THE SPECIFIED THICKNESS.
7.	DO NOT STORE PLANT EQUIPMENT OR TRAFFIC NEWLY LAID ASPHALTIC CONCRETE PAVEMENTS WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
8.	DO NOT APPLY MARKING PAINTS UNTIL ASPHALT HAS CURED IN ACCORDANCE WITH PAINT MANUFACTURERS SPECIFICATIONS.

PAVEMENT JOINTS	
1.	PROVIDE 10mm ABLEFLEX BETWEEN NEW CONCRETE WORKS AND EXISTING STRUCTURES.
2.	LOCAL AUTHORITY REQUIREMENTS SHALL TAKE PRECEDENCE WITHIN THE PUBLIC ROAD RESERVE.
3.	DOWELS TO BE PLACED ON PROPRIETARY CRADLES TO ENSURE CORRECT SPACING AND ALIGNMENT.
4.	PEDESTRIAN PAVEMENTS ALL PEDESTRIAN PAVEMENTS ARE TO BE JOINTED AS FOLLOWS U.N.O. ON THE DESIGN DRAWINGS.
5.	EXPANSION JOINTS ARE TO BE LOCATED WHERE POSSIBLE AT TANGENT POINTS OF CURVES AND ELSEWHERE AT MAX. 6.0m CENTRES.
6.	WEAKENED PLANE JOINTS (SAWN OR TOOL JOINTS) ARE TO BE LOCATED AT A MAX. SPACING OF 15m x WIDTH OF THE PAVEMENT.
7.	WHERE POSSIBLE JOINTS SHOULD BE LOCATED TO MATCH KERBING AND OR ADJACENT PAVEMENT JOINTS.
8.	TYPICAL PEDESTRIAN PAVEMENT JOINT DETAIL
	
9.	VEHICULAR PAVEMENTS ALL VEHICULAR PAVEMENTS TO BE JOINTED AS FOLLOWS U.N.O. ON THE DESIGN DRAWINGS.
10.	TIED KEYED CONSTRUCTION JOINTS SHOULD GENERALLY BE LOCATED LONGITUDINALLY AT A MAX. OF 6.0m CENTRES.
11.	SAWN JOINTS SHOULD GENERALLY BE LOCATED LATERALLY AT A MAX. OF 6.0m CENTRES WITH DOWELED EXPANSION JOINTS AT MAX. 18.0m CENTRES.
12.	TYPICAL VEHICULAR PAVEMENT JOINT DETAIL
	
13.	KERB EXPANSION JOINTS SHALL BE FORMED FROM 10mm ABLEFLEX FOR FULL DEPTH OF SECTION.
14.	KERB EXPANSION JOINTS TO BE LOCATED AT DRAINAGE PITS, TANGENT POINTS OF CURVES / CORNERS AND AT 12m MAX CENTRES.
15.	KERB TOOLED JOINTS TO BE MIN 3mm WIDE AND LOCATED AT MAX 3m CENTRES.
16.	INTEGRAL KERB JOINTS SHALL MATCH THE LOCATION OF PAVEMENT JOINTS.

BASIN MANAGEMENT NOTES	
1.	PRIOR TO ANY FORECAST WEATHER EVENT, LIKELY TO RESULT IN SEDIMENT LADEN RUNOFF ON THE SITE, ANY EXISTING DETENTION BASINS/TRAPS SHALL BE DEWATERED TO PROVIDE SUFFICIENT CAPACITY TO CAPTURE SEDIMENT LADEN WATER FROM THE SITE.
2.	ANY SEDIMENT LADEN WATER CAPTURED ON-SITE MUST BE TREATED TO ENSURE IT WILL ACHIEVE COUNCIL'S WATER QUALITY OBJECTIVES PRIOR TO ITS RELEASE FROM SITE. A SAMPLE OF THE RELEASED TREATED WATER MUST BE KEPT ON-SITE IN A CLEAR CONTAINER WITH THE SAMPLE DATE RECORDED.
3.	NO ALUMINIUM BASED PRODUCTS MAY BE USED TO TREAT TURBID WATER (FLOCCULATING/COAGULANTS) ON-SITE WITHOUT THE PRIOR WRITTEN PERMISSION FROM AN APPROPRIATE COUNCIL OFFICER. THE APPLICANT MUST HAVE DEMONSTRATED ABILITY TO USED SUCH PRODUCTS CORRECTLY AND WITHOUT ENVIRONMENTAL HARM PRIOR TO NAY APPROVAL.
4.	THE CHEMICALS/AGENTS (FLOCCULATING/COAGULANTS) USED IN TYPE 'D' AND TYPE 'F' BASINS TO TREAT TURBID WATER CAPTURED IN THE BASIN MUST BE APPLIED IN CONCENTRATIONS SUFFICIENT TO ACHIEVE COUNCIL'S WATER QUALITY OBJECTIVES (TSS <50 mg/L, TURBIDITY < 60 NTU, 6.5 < pH < 8.5) WITHIN THE 5-DAY RAINFALL DEPTH USED TO CALCULATE THE CAPACITY OF THE BASIN, AFTER A RAINFALL EVENT.
5.	ALL MANUFACTURERS INSTRUCTIONS MUST BE FOLLOWED FOR THE USE OF ANY CHEMICALS/AGENTS USED ON-SITE. EXCEPT WHERE APPROVED BY THE RESPONSIBLE PERSON OR AN APPROPRIATE COUNCIL OFFICER.
6.	SUFFICIENT QUANTITIES OF CHEMICALS/AGENTS TO TREAT TURBID WATER (FLOCCULATING/COAGULANTS) MUST BE PLACED SUCH THAT WATER ENTERING THE BASINS/SEDIMENT TRAP MIXES WITH THE CHEMICALS/AGENTS AND IS CARRIED INTO THE BASIN/TRAP.
7.	ANY BASIN MUST BE DEWATERED AS SOON AS PRACTICAL, ONCE WATER CAPTURED IN THE BASIN ACHIEVES COUNCIL'S WATER QUALITY OBJECTIVES.
8.	INSPECT THE SEDIMENT BASINS AFTER EACH RAINFALL EVENTS AND/OR WEEKLY. ENSURE THAT ALL THE SEDIMENT IS REMOVED ONCE THE SEDIMENT STORAGE ZONE IS FULL. ENSURE THAT OUTLET AND EMERGENCY SPILLWAY WORKS ARE MAINTAINED IN A FULLY OPERATIONS L CONDITION AT ALL TIMES.

3D INFORMATION DISCLAIMER	
PLEASE BE ADVISED 12D DESIGN FILE, IF SUPPLIED, IS DEEMED TO BE AN ACCURATE REFLECTION OF NORTHROP'S DESIGN AT THE TIME OF FINAL DESIGN DEVELOPMENT AND MAY NOT FULLY REFLECT THE DESIGN SURFACE AS PRESENTED. HOWEVER THIS INFORMATION SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO INCORPORATION IN THE CONSTRUCTION WORKS.	
YOU ARE FURTHER ADVISED THAT ISSUED HARDCOPY/PDF PLANS AND DOCUMENTS TAKE PRECEDENCE OVER THE SUPPLIED ELECTRONIC INFORMATION AND ANY INCONSTANCIES SHOULD IMMEDIATELY BE REPORTED TO NORTHROP CONSULTING ENGINEERS FOR VERIFICATION PRIOR TO THEIR INCORPORATION IN THE WORKS.	
NORTHROP CONSULTING ENGINEERS TAKES NO RESPONSIBILITY FOR USE OF NON-VERIFIED 3D DESIGN INFORMATION USED IN THE WORKS.	
THE USE OF THE 3D MODEL INFORMATION SHALL CONSTITUTE ACKNOWLEDGMENT AND ACCEPTANCE OF THE ABOVE STATEMENTS BY THE RECIPIENT.	

AMENDMENTS			DESCRIPTION
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 **Education**

DRAWING NAME
SPECIFICATION NOTES - SHEET 2

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH					REVISION
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DRAWN	CHECKED	VERIFIED	DATE		
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LEGEND

EXISTING BOUNDARIES

CONSERVATION AREA

FUTURE WORKS - REFER SEPERATE PACKAGE

PROPOSED DESIGN WORKS

PROPOSED EXTENTS OF REF3 WORKS

STAGING AREA

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NSW GOVERNMENT

Education

DRAWING NAME

GENERAL ARRANGEMENT PLAN

PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

HLBON

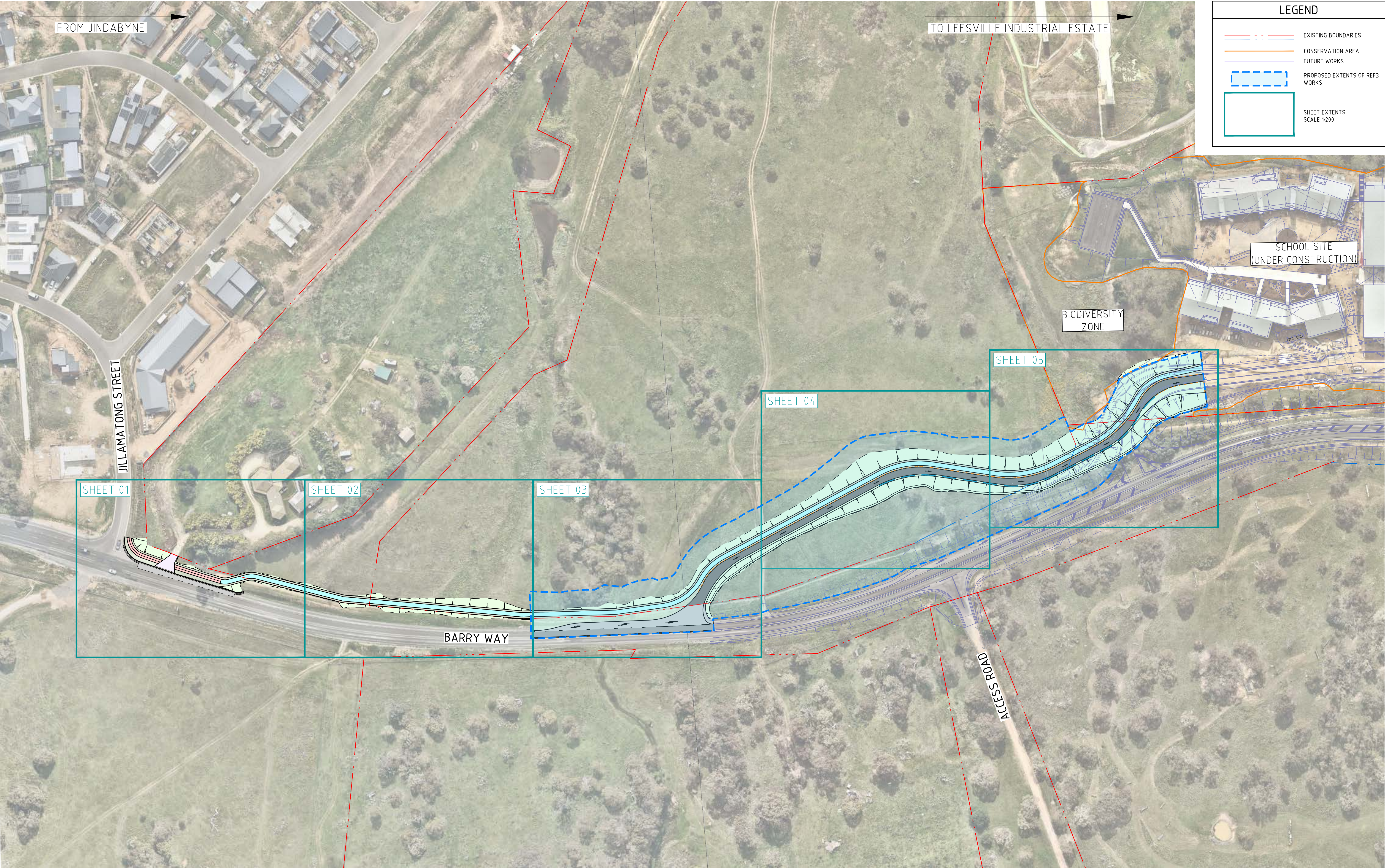
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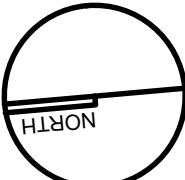


HANSEN YUNCKEN

NSW GOVERNMENT Education


DRAWING NAME
SHEET LAYOUT

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)



PROJECT NORTH

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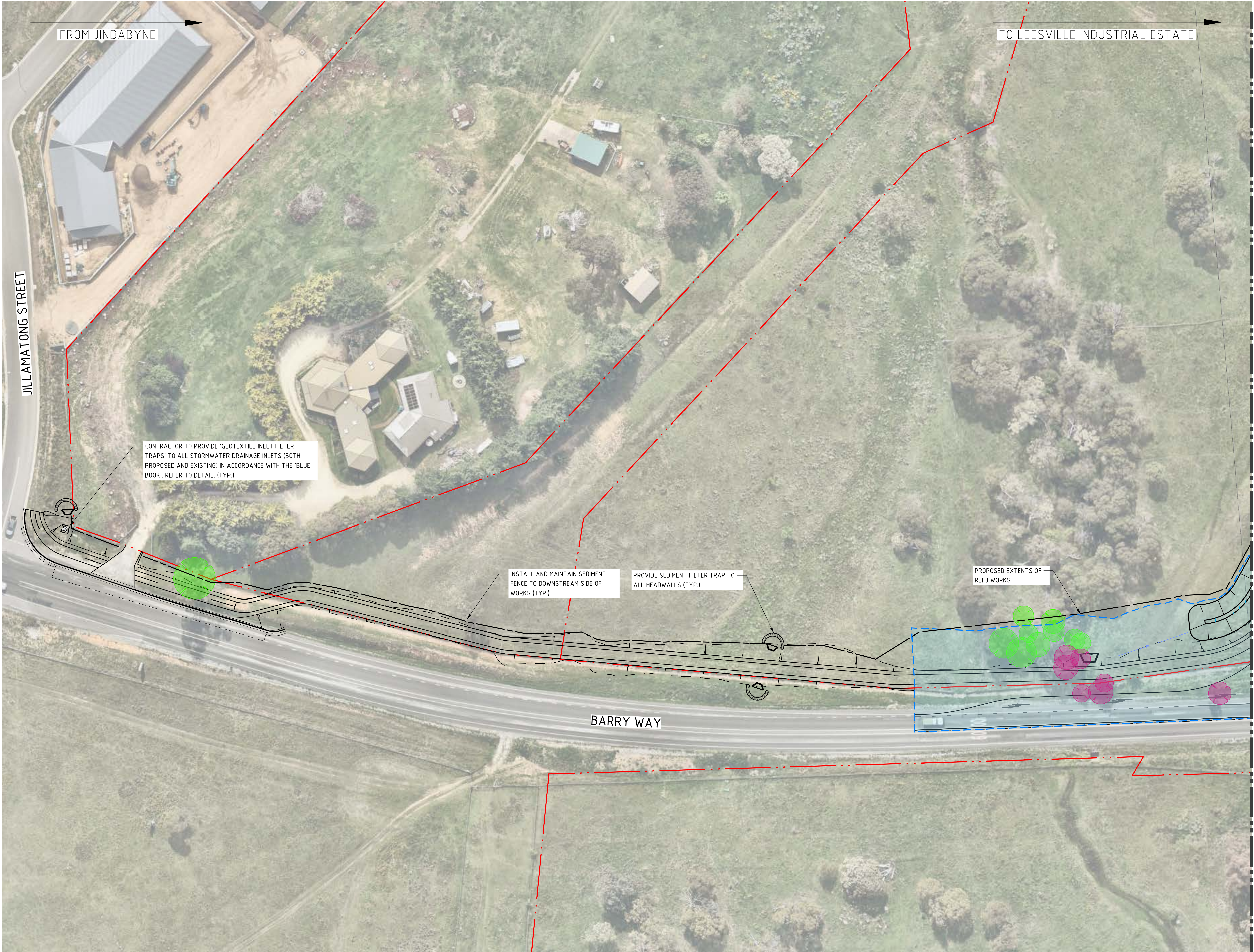


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04



LEGEND

EXISTING BOUNDARIES

PROPOSED EXTENTS OF REF3 WORKS

EXISTING CONTOURS

SEDIMENT FENCE

WIRE MESH AND GRAVEL SEDIMENT FILTER

DRAINAGE SWALE

PROPOSED HEADWALL

TREES TO BE RETAINED

TREES TO BE REMOVED

STABILISED SITE ACCESS

SEDIMENT BASIN

GENERAL NOTES:

1.

REFER SPECIFICATIONS NOTES FOR SEDIMENT AND SOIL EROSION CONTROL GENERAL REQUIREMENTS.

2.

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL / RELEVANT AUTHORITY SPECIFICATIONS AND DETAILS.

3.

ALL SEDIMENT AND SOIL EROSION CONTROL MEASURES TO BE INSTALLED IN ACCORDANCE WITH THE 'BLUE BOOK'. CONTRACTOR TO ENSURE THESE MEASURES ARE IN PLACE AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION WORKS.

4.

CONTRACTOR TO PROVIDE 'WIRE MESH AND GRAVEL SEDIMENT FILTER' TO ALL PAVED / ROAD AREAS (BOTH PROPOSED AND EXISTING) IN ACCORDANCE WITH THE 'BLUE BOOK'.

5.

CONTRACTOR TO PROVIDE 'GEOTEXTILE INLET FILTER TRAPS' TO ALL STORMWATER DRAINAGE INLETS (BOTH PROPOSED AND EXISTING) IN ACCORDANCE WITH THE 'BLUE BOOK'.

6.

ALL PITS OPEN TO ATMOSPHERE TO BE PROTECTED IN ACCORDANCE WITH THE 'BLUE BOOK'.

7.

CONTRACTOR TO LIMIT UNSTABILISED AREAS BELOW THE THRESHOLD FOR SEDIMENT BASINS IN ACCORDANCE WITH THE 'BLUE BOOK' OR PROVIDE STAGED SEDIMENT BASINS AS REQUIRED TO SUIT CONSTRUCTION STAGING.

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW

NORTHROP

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Ph (02) 9241 4188 Fax (02) 9241 4324
Email sydney@northrop.com.au ABN 81 094 433 100

HANSEN YUNCKEN

NSW GOVERNMENT

Education

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DRAWING NAME

SEDIMENT AND SOIL EROSION CONTROL
PLAN - SHEET 01

PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

HLBON

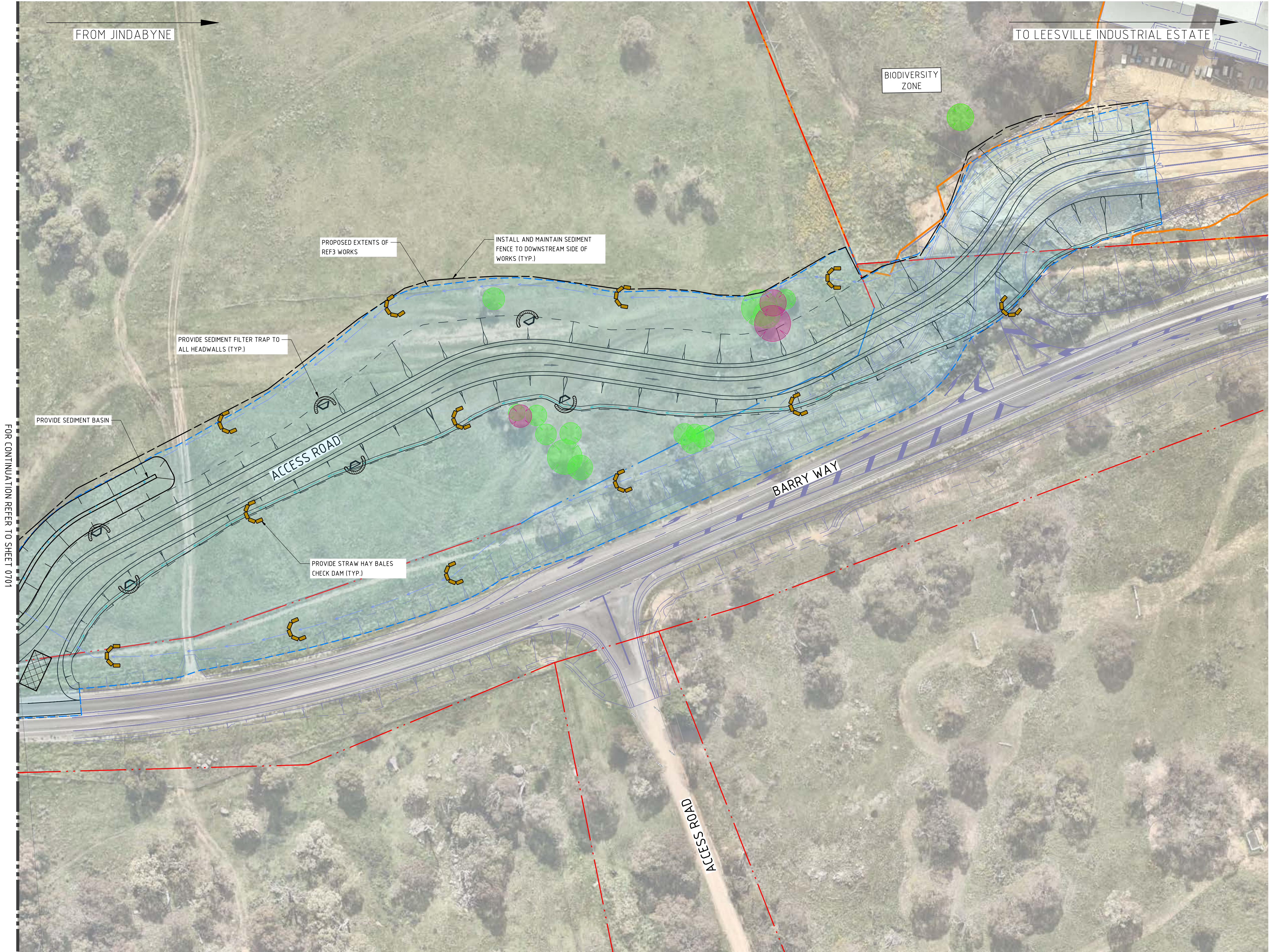
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DRAWN	CHECKED	VERIFIED	DATE	REVISION

NRP-CEC-CC-TMP-DWG-0701

04



LEGEND

EXISTING BOUNDARIES

PROPOSED EXTENTS OF REF3 WORKS

EXISTING CONTOURS

SEDIMENT FENCE

WIRE MESH AND GRAVEL SEDIMENT FILTER

DRAINAGE SWALE

PROPOSED HEADWALL

TREES TO BE RETAINED

TREES TO BE REMOVED

STABILISED SITE ACCESS

SEDIMENT BASIN

- GENERAL NOTES:
1.

REFER SPECIFICATIONS NOTES FOR SEDIMENT AND SOIL EROSION CONTROL GENERAL REQUIREMENTS.
2.

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL / RELEVANT AUTHORITY SPECIFICATIONS AND DETAILS.
3.

ALL SEDIMENT AND SOIL EROSION CONTROL MEASURES TO BE INSTALLED IN ACCORDANCE WITH THE 'BLUE BOOK'. CONTRACTOR TO ENSURE THESE MEASURES ARE IN PLACE AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION WORKS.
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NSW GOVERNMENT

Education

DRAWING NAME

SEDIMENT AND SOIL EROSION CONTROL
PLAN - SHEET 02

PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

HLBON

SCALE 1:500 @ A1

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5

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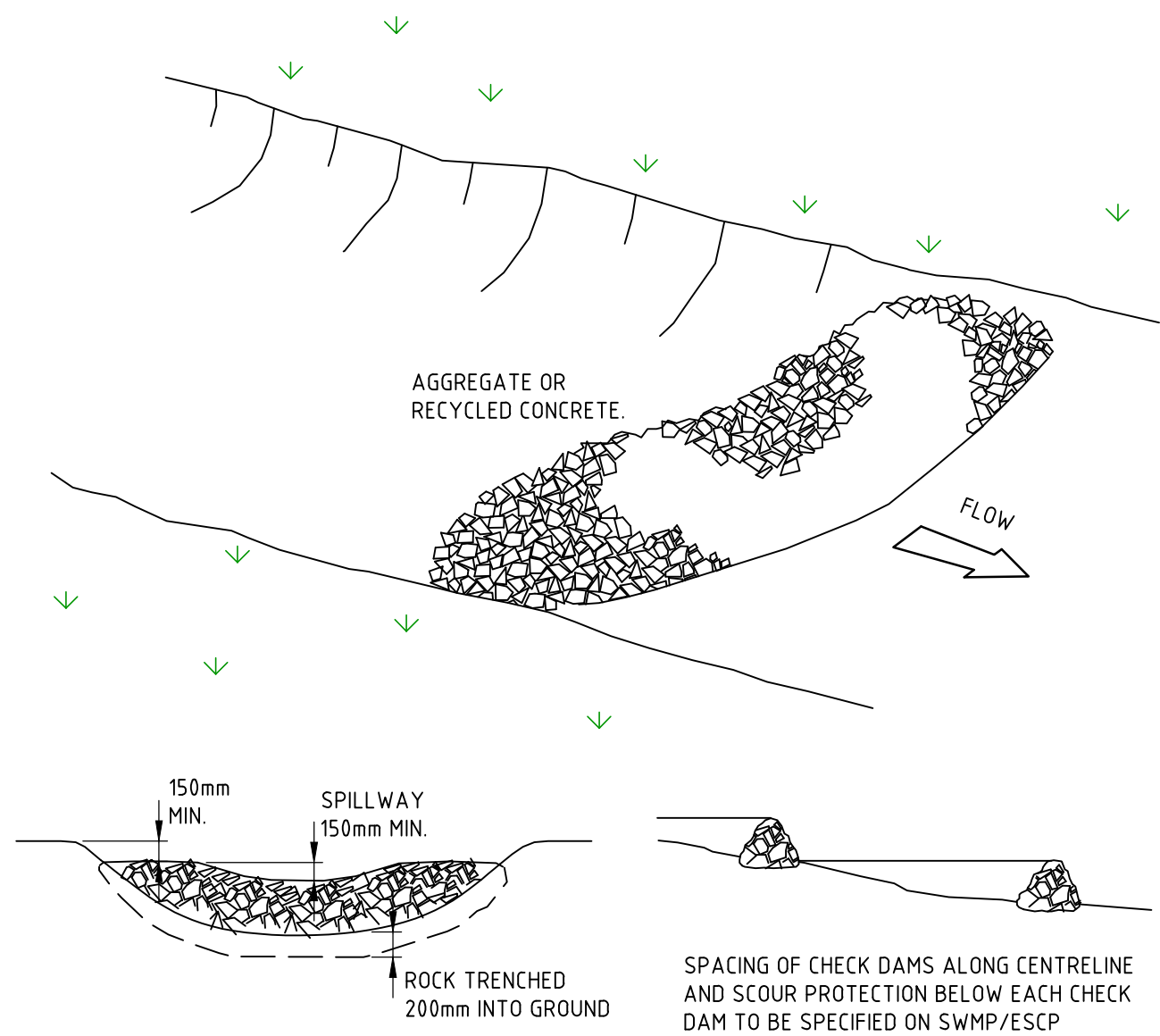
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DRAWN	CHECKED	VERIFIED	DATE		REVISION

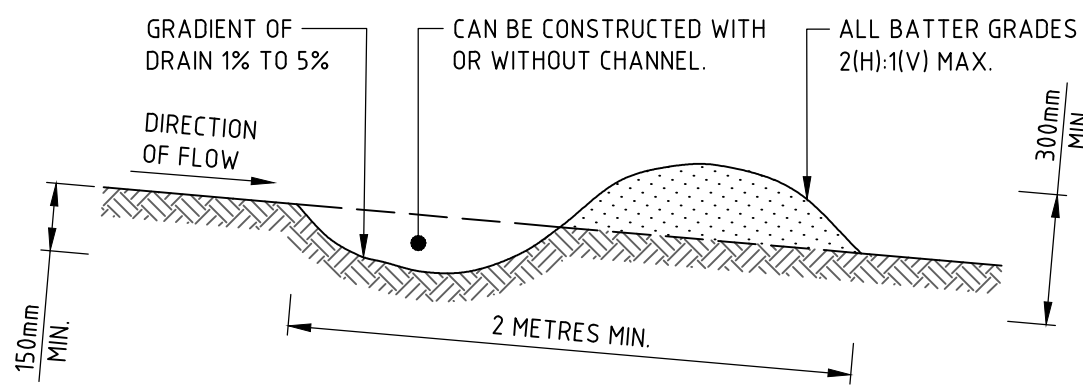
NRP-CEC-CC-TMP-DWG-0702

04



- CONSTRUCTION NOTES**
- CHECK DAMS CAN BE BUILT WITH VARIOUS MATERIALS, INCLUDING ROCKS, LOGS, SANDBAGS AND STRAW BALES. THE MAINTENANCE PROGRAM SHOULD ENSURE THEIR INTEGRITY IS RETAINED, ESPECIALLY WHERE CONSTRUCTED WITH STRAW BALES. IN THE CASE OF BALES, THIS MIGHT REQUIRE THEIR REPLACEMENT EACH TWO TO FOUR MONTHS.
 - TRENCH THE CHECK DAM 200mm INTO THE GROUND ACROSS ITS WHOLE WIDTH. WHERE ROCK IS USED, FILL THE TRENCHES TO AT LEAST 100mm ABOVE THE GROUND SURFACE TO REDUCE THE RISK OF UNDERCUTTING.
 - NORMALLY, THEIR MAXIMUM HEIGHT SHOULD NOT EXCEED 600mm ABOVE THE GULLY FLOOR. THE CENTRE SHOULD ACT AS A SPILLWAY, BEING AT LEAST 150mm LOWER THAN THE OUTER EDGES.
 - SPACE THE DAMS SO THE TOE OF THE UPSTREAM DAM IS LEVEL WITH THE SPILLWAY OF THE NEXT DOWNSTREAM DAM.

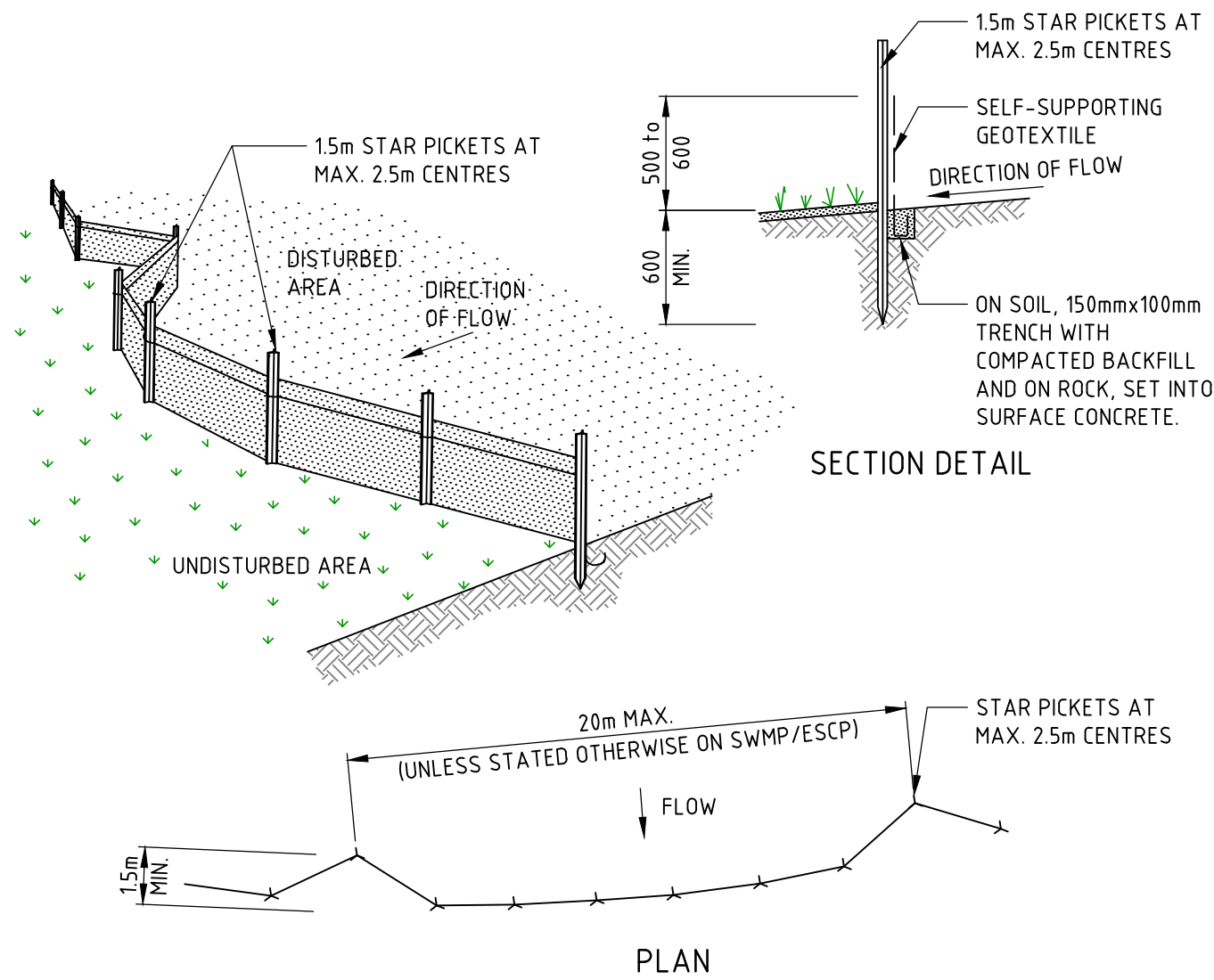
ROCK CHECK DAM



- CONSTRUCTION NOTES**
- BUILD WITH GRADIENTS BETWEEN 1 AND 5 PERCENT.
 - AVOID REMOVING TREES AND SHRUBS IF POSSIBLE - WORK AROUND THEM.
 - ENSURE THE STRUCTURES ARE FREE OF PROJECTIONS OR OTHER IRREGULARITIES THAT COULD IMPEDE WATER FLOW.
 - BUILD THE DRAINS WITH CIRCULAR, PARABOLIC OR TRAPEZOIDAL CROSS SECTIONS, NOT V SHAPED.
 - ENSURE THE BANKS ARE PROPERLY COMPACTED TO PREVENT FAILURE.
 - COMPLETE PERMANENT OR TEMPORARY STABILISATION WITHIN 10 DAYS OF CONSTRUCTION.

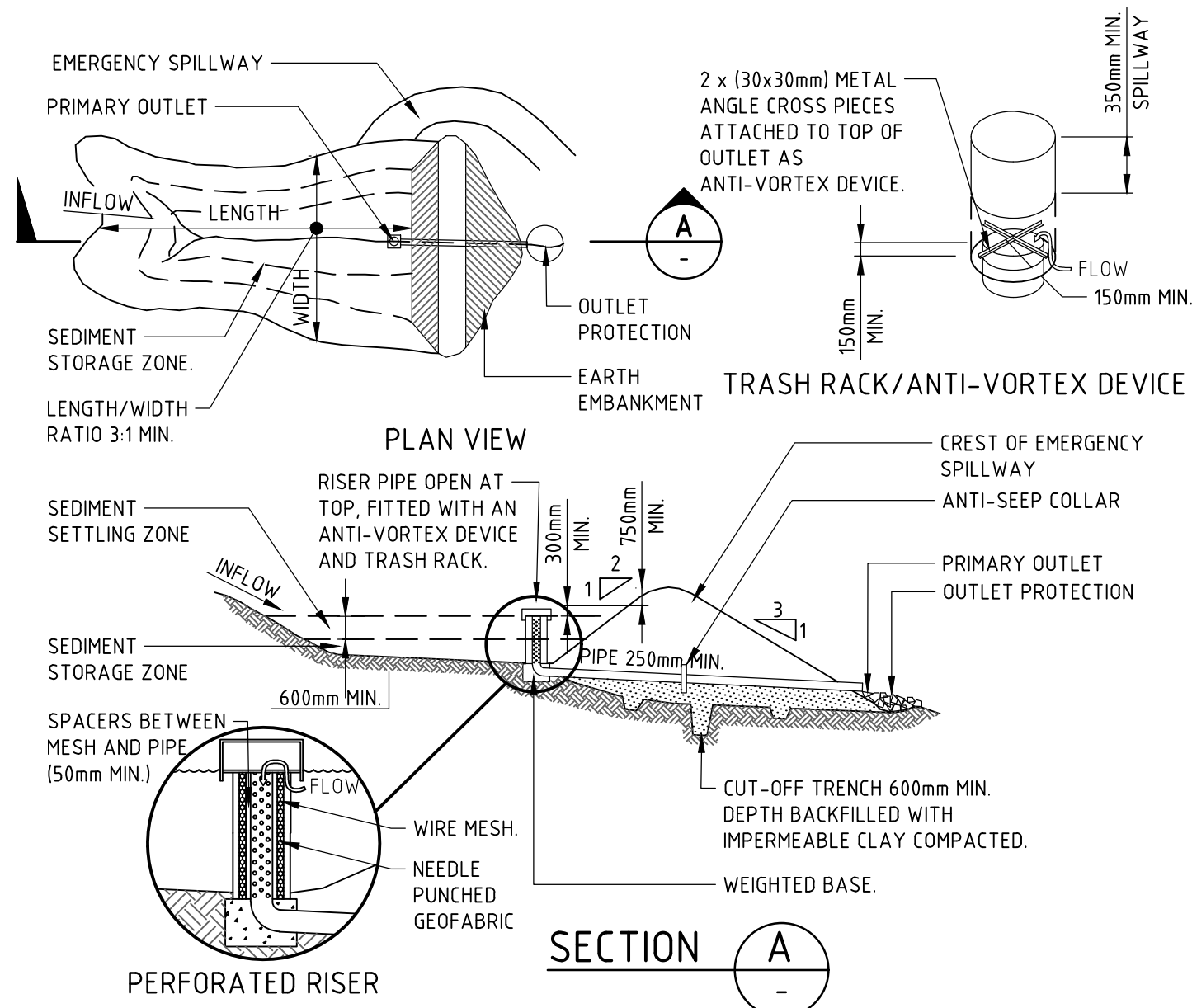
NOTE: ONLY TO BE USED AS TEMPORARY BANK
WHERE MAXIMUM UPSLOPE LENGTH IS 80 METRES.

DRAINAGE SWALE - LOW FLOW



- CONSTRUCTION NOTES**
- CONSTRUCT SEDIMENT FENCES AS CLOSE AS POSSIBLE TO BEING PARALLEL TO THE CONTOURS OF THE SITE, BUT WITH SMALL RETURNS AS SHOWN IN THE DRAWING TO LIMIT THE CATCHMENT AREA OF ANY ONE SECTION. THE CATCHMENT AREA SHOULD BE SMALL ENOUGH TO LIMIT WATER FLOW IF CONCENTRATED AT ONE POINT TO 50 LITRES PER SECOND IN THE DESIGN STORM EVENT, USUALLY THE 10-YEAR EVENT.
 - CUT A 150mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
 - DRIVE 15 METRE LONG STAR PICKETS INTO GROUND AT 2.5 METRE INTERVALS (MAX) AT THE DOWNSLOPE EDGE OF THE TRENCH. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY CAPS.
 - FIX SELF-SUPPORTING GEOTEXTILE TO THE UPSLOPE SIDE OF THE POSTS ENSURING IT GOES TO THE BASE OF THE TRENCH. FIX THE GEOTEXTILE WITH WIRE TIES OR AS RECOMMENDED BY THE MANUFACTURER. ONLY USE GEOTEXTILE SPECIFICALLY PRODUCED FOR SEDIMENT FENCING. THE USE OF SHADE CLOTH FOR THIS PURPOSE IS NOT SATISFACTORY.
 - JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.
 - BACKFILL THE TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER THE GEOTEXTILE.

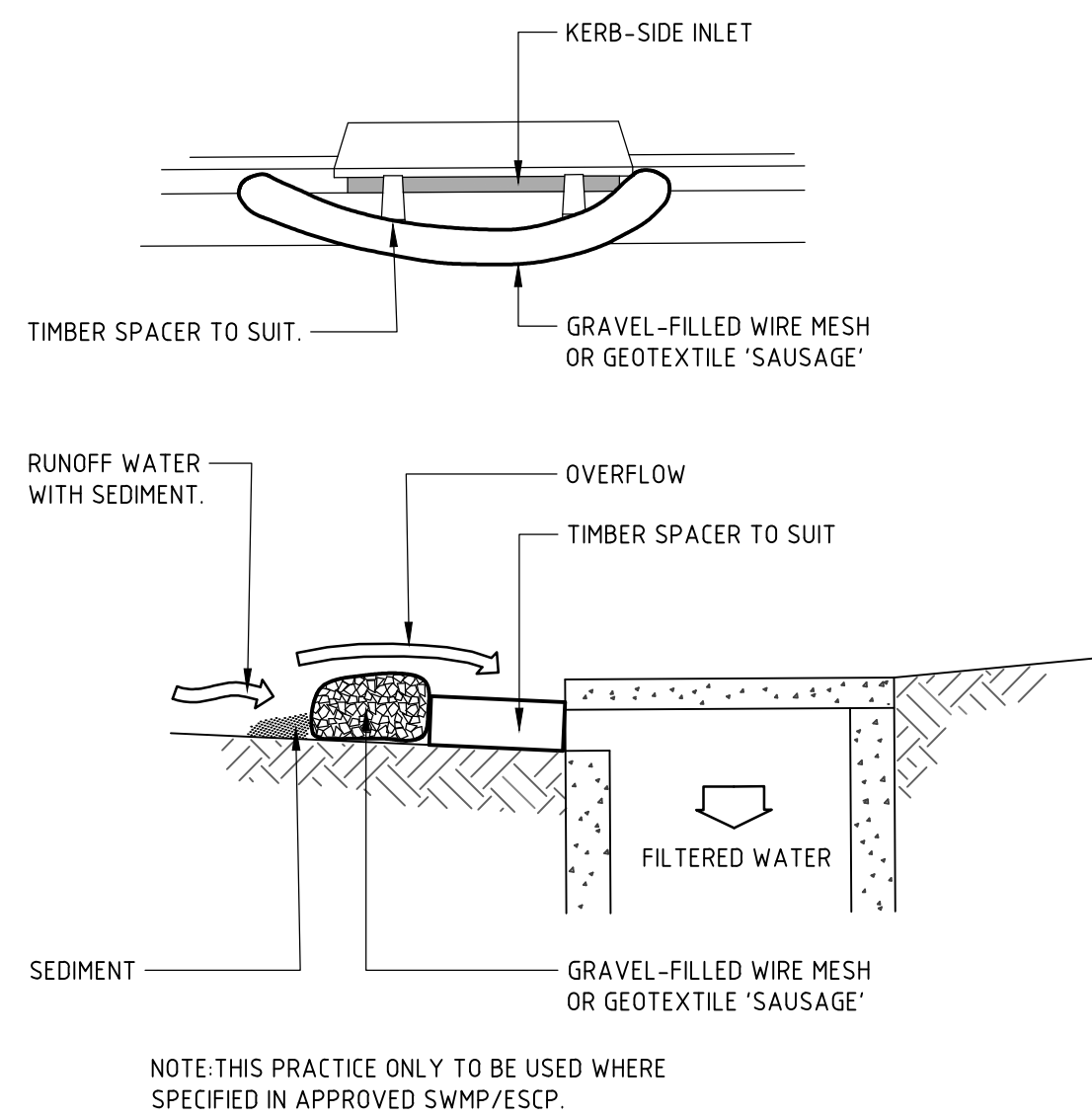
SEDIMENT FENCE



- CONSTRUCTION NOTES**
- REMOVE ALL VEGETATION AND TOPSOIL FROM UNDER THE DAM WALL AND FROM WITHIN THE STORAGE AREA.
 - FORM A CUT OFF TRENCH UNDER THE CENTRELINE OF THE EMBANKMENT 600mm DEEP AND 1200mm WIDE, EXTENDING TO A POINT ON THE WATERCOURSE WALL ABOVE THE RISER SILL LEVEL.
 - MAINTAIN THE TRENCH FREE OF WATER AND RECOMPACT THE MATERIALS WITH EQUIPMENT AS SPECIFIED IN THE SWMP TO 95 PER CENT STANDARD PROCTOR DENSITY.
 - SELECT FILL ACCORDING TO THE SWMP THAT IS FREE FROM ROOTS, WOOD, ROCK, LARGE STONE OR FOREIGN MATERIAL.
 - PREPARE THE SITE UNDER THE EMBANKMENT BY RIPPING TO AT LEAST 100mm TO HELP BOND THE COMPACTED FILL TO THE EXISTING SUBSTRATE.
 - SPREAD THE FILL IN 100mm TO 150mm LAYERS AND COMPACT IT AT OPTIMUM MOISTURE CONTENT FOLLOWING THE SWMP.
 - INSTALL THE PIPE OUTLET WITH SEEPAGE COLLARS AS SPECIFIED IN THE SWMP AND STANDARD DRAWING 6-3B.
 - FORM BATTER GRADES AT 2(H):1(V) UPSTREAM AND 3(H):1(V) DOWNSTREAM OR AS SPECIFIED IN THE SWMP.

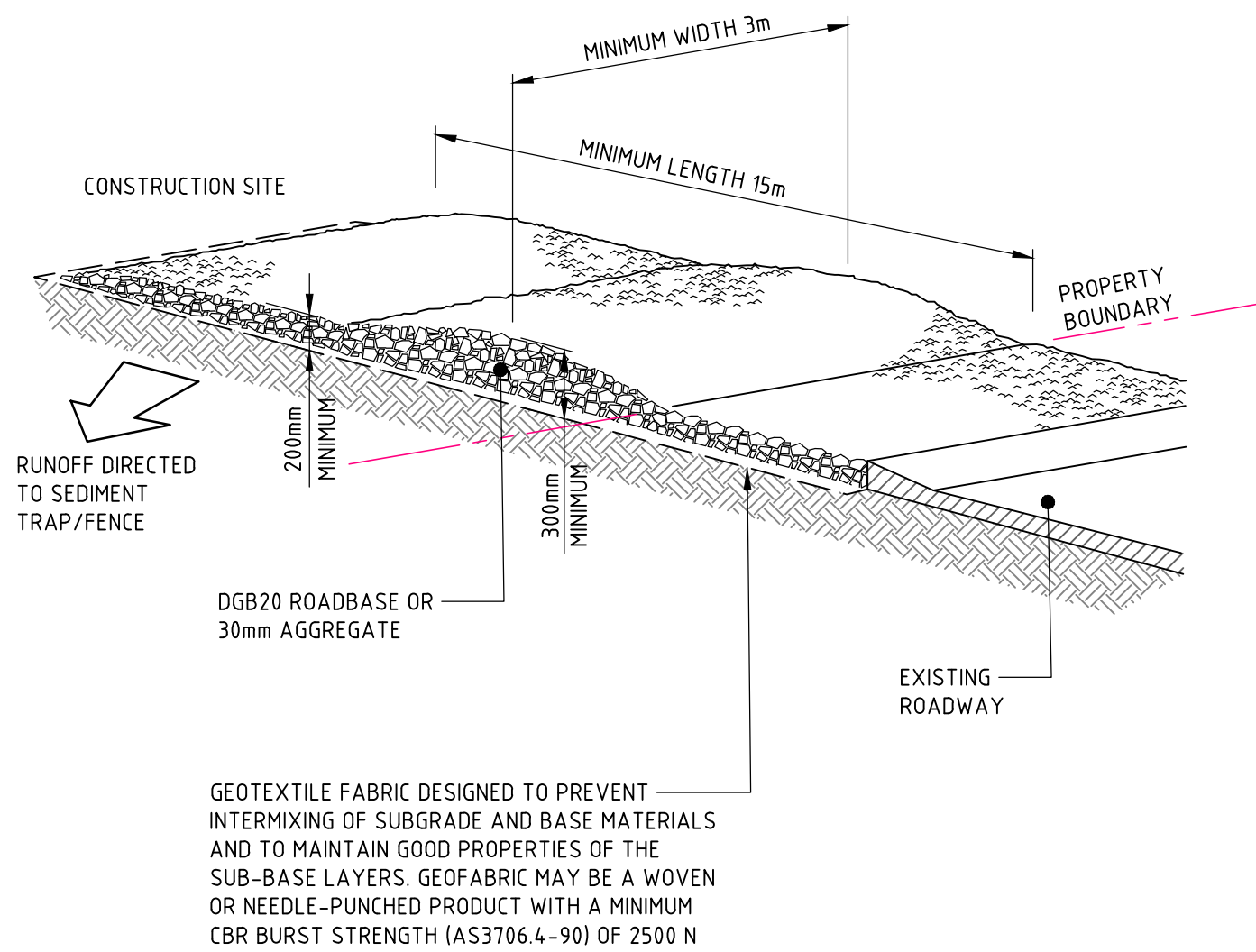
(APPLIES TO 'TYPE C' SOILS ONLY)

EARTH SEDIMENT BASIN - DRY



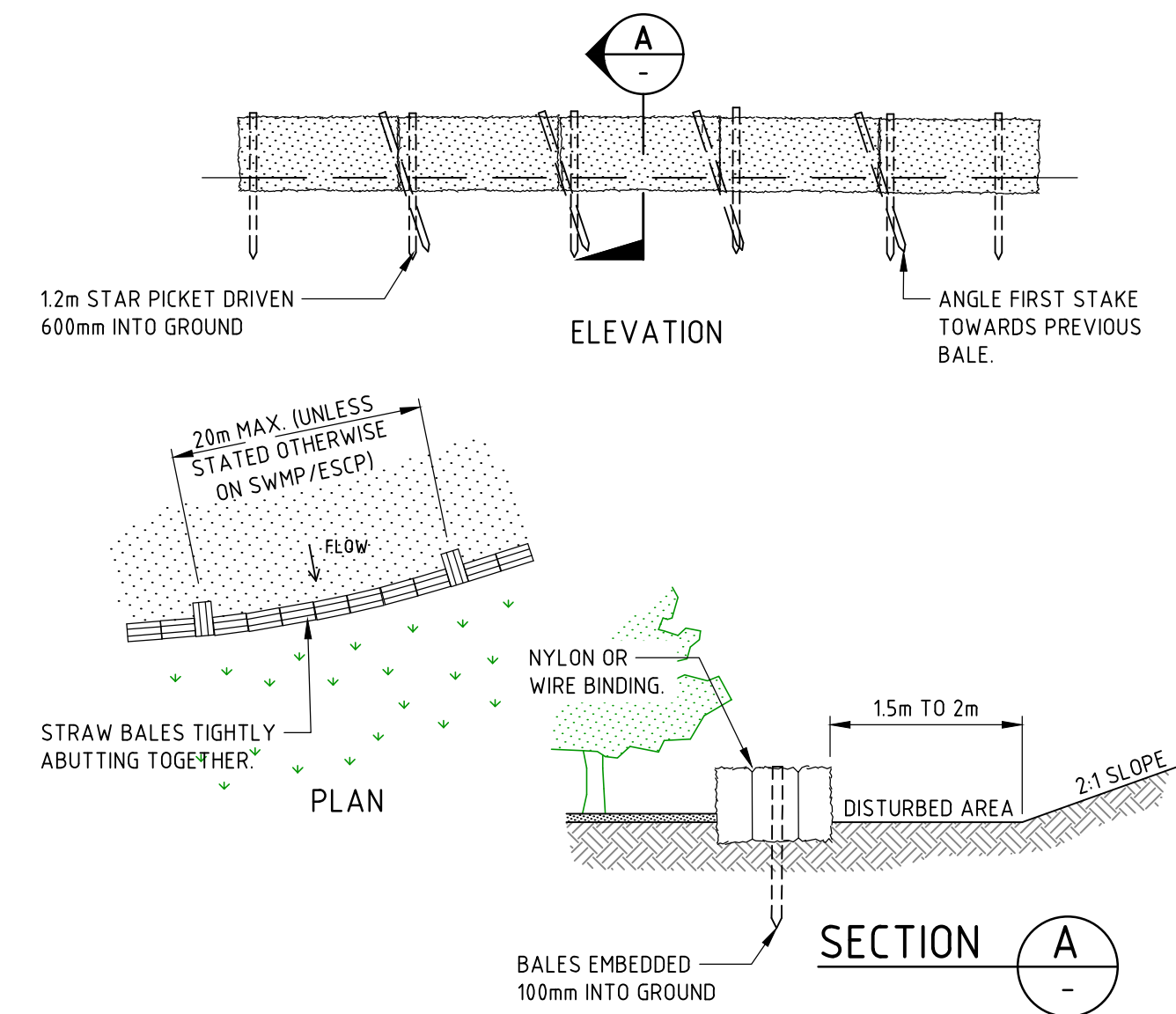
- CONSTRUCTION NOTES**
- INSTALL FILTERS TO KERB INLETS ONLY AT SAG POINTS.
 - FABRICATE A SLEEVE MADE FROM GEOTEXTILE OR WIRE MESH LONGER THAN THE LENGTH OF THE INLET PIT AND FILL IT WITH 25mm TO 50mm GRAVEL.
 - FORM AN ELLIPTICAL CROSS-SECTION ABOUT 150mm HIGH x 400mm WIDE.
 - PLACE THE FILTER AT THE OPENING LEAVING AT LEAST A 100mm SPACE BETWEEN IT AND THE KERB INLET. MAINTAIN THE OPENING WITH SPACER BLOCKS.
 - FORM A SEAL WITH THE KERB TO PREVENT SEDIMENT BYPASSING THE FILTER.
 - SANDBAGS FILLED WITH GRAVEL CAN SUBSTITUTE FOR THE MESH OR GEOTEXTILE PROVIDING THEY ARE PLACED SO THAT THEY FIRMLY ABUT EACH OTHER AND SEDIMENT-LADEN WATERS CANNOT PASS BETWEEN.

WIRE MESH AND GRAVEL SEDIMENT FILTER



- CONSTRUCTION NOTES**
- STRIP THE TOPSOIL, LEVEL THE SITE AND COMPACT THE SUBGRADE.
 - COVER THE AREA WITH NEEDLE-PUNCHED GEOTEXTILE.
 - CONSTRUCT A 200mm THICK PAD OVER THE GEOTEXTILE USING ROAD BASE OR 30mm AGGREGATE.
 - ENSURE THE STRUCTURE IS AT LEAST 15 METRES LONG OR TO BUILDING ALIGNMENT AND AT LEAST 3 METRES WIDE.
 - WHERE A SEDIMENT FENCE JOINS ONTO THE STABILISED ACCESS, CONSTRUCT A HUMP IN THE STABILISED ACCESS TO DIVERT WATER TO THE SEDIMENT FENCE.

STABILISED SITE ACCESS



- CONSTRUCTION NOTES**
- CONSTRUCT THE STRAW BALE FILTER AS CLOSE AS POSSIBLE TO BEING PARALLEL TO THE CONTOURS OF THE SITE.
 - PLACE BALES LENGTHWISE IN A ROW WITH ENDS TIGHTLY ABUTTING. USE STRAW TO FILL ANY GAPS BETWEEN BALES. STRAWS ARE TO BE PLACED PARALLEL TO GROUND.
 - ENSURE THAT THE MAXIMUM HEIGHT OF THE FILTER IS ONE BALE.
 - EMBED EACH BALE IN THE GROUND 75mm TO 100mm AND ANCHOR WITH TWO 12 METRE STAR PICKETS OR STAKES. ANGLE THE FIRST STAR PICKET OR STAKE IN EACH BALE TOWARDS THE PREVIOUSLY LAID BALE. DRIVE THEM 600mm INTO THE GROUND AND, IF POSSIBLE, FLUSH WITH THE TOP OF THE BALES. WHERE STAR PICKETS ARE USED AND THEY PROTRUDE ABOVE THE BALES, ENSURE THEY ARE FITTED WITH SAFETY CAPS.
 - WHERE A STRAW BALE FILTER IS CONSTRUCTED DOWNSLOPE FROM A DISTURBED BATTER, ENSURE THE BALES ARE PLACED 1 TO 2 METRES DOWNSLOPE FROM THE TOE.
 - ESTABLISH A MAINTENANCE PROGRAM THAT ENSURES THE INTEGRITY OF THE BALES IS RETAINED - THEY COULD REQUIRE REPLACEMENT EACH TWO TO FOUR MONTHS.

STRAW BALE FILTER

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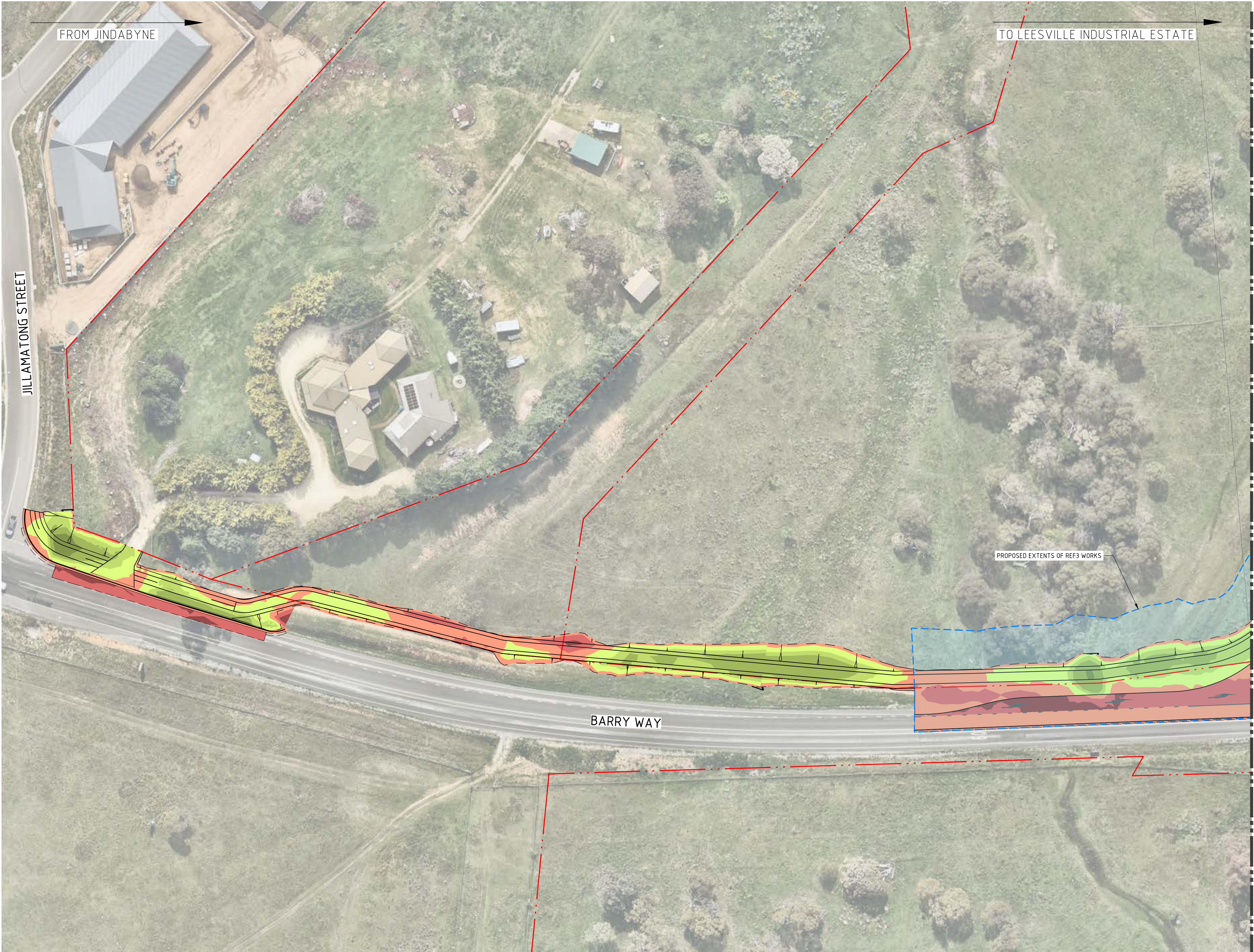
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DRAWING NAME
**SEDIMENT AND SOIL EROSION CONTROL
DETAILS**

PROJECT
**JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)**

PROJECT NORTH				
SCALE 1:50@A1				
0.0	0.5	1.0	1.5	2.0 2.5m
BM	AR	-	-	
DRAWN	CHECKED	VERIFIED	DATE	REVISION
NRP-CEC-CC-TMP-DWG-0715				



LEGEND

DEPTH OF CUT

BELOW-15.0m

-15.0m TO-10.0m

-10.0m TO-5.0m

-5.0m TO-2.0m

-2.0m TO-1.0m

-1.0m TO-0.5m

-0.5m TO-0.25m

-0.25m TO-0.0m

DEPTH OF FILL

0.0m TO0.25m

0.25m TO0.5m

0.5m TO1.0m

1.0m TO2.0m

2.0m TO5.0m

5.0m TO10.0m

10.0m TO15.0m

15.0m TOABOVE

PROPOSED EXTENTS OF REF3 WORKS

GENERAL NOTES:

1. REFER SPECIFICATIONS NOTES FOR EARTHWORKS GENERAL REQUIREMENTS.

2. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL / RELEVANT AUTHORITY SPECIFICATIONS AND DETAILS.

3. CAD FILE / DTM FILES CAN BE PROVIDED IN NATIVE FORMAT UPON REQUEST.

4. STRIP EXISTING TOPSOIL IN CONSULTATION WITH THE GEOTECHNICAL ENGINEER / REPORT.

5. NO ALLOWANCE HAS BEEN MADE FOR BULKING FACTORS. NOTE ALL VOLUMES DEPICTED ARE SOLID VOLUMES ONLY.

6. NO ALLOWANCE HAS BEEN MADE FOR DETAILED EARTHWORKS; ie SERVICE TRENCHING, DETAILED EXCAVATION, FOOTINGS, REMOVAL OF UNSUITABLE MATERIAL.

7. CONTRACTOR IS TO ALLOW FOR REMOVAL OF ALL EXCESS MATERIAL GENERATED BY THE WORKS.

8. THE CONTRACTOR SHALL USE FINAL SURFACE LEVELS AND TYPICAL PAVEMENT DETAILS FOR ACTUAL EARTHWORKS LEVELS.

2. BULK EARTHWORKS ARE BASED ON THE FOLLOWING DEPTHS FROM FINISHED SURFACE LEVELS:

2.1. BARRY WAY PAVEMENT482mm

2.2. TEMPORARY ACCESS RD PAVEMENT302mm

2.3. PERMANENT SHARED PATH PAVEMENT150mm

2.4. TEMPORARY SHARED PATH PAVEMENT75mm

2.5. MILL & RESHEET50mm

2.6. TURF & BATTER AREA150mm

3. APPROXIMATE BULK EARTHWORK VALUES AS FOLLOWS:

4. PP01 WORKS:

4.1. CUT460 m³

4.2. FILL12,580 m³

4.3. BALANCE12,120 m³ (IMPORT)

5. PP02 WORKS:

5.1. CUT170 m³

5.2. FILL470 m³

5.3. BALANCE300 m³ (IMPORT)

AMENDMENTS			
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HANSEN YUNCKEN

NSW GOVERNMENT

Education

DRAWING NAME

BULK EARTHWORKS PLAN - SHEET 01

PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

HLN30N

SCALE 1:500 @ A1

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BM

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DRAWN

CHECKED

VERIFIED

DATE

REVISION

NRP-CEC-CC-TMP-DWG-0801

02



LEGEND

DEPTH OF CUT

[Red]	BELOW	-15.0m
[Light Orange]	-15.0m TO	-10.0m
[Orange]	-10.0m TO	-5.0m
[Dark Orange]	-5.0m TO	-2.0m
[Brown]	-2.0m TO	-1.0m
[Dark Brown]	-1.0m TO	-0.5m
[Maroon]	-0.5m TO	-0.25m
[Light Red]	-0.25m TO	-0.0m

DEPTH OF FILL

[Light Green]	0.0m TO	0.25m
[Light Green]	0.25m TO	0.5m
[Light Green]	0.5m TO	1.0m
[Light Green]	1.0m TO	2.0m
[Light Green]	2.0m TO	5.0m
[Light Green]	5.0m TO	10.0m
[Light Green]	10.0m TO	15.0m
[Light Green]	15.0m TO	ABOVE

PROPOSED EXTENTS OF REF3 WORKS

[Blue Dashed Line]

GENERAL NOTES:

1. REFER SPECIFICATIONS NOTES FOR EARTHWORKS GENERAL REQUIREMENTS.

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2.1. BARRY WAY PAVEMENT

2.2. TEMPORARY ACCESS RD PAVEMENT

2.3. PERMANENT SHARED PATH PAVEMENT

2.4. TEMPORARY SHARED PATH PAVEMENT

2.5. MILL & RESHEET

2.6. TURF & BATTER AREA

4.3. BALANCE

12,120 m³ (IMPORT)

5. PP02 WORKS:

5.1. CUT

5.2. FILL

5.3. BALANCE

170 m³

470 m³

300 m³ (IMPORT)

AMENDMENTS			
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DRAWING NAME

BULK EARTHWORKS PLAN - SHEET 02

PROJECT

JINDABYNE EDUCATION CAMPUS

163 BARRY WAY JINDABYNE

TEMPORARY ROAD ACCESS (CC)

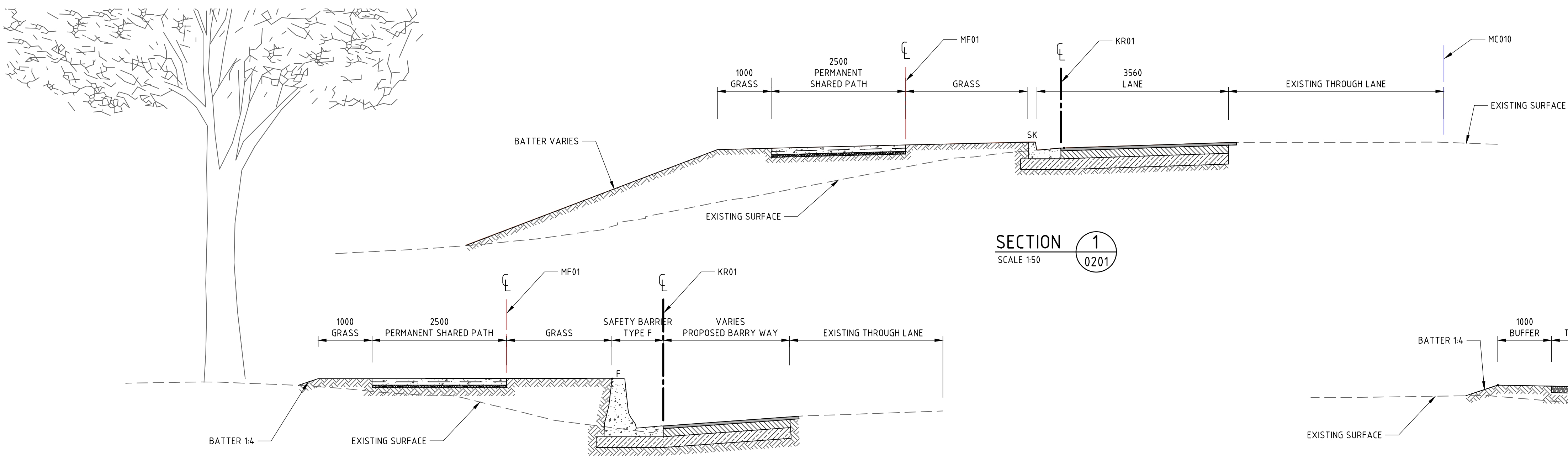
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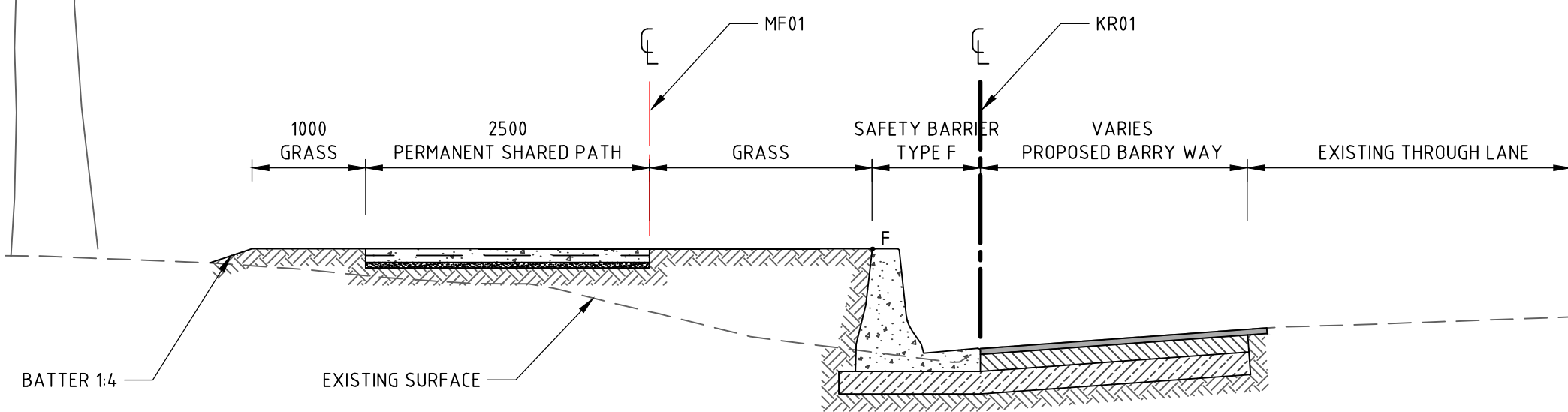
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DRAWN	CHECKED	VERIFIED	DATE		REVISION

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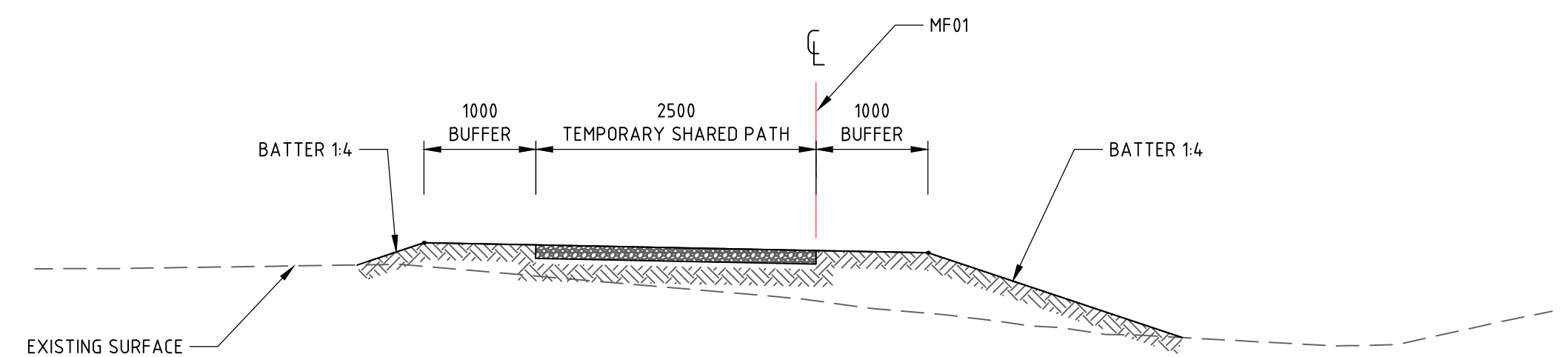
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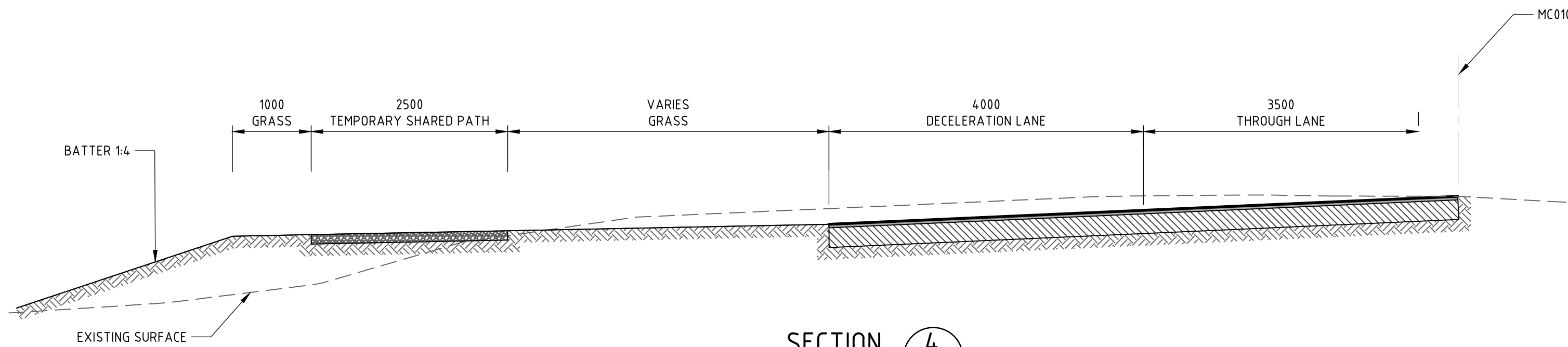
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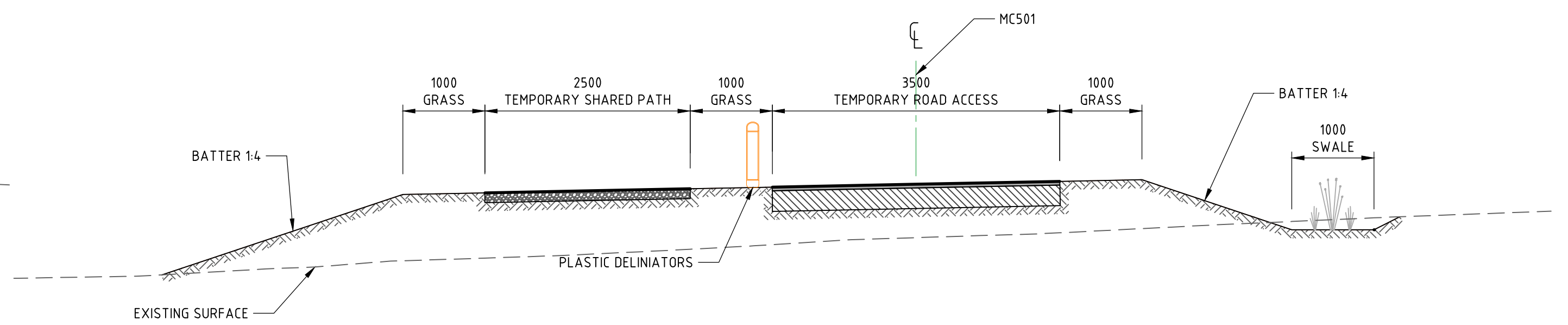
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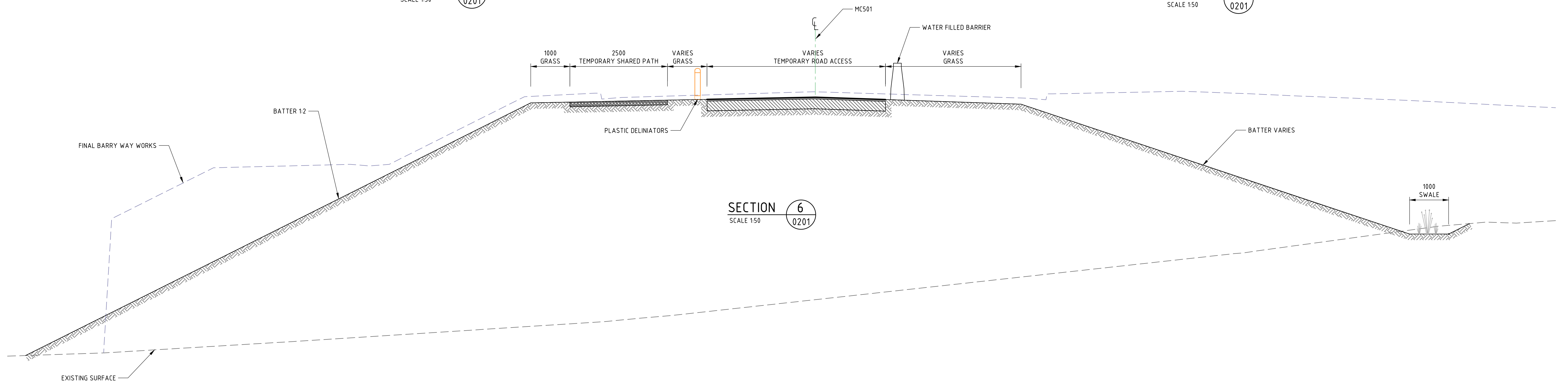
SECTION 3
SCALE 1:50
0201



SECTION 4
SCALE 1:50
0201



SECTION 5
SCALE 1:50
0201



SECTION 6
SCALE 1:50
0201

AMENDMENTS				DESCRIPTION
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DRAWING NAME
TYPICAL ROAD CROSS SECTIONS -
SHEET 1

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH					
SCALE 1:50@A1					
0.0	0.5	1.0	1.5	2.0	2.5m
BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION
NRP-CEC-CC-TMP-DWG-1101					



LEGEND	
	EXISTING BOUNDARY LINE
	CONTROL LINE
	PROPOSED EXTENTS OF REF3 WORKS
	CHAINAGE
	TANGENT POINT
	LIMIT OF WORKS

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW



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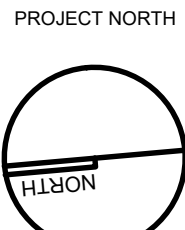
HANSEN YUNCKEN

 **Education**

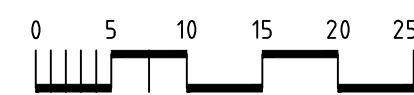
DRAWING NAME
ROAD ALIGNMENT CONTROL PLAN -
SHEET 1

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH



SCALE 1:500@A1

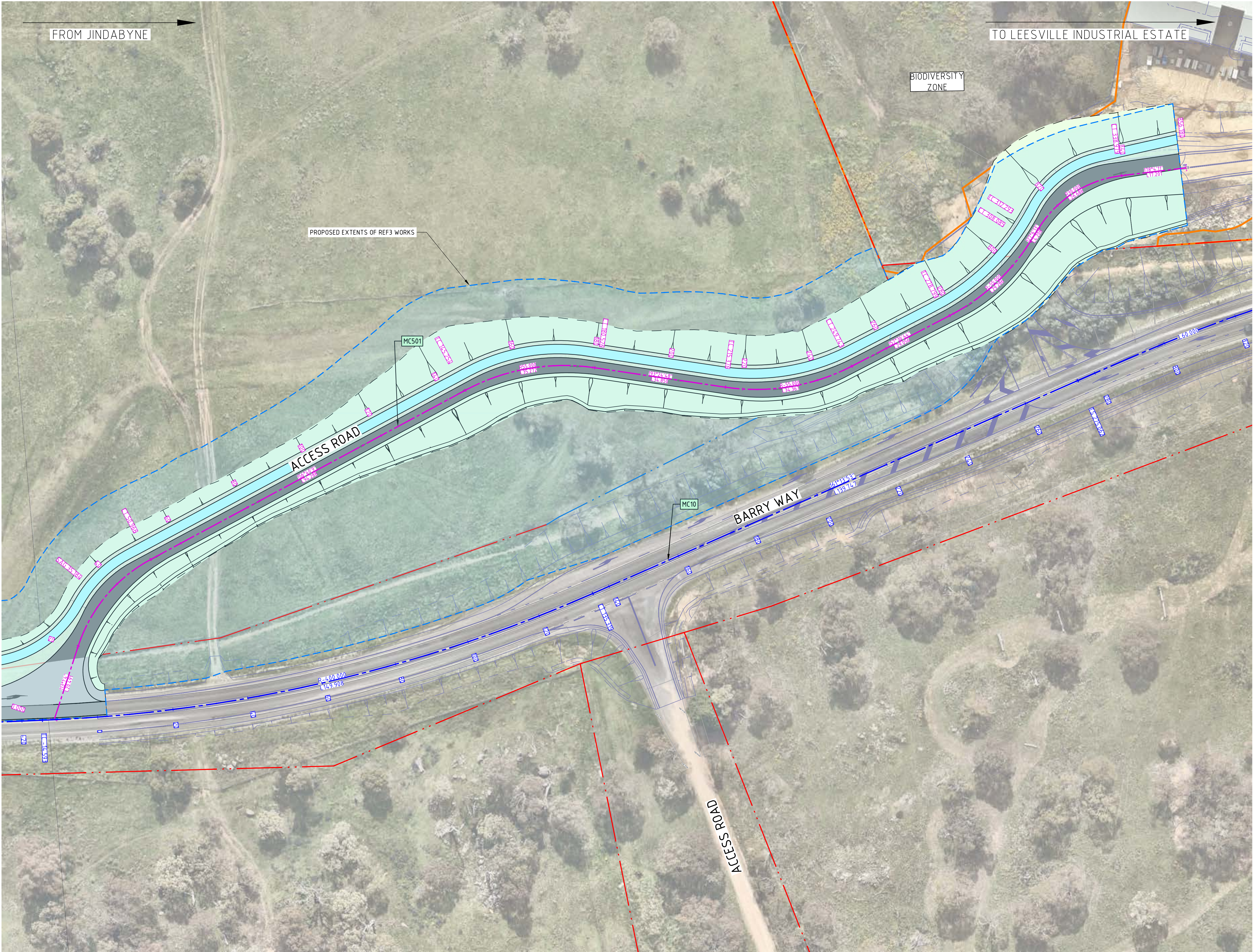


BM	AR	-	
DRAWN	CHECKED	VERIFIED	DATE

NRP-CEC-CC-TMP-DWG-1105

REVISION

04



LEGEND

EXISTING BOUNDARY LINE

CONTROL LINE

PROPOSED EXTENTS OF REF3 WORKS

CHAINAGE

TANGENT POINT

LIMIT OF WORKS

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW

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Education

DRAWING NAME

ROAD ALIGNMENT CONTROL PLAN - SHEET 2

PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

HLBON

SCALE 1:500@A1

0

5

10

15

20

25m

BM

AR

-

DRAWN

CHECKED

VERIFIED

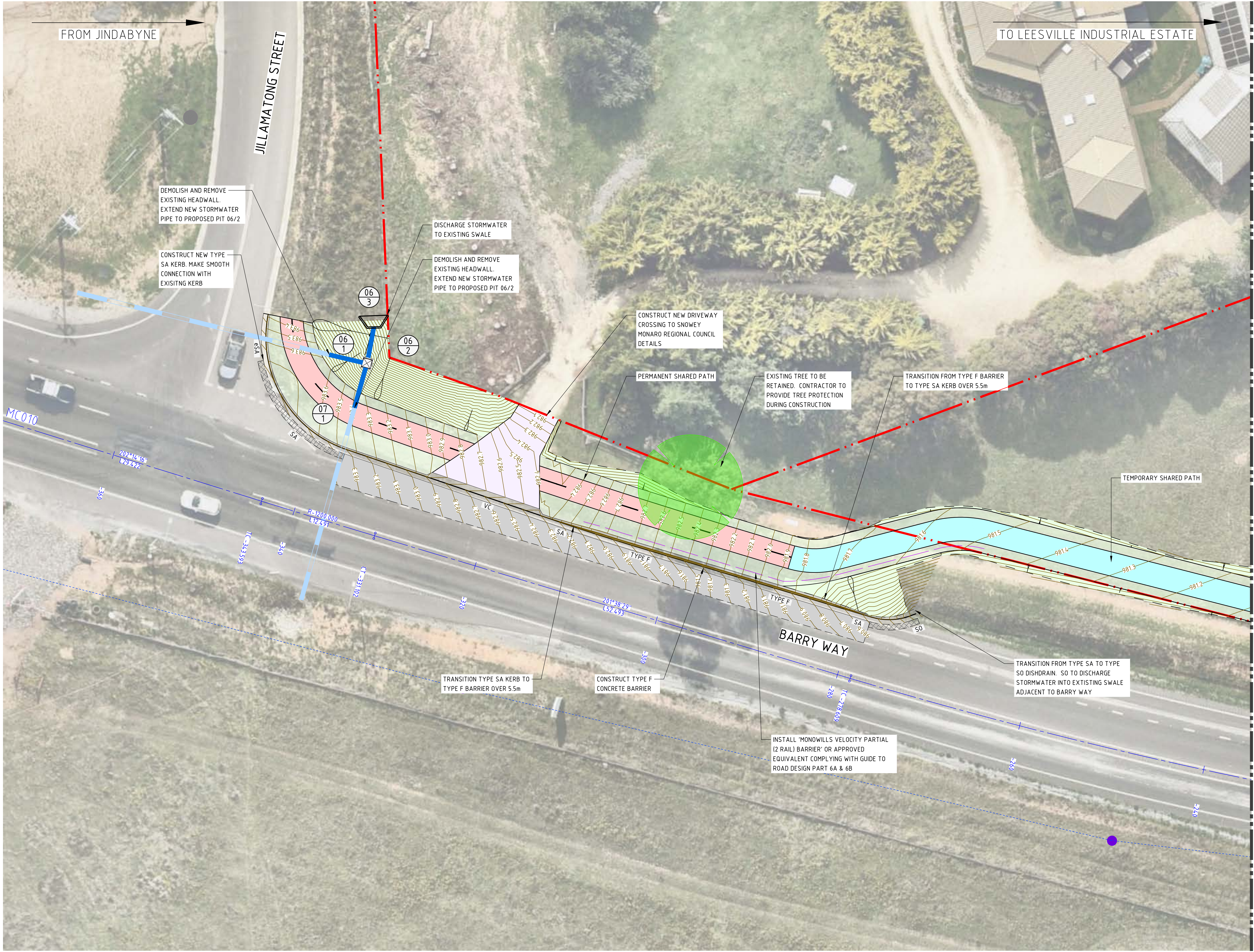
DATE

REVISION

NRP-CEC-CC-TMP-DWG-1106

04

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LEGEND	
	EXISTING BOUNDARY LINE
	EXISTING DIGITAL CADASTRAL BOUNDARIES OBTAINED FROM SIXMAPS
	PROPOSED KERB
	FUTURE WORKS - REFER SEPERATE PACKAGE
	FUTURE STORMWATER LAYOUT, REFER SEPERATE PACKAGE
	PEDESTRIAN FENCE
	CONTROL LINE NAME
	TFNSW SA KERB
	TFNSW SO DISHDRAIN
	SAFETY BARRIER
	VEHICLE CROSSING
	MATCH TO EXISTING
	PROPOSED HEADWALL
	EXISTING STORMWATER PIPE
	STORMWATER PIPE
	NEW DRAINAGE STRUCTURE
	SAWCUT AND PAVEMENT INFILL
	PLASTIC TRAFFIC DIVIDERS
	TEMPORARY PLASTIC WATER FILLED BARRIER
	BATTERS
	CONTOURS
	EXISTING CONTOURS
	CONTROL LINE
	CHAINAGE
	TEMPORARY ACCESS ROAD PAVEMENT
	BARRY WAY PAVEMENT
	MILL & RE-SHEET PAVEMENT
	TEMPORARY SHARED PATH
	PERMANENT SHARED PATH
	TRAFFICABLE DRIVEWAY PAVEMENT
	0.6s TEMPORARY PATH
	CONSTRUCTION BUFFER 10m
	GRASS VERGE TYPE 1
	LIMIT OF WORKS
	PROPOSED HV WORKS BY OTHERS THESE HV WORKS DOES NOT FORM PART OF THIS REF
	PROPOSED EXTENTS OF REF3 WORKS
	TREES TO BE RETAINED REFER TO ARBORICULTURAL IMPACT ASSESSMENT REPORT 600-23WOL5051
	TREES TO BE REMOVED REFER TO ARBORICULTURAL IMPACT ASSESSMENT REPORT 600-23WOL5051

AMENDMENTS		DATE	DESCRIPTION
REV	BY		
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
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DRAWING NAME
SITWORKS & STORMWATER PLAN - SHEET 1

PROJECT
**JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)**

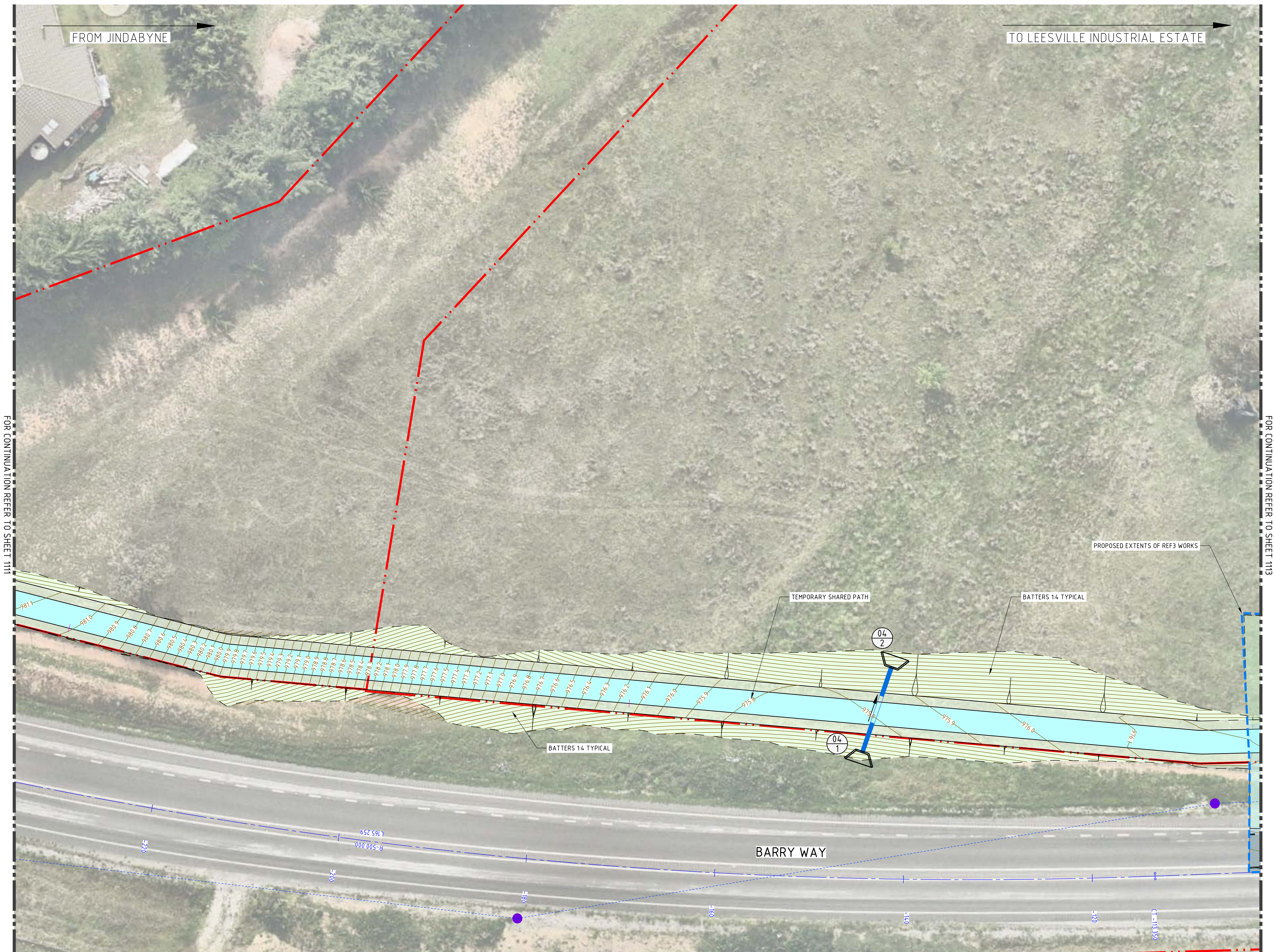
PROJECT NORTH

SCALE 1:200@A1
0 2 4 6 8 10m

BM	AR	-		
DRAWN	CHECKED	VERIFIED	DATE	REVISION

NRP-CEC-CC-TMP-DWG-1111

04



LEGEND	
	EXISTING BOUNDARY LINE
	EXISTING DIGITAL CADASTRAL BOUNDARIES OBTAINED FROM SIXMAPS
	PROPOSED KERB
	FUTURE WORKS - REFER SEPERATE PACKAGE
	FUTURE STORMWATER LAYOUT, REFER SEPERATE PACKAGE
	PEDESTRIAN FENCE
	CONTROL LINE NAME
SA	TFNSW SA KERB
SO	TFNSW SO DISHRAIN
TYPE 'F'	SAFETY BARRIER
VC	VEHICLE CROSSING
MTE	MATCH TO EXISTING
	PROPOSED HEADWALL
	EXISTING STORMWATER PIPE
	STORMWATER PIPE
	NEW DRAINAGE STRUCTURE
	SAWCUT AND PAVEMENT INFILL
	PLASTIC TRAFFIC DIVIDERS
	TEMPORARY PLASTIC WATER FILLED BARRIER
	BATTERS
	CONTOURS
	EXISTING CONTOURS
	CONTROL LINE
	CHAINAGE
	TEMPORARY ACCESS ROAD PAVEMENT
	BARRY WAY PAVEMENT
	MILL & RE-SHEET PAVEMENT
	TEMPORARY SHARED PATH
	PERMANENT SHARED PATH
	TRAFFICABLE DRIVEWAY PAVEMENT
	0oS TEMPORARY PATH
	CONSTRUCTION BUFFER 10m
	GRASS VERGE TYPE 1
	LIMIT OF WORKS
	PROPOSED HV WORKS BY OTHERS THESE HV WORKS DOES NOT FORM PART OF THIS REF
	PROPOSED EXTENTS OF REF3 WORKS
	TREES TO BE RETAINED REFER TO ARBORICULTURAL IMPACT ASSESSMENT REPORT 600-23WOL5051
	TREES TO BE REMOVED REFER TO ARBORICULTURAL IMPACT ASSESSMENT REPORT 600-23WOL5051

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW

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DRAWING NAME
SITeworks & STORMwater PLAN - SHEET 2

PROJECT
**JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)**

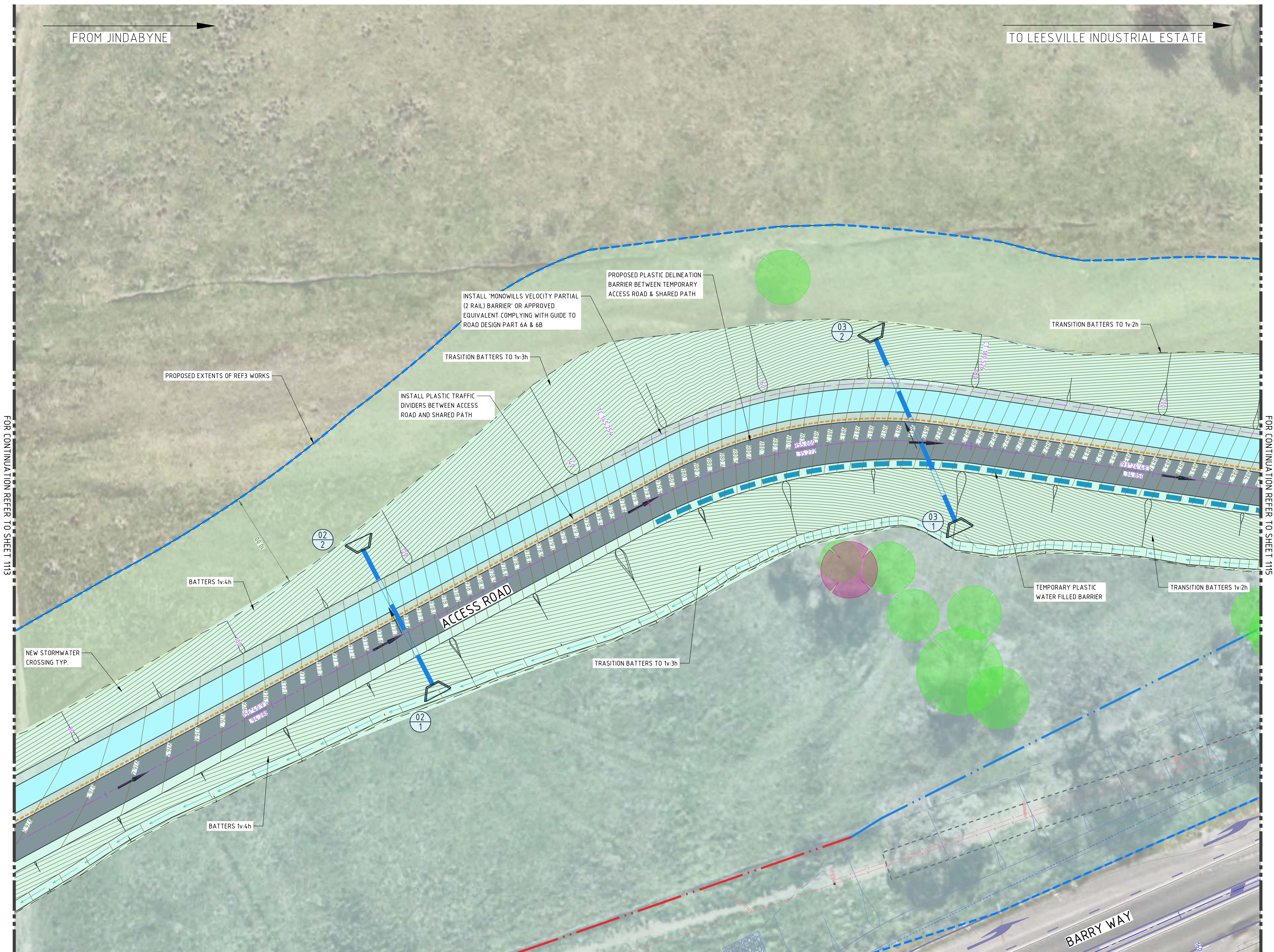
PROJECT NORTH

SCALE 1:200@A1
0 2 4 6 8 10m

BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION

NRP-CEC-CC-TMP-DWG-1112

04



LEGEND	
	EXISTING BOUNDARY LINE
	EXISTING DIGITAL CADASTRAL BOUNDARIES OBTAINED FROM SIXMAPS
	PROPOSED KERB
	FUTURE WORKS - REFER SEPERATE PACKAGE
	FUTURE STORMWATER LAYOUT, REFER SEPERATE PACKAGE
	PEDESTRIAN FENCE
	CONTROL LINE NAME
SA	TFNSW SA KERB
SO	TFNSW SO DISHRAIN
TYPE 'F'	SAFETY BARRIER
VC	VEHICLE CROSSING
MTE	MATCH TO EXISTING
	PROPOSED HEADWALL
	EXISTING STORMWATER PIPE
	STORMWATER PIPE
	NEW DRAINAGE STRUCTURE
	SAWCUT AND PAVEMENT INFILL
	PLASTIC TRAFFIC DIVIDERS
	TEMPORARY PLASTIC WATER FILLED BARRIER
	BATTERS
	CONTOURS
	EXISTING CONTOURS
	CONTROL LINE
CH0.000	CHAINAGE
	TEMPORARY ACCESS ROAD PAVEMENT
	BARRY WAY PAVEMENT
	MILL & RE-SHEET PAVEMENT
	TEMPORARY SHARED PATH
	PERMANENT SHARED PATH
	TRAFFICABLE DRIVEWAY PAVEMENT
	0o/s TEMPORARY PATH
	CONSTRUCTION BUFFER 10m
	GRASS VERGE TYPE 1
	LIMIT OF WORKS
	PROPOSED HV WORKS BY OTHERS THESE HV WORKS DOES NOT FORM PART OF THIS REF
	PROPOSED EXTENTS OF REF3 WORKS
	TREES TO BE RETAINED REFER TO ARBORICULTURAL IMPACT ASSESSMENT REPORT 600-23WOL5051
	TREES TO BE REMOVED REFER TO ARBORICULTURAL IMPACT ASSESSMENT REPORT 600-23WOL5051

AMENDMENTS		DATE	DESCRIPTION
REV	BY		
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW

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DRAWING NAME
SITWORKS & STORMWATER PLAN - SHEET 4

PROJECT
**JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)**

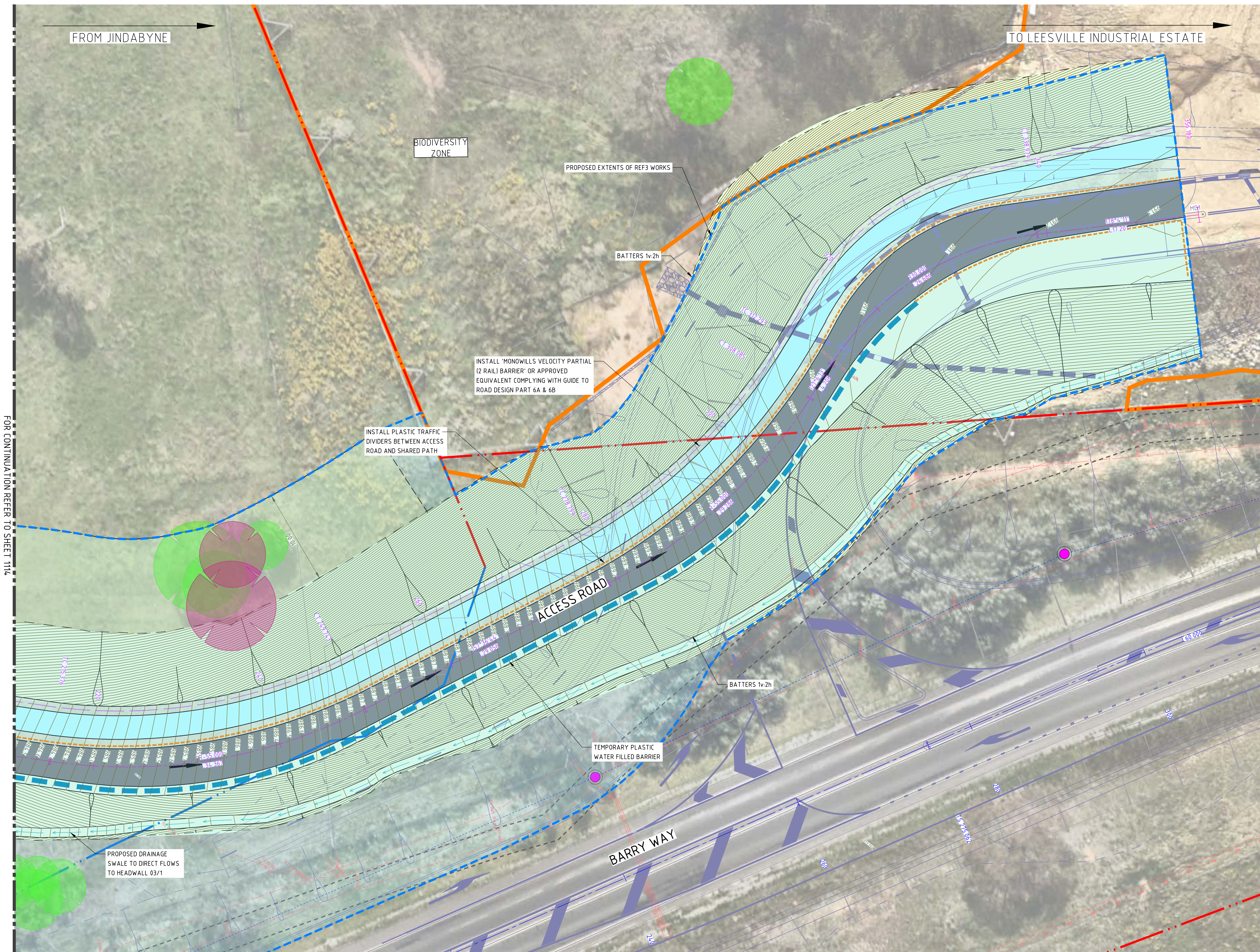
PROJECT NORTH

SCALE 1:200@A1
0 2 4 6 8 10m

BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION

NRP-CEC-CC-TMP-DWG-1114

04



LEGEND	
	EXISTING BOUNDARY LINE
	EXISTING DIGITAL CADASTRAL BOUNDARIES OBTAINED FROM SIXMAPS
	PROPOSED KERB
	FUTURE WORKS - REFER SEPERATE PACKAGE
	FUTURE STORMWATER LAYOUT, REFER SEPERATE PACKAGE
	PEDESTRIAN FENCE
	CONTROL LINE NAME
SA	TFNSW SA KERB
SO	TFNSW SO DISHRAIN
TYPE 'F'	SAFETY BARRIER
VC	VEHICLE CROSSING
MTE	MATCH TO EXISTING
	PROPOSED HEADWALL
	EXISTING STORMWATER PIPE
	STORMWATER PIPE
	NEW DRAINAGE STRUCTURE
	SAWCUT AND PAVEMENT INFILL
	PLASTIC TRAFFIC DIVIDERS
	TEMPORARY PLASTIC WATER FILLED BARRIER
	BATTERS
	CONTOURS
	EXISTING CONTOURS
	CONTROL LINE CHAINAGE
CH0.000	TEMPORARY ACCESS ROAD PAVEMENT
	BARRY WAY PAVEMENT
	MILL & RE-SHEET PAVEMENT
	TEMPORARY SHARED PATH
	PERMANENT SHARED PATH
	TRAFFICABLE DRIVEWAY PAVEMENT
	0oS TEMPORARY PATH
	CONSTRUCTION BUFFER 10m
	GRASS VERGE TYPE 1
	LIMIT OF WORKS
	PROPOSED HV WORKS BY OTHERS THESE HV WORKS DOES NOT FORM PART OF THIS REF
	PROPOSED EXTENTS OF REF3 WORKS
	TREES TO BE RETAINED REFER TO ARBORICULTURAL IMPACT ASSESSMENT REPORT 600-23WOL5051
	TREES TO BE REMOVED REFER TO ARBORICULTURAL IMPACT ASSESSMENT REPORT 600-23WOL5051

FOR CONTINUATION REFER TO SHEET 1114

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW

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DRAWING NAME
SITWORKS & STORMWATER PLAN - SHEET 5

PROJECT
**JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)**

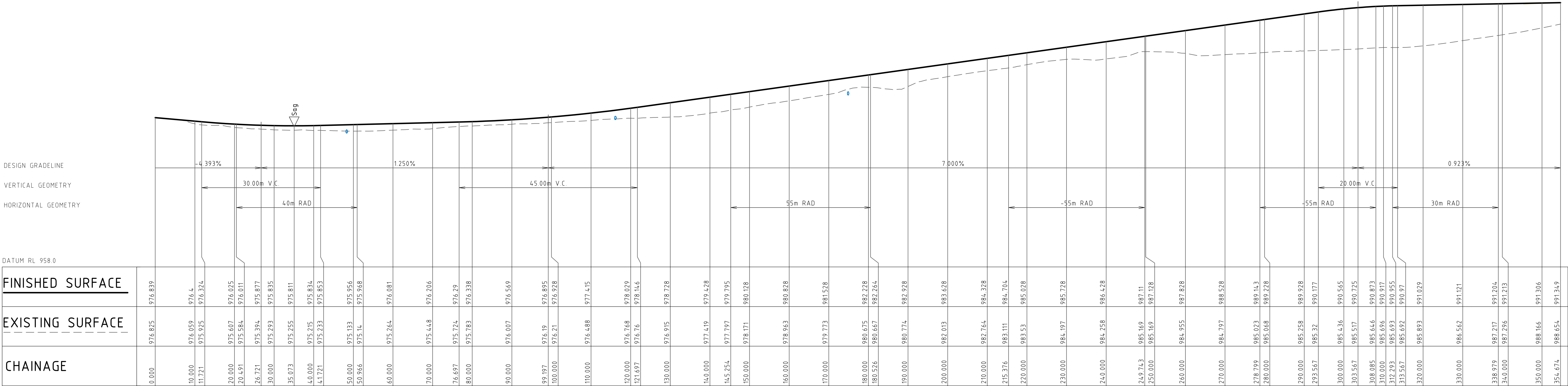
PROJECT NORTH

SCALE 1:200@A1
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BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION

NRP-CEC-CC-TMP-DWG-1115

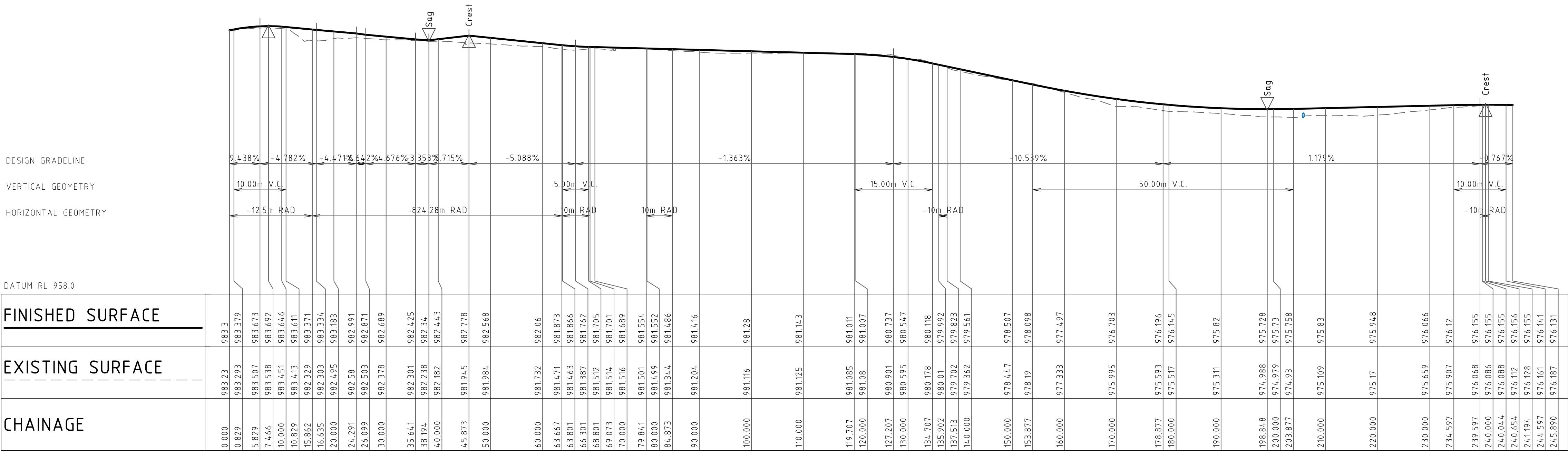
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LONGITUDINAL SECTION ALONG MC501

HORIZONTAL SCALE 1:500@A1

VERTICAL SCALE 1:250@A1



LONGITUDINAL SECTION ALONG MF01

HORIZONTAL SCALE 1:500@A1

VERTICAL SCALE 1:250@A1

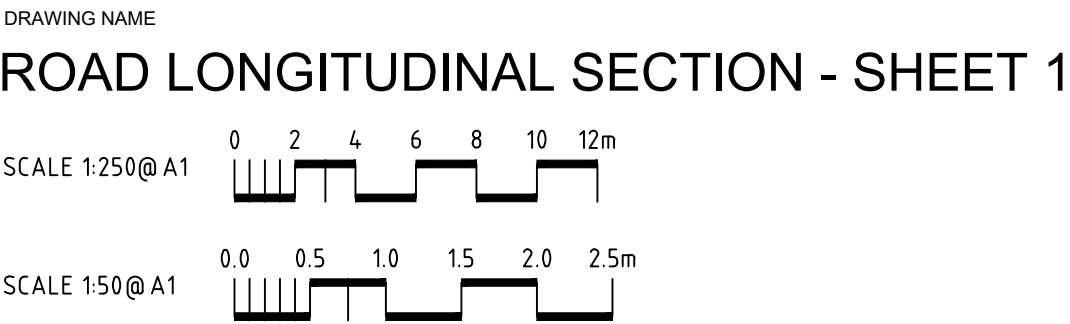
AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW



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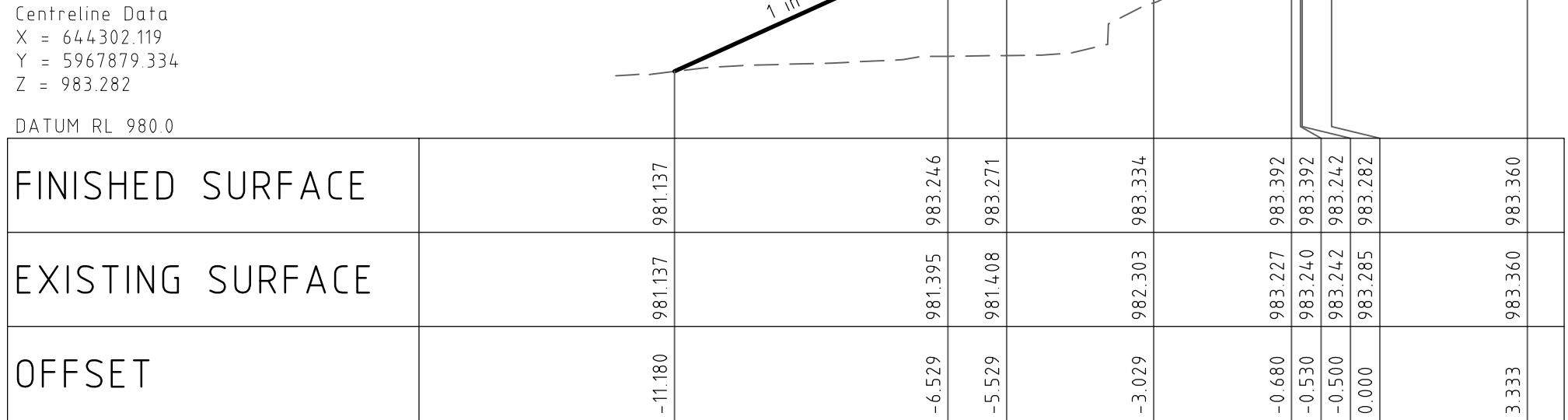
PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

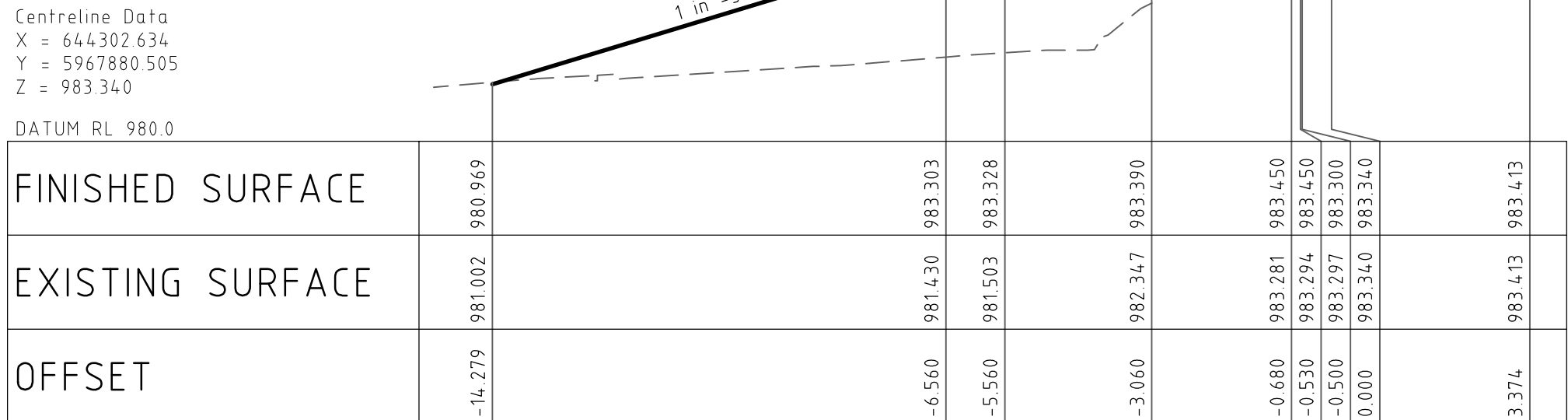
PROJECT NORTH					
BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION
NRP-CEC-CC-TMP-DWG-2101					

LEGEND

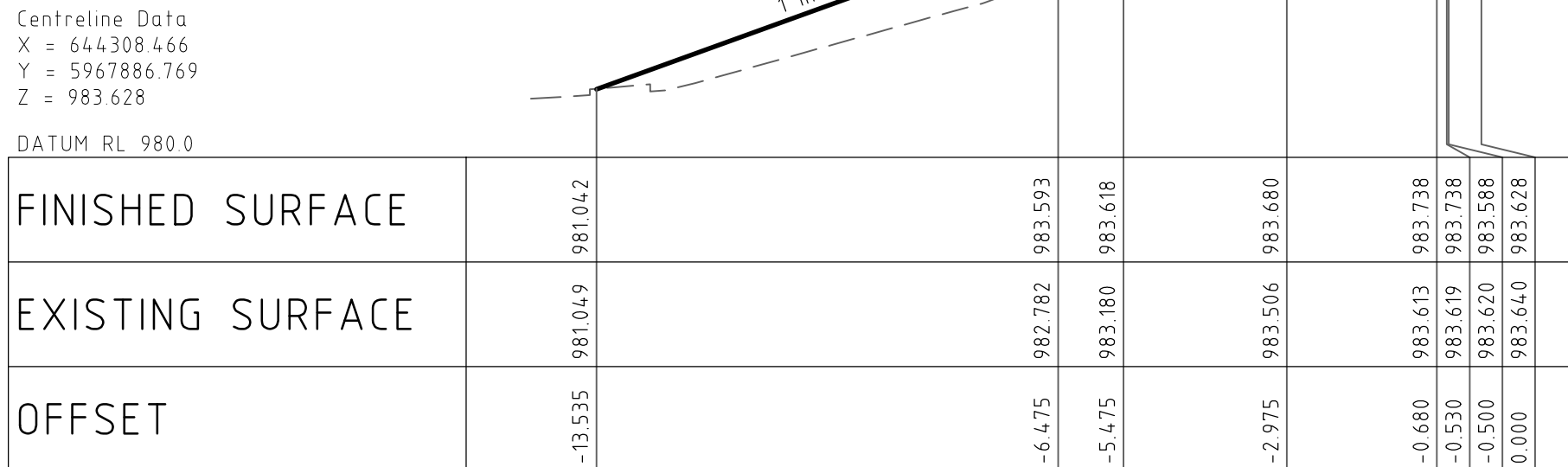
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	EXISTING SURFACE



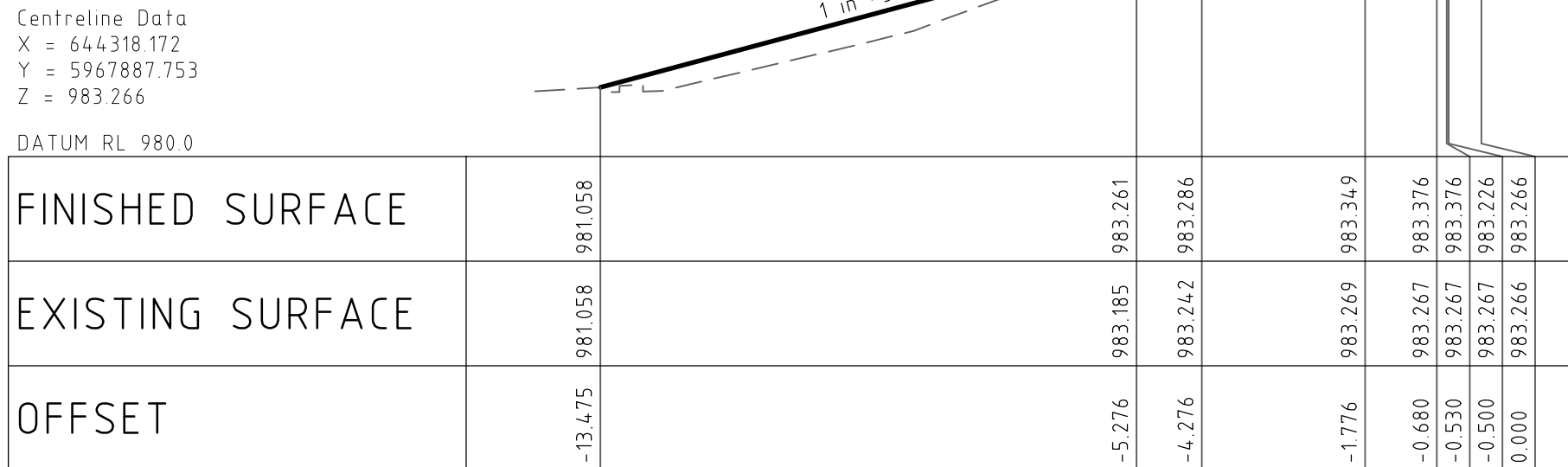
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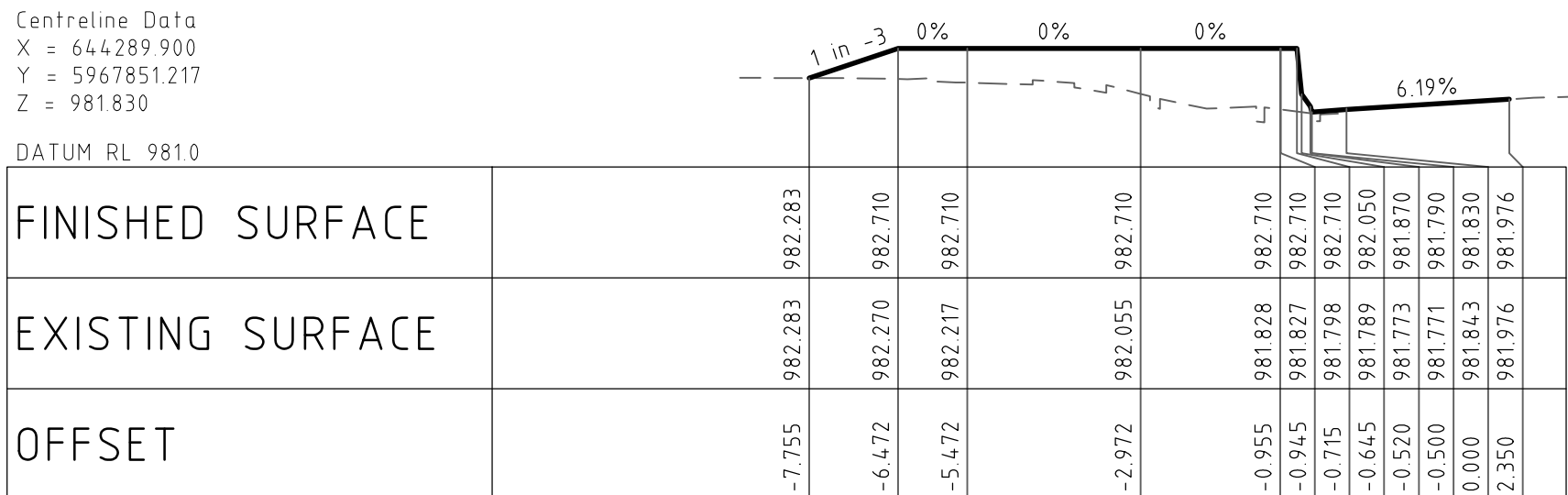
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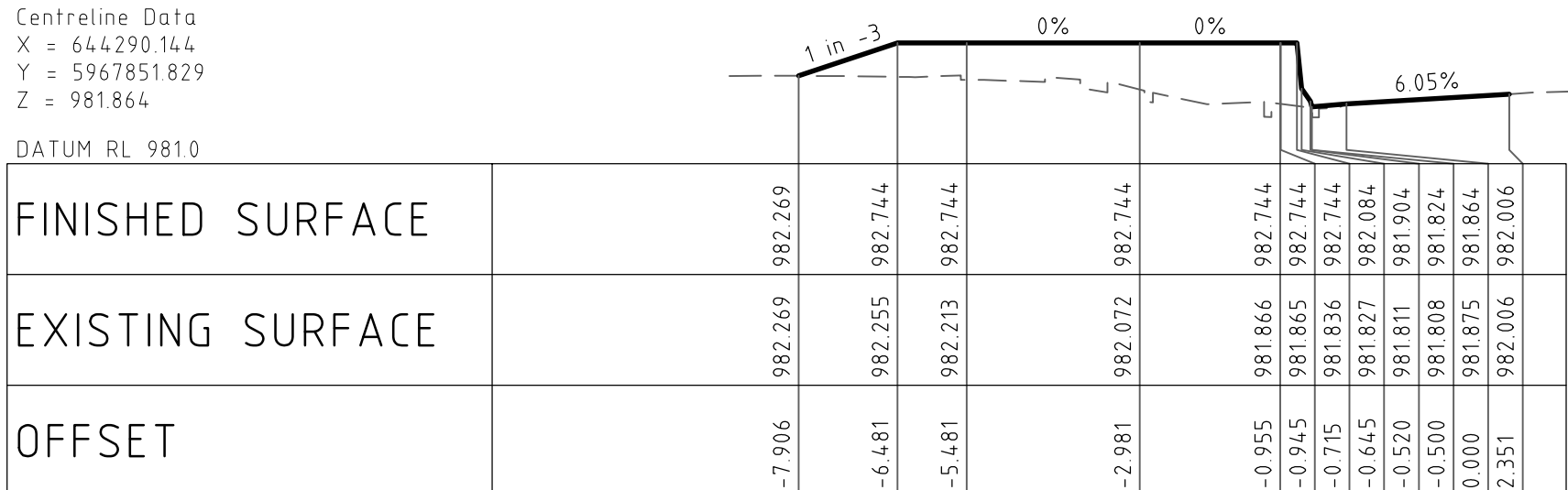
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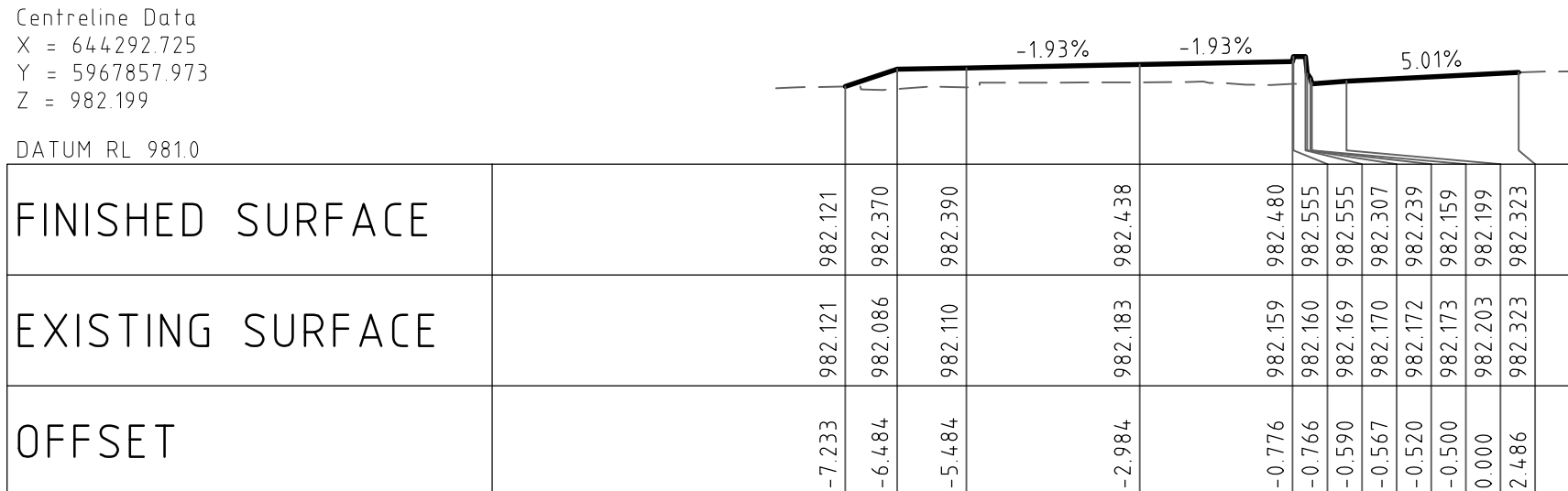
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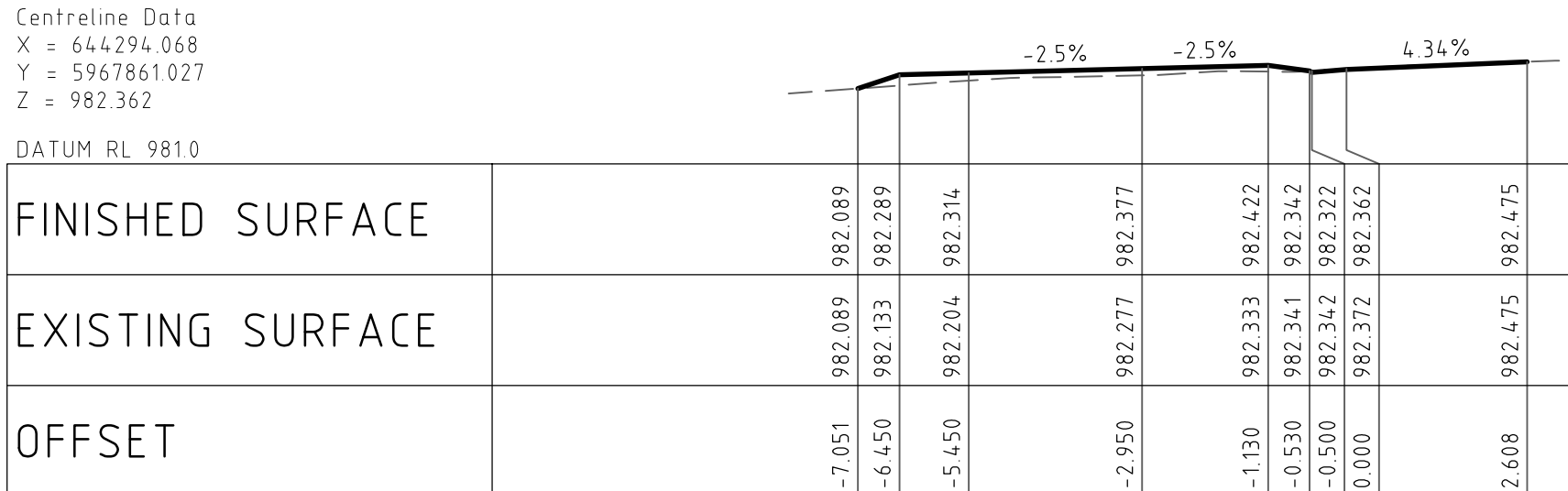
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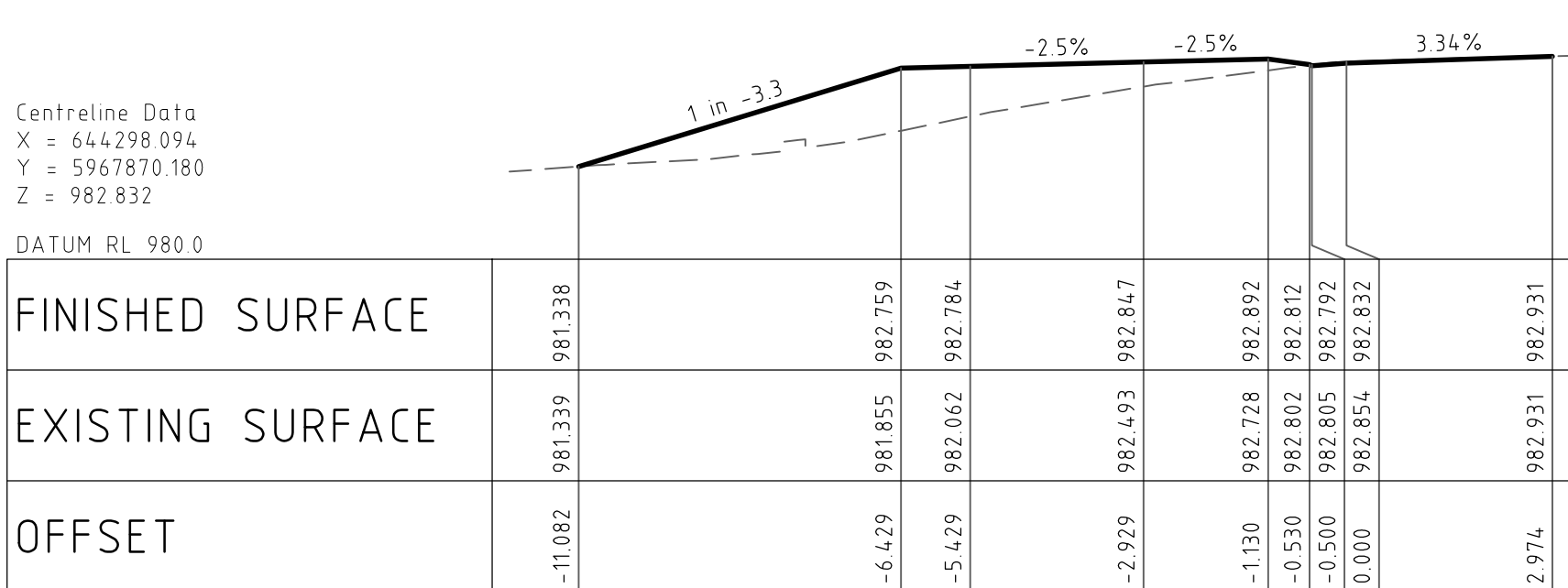
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CHAINAGE 43.336

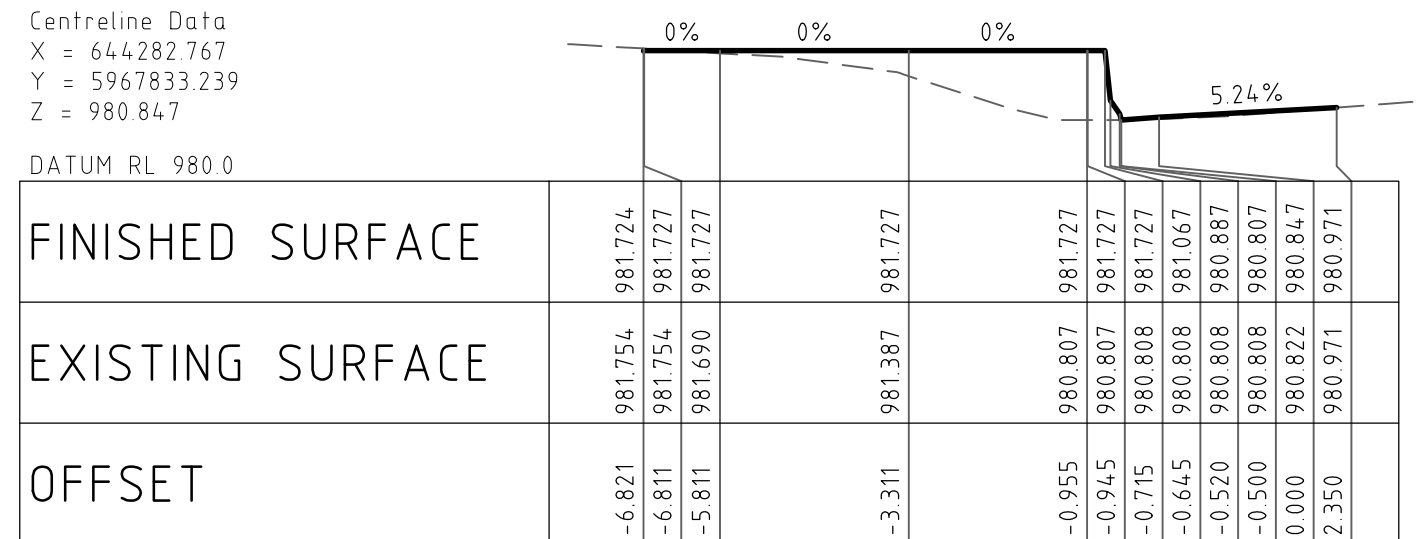


CHAINAGE 40.000

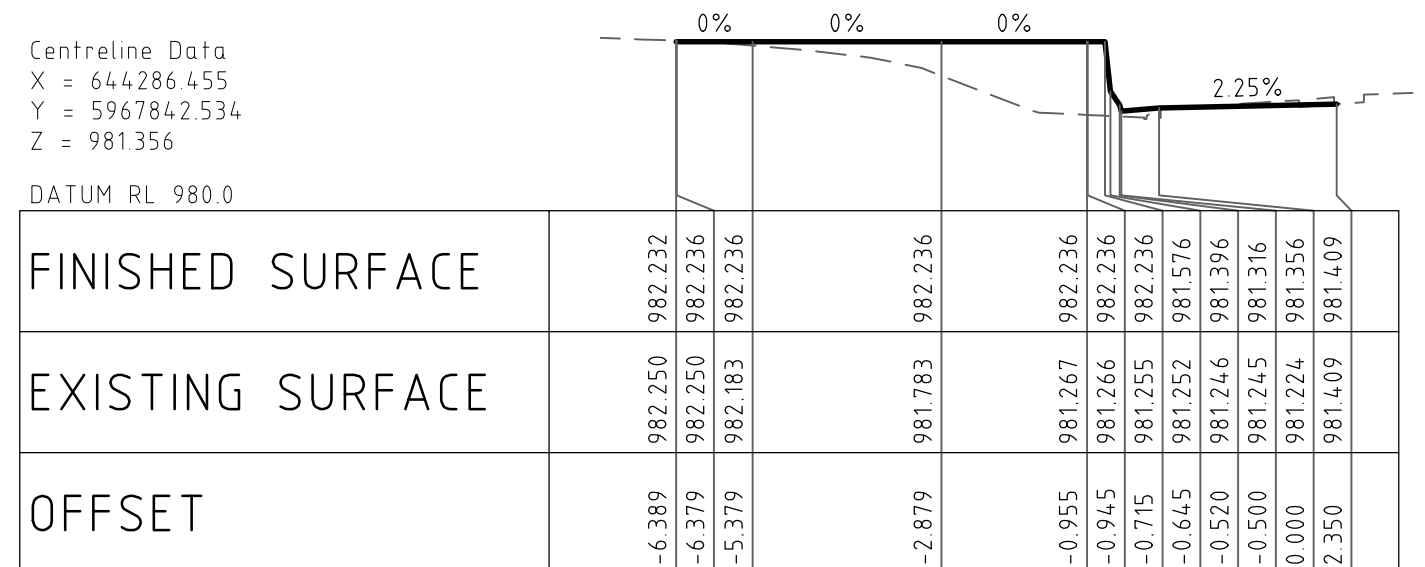


CHAINAGE 30.000

KR01



CHAINAGE 70.000



CHAINAGE 60.000

[illegible]

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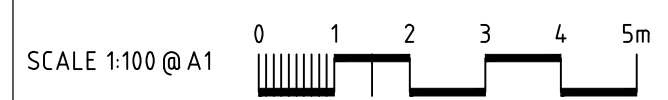
DRAWING NAME

CROSS SECTIONS - SHEET 1

PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH



BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION
NRP-CEC-CC-TMP-DWG-3101					04

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW




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DRAWING NAME
CROSS SECTIONS - SHEET 2

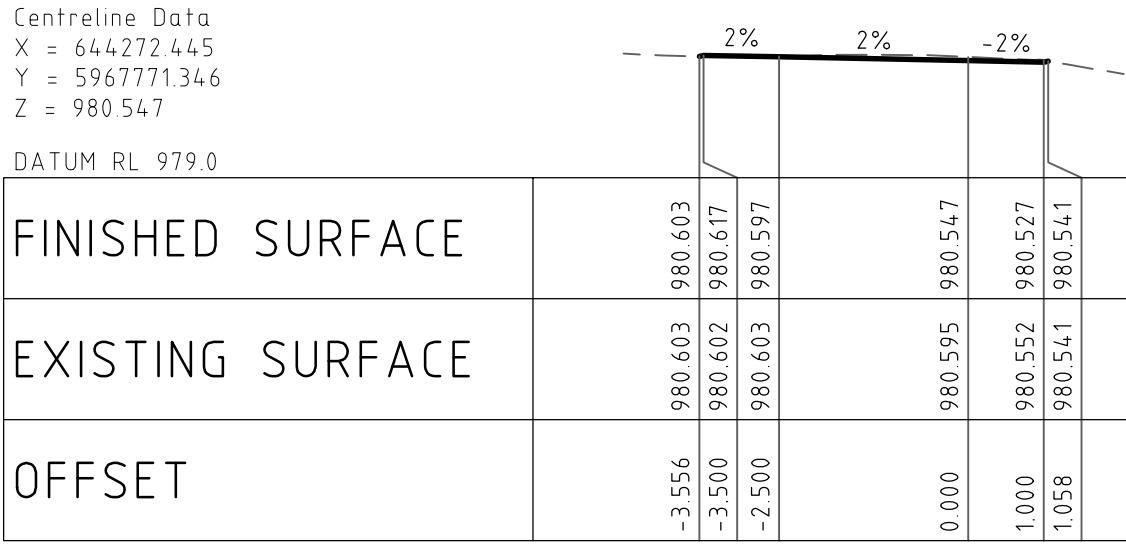
MF01

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

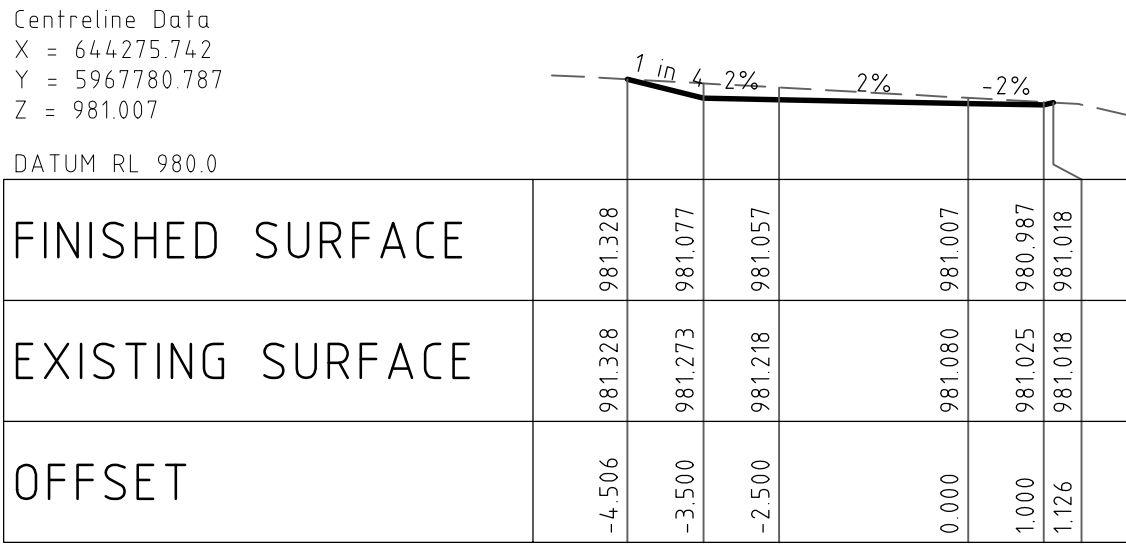
PROJECT NORTH					
SCALE 1:100 @ A1					
BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE	REVISION	
NRP-CEC-CC-TMP-DWG-3102					

04

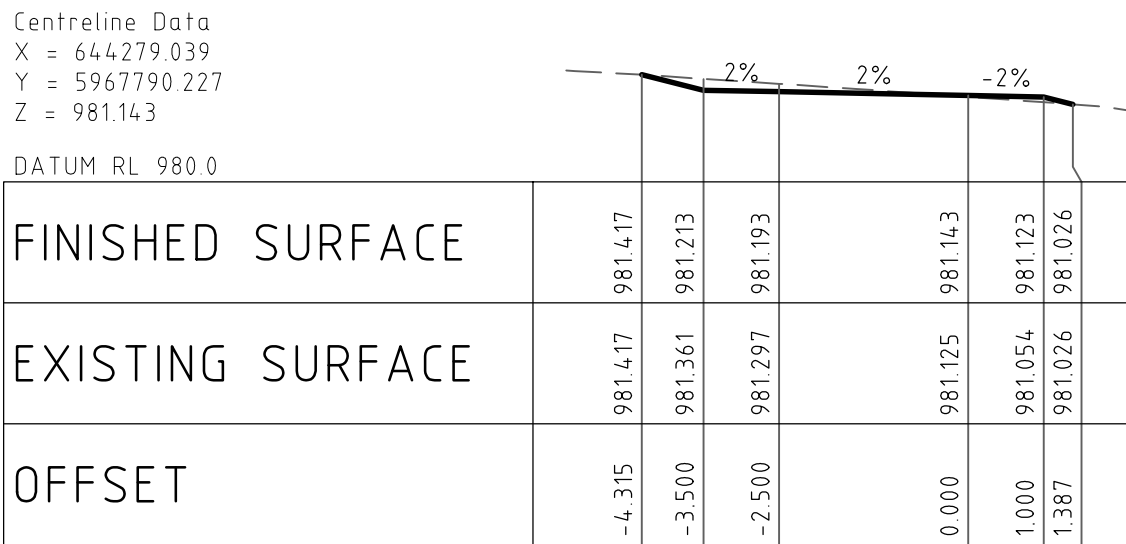
LEGEND	
	FINISHED SURFACE
	EXISTING SURFACE



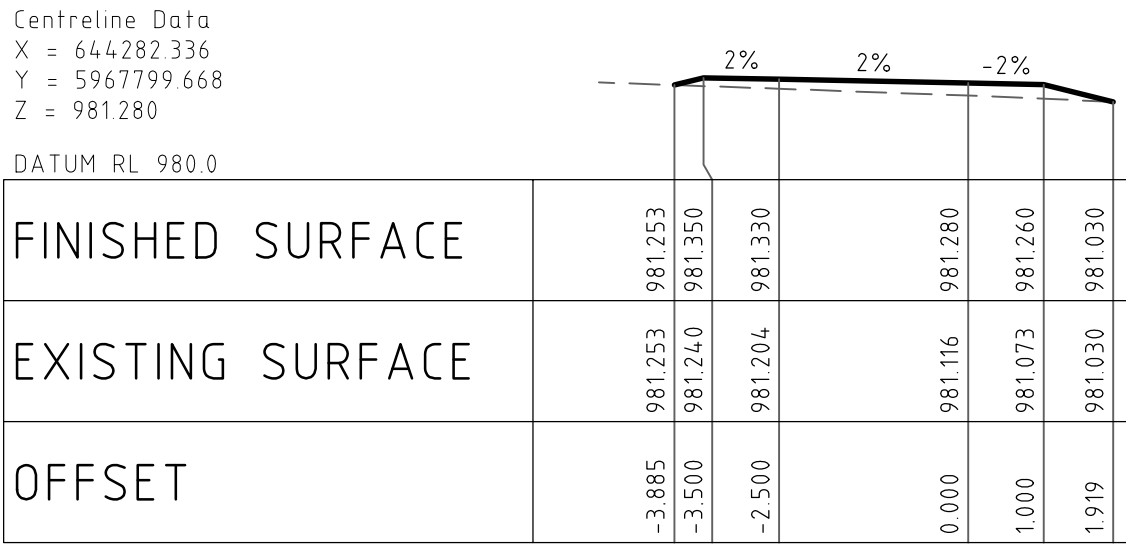
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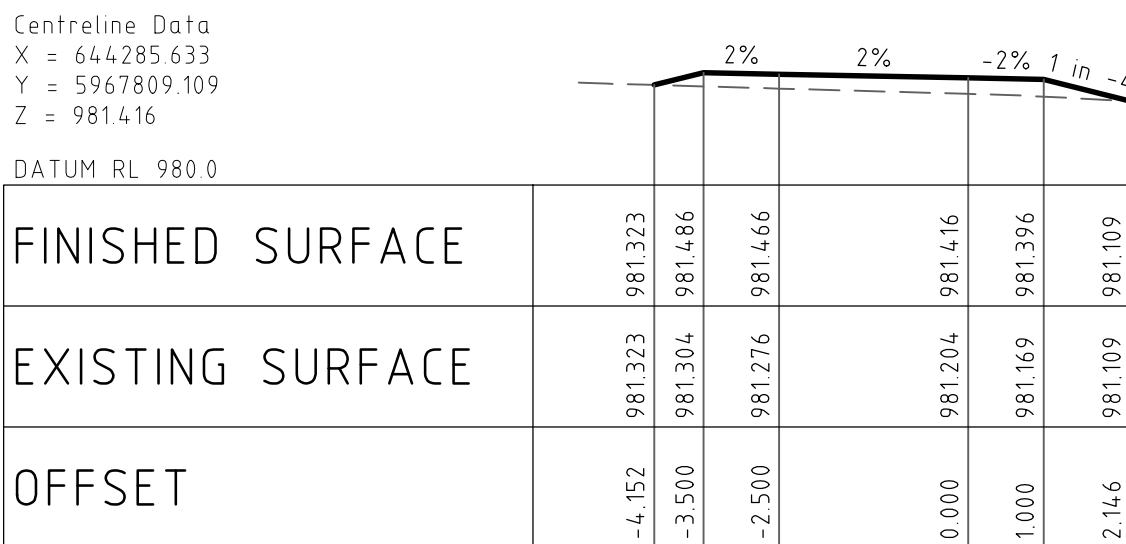
CHAINAGE 120.000



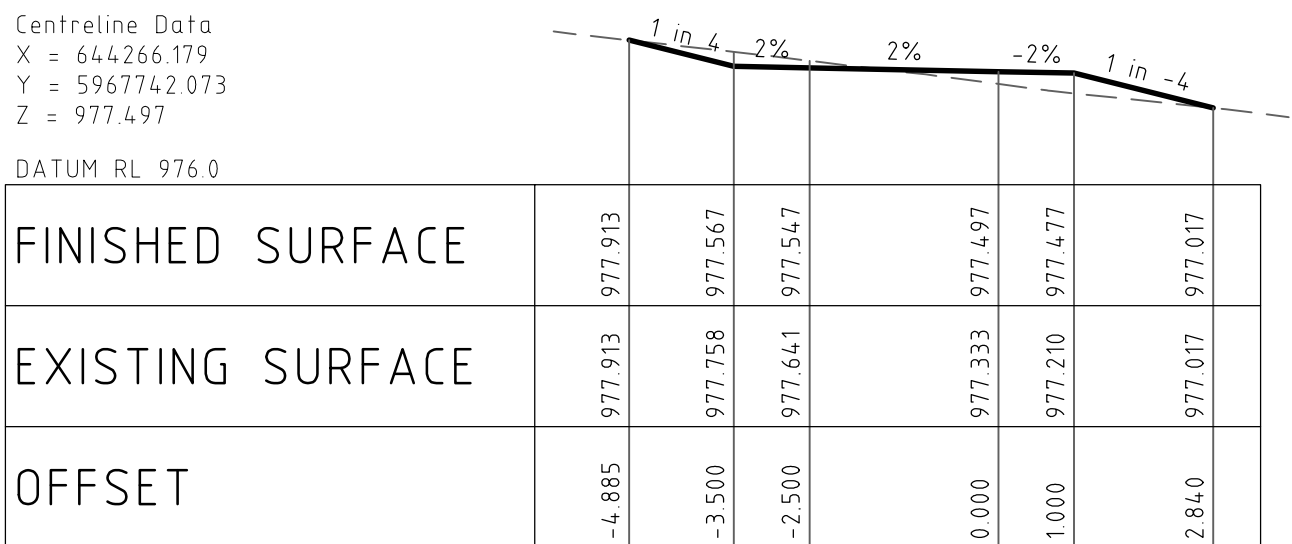
CHAINAGE 110.000



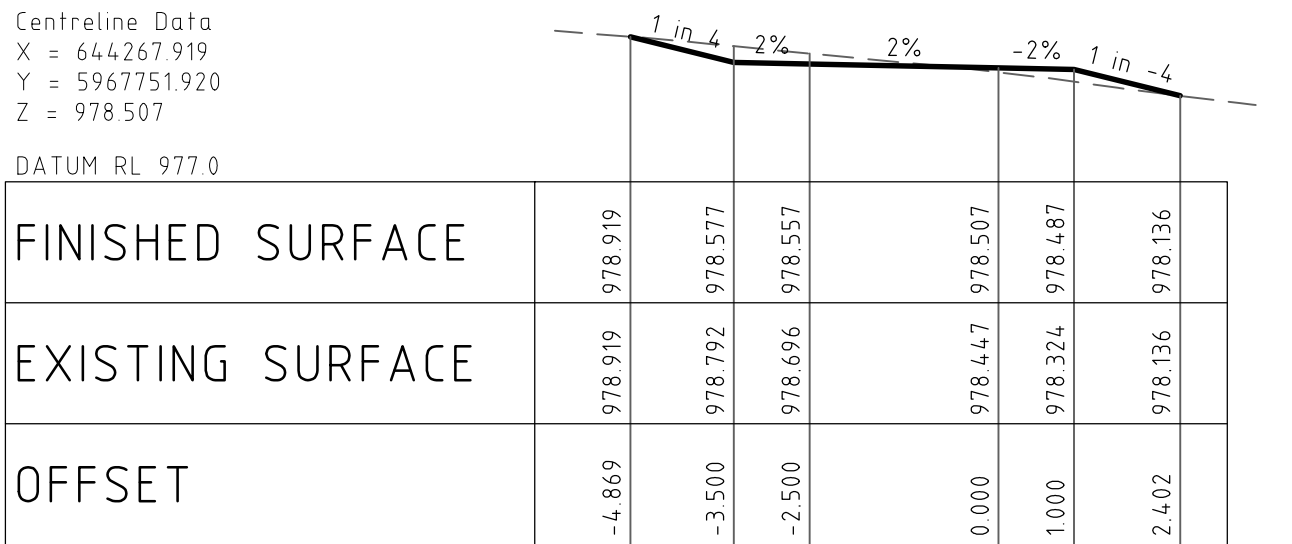
CHAINAGE 100.000



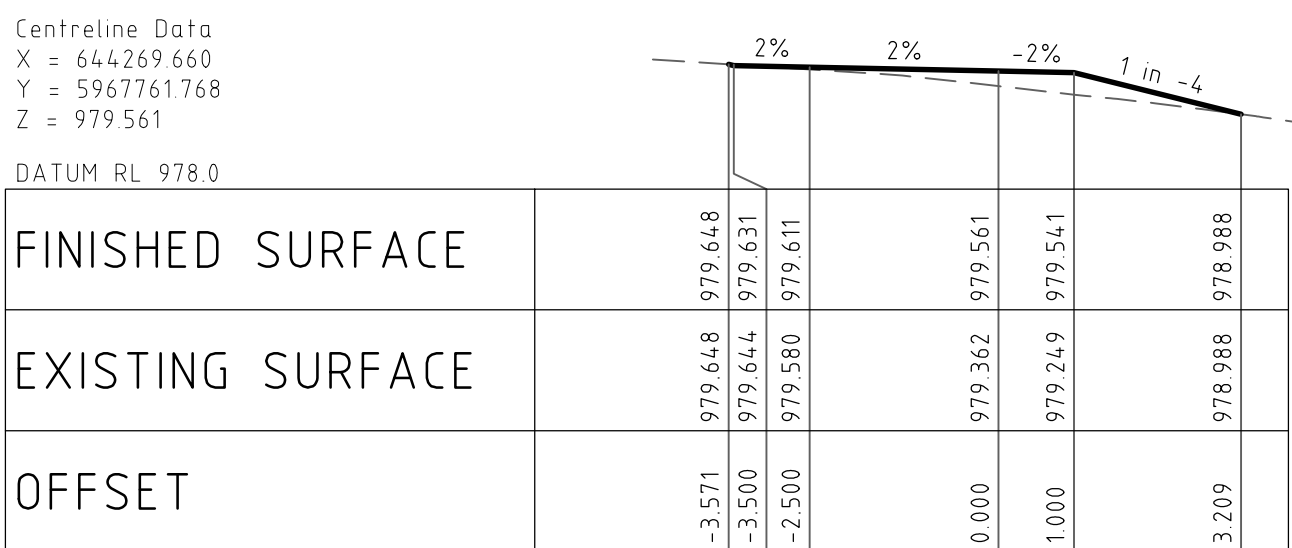
CHAINAGE 90.000



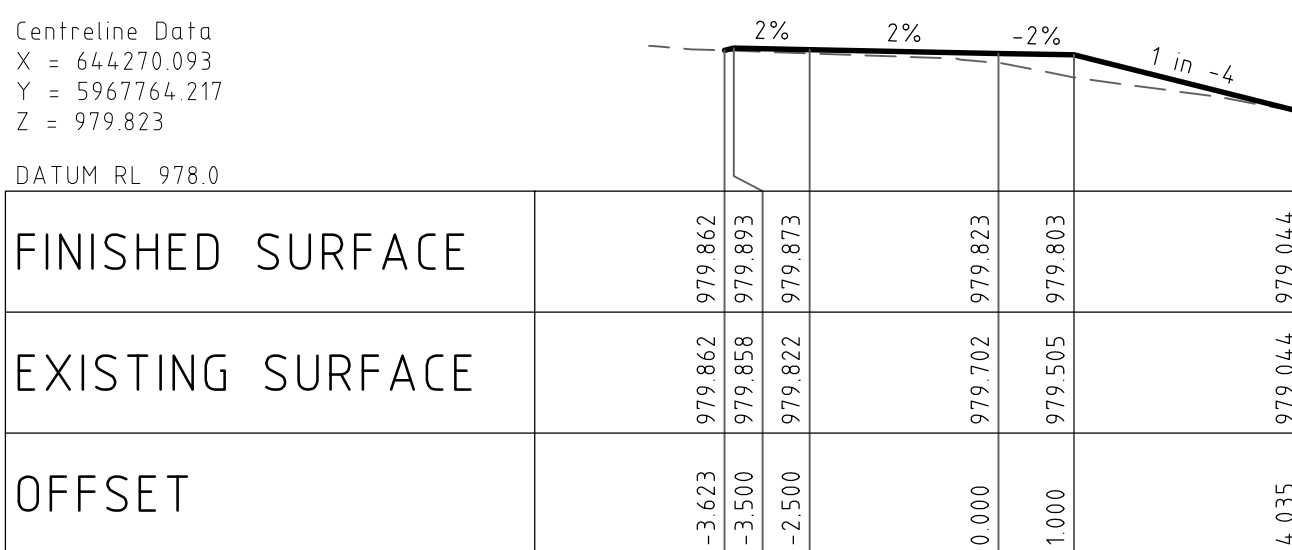
CHAINAGE 160.000



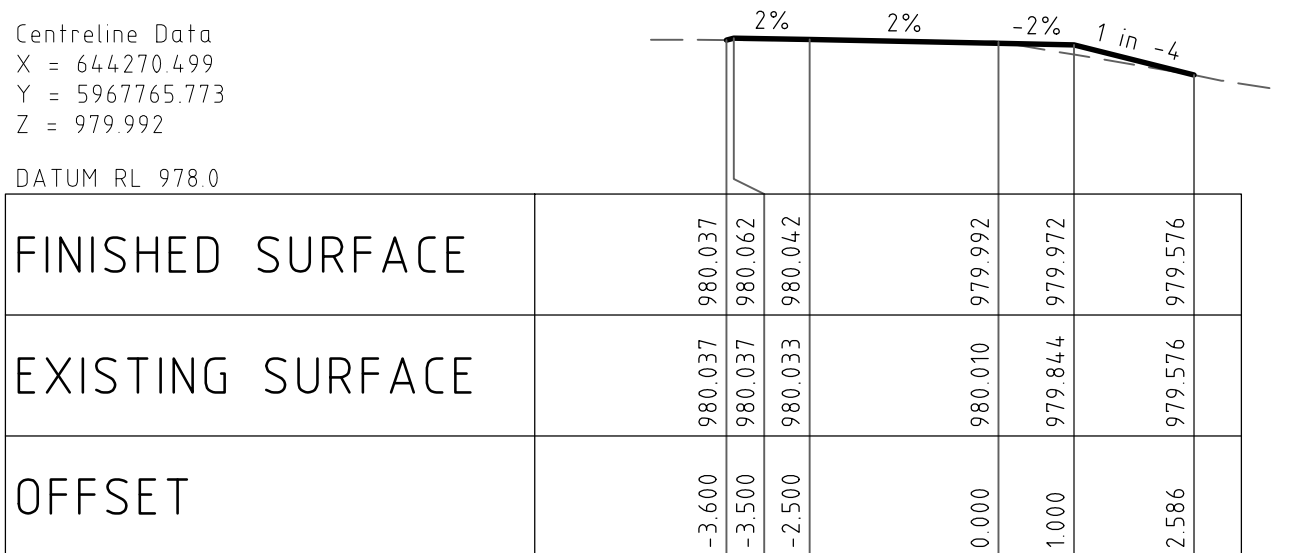
CHAINAGE 150.000



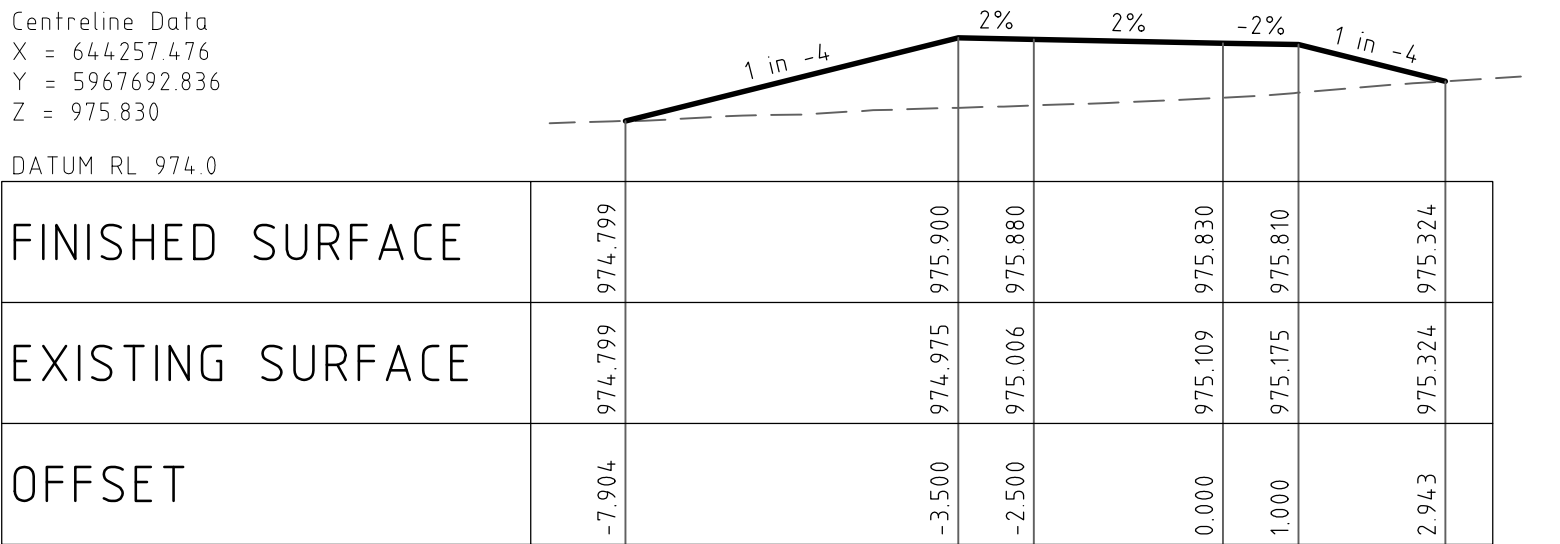
CHAINAGE 140.000



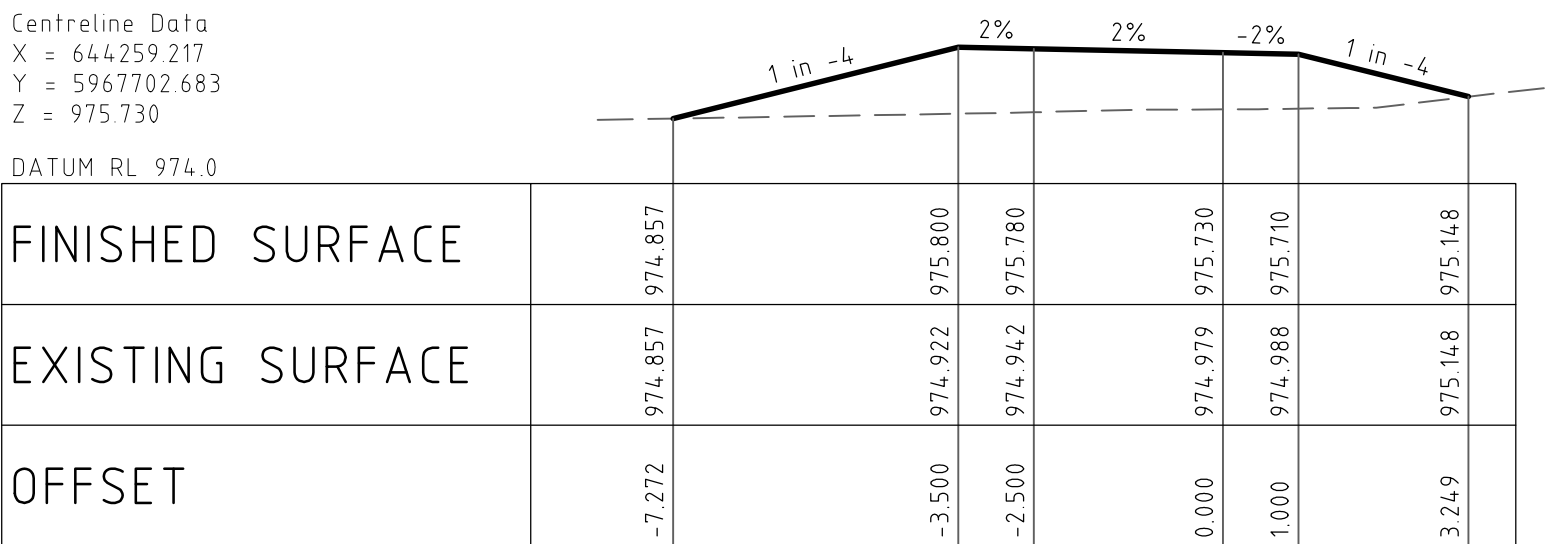
CHAINAGE 137.513



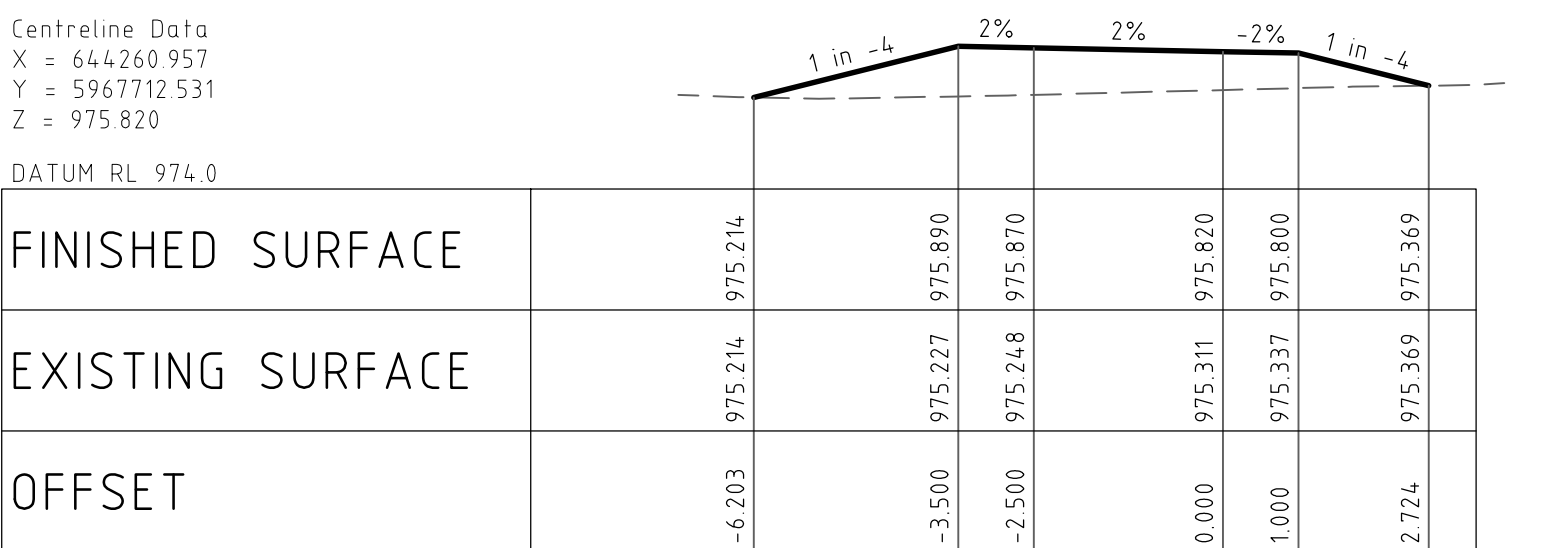
CHAINAGE 135.902



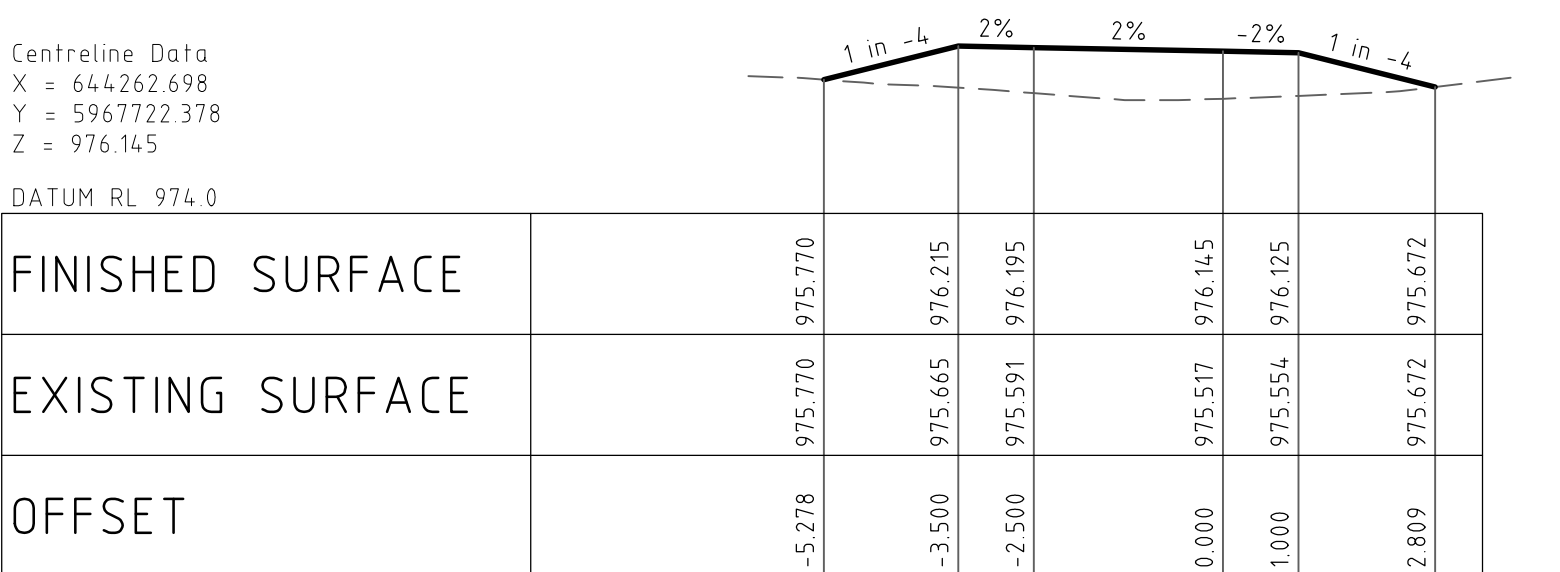
CHAINAGE 210.000



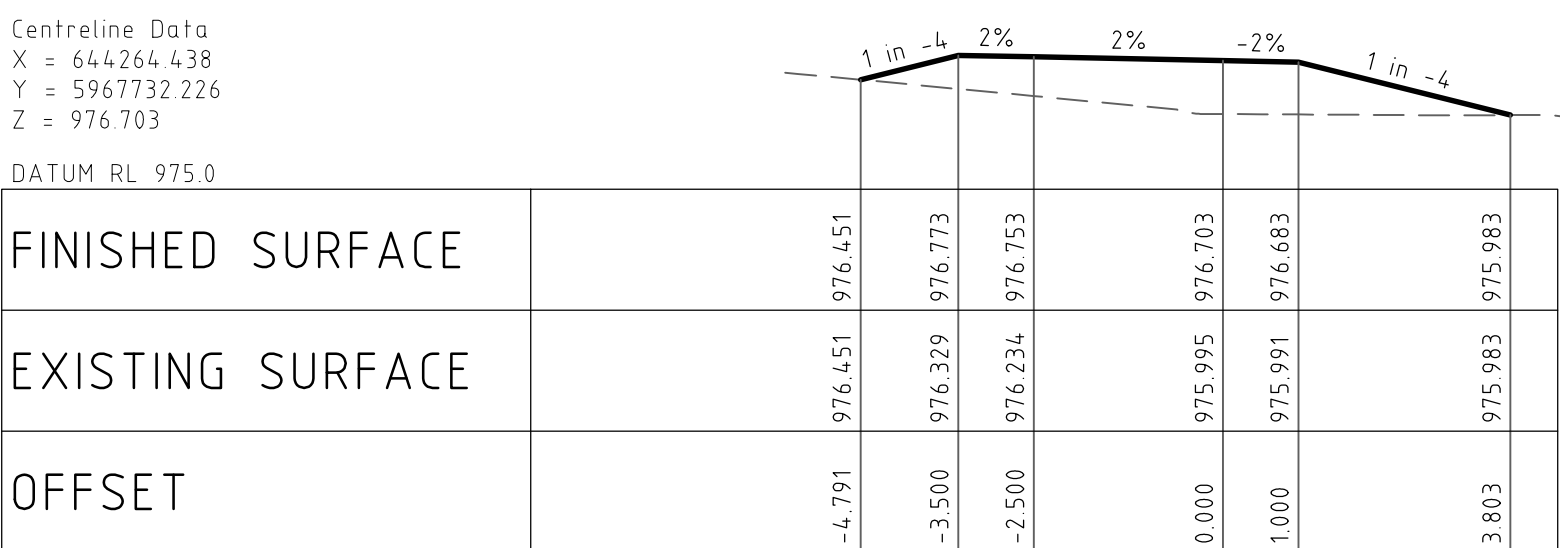
CHAINAGE 200.000



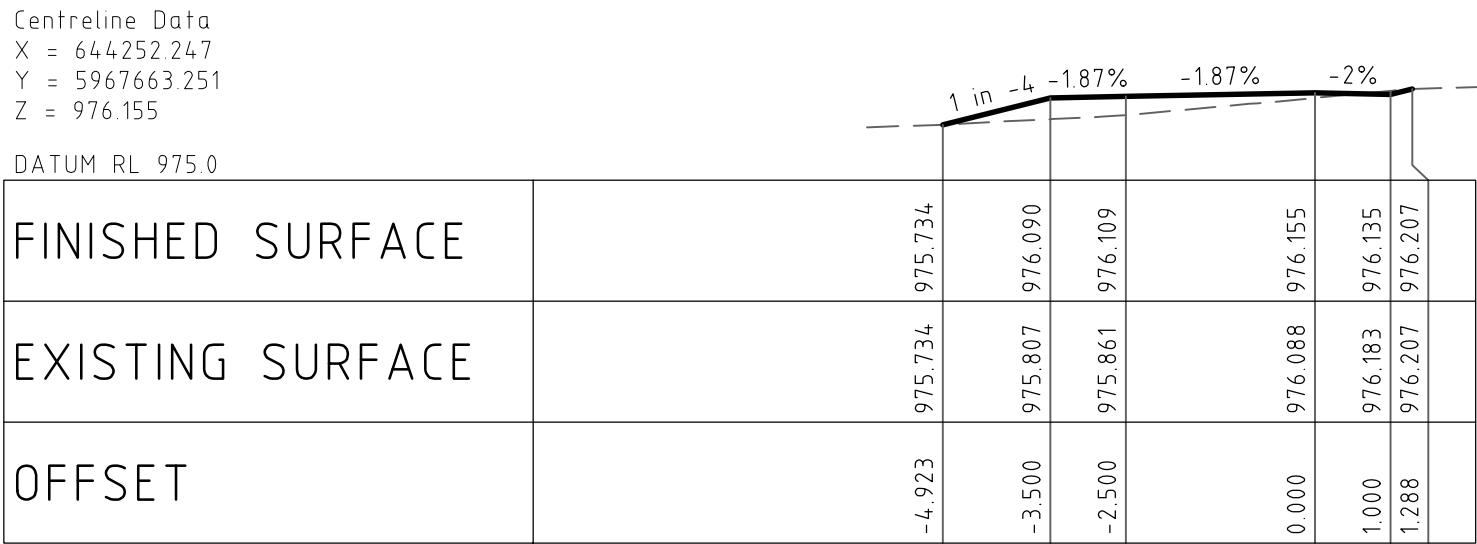
CHAINAGE 190.000



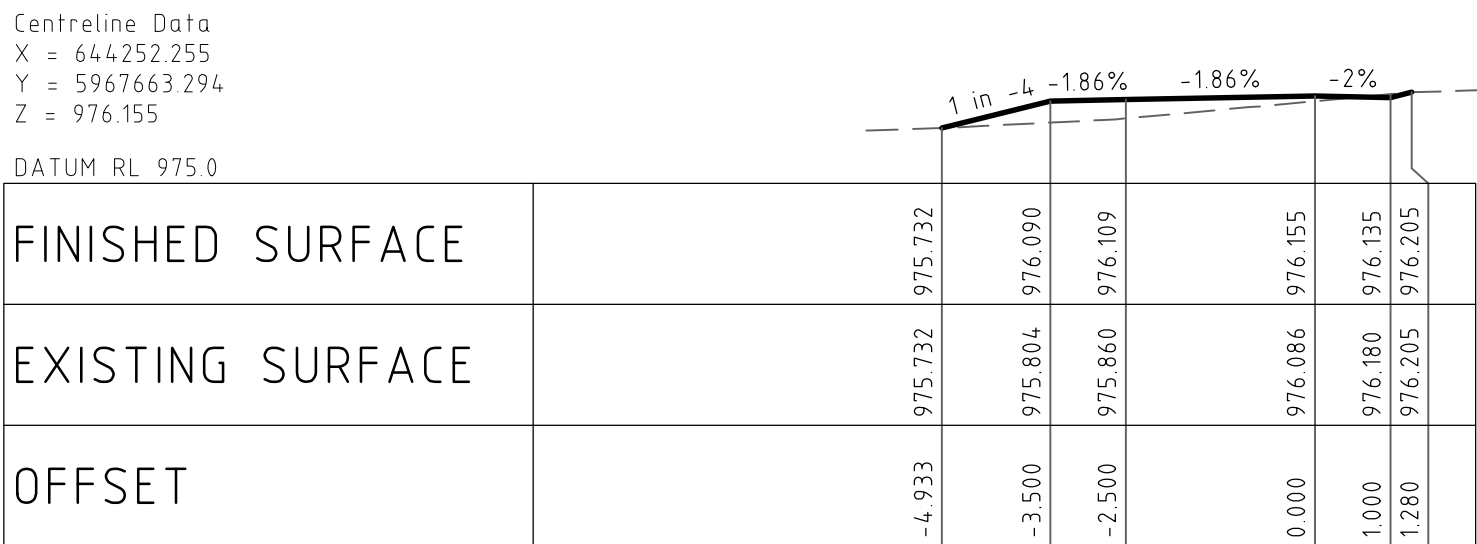
CHAINAGE 180.000



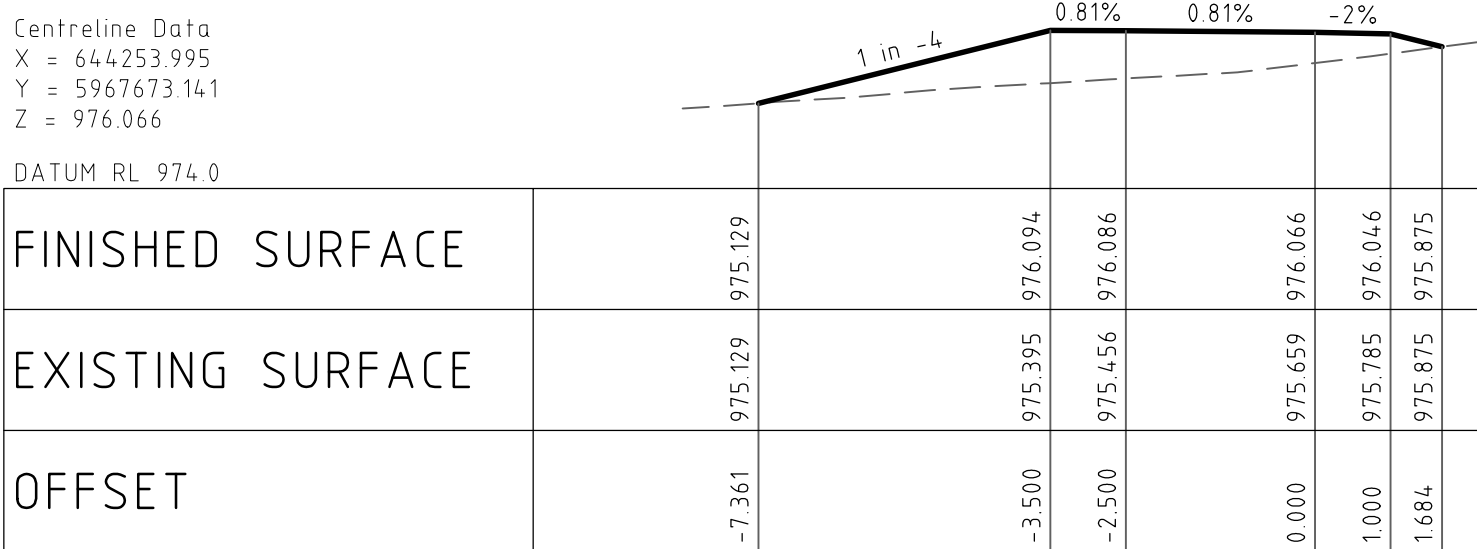
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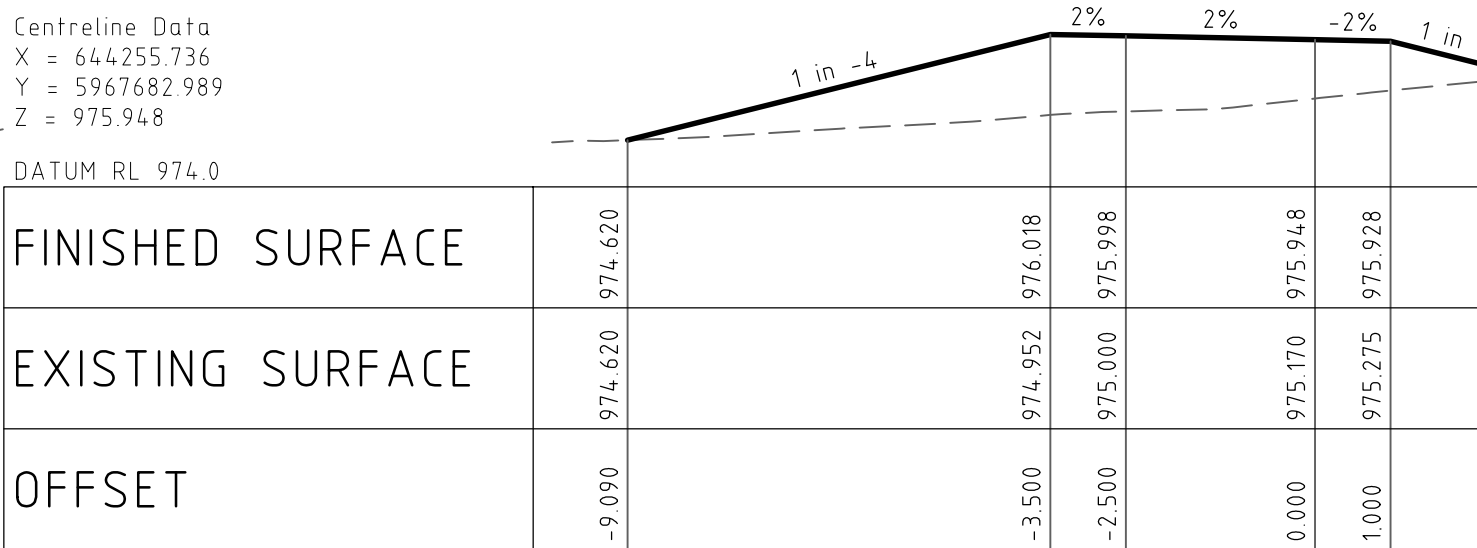
CHAINAGE 240.044



CHAINAGE 240.000



CHAINAGE 230.000



CHAINAGE 220.000

LEGEND

	FINISHED SURFACE
	EXISTING SURFACE

[illegible]

Centerline Data X = 644269.178 Y = 5967547.096 Z = 975.834 DATUM RL 974.0																						
FINISHED SURFACE		974.851		975.693		975.713		975.763		975.783		975.834		975.893		975.913		975.227		975.227		975.521
EXISTING SURFACE		974.851		974.989		975.032		975.101		975.129		975.215		975.332		975.361		975.439		975.493		975.521
OFFSET	-10.420		-7.055		-6.055		-3.555		-2.555		0.000		2.958		3.958		6.702		7.702		8.788	

Centreline Data			
X = 644253.750			
Y = 5967558.718			
Z = 976.011			
DATUM RL 975.0			
FINISHED SURFACE		976.011	
EXISTING SURFACE		975.584	
OFFSET	0.000		
	2.696	975.661	
	3.696	975.695	
	4.666	975.742	
	6.466	975.790	
	8.836	975.827	

Centerline Data		CHIRKINAGE 20.471				
X = 644253.298						
Y = 5967558.910						
Z = 976.025						
DATUM RL 975.0						
FINISHED SURFACE	975.025	975.078	975.098	975.679	975.679	975.607
EXISTING SURFACE	975.607	975.692	975.732	975.779	975.803	975.807
OFFSET	0.000	2.661	3.661	5.336	6.336	6.591

Centerline Data		CHWIDGE 20+000	
X = 644252.448			
Y = 5967559.271			
Z = 976.052			
DATUM RL 975.0			
FINISHED SURFACE		976.052	
EXISTING SURFACE		975.667	
OFFSET		975.000	

[illegible]

Centreline Data X = 644294.258 Y = 5967492.720 Z = 976.928					
DATUM RL 975.0					
FINISHED SURFACE		975.840		976.803	
EXISTING SURFACE		975.840	975.958	976.823	976.873
OFFSET	-10.103		-6.250	-5.250	-2.750
					-1.750
					0.000
					0.750
					0.750
					5.500
					5.500
					7.888

Centreline Data X = 644286.337 Y = 5967511.084 Z = 976.338 DATUM RL 974.0		
FINISHED SURFACE		975.297
EXISTING SURFACE		975.297
OFFSET	-9.914	975.297
	-6.250	975.463
	-5.250	975.532
	-2.750	975.642
	-1.750	975.694
	0.000	975.783
	1.750	975.895
	2.750	975.968
	4.453	976.067
	5.453	976.088
	5.754	976.118

Centerline Data
 X = 6442278.416
 Y = 5967529.449
 Z = 976.081

DATUM RL 974.0

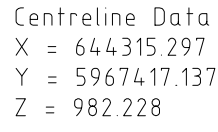
	Station 1+00	Station 1+25	Station 1+50	Station 1+75	Station 2+00	Station 2+25	Station 2+50	Station 2+75	Station 3+00	Station 3+25	Station 3+50	Station 3+75	Station 4+00
FINISHED SURFACE	975.030		975.956		975.976		976.026		976.046		976.081		976.116
EXISTING SURFACE	975.030		975.134		975.148		975.177		975.208		975.264		975.334
OFFSET	-9.956		-6.250		-5.250		-2.750		-1.750		0.000		1.750

Grades: 1 in -4, -2%, -2%, 2%, 1 in -4

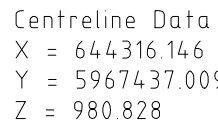
04

LEGEND

	FINISHED SURFACE
	EXISTING SURFACE

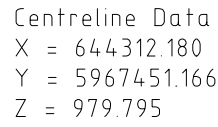
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CHAINAGE 180.000



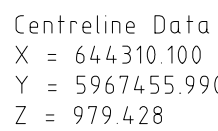
DATUM RL 977.0					
FINISHED SURFACE			978.302	978.302	
EXISTING SURFACE			978.302	978.302	
OFFSET	-13.879		978.302	978.302	
	-6.705		978.345	980.693	
	-5.705		978.482	980.713	
	-3.205		978.794	980.763	
	-2.205		978.864	980.783	
	0.000		978.963	980.828	
	1.999		978.997	980.868	
	2.999		979.010	980.888	
	8.907		979.027	978.927	
	9.907		979.069	978.927	
	10.229		979.088	979.088	

CHAINAGE 160.000



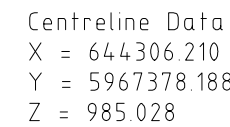
DATUM RL 976.0					
FINISHED SURFACE		976.928			
EXISTING SURFACE		976.928			
OFFSET	-17.218				
	-6.250	977.520	979.670		
	-5.250	977.569	979.690		
	-2.750	977.730	979.740		
	-1.750	977.759	979.760		
	0.000	977.797	979.795		
	1.771	977.820	979.831		
	2.771	977.840	979.851		
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	11.446			978.051	977.932
	11.693			978.056	978.056

CHAINAGE 145.254

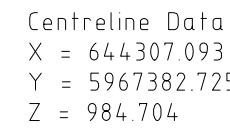
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CHAINAGE 140.000

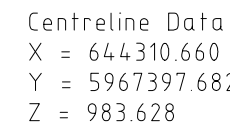
MK501

[illegible]

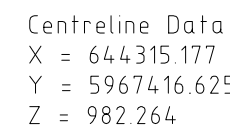
CHAINAGE 220.000

[illegible]

CHAINAGE 215.376

[illegible]

CHAINAGE 200.000



DATUM RL 979.0					
FINISHED SURFACE		980.266		982.139	
EXISTING SURFACE		980.266		980.739	982.159
OFFSET	-11.870		-6.250	980.775	982.209
			-2.750	980.756	982.229
			-1.750	980.667	982.264
			0.000		
			1.771	980.558	982.300
			2.771	980.478	982.320
			10.121	979.970	979.870
			11.121	979.929	979.870
			11.230	979.925	979.925

CHAINAGE 180.526

[illegible]

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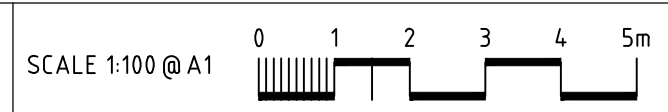
DRAWING NAME

CROSS SECTIONS - SHEET 4

PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

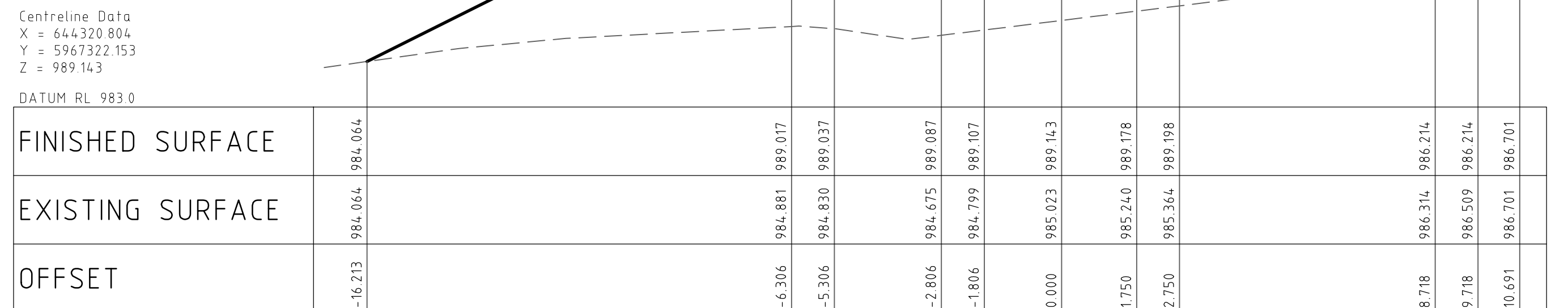
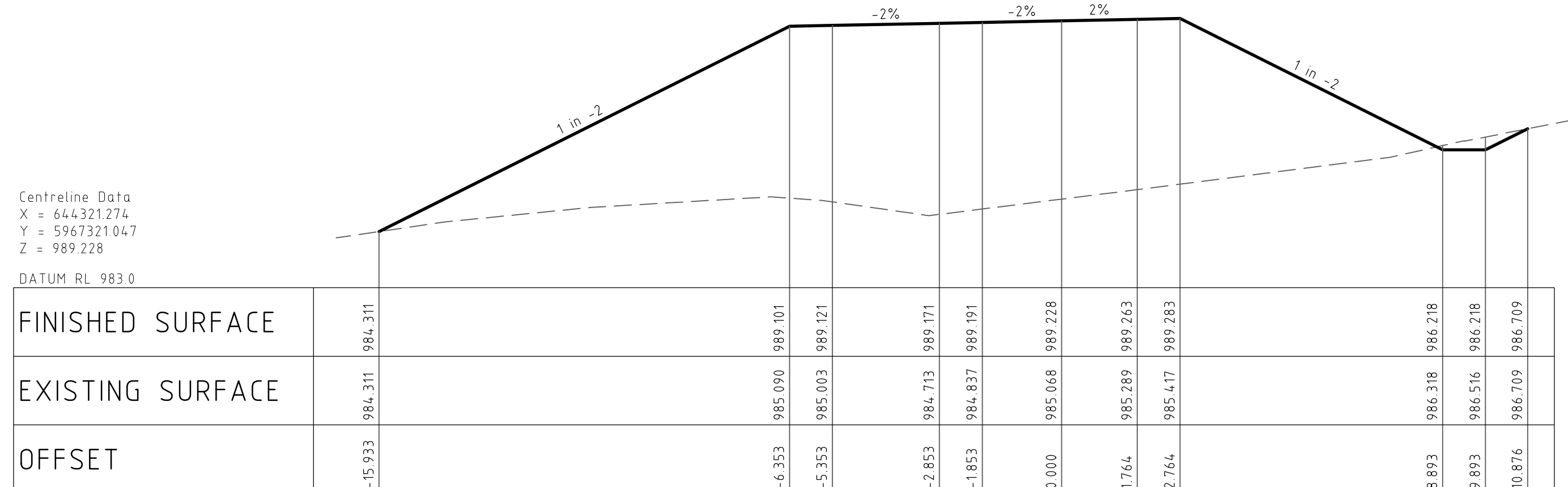
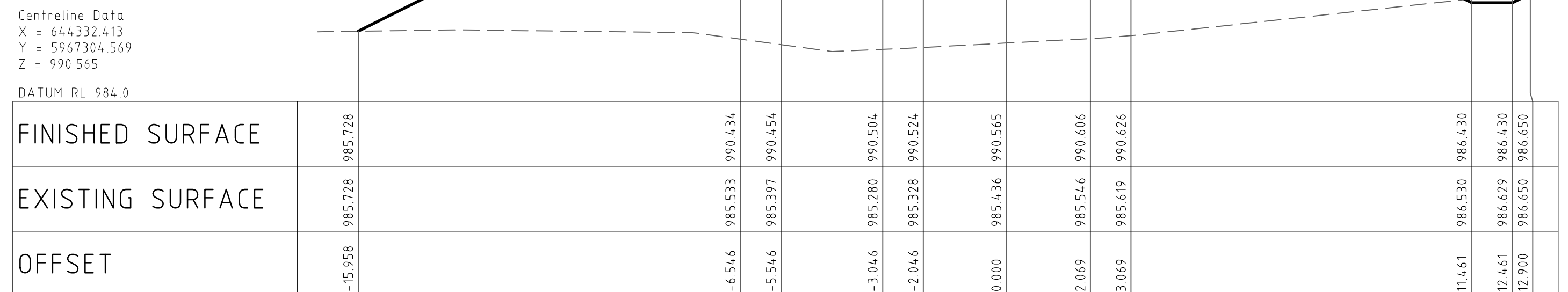
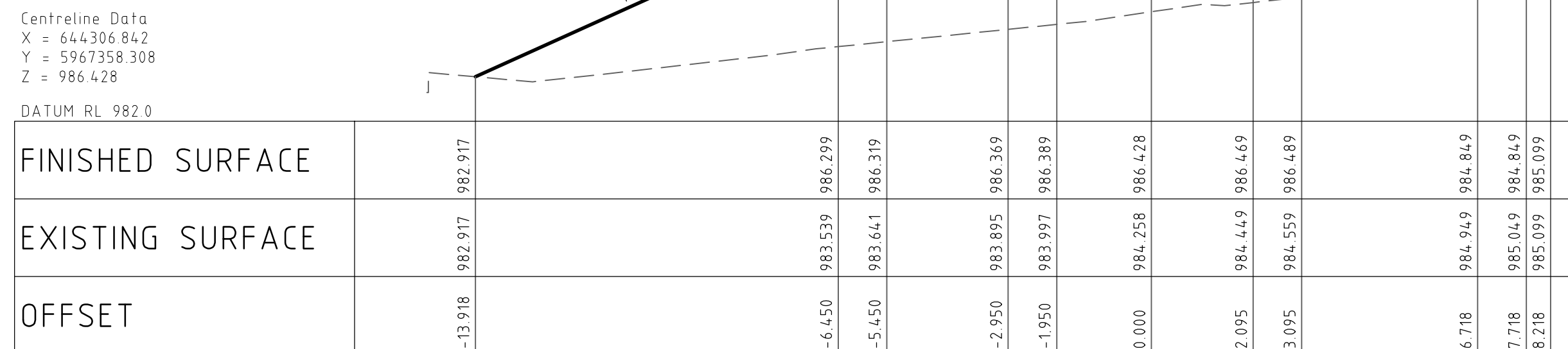
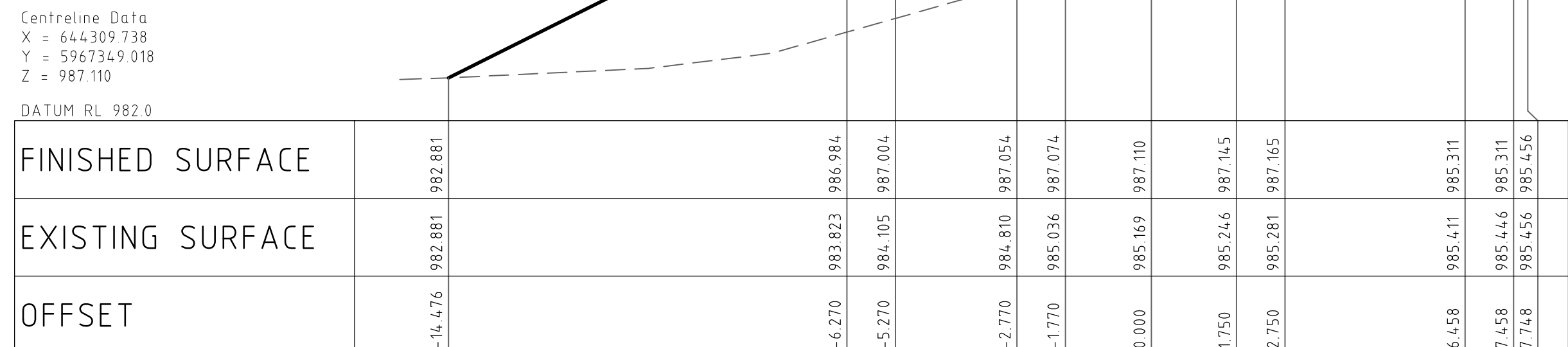
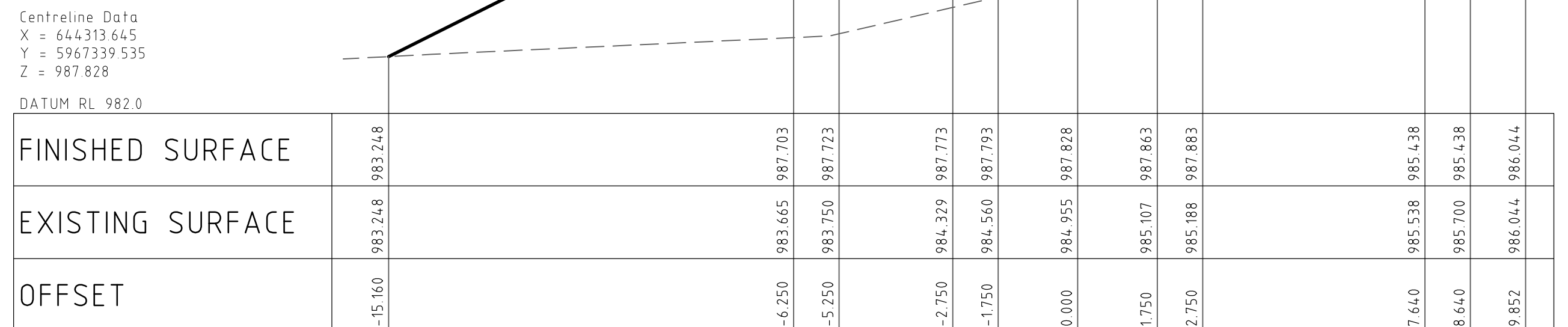
PROJECT NORTH



BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION
NRP-CEC-CC-TMP-DWG-3104					04

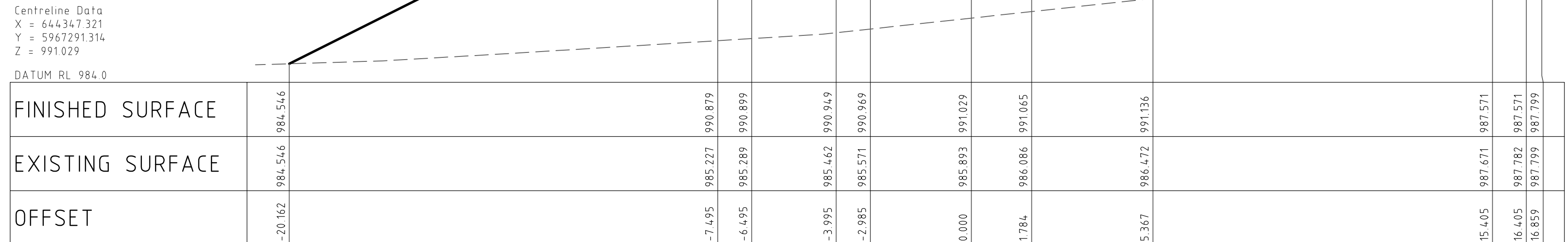
LEGEND

	FINISHED SURFACE
	EXISTING SURFACE

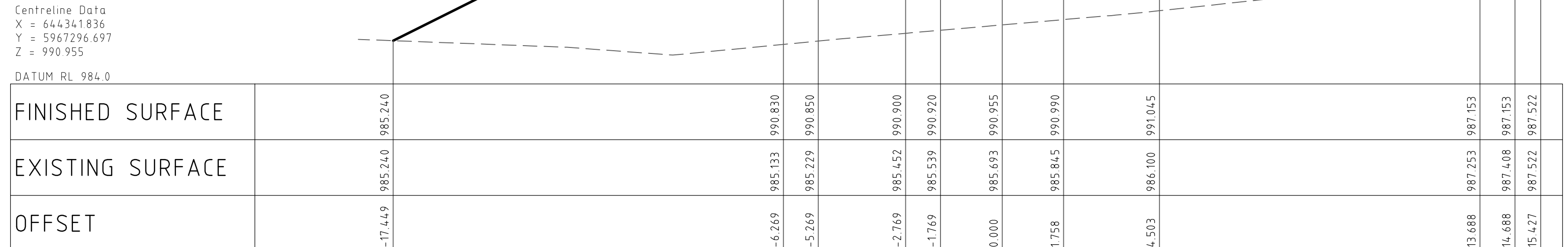


LEGEND

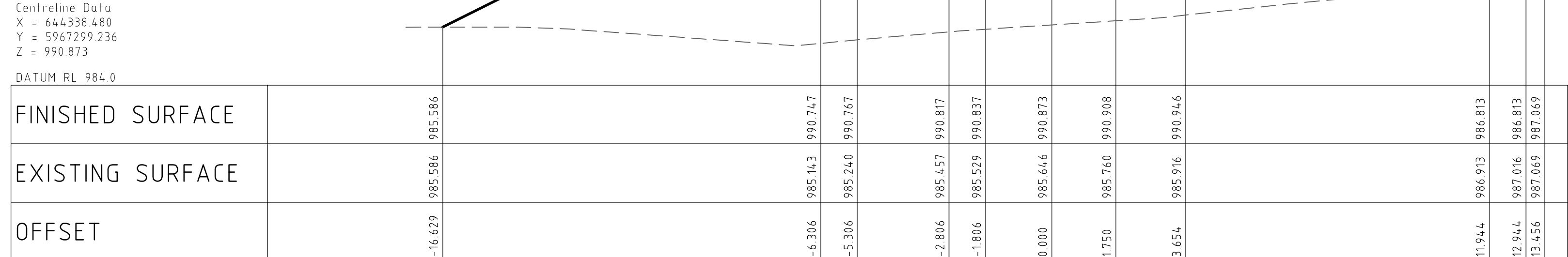
	FINISHED SURFACE
	EXISTING SURFACE



CHAINAGE 320.000



CHAINAGE 312.293



CHAINAGE 308.085

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW



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DRAWING NAME

CROSS SECTIONS - SHEET 6

PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

SCALE 1:100 @ A1

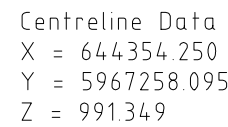
BM	AR	-	-	
DRAWN	CHECKED	VERIFIED	DATE	REVISION

NRP-CEC-CC-TMP-DWG-3106

04

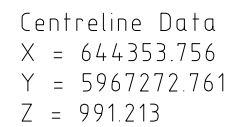
LEGEND

	FINISHED SURFACE
	EXISTING SURFACE



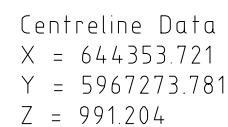
DATUM RL 988.0			
FINISHED SURFACE		988.734	
EXISTING SURFACE		988.734	
OFFSET	-17.229		
	-9.983	988.597	991.149
	-8.983	988.582	991.169
	-6.483	988.542	991.219
	-3.900	988.559	991.271
	0.000	988.654	991.349
	0.080	988.656	991.346
	6.810	989.004	991.145
	13.581	989.248	989.148
	14.581	989.336	989.148
	15.097	989.406	989.406

CHAINAGE 354.674



DATUM RL 986.0					
FINISHED SURFACE		987.309	987.309	987.309	987.309
EXISTING SURFACE		987.309	987.202	987.186	987.114
OFFSET	-16.693		-8.496	-7.496	-4.996
					-3.585
			0.000	987.337	987.213
			0.633	987.337	987.218
			6.032	987.679	987.254
			15.910	988.275	988.175
			16.910	988.379	988.175
			17.424	988.432	988.432

CHAINAGE 340.000



DATUM RL 986.0					
FINISHED SURFACE		987.220	987.220		
EXISTING SURFACE		987.220			
OFFSET	-16.616				
	-8.393		987.119	991.036	
	-7.393		987.103	991.056	
	-4.893		987.063	991.106	
	-3.563		987.042	991.133	
	0.000		987.217	991.204	
	10.117		987.262	991.211	
	6.023		987.599	991.260	
	16.019				988.338
	17.019				988.321
	17.418				988.338

CHAINAGE 338.979

MK501

[illegible]

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DRAWING NAME
CROSS SECTIONS - SHEET 7

PROJECT

JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

SCALE 1:100 @ A1

BM	AR	-	-	
DRAWN	CHECKED	VERIFIED	DATE	REVISION

NRP-CEC-CC-TMP-DWG-3107

04

LEGEND	
<div></div>	FINISHED SURFACE
<div></div>	EXISTING SURFACE

Centreline Data
X = 644263.612
Y = 5967555.881
Z = 975.786

DATUM RL 974.0								
FINISHED SURFACE		975.079		975.696	975.716		975.766	975.832
EXISTING SURFACE		975.079		975.154	975.187		975.233	975.289
OFFSET		-6.970		-4.500	-3.500		-1.000	0.000

CHAINAGE 109.884

Centreline Data
X = 644255.538
Y = 5967561.545
Z = 975.926

DATUM RL 974.0								
FINISHED SURFACE		975.291		975.810	975.830		975.880	976.028
EXISTING SURFACE		975.291		975.342	975.375		975.445	975.613
OFFSET		-7.848		-5.773	-4.773		-2.273	0.000

CHAINAGE 100.000

Centreline Data
X = 644249.179
Y = 5967569.220
Z = 976.151

DATUM RL 974.0								
FINISHED SURFACE	975.406	976.003	976.023	976.073		976.151		976.550
EXISTING SURFACE	975.406	975.465	975.503	975.599		975.886		976.542
OFFSET	-9.752	-7.364	-6.364	-3.864		0.000		9.665

CHAINAGE 90.000

AMENDMENTS				DESCRIPTION
REV	BY	DATE		
01	BF	22.10.24		ISSUED FOR S138 REVIEW
02	BF	01.11.24		ISSUED FOR S138 REVIEW
03	BF	06.11.24		ISSUED FOR S138 REVIEW



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HANSEN YUNCKEN

NSW
GOVERNMENT Education

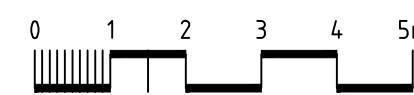
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DRAWING NAME
CROSS SECTIONS - SHEET 9

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

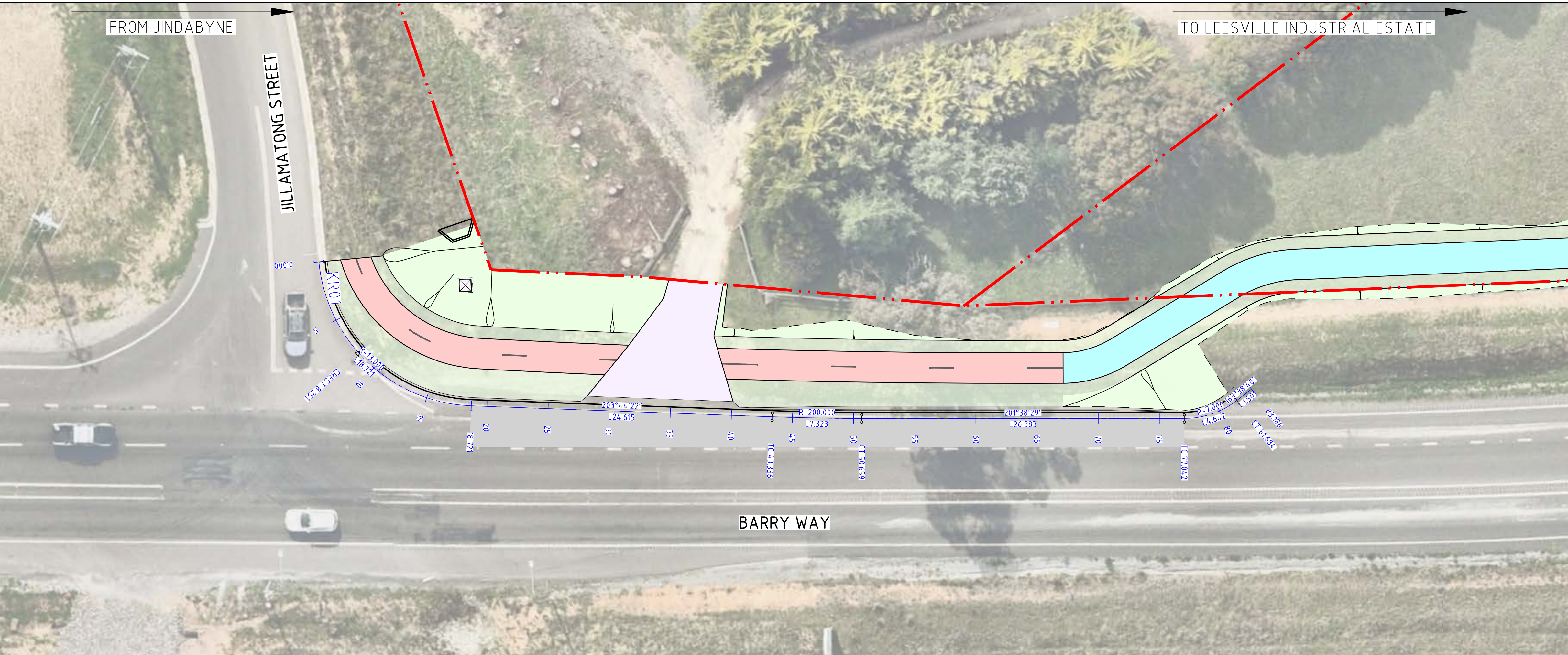
PROJECT NORTH

SCALE 1:100 @ A1



BM	AR	-	-	
DRAWN	CHECKED	VERIFIED	DATE	REVISION

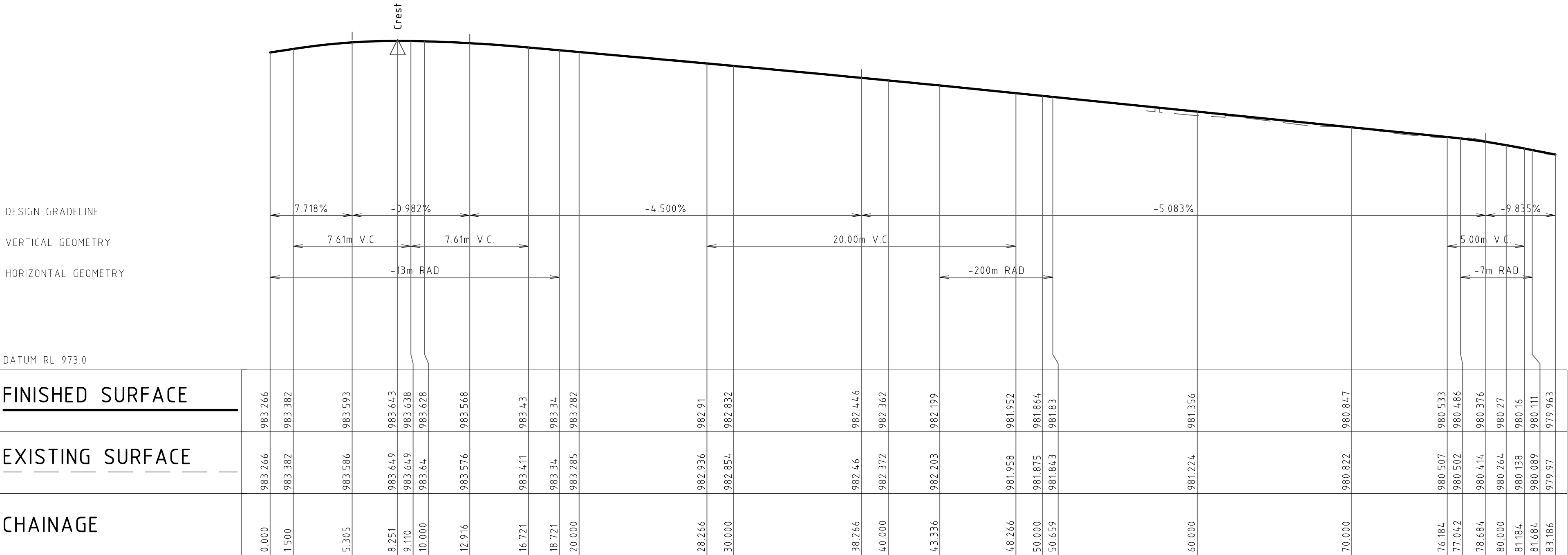
NRP-CEC-CC-TMP-DWG-3109



LEGEND	
	EXISTING BOUNDARY LINE
	MC01
	CH0.000
	TC0.000
	LIMIT OF WORKS

KERB RETURN PLAN

SCALE 1:200



LONGITUDINAL SECTION ALONG KR01

HORIZONTAL SCALE 1:200@A1

VERTICAL SCALE 1:100@A1

AMENDMENTS			DESCRIPTION
REV	BY	DATE	
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW



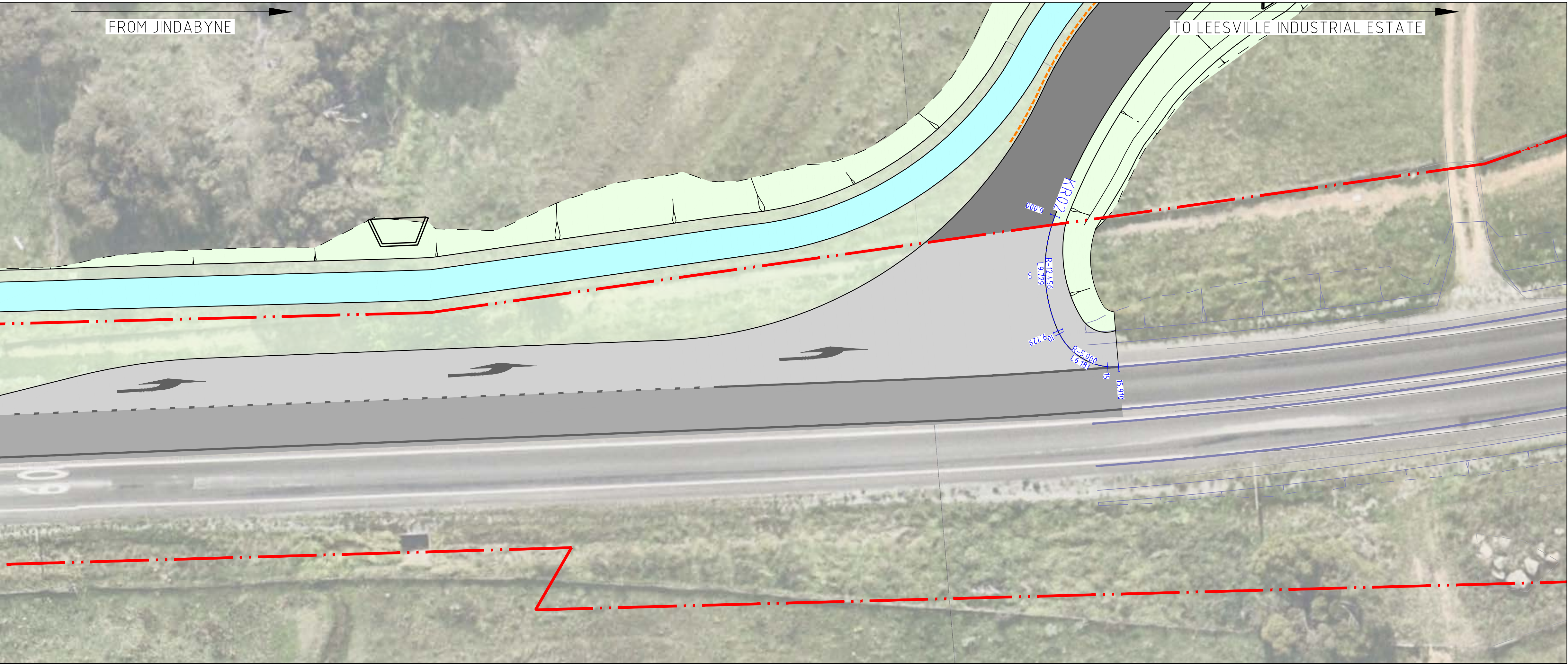
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DRAWING NAME
KERB ALIGNMENT PLAN & KERB RETURN
PROFILES - SHEET 1

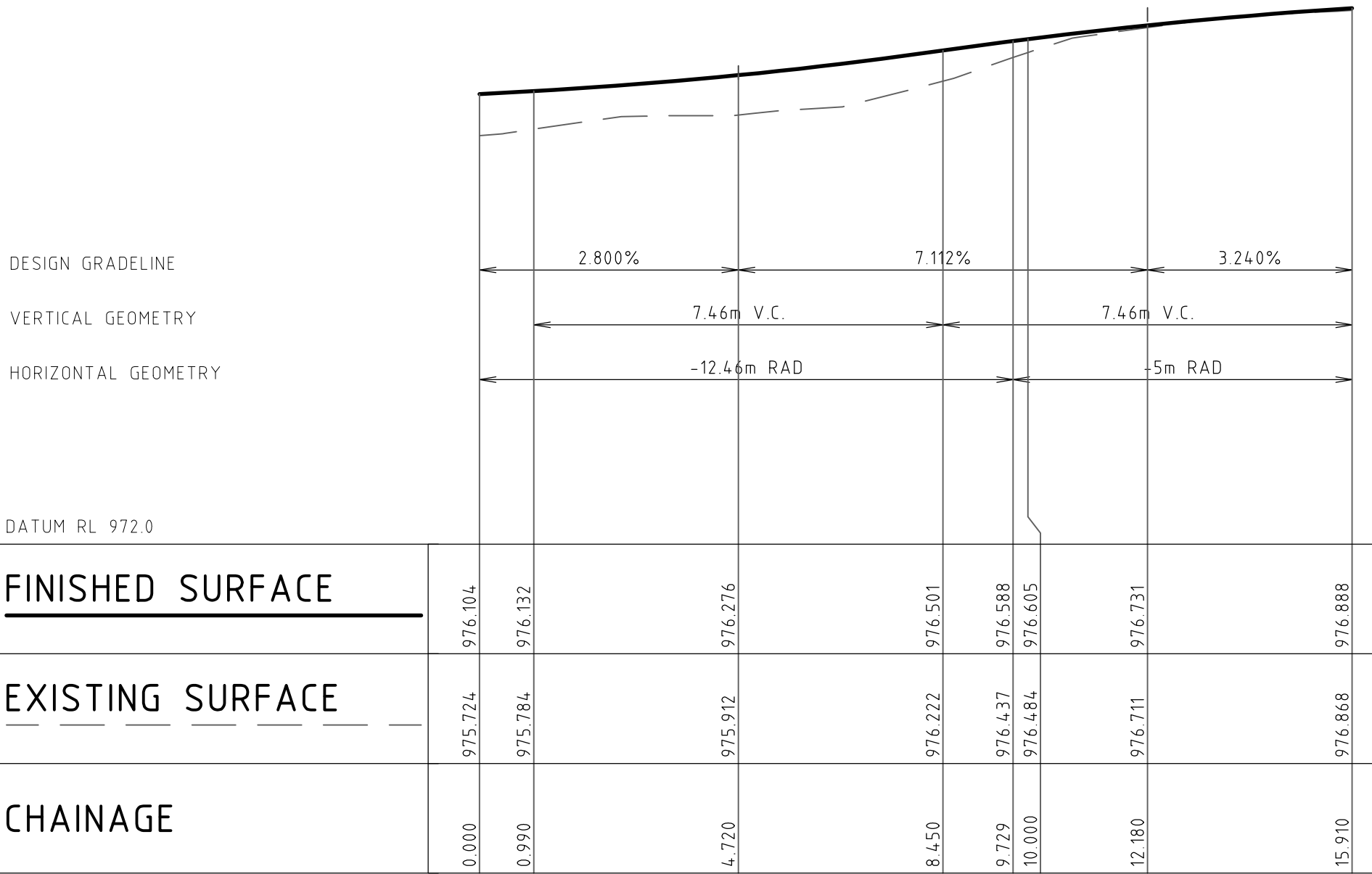
PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH		SCALE 1:200@A1		0 2 4 6 8 10m	
BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION
NRP-CEC-CC-TMP-DWG-3301					04



LEGEND	
	EXISTING BOUNDARY LINE
	MC01 CONTROL LINE
	CH0.000 CHAINAGE
	TC0.000 TANGENT POINT
	LIMIT OF WORKS

KERB RETURN PLAN
SCALE 1:200



LONGITUDINAL SECTION ALONG KR02
HORIZONTAL SCALE 1:100@A1
VERTICAL SCALE 1:50@A1

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	22.10.24	ISSUED FOR S138 REVIEW
02	BF	01.11.24	ISSUED FOR S138 REVIEW
03	BF	06.11.24	ISSUED FOR S138 REVIEW

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HANSEN YUNCKEN

NSW GOVERNMENT Education

DRAWING NAME
KERB ALIGNMENT PLAN & KERB RETURN
PROFILES - SHEET 3

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

SCALE 1:200@A1

BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION

NRP-CEC-CC-TMP-DWG-3303



LEGEND

EXISTING BOUNDARY LINE

EXISTING DIGITAL CADASTRAL BOUNDARIES OBTAINED FROM SIXMAPS

TEMPORARY ACCESS ROAD PAVEMENT

BARRY WAY PAVEMENT

MILL & RE-SHEET PAVEMENT

TEMPORARY SHARED PATH PAVEMENT

PERMANENT SHARED PATH PAVEMENT

TEMPORARY DRIVEWAY PAVEMENT

0oS TEMPORARY PATH

GRASS VERGE TYPE 1

SAWCUT AND PAVEMENT INFILL

PROPOSED EXTENTS OF RE3 WORKS

LIMIT OF WORKS

LIMIT OF WORKS

AMENDMENTS				DESCRIPTION
REV	BY	DATE		
01	BF	04.10.24		DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24		ISSUED FOR S138 REVIEW
03	BF	01.11.24		ISSUED FOR S138 REVIEW
04	BF	06.11.24		ISSUED FOR S138 REVIEW

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HANSEN YUNCKEN

NSW GOVERNMENT

Education

DRAWING NAME
PAVEMENT PLAN - SHEET 1

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

HLBON

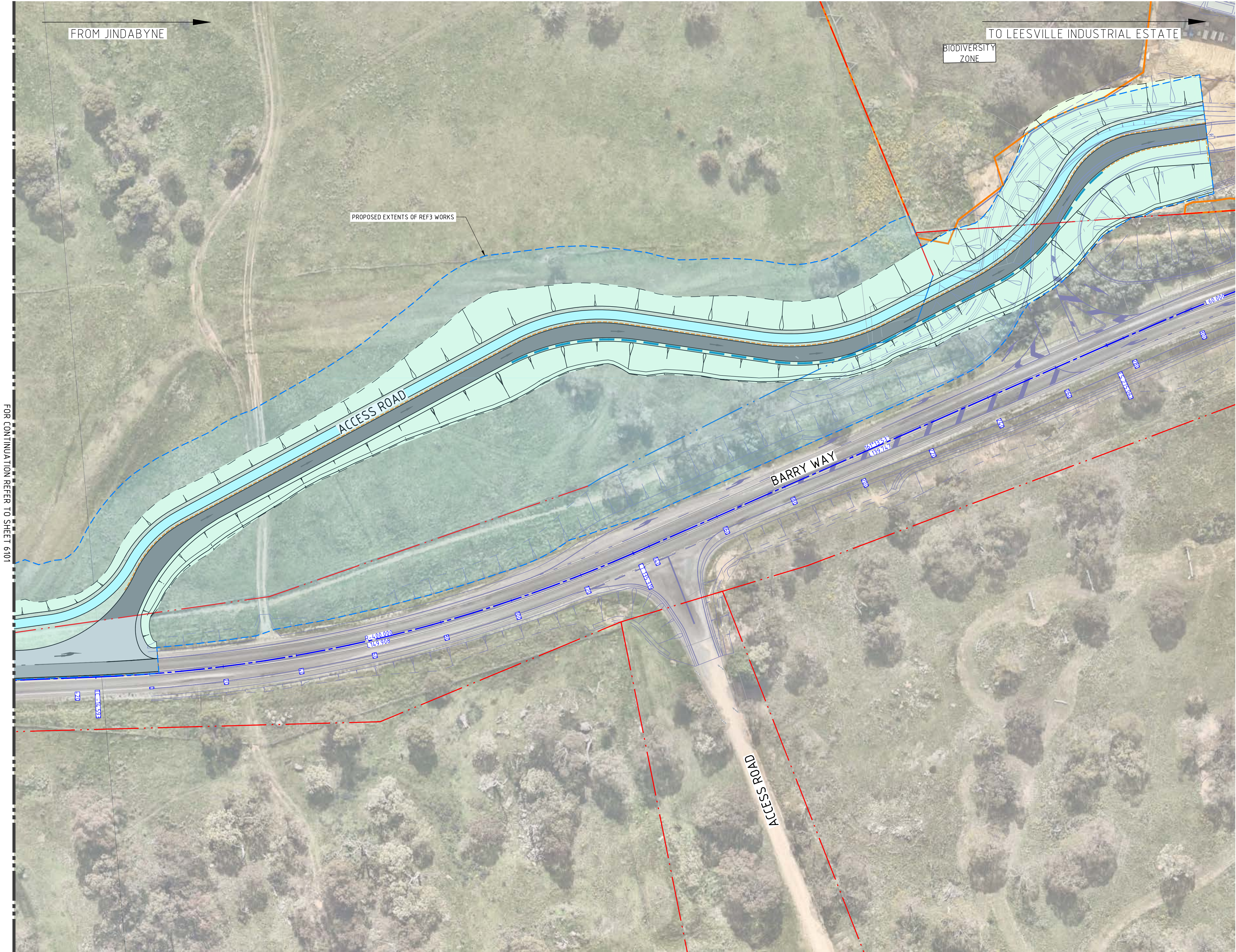
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0 5 10 15 20 25m

BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION

NRP-CEC-TMP-TMP-DWG-6101

04



LEGEND	
	EXISTING BOUNDARY LINE
	EXISTING DIGITAL CADASTRAL BOUNDARIES OBTAINED FROM SIXMAPS
	TEMPORARY ACCESS ROAD PAVEMENT
	BARRY WAY PAVEMENT
	MILL & RE-SHEET PAVEMENT
	TEMPORARY SHARED PATH PAVEMENT
	PERMANENT SHARED PATH PAVEMENT
	TEMPORARY DRIVEWAY PAVEMENT
	0oS TEMPORARY PATH
	GRASS VERGE TYPE 1
	SAWCUT AND PAVEMENT INFILL
	PROPOSED EXTENTS OF RE3 WORKS
	LIMIT OF WORKS

FOR CONTINUATION REFER TO SHEET 6101

AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW

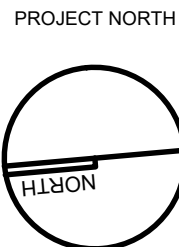


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DRAWING NAME
PAVEMENT PLAN - SHEET 2

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)



SCALE 1:500@A1			
BM	AR	-	-
DRAWN	CHECKED	VERIFIED	DATE
NRP-CEC-TMP-TMP-DWG-6102			REVISION



LEGEND	
	EXISTING BOUNDARY LINE
	EXISTING DIGITAL CADASTRAL BOUNDARIES OBTAINED FROM SIXMAPS
	E1 - LEFT HAND EDGE LINE (GENERAL PURPOSE ROAD)
	OLE - OUTLINE OF PAINTED MEDIAN
	C1 - CONTINUITY LINE
	PROPOSED SIGN LOCATION
	EXISTING SIGN LOCATION
	EXISTING SIGN TO BE RETAINED
	PROPOSED SIGN
	TRAFFIC MANAGEMENT SIGNS BY OTHERS. REFER TO TRAFFIC MANAGEMENT PLAN PREPARED BY NAVIANTO GROUP.
	UA3(L/R) - PAVEMENT ARROW
	LINEMARKING LABEL
	PROPOSED EXTENTS OF REF3 WORKS

SIGNAGE AND LINEMARKING	
1.	ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARDS 1742 / TNSW STANDARDS AND SPECIFICATIONS.
2.	LINE MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS1742.3 AND TNSW STANDARDS.
3.	PAINT SHALL BE TYPE 3 CLASS 'A' AND THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMEN FROM ROAD SURFACE. ALL PAINT TO BE APPLIED BY MECHANICAL SPRAYER. LINE MARKING SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm AND 0.40mm.
4.	PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm AND 0.40mm.
5.	SCHOOL ZONE SIGNAGE AND LINEMARKING FOR BARRY WAY TO BE COORDINATED WITH TNSW.

FOR CONTINUATION REFER TO SHEET 7101

REV	BY	DATE	DESCRIPTION
01	BF	22.10.24	ISSUED FOR S138 REVIEW
02	BF	01.11.24	ISSUED FOR S138 REVIEW
03	BF	06.11.24	ISSUED FOR S138 REVIEW



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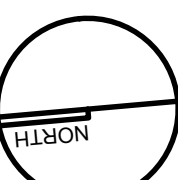
HANSEN YUNCKEN

 **Education**


DRAWING NAME
SIGNAGE LINEMARKING PLAN - SHEET 4

PROJECT
**JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)**

PROJECT NORTH



SCALE 1:500 @ A1

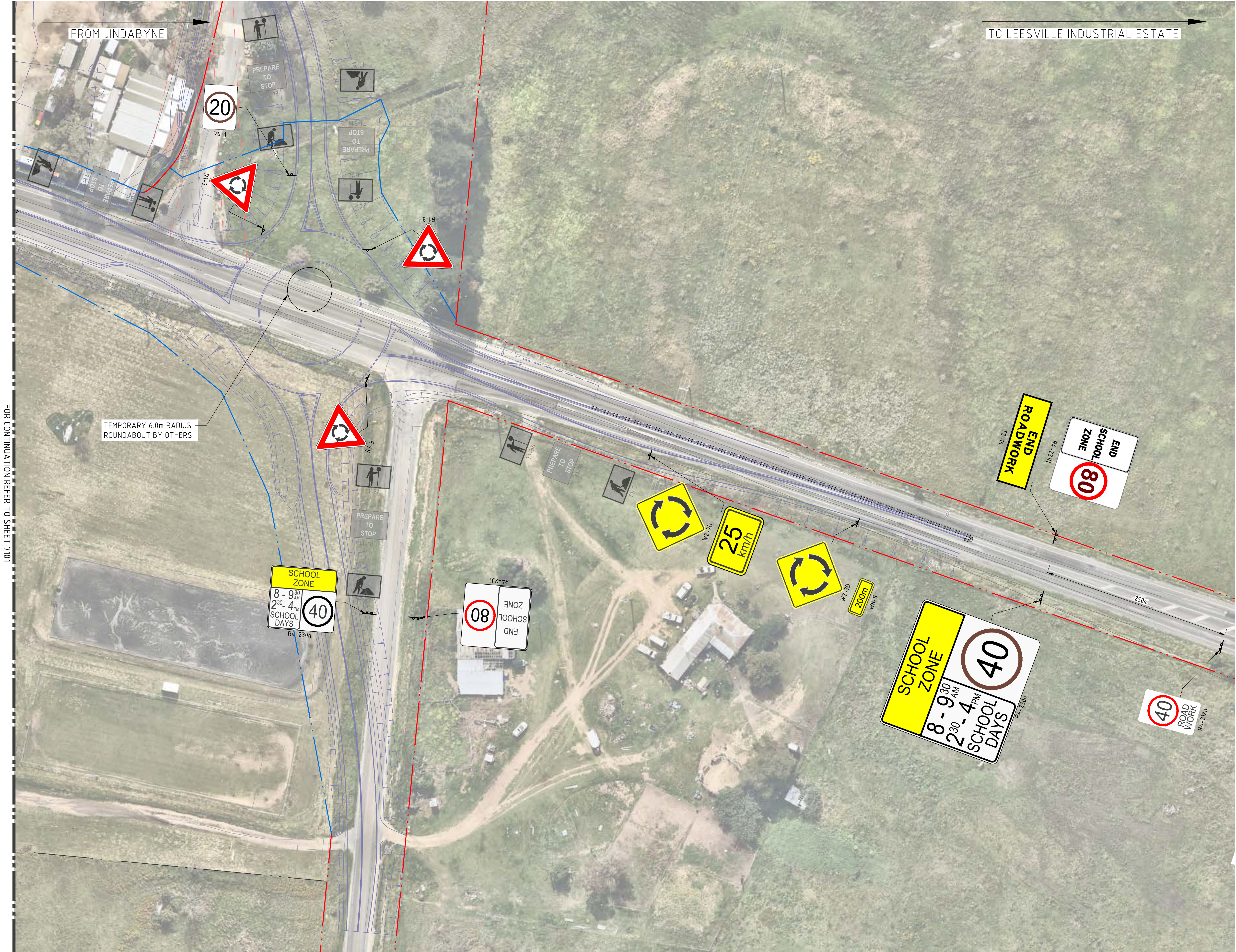


0 5 10 15 20 25m

BM	AR	-	-		
DRAWN	CHECKED	VERIFIED	DATE		REVISION

NRP-CEC-TMP-TMP-DWG-7104

03



LEGEND	
	EXISTING BOUNDARY LINE
	EXISTING DIGITAL CADASTRAL BOUNDARIES OBTAINED FROM SIXMAPS
	E1 - LEFT HAND EDGE LINE (GENERAL PURPOSE ROAD)
	OLE - OUTLINE OF PAINTED MEDIAN
	C1 - CONTINUITY LINE
	PROPOSED SIGN LOCATION
	EXISTING SIGN LOCATION
	EXISTING SIGN TO BE RETAINED
	PROPOSED SIGN
	TRAFFIC MANAGEMENT SIGNS BY OTHERS. REFER TO TRAFFIC MANAGEMENT PLAN PREPARED BY NAVIANTO GROUP.
	UA3(L/R) - PAVEMENT ARROW
	LINEMARKING LABEL
	PROPOSED EXTENTS OF REF3 WORKS

SIGNAGE AND LINEMARKING	
1.	ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARDS 1742 / TNSW STANDARDS AND SPECIFICATIONS.
2.	LINE MARKING AND PAINT SHALL BE IN ACCORDANCE WITH AS1742.3 AND TNSW STANDARDS.
3.	PAINT SHALL BE TYPE 3 CLASS 'A' AND THE COLOUR SHALL BE WHITE AND NOT SUBJECT TO DISCOLOURATION BY BITUMEN FROM ROAD SURFACE. ALL PAINT TO BE APPLIED BY MECHANICAL SPRAYER. LINE MARKING SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm AND 0.40mm.
4.	PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm AND 0.40mm.
5.	SCHOOL ZONE SIGNAGE AND LINEMARKING FOR BARRY WAY TO BE COORDINATED WITH TNSW.

AMENDMENTS		DATE	DESCRIPTION
REV	BY		
01	BF	22.10.24	ISSUED FOR S138 REVIEW
02	BF	01.11.24	ISSUED FOR S138 REVIEW
03	BF	06.11.24	ISSUED FOR S138 REVIEW

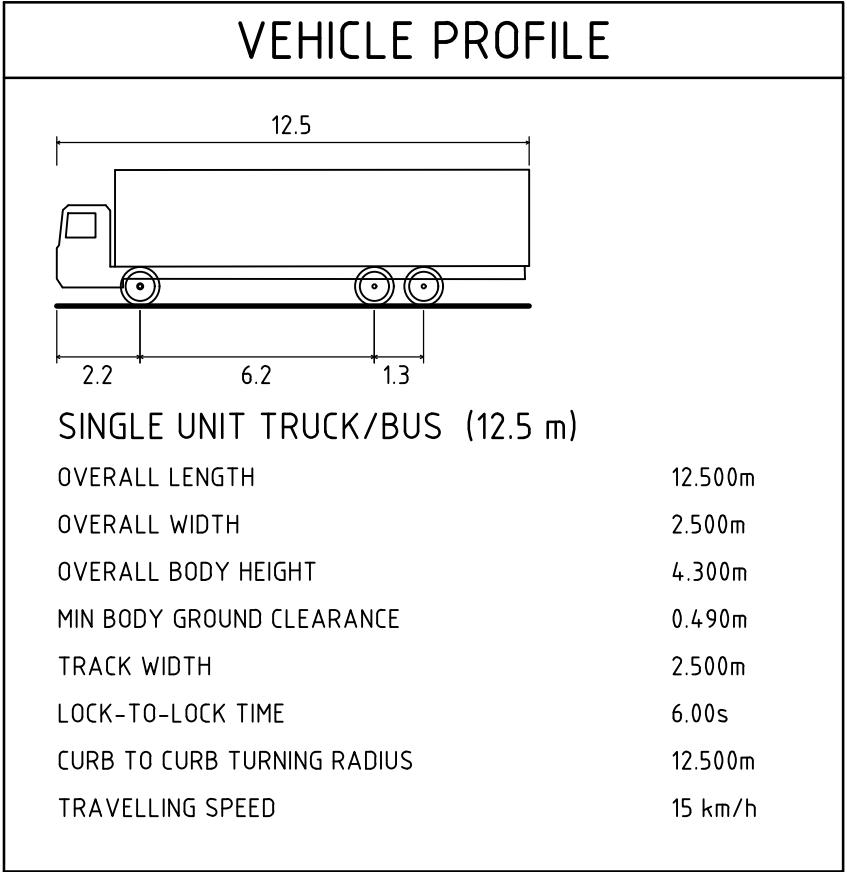
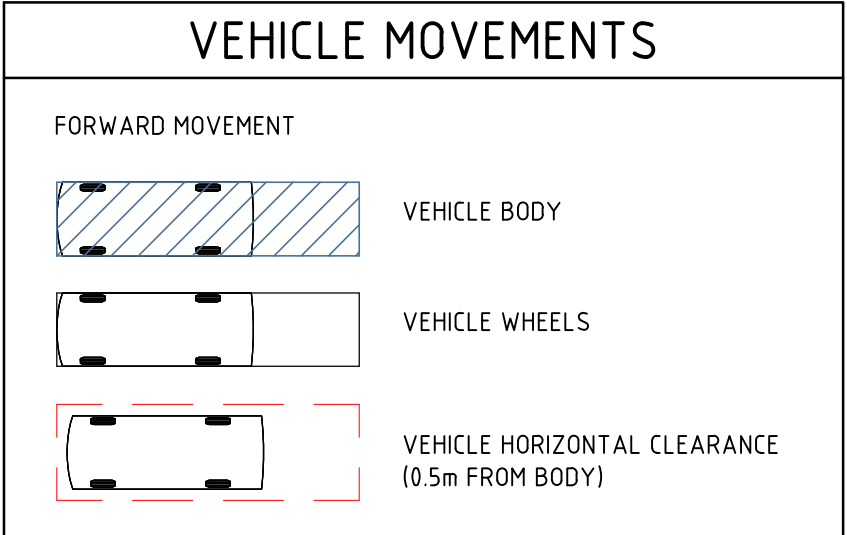
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Email sydney@northrop.com.au ABN 81 094 433 100

HANSEN YUNCKEN
NSW Education

DRAWING NAME
SIGNAGE LINEMARKING PLAN - SHEET 5

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH
SCALE 1:500@A1
0 5 10 15 20 25m
BM AR - -
DRAWN CHECKED VERIFIED DATE REVISION
NRP-CEC-TMP-TMP-DWG-7105
03



AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW

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NSW GOVERNMENT Education

DRAWING NAME
TURNING PATH PLAN - SHEET 1

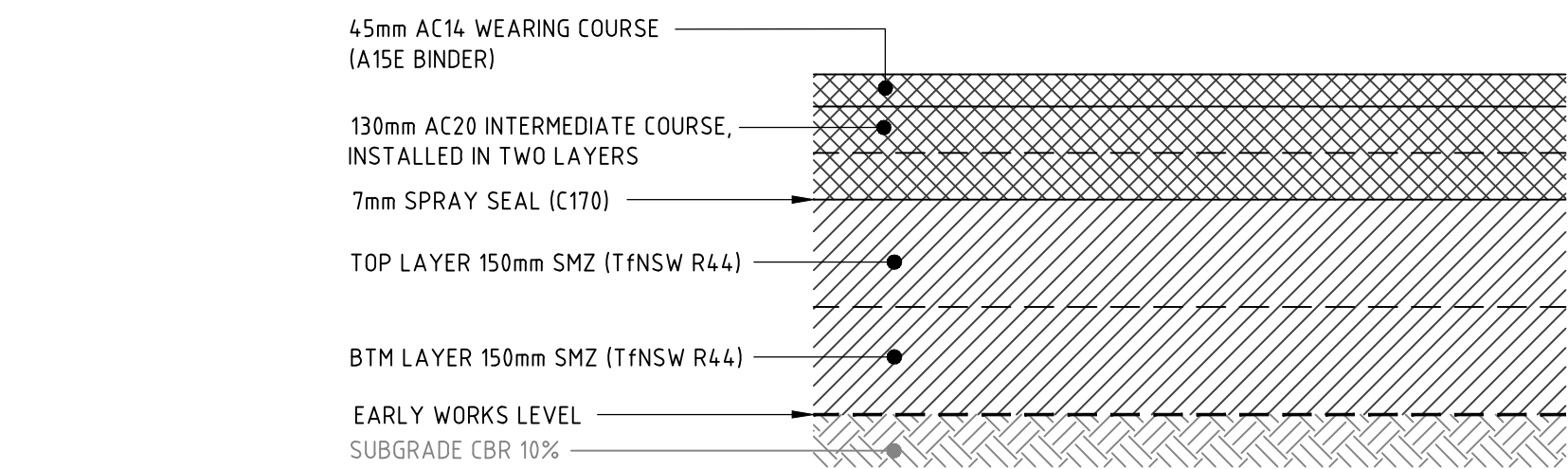
PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

SCALE 1:750@A1

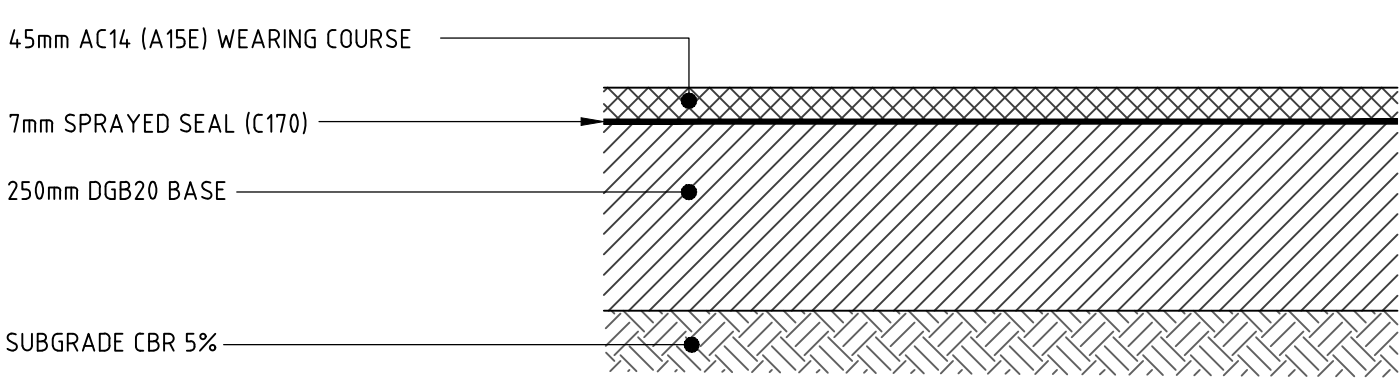
BM	AR	-	-	
DRAWN	CHECKED	VERIFIED	DATE	REVISION

NRP-CEC-CC-TMP-DWG-8101

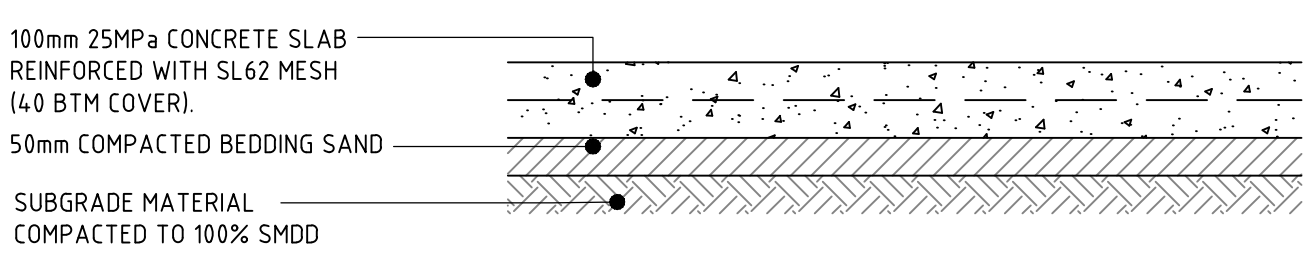


BARRY WAY PAVEMENT TYPE '1'

- 1. WHERE ADDITIONAL FILL IS REQUIRED OVER SUBGRADE LEVEL TO ACHIEVE DESIGN LEVELS, MATERIAL IS TO BE GRANULAR MATERIAL CONFIRMING WITH R44 REQUIREMENTS FOR GENERAL FILL WITH MINIMUM CBR 10%
- 2. PAVEMENT PROFILE MATCHING EXISTING PAVEMENT ADJACENT MAY BE ADOPTED IN LIEU OF PAVEMENT TYPE 1 IF APPROVED BY COUNCIL OFFICER

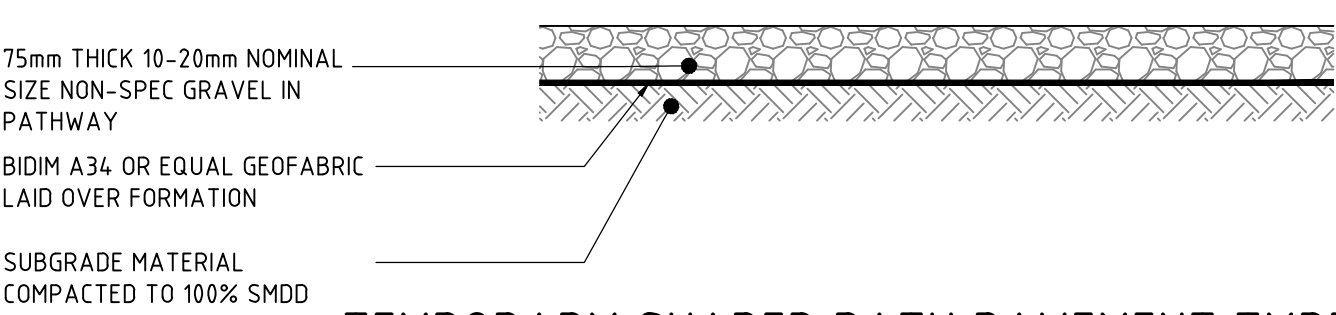


TEMPORARY ACCESS ROAD PAVEMENT TYPE '2'



PERMANENT SHARED PATH PAVEMENT TYPE '3'

MIN CBR 3% (CONTRACTOR TO CONFIRM ONSITE).
CONTRACTOR TO ALLOW FOR JOINTS -
PAVEMENT NOT SUITABLE FOR VEHICULAR LOADING




TEMPORARY SHARED PATH PAVEMENT TYPE '3'

PAVEMENT NOT SUITABLE FOR VEHICULAR LOADING
SUPPLY AND INSTALL 100mm x 25mm TREATED PINE SAWN H4 GARDEN EDGING



AMENDMENTS			
REV	BY	DATE	DESCRIPTION
01	BF	04.10.24	DRAFT - ISSUED FOR REVIEW
02	BF	22.10.24	ISSUED FOR S138 REVIEW
03	BF	01.11.24	ISSUED FOR S138 REVIEW
04	BF	06.11.24	ISSUED FOR S138 REVIEW



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HANSEN YUNCKEN


 **Education**

DRAWING NAME
DETAILS - SHEET 1

PROJECT
JINDABYNE EDUCATION CAMPUS
163 BARRY WAY JINDABYNE
TEMPORARY ROAD ACCESS (CC)

PROJECT NORTH

SCALE 1:50 @ A1



BM	AR	-	-	
DRAWN	CHECKED	VERIFIED	DATE	REVISION

NRP-CEC-CC-TMP-DWG-9150

04

06.11.2024

Ref: SY221264_JEC Barry Way Temp Access REF [3]

To Whom it may concern,

RE: Jindabyne Education Campus – Barry Way Works REF

CIVIL ENGINEERING DESIGN CERTIFICATE

Northrop Consulting Engineers Pty Ltd, as the civil engineering consultant for the above-mentioned project, hereby certifies that the design of the works shown on Northrop's drawings (see below) has been undertaken generally in accordance with normal engineering practice by qualified engineers and technical staff generally in accordance with the listed Standards, Policies and Conditions:

Australian Standards and Related Documents

- AS 1742.2-2009 – Manual of Uniform Traffic Control Devices Part 2: Traffic Control Devices for General Use

Industry Standards and Guidelines

- Australian Rainfall and Runoff 2016 (including 2019 amendments)
- Austroads Guide to Road Design (as applicable)
- Austroads Guide to Pavement Technology Part 2 (as applicable)
- Managing Urban Stormwater: Council Handbook Guidelines 1997

Authority Standards and Policies

- Snowy Monaro Regional Council's Development Engineering Specifications

This certification is based on Northrop's professional opinion and on design assumptions that it has made in accordance with normal engineering practice. We trust you find this information satisfactory. If you have any queries, please feel free to contact me on (02) 9241 4188.

Yours faithfully,



Andrew Rivett
Group Manager | Civil Engineer
Northrop Consulting Engineers

DRAWING LIST

Drawing Number	Description	Revision
NRP-CEC-CC-TMP-DWG-0001	COVERSHEET, DRAWING SCHEDULE AND LOCALITY PLAN	04
NRP-CEC-CC-TMP-DWG-0111	SPECIFICATION NOTES - SHEET 1	04
NRP-CEC-CC-TMP-DWG-0112	SPECIFICATION NOTES - SHEET 2	04
NRP-CEC-CC-TMP-DWG-0201	GENERAL ARRANGEMENT PLAN	04
NRP-CEC-CC-TMP-DWG-0301	SHEET LAYOUT	04
NRP-CEC-CC-TMP-DWG-0701	SEDIMENT AND SOIL EROSION CONTROL PLAN - SHEET 01	04
NRP-CEC-CC-TMP-DWG-0702	SEDIMENT AND SOIL EROSION CONTROL PLAN - SHEET 02	04
NRP-CEC-CC-TMP-DWG-0715	SEDIMENT AND SOIL EROSION CONTROL DETAILS	04
NRP-CEC-CC-TMP-DWG-0801	BULK EARTHWORKS PLAN – SHEET 01	02
NRP-CEC-CC-TMP-DWG-0802	BULK EARTHWORKS PLAN – SHEET 02	02
NRP-CEC-CC-TMP-DWG-1101	TYPICAL ROAD CROSS SECTIONS - SHEET 1	04
NRP-CEC-CC-TMP-DWG-1105	ROAD ALIGNMENT CONTROL PLAN - SHEET 1	04
NRP-CEC-CC-TMP-DWG-1106	ROAD ALIGNMENT CONTROL PLAN - SHEET 2	04
NRP-CEC-CC-TMP-DWG-1111	SITEWORKS & STORMWATER PLAN - SHEET 1	04
NRP-CEC-CC-TMP-DWG-1112	SITEWORKS & STORMWATER PLAN - SHEET 2	04
NRP-CEC-CC-TMP-DWG-1113	SITEWORKS & STORMWATER PLAN - SHEET 3	04
NRP-CEC-CC-TMP-DWG-1114	SITEWORKS & STORMWATER PLAN - SHEET 4	04
NRP-CEC-CC-TMP-DWG-1115	SITEWORKS & STORMWATER PLAN - SHEET 5	04
NRP-CEC-CC-TMP-DWG-2101	ROAD LONGITUDINAL SECTION - SHEET 1	04
NRP-CEC-CC-TMP-DWG-3101	CROSS SECTIONS - SHEET 1	04
NRP-CEC-CC-TMP-DWG-3102	CROSS SECTIONS - SHEET 2	04
NRP-CEC-CC-TMP-DWG-3103	CROSS SECTIONS - SHEET 3	04
NRP-CEC-CC-TMP-DWG-3104	CROSS SECTIONS - SHEET 4	04
NRP-CEC-CC-TMP-DWG-3105	CROSS SECTIONS - SHEET 5	04
NRP-CEC-CC-TMP-DWG-3106	CROSS SECTIONS - SHEET 6	04
NRP-CEC-CC-TMP-DWG-3107	CROSS SECTIONS - SHEET 7	04
NRP-CEC-CC-TMP-DWG-3108	CROSS SECTIONS - SHEET 8	04
NRP-CEC-CC-TMP-DWG-3109	CROSS SECTIONS - SHEET 9	03
NRP-CEC-CC-TMP-DWG-3301	KERB ALIGNMENT PLAN & KERB RETURN PROFILES - SHEET 1	03
NRP-CEC-CC-TMP-DWG-3302	KERB ALIGNMENT PLAN & KERB RETURN PROFILES - SHEET 2	03
NRP-CEC-CC-TMP-DWG-3303	KERB ALIGNMENT PLAN & KERB RETURN PROFILES - SHEET 3	02
NRP-CEC-CC-TMP-DWG-5101	STORMWATER LONGITUDINAL SECTION - SHEET 1	03
NRP-CEC-TMP-TMP-DWG-6101	PAVEMENT PLAN - SHEET 1	04
NRP-CEC-TMP-TMP-DWG-6102	PAVEMENT PLAN - SHEET 2	04
NRP-CEC-TMP-TMP-DWG-7101	SIGNAGE LINEMARKING PLAN - SHEET 1	04
NRP-CEC-TMP-TMP-DWG-7102	SIGNAGE LINEMARKING PLAN - SHEET 2	04
NRP-CEC-TMP-TMP-DWG-7103	SIGNAGE LINEMARKING PLAN - SHEET 3	03
NRP-CEC-TMP-TMP-DWG-7104	SIGNAGE LINEMARKING PLAN - SHEET 4	03
NRP-CEC-TMP-TMP-DWG-7105	SIGNAGE LINEMARKING PLAN - SHEET 5	03
NRP-CEC-CC-TMP-DWG-8101	TURNING PATH PLAN - SHEET 1	04
NRP-CEC-CC-TMP-DWG-9150	DETAILS - SHEET 1	04

06.11.2024

Ref: SY221264_JEC Barry Way Temp Access REF [4]

To Whom it may concern,

RE: Jindabyne Education Campus – Barry Way Works REF

CIVIL ENGINEERING DESIGN STATEMENT

The purpose of the works outlined in this statement is to provide temporary road access to the school while Barry Way upgrade works are taking place, and to ensure the safety of road and pedestrian users. The purpose of this statement is to inform stakeholders as to the design approach taken and to provide background information on the engineering design in support of the Review of Environmental Factors (REF) being prepared for the works.

Design Criteria, Requirements and Compliance

The design has been developed generally in accordance with relevant Australian Standards, council specifications and industry guidelines (as applicable). Specifically, the design has been developed generally in accordance with:

- Australian Standards:
 - AS 1742.2 – Manual of Uniform Traffic Control Devices – Part 2: Traffic Control Devices for General Use
- Austroads Guidelines:
 - Austroads Guide to Road Design Part 3: Geometric Design
 - Austroads Guide to Road Design Part 4A: Signalised and Un-signalised Intersections
 - Austroads Guide to Pavement Technology Part 2: Pavement Structural Design
- Industry Guidelines:
 - Australian Rainfall & Runoff 2019
 - Managing Urban Stormwater: Soils and Construction (the 'Blue Book').

The design of the temporary access adopts a design speed of 70 km/hr for the slip lane off Barry Way, and 30 km/hr internally.

Stormwater Management

The proposed stormwater system consists of piped cross drainage under the temporary access in keep with the existing flow regime. The intent of the drainage design is to collect and control stormwater runoff upstream of the temporary access and pipe it beneath the access road. The design has been undertaken in accordance with the requirements of Snowy Monaro Regional Council, Austroads guidelines, and Australian Rainfall & Runoff to provide minor flow paths which minimise nuisance flooding. Due to the temporary nature of the works, a design annual exceedance probability of 10% has been adopted.

Pavements

Road pavements have been designed in accordance with relevant council specifications and industry guidelines. The adopted pavements will provide an appropriate level of performance for a short-term pavement.

Pavement Type '1'

The design for Pavement Type '1' is identical to the mainline pavement proposed for the ultimate Barry Way works. This will allow it to remain in place upon completion of the works without the risk of its premature failure compromising the remainder of the pavement.

In accordance with SMRC's pavement design specification, a pavement design life of 25 years and a corresponding design traffic of 5×10^6 ESAs (commercial/industrial) has been adopted. The adopted traffic load distribution (TDL) is the "Rural Presumptive" published by TfNSW in their supplement to AGPT2. Given the ESA/HVAG ratio for this TLD of 1.068, the design traffic in equivalent standard axles was converted for input into CIRCLY, giving a design traffic of $N_{DT} = 4.7 \times 10^6$. The design of this pavement was undertaken using CIRCLY design software.

Should council approve it, an alternative to Pavement Type '1' is to simply match the existing pavement adjoining, to be confirmed prior to construction.

Pavement Type '2'

Pavement Type '2' is a temporary pavement which will be subjected to 26 bus trips per day (school days) throughout a 6-month design life (approximately 3,400 total bus trips). Adopting an upper limit of 0.6 ESA/HVAG (per AGRD Part 2) the design traffic for the pavement is approximately 4.10×10^3 ESAs. The base course thickness is designed based on empirical charts in AGRD Part 2, with a nominal asphalt wearing course provided to be more resilient to heavy traffic than a sprayed seal.

Pedestrian and Cycleway Provisions

Provision is made for a separate shared used path adjacent the temporary access to ensure temporary pedestrian and cyclist access to the school.

Bus Access

The right turn (from northbound) into the school is limited to buses to improve the safety of the intersection. The bus only turn will facilitate efficient pickup and drop-off of students who reside to the south of the school.

We trust the information included in this statement is sufficient to outline key components of engineering design. Should you require any more information, please contact the undersigned on (02) 9241 4188.

Yours faithfully,

A handwritten signature in black ink, appearing to read "A Rivett", written over a light gray rectangular background.

Andrew Rivett
Group Manager | Civil Engineer

Attachments

Civil Engineering Design Certificate

06.11.2024

Ref: SY221264_JEC Barry Way Temp Access REF [3]

To Whom it may concern,

RE: Jindabyne Education Campus – Barry Way Works REF

CIVIL ENGINEERING DESIGN CERTIFICATE

Northrop Consulting Engineers Pty Ltd, as the civil engineering consultant for the above-mentioned project, hereby certifies that the design of the works shown on Northrop's drawings (see below) has been undertaken generally in accordance with normal engineering practice by qualified engineers and technical staff generally in accordance with the listed Standards, Policies and Conditions:

Australian Standards and Related Documents

- AS 1742.2-2009 – Manual of Uniform Traffic Control Devices Part 2: Traffic Control Devices for General Use

Industry Standards and Guidelines

- Australian Rainfall and Runoff 2016 (including 2019 amendments)
- Austroads Guide to Road Design (as applicable)
- Austroads Guide to Pavement Technology Part 2 (as applicable)
- Managing Urban Stormwater: Council Handbook Guidelines 1997

Authority Standards and Policies

- Snowy Monaro Regional Council's Development Engineering Specifications

This certification is based on Northrop's professional opinion and on design assumptions that it has made in accordance with normal engineering practice. We trust you find this information satisfactory. If you have any queries, please feel free to contact me on (02) 9241 4188.

Yours faithfully,



Andrew Rivett
Group Manager | Civil Engineer
Northrop Consulting Engineers

DRAWING LIST

Drawing Number	Description	Revision
NRP-CEC-CC-TMP-DWG-0001	COVERSHEET, DRAWING SCHEDULE AND LOCALITY PLAN	04
NRP-CEC-CC-TMP-DWG-0111	SPECIFICATION NOTES - SHEET 1	04
NRP-CEC-CC-TMP-DWG-0112	SPECIFICATION NOTES - SHEET 2	04
NRP-CEC-CC-TMP-DWG-0201	GENERAL ARRANGEMENT PLAN	04
NRP-CEC-CC-TMP-DWG-0301	SHEET LAYOUT	04
NRP-CEC-CC-TMP-DWG-0701	SEDIMENT AND SOIL EROSION CONTROL PLAN - SHEET 01	04
NRP-CEC-CC-TMP-DWG-0702	SEDIMENT AND SOIL EROSION CONTROL PLAN - SHEET 02	04
NRP-CEC-CC-TMP-DWG-0715	SEDIMENT AND SOIL EROSION CONTROL DETAILS	04
NRP-CEC-CC-TMP-DWG-0801	BULK EARTHWORKS PLAN – SHEET 01	02
NRP-CEC-CC-TMP-DWG-0802	BULK EARTHWORKS PLAN – SHEET 02	02
NRP-CEC-CC-TMP-DWG-1101	TYPICAL ROAD CROSS SECTIONS - SHEET 1	04
NRP-CEC-CC-TMP-DWG-1105	ROAD ALIGNMENT CONTROL PLAN - SHEET 1	04
NRP-CEC-CC-TMP-DWG-1106	ROAD ALIGNMENT CONTROL PLAN - SHEET 2	04
NRP-CEC-CC-TMP-DWG-1111	SITEWORKS & STORMWATER PLAN - SHEET 1	04
NRP-CEC-CC-TMP-DWG-1112	SITEWORKS & STORMWATER PLAN - SHEET 2	04
NRP-CEC-CC-TMP-DWG-1113	SITEWORKS & STORMWATER PLAN - SHEET 3	04
NRP-CEC-CC-TMP-DWG-1114	SITEWORKS & STORMWATER PLAN - SHEET 4	04
NRP-CEC-CC-TMP-DWG-1115	SITEWORKS & STORMWATER PLAN - SHEET 5	04
NRP-CEC-CC-TMP-DWG-2101	ROAD LONGITUDINAL SECTION - SHEET 1	04
NRP-CEC-CC-TMP-DWG-3101	CROSS SECTIONS - SHEET 1	04
NRP-CEC-CC-TMP-DWG-3102	CROSS SECTIONS - SHEET 2	04
NRP-CEC-CC-TMP-DWG-3103	CROSS SECTIONS - SHEET 3	04
NRP-CEC-CC-TMP-DWG-3104	CROSS SECTIONS - SHEET 4	04
NRP-CEC-CC-TMP-DWG-3105	CROSS SECTIONS - SHEET 5	04
NRP-CEC-CC-TMP-DWG-3106	CROSS SECTIONS - SHEET 6	04
NRP-CEC-CC-TMP-DWG-3107	CROSS SECTIONS - SHEET 7	04
NRP-CEC-CC-TMP-DWG-3108	CROSS SECTIONS - SHEET 8	04
NRP-CEC-CC-TMP-DWG-3109	CROSS SECTIONS - SHEET 9	03
NRP-CEC-CC-TMP-DWG-3301	KERB ALIGNMENT PLAN & KERB RETURN PROFILES - SHEET 1	03
NRP-CEC-CC-TMP-DWG-3302	KERB ALIGNMENT PLAN & KERB RETURN PROFILES - SHEET 2	03
NRP-CEC-CC-TMP-DWG-3303	KERB ALIGNMENT PLAN & KERB RETURN PROFILES - SHEET 3	02
NRP-CEC-CC-TMP-DWG-5101	STORMWATER LONGITUDINAL SECTION - SHEET 1	03
NRP-CEC-TMP-TMP-DWG-6101	PAVEMENT PLAN - SHEET 1	04
NRP-CEC-TMP-TMP-DWG-6102	PAVEMENT PLAN - SHEET 2	04
NRP-CEC-TMP-TMP-DWG-7101	SIGNAGE LINEMARKING PLAN - SHEET 1	04
NRP-CEC-TMP-TMP-DWG-7102	SIGNAGE LINEMARKING PLAN - SHEET 2	04
NRP-CEC-TMP-TMP-DWG-7103	SIGNAGE LINEMARKING PLAN - SHEET 3	03
NRP-CEC-TMP-TMP-DWG-7104	SIGNAGE LINEMARKING PLAN - SHEET 4	03
NRP-CEC-TMP-TMP-DWG-7105	SIGNAGE LINEMARKING PLAN - SHEET 5	03
NRP-CEC-CC-TMP-DWG-8101	TURNING PATH PLAN - SHEET 1	04
NRP-CEC-CC-TMP-DWG-9150	DETAILS - SHEET 1	04