



FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: 23-073

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Schedule	Published
4. Documents	Published
5. Additional information identified	Not Applicable
6. Fees	Not Applicable
7. Processing time (in working days)	39 Days
8. Decision made by Ombudsman	Not applicable
9. Additional information identified by Ombudsman	Not Applicable
10. Decision made by ACAT	Not applicable

11. Additional information identified by ACAT	Not applicable
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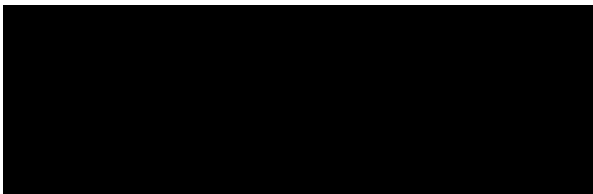
Bruan, Nicole

From: [REDACTED]
Sent: Thursday, 10 August 2023 10:25 AM
To: TCCS_FreedomOfInformation
Cc: [REDACTED]
Subject: RE: FOIs (23-071-74) - Clarification and extension request

Hi Samantha,

23-071, 23-073 and 23-074 are fine.

For the wording of the scope of 23-072 could we just say “23-072: Reports or records capturing the results of any traffic, road or parking studies or quantitative assessments undertaken in Kaleen since 2020 around Maribyrnong School and Alberga Street, including documents produced by consultants engaged by TCCS in 2022 and 2023 to review existing footpath connectivity and feasibility of additional footpath connections and crossings near the school.



From: TCCS_FreedomOfInformation <TCCS.FOI@act.gov.au>
Sent: Thursday, 10 August 2023 10:02 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: FOIs (23-071-74) - Clarification and extension request

OFFICIAL

Dear [REDACTED]

Thank you for taking the time to speak with me yesterday in regard to [REDACTED] FOI access applications reference 23-071 – 23-074.

To ensure I have understood our conversation correctly, can you please advise if the following description of the information sought in these applications are correct?

23-071: Reports or records capturing the results of any traffic, road or parking studies or quantitative assessments undertaken in Lyneham since 2020.

23-072: Reports or records capturing the results of any traffic, road or parking studies or quantitative assessments undertaken in Kaleen since 2020 particularly around Maribyrnong School and Alberga Street, including the outcome of the below referenced review:

“No traffic studies or detailed investigations have been carried out near Maribyrnong Primary School since 2018, however TCCS is planning to engage a consultant in 2022 to review the existing footpath connectivity near Maribyrnong Primary School. This will include considering the feasibility of additional footpath connections and crossings near the school.” (From an email dated 8/4/2022).

23-073: Access to the following referenced reports, referenced in Legislative Assembly on 23 November 2021 (<https://www.hansard.act.gov.au/hansard/10th-assembly/2021/PDF/20211123.pdf#page=46>):

1. Bowman Street between Redfern street and Wiseman street, Maquarie; and
2. Bowman Street between Redfern street and Catchpole street, Maquarie.

23-074: A copy of the “Pedestrian Movement Survey” undertaken on Delamere St after 15 May 2023, as well as traffic surveys referenced in <https://www.hansard.act.gov.au/hansard/10th-assembly/2021/HTML/week03/769.htm>.

If the above scopes are incorrect, please reply to this email with a correct or call me on (02) 6207 9242 to discuss further.

I thank you for agreeing to additional time for a decision to be made on FOI 23-071. To allow us to process the request under the new scope, we kindly request an extension of 10 business days for FOIs 23-072, 23-073 and 23-074.

Kind regards,

Samantha | Assistant Director

Phone: 6207 2987 | Email: TCCS.FOI@act.gov.au

Freedom of Information and Subpoenas | TCCS Legal & Contracts | Transport Canberra and City Services Directorate | ACT Level 4, 480 Northbourne Avenue, Dickson 2602 |

From: [REDACTED]

Sent: Wednesday, 9 August 2023 2:01 PM

To: Irons, Samantha <Samantha.Irons@act.gov.au>

Subject: Relevant references for FOIs

Jamison - <https://www.hansard.act.gov.au/hansard/10th-assembly/2021/PDF/20211123.pdf#page=46>

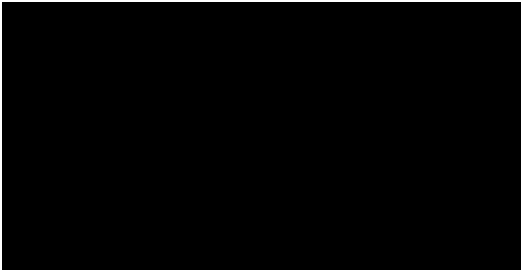
Kaleen – (From correspondence) – “No traffic studies or detailed investigations have been carried out near Maribyrnong Primary School since 2018, however TCCS is planning to engage a consultant in 2022 to review the existing footpath connectivity near Maribyrnong Primary School. This will include considering the feasibility of additional footpath connections and crossings near the school.” (From an email dated 8/4/2022).

Hawker – after 15 May 2023 a “Pedestrian Movement Survey” was undertaken on Delamere St as well as traffic surveys referenced in <https://www.hansard.act.gov.au/hansard/10th-assembly/2021/HTML/week03/769.htm>”

Kind Regards,

[REDACTED]





Dear 

Freedom of Information Request - Reference 23-073

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 4 July 2023 seeking the following government information:

“Any traffic, road or parking studies or related assessments undertaken in Macquarie since 2020 around Jamison shopping centre or Canberra High School – Including on Redfern Street, Wiseman Street, Bowman Street and Catchpole Street”.

I thank you for working with our office on interpreting the scope of your request. On 6 July 2023 your application was refined to include only relevant studies or assessments undertaken or initiated by TCCS.

On 10 August 2023, your application was further refined to:

Access to the following referenced reports, referenced in Legislative Assembly on 23 November 2021 (<https://www.hansard.act.gov.au/hansard/10th-assembly/2021/PDF/20211123.pdf#page=46>):

1. Bowman Street between Redfern Street and Wiseman Street, Macquarie; and
2. Bowman Street between Redfern Street and Catchpole Street, Macquarie.

Timeframes

A decision was due on your access application by 15 August 2023. I thank you for agreeing to additional time to decide your application until 29 August 2023.

Decision on access

A search of records held by TCCS has been completed and two records relevant to your application have been identified.

Upon reviewing the information within the records and applying the public interest test under section 17 of the FOI Act, I have decided to provide you with:

- Partial access to both records.

The records identified as relevant to your application are listed in the schedule enclosed at Attachment A. A copy of the records with deletions applied to the information I have found to be contrary to the public interest is enclosed at Attachment B.

Statement of Reasons

In making my decision on disclosing the relevant government information, I must identify all relevant factors in schedule 1 and 2 of the FOI Act and determine, on balance, where the public interest lies. I have taken the following into account:

- The FOI Act; and
- The *Human Rights Act 2016*.

Schedule 1:

- No relevant sections identified.

Schedule 2:

Factors favouring disclosure (Schedule 2.1)

- Schedule 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability;
- Schedule 2.1(a)(iv) - ensure effective oversight of expenditure of public funds;
- Schedule 2.1(a)(viii) - reveal the reason for a government decision and any background or contextual information that informed the decision.

Factors favouring non-disclosure (Schedule 2.2)

- Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*.

In reviewing the relevant records, I have identified third party personal information, such as names or other identifiers. I have considered that this information is not readily available to the public and the disclosure of this information is likely to prejudice the protection of an individual's right to privacy under the *Human Rights Act 2004*. I have attributed significant weight to this factor and find the disclosure of personal information to be, on balance, contrary to the public interest.

I have found that the factors favouring disclosure can be satisfied with the deletion of information which is contrary to the public interest. A copy of the relevant information is enclosed at Attachment B.

Charges

No fees are applicable, as the information being provided to you is within the fee free threshold.

Online publishing – disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your access application and this notice of decision will be published on the disclosure log within 3 – 10 business days. Your personal information will be removed from these documents prior to publication.

Ombudsman review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log, or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision you may write to the Ombudsman at:

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601
via email: ombudsman@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from the ACAT at:

ACT Civil and Administrative Tribunal
Level 4, 1 Moore Street
GPO Box 370
CANBERRA CITY ACT 2601
Telephone: (02) 6207 1740
www.acat.act.gov.au

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the TCCS FOI team on (02) 6207 2987 or email tccs.foi@act.gov.au.

Yours sincerely



Cherie Hughes
Information Officer

28 August 2023

ATTACHMENT A - ACCESS APPLICATION SCHEDULE, FREEDOM OF INFORMATION

Reference Number: 23-072

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log

Factors favouring non-disclosure:

Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016*.

Reference number	Page number	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 - 12	20210414 - Report - Bowman Street Pedestrian Crossings - Final	14 April 2021	Partial access	Schedule 2.2(a)(ii)	Decision to be published on the TCCS Disclosure Log .
2	13-24	20210607 - TCD drawings - Bowman Street Pedestrian Facility Improvements (FINAL)	7 June 2021	Partial access	Schedule 2.2(a)(ii)	

Total number of documents: 2

14 April 2021

Transport Canberra and City Services
Level 7, 490 Northbourne Avenue
DICKSON ACT 2602



Consulting Engineers

Attention: [REDACTED]

Feasibility Study on Bowman Street – Pedestrian Crossing

RD Gossip (RDG) were engaged by Roads ACT to investigate a potential pedestrian crossing on Bowman Street between Redfern Street and Wiseman Street (north), Macquarie.

1. INTRODUCTION

The following tasks have been requested as part of this project:

- Inspect the site and take photographic evidence of the site findings during the AM and PM peak periods (7:30 am – 9:30 am and 3:30 pm – 5:30 pm).
- Assess the existing road assets and facilities (i.e. pram ramps, driveways, parking spaces, street lighting, utilities, drainage, refuge islands, etc.), including existing pedestrian access and pedestrian safety features on the street
- Provide a short-letter style site report including site photos, assessment, concept sketch and recommendations.

[REDACTED]

[REDACTED]

[REDACTED]

FEASIBILITY STUDY ON BOWMAN STREET – PEDESTRIAN CROSSING

2. SITE INSPECTION

A site inspection and vehicle/ pedestrian count was undertaken on Wednesday 22 July 2020 on Bowman Street during the periods of 7:30 am – 9:30 am and 3:30 pm – 5:30 pm. The counts observed four locations where pedestrians can cross Bowman Street on this section of road as indicated below. The weather conditions during the survey was fine.



FEASIBILITY STUDY ON BOWMAN STREET – PEDESTRIAN CROSSING

The peak periods were between 8:15 am and 9:15 am during the morning period and 3:45 pm and 4:45 pm during the afternoon period. The collected vehicle and pedestrian volumes for the peak periods are provided in the following table.

Peak Hour	Vehicles	Pedestrians crossing locations							
		1	Product	2	Product	3	Product	4	Product
8:15 am – 9:15 am	411	87	35,757	48	79,728	37	15,207	9	3,699
3:45 pm – 4:45 pm	497	17	8,449	45	22,365	77	38,269	25	12,425

Below are the key observations from the inspection

- The section of road is a 40 km/h High Pedestrian Activity zone with a school zone starting at Crossing Location 3 and includes Crossing Locations 1 and 2.
- It appeared that there were more vehicle movements associated with the Jamison Centre car park access than Wiseman Street
- The only pedestrian activity observed at Crossing Location 1 was associated with students from Canberra High School during the morning period. The demand at this crossing location stopped circa 8:50 am when there were no more students arriving at the school.
- Crossing locations 2 and 3 were mainly used by elderly and young families (nearby child care centre).
- Some students were observed using Crossing Location 2. These students stopped at the nearby shops then crossed Wiseman Street (north) to the school.
- Students using Crossing Location 1 also crossed the access to the Jamison Centre. Based on the observations there were more vehicles turning into the car park than Wiseman Street (north).
- Based on previous observations of pedestrian activities on this section of road (noting the RDG office was previously located nearby at 2 Lawry Place), pedestrian activity on Crossing Locations 2 and 3 have a higher demand throughout the day. Although pedestrian counts were not undertaken for a full day, it is expected that the total daily pedestrian movements at Crossing Location 3 would have the highest pedestrian crossing movement. This is supported by the PM Peak hour which occurred outside the school peak.
- A few people using Crossing Locations 2 and 3 started at the kerb ramps but then crossed the road diagonally.
- Several vehicles in the southbound direction (travelling towards Redfern Street) appeared to increase in speed after travelling around the bend in the road (after Crossing Location 1).
- There was minimal delay to pedestrians crossing the road. Although there is space to store in the refuge islands for Crossing Locations 1, 2 and 3, this should not be used when assessing the warrants for a pedestrian crossing at Crossing Locations 1 and 2 as it would not provide sufficient storage for student movements that arrive in groups from the nearby bus stop.

3. EXISTING ROAD ASSETS

A review of the existing road assets was undertaken at the time of the inspection. A summary of the existing road assets are provided below:

3.1 Crossing Location 1

- Old style non-compliant kerb ramps without landings;
- Refuge island provided, however, kerb slot is circa 1.2 m wide and does not align with the kerb ramp on the western side of the road;
- The refuge island has a low profile mountable median kerb which cars can easily mount;
- Sight distance clear on the eastern side of the road, however, the fence and trees impact the sight distance on the western side of the road, particularly to the north;
- A gate is provided at the crossing location that is closed when Sunday markets are held in the car park, and
- The path on the northern side of the road connects to the school.



Photo 1 – Crossing Location 1, eastbound view from the western side of Bowman Street



Photo 2 – Crossing Location 1, westbound view from the eastern side of Bowman Street

FEASIBILITY STUDY ON BOWMAN STREET – PEDESTRIAN CROSSING

3.2 Crossing Location 2

- Two 15 minute indented parallel car parking spaces are located on the eastern side of the road on the northern side of the crossing, with indented bus bays on both sides of the road on the southern side of the crossing;
- Access to the Jamison Centre car park is in close proximity to the crossing location;
- There are no distinct crease lines provided in both kerb ramps to provide guidance for persons with a vision impairment;
- Sawcut TGSIs strips (not tiles or individual) are installed in the kerb ramp on the western side of the road and the kerb slot of the refuge island (majority broken) and tiles in the kerb ramp on the eastern side of the road;
- The kerb slot in the refuge island is not aligned with the kerb ramps;
- The angle of the kerb ramp splays are not 45 degrees;
- Sight distances at this crossing location are achieved for the 40 km/h posted speed limit, and
- A path between buildings connecting to Lawry Place aligns with the kerb ramps.



Photo 3 – Crossing Location 2, eastbound view from the western side of Bowman Street



Photo 4 – Crossing Location 2, westbound view from the eastern side of Bowman Street

FEASIBILITY STUDY ON BOWMAN STREET – PEDESTRIAN CROSSING

3.3 Crossing Location 3

- Indented bus bays on both sides of the road on the northern side of the crossing;
- Wiseman Street (south) is in close proximity to the crossing location;
- There are no distinct crease lines provided in both kerb ramps to provide guidance for persons with a visual impairment;
- Sawcut TGSIs strips (not tiles or individual) are installed in both kerb ramps and the kerb slot of the refuge island (majority broken);
- The angle of the kerb ramp splays are not 45 degrees;
- Sight distances at this crossing location are achieved for the 40 km/h posted speed limit, and
- Paths connect to this location, however, there is a clear desire line on the western side of the road. A chain-link fence was installed in 2017 to discourage this movement and direct pedestrians to existing paths.



Photo 5 – Crossing Location 3, eastbound view from the western side of Bowman Street



Photo 6 – Crossing Location 3, westbound view from the eastern side of Bowman Street

FEASIBILITY STUDY ON BOWMAN STREET – PEDESTRIAN CROSSING

3.4 Crossing Location 4

- Old style non-compliant kerb ramps without landings;
- Close to the intersection with Redfern Street and access to the petrol station;
- Crossing location outside the 40 km/h High pedestrian activity area, and
- Paths connect to this crossing location from the Jamison Centre.



Photo 7 – Crossing Location 4, eastbound view from the western side of Bowman Street



Photo 8 – Crossing Location 4, westbound view from the eastern side of Bowman Street

4. CONFORMANCE OF PEDESTRIAN CROSSING LOCATIONS WITH THE AUSTRALIAN STANDARDS AND/OR AUSTRoadS GUIDELINES

Australian Standard AS 1742.10-2009 Manual of uniform traffic control devices Part 10: Pedestrian control and protection provides the design requirements associated with the installation of a pedestrian crossing. The key component of a pedestrian crossing is that it is positioned so an approaching road user is able to see both a pedestrian on or about to use the crossing and the signs and markings associated with the crossing in time for the vehicle to be able to be stopped if necessary to give way to the pedestrian. Similarly, Austroads provides similar information.

To warrant the installation of a pedestrian crossing in the ACT, there are to be a minimum of 60 pedestrians crossing the roadway with at least 600 vehicles passing the site during the same peak hour over two separate 1 hour peak periods. This is subject to the product of the two numbers exceeding 90,000. Based on the observed traffic volumes none of the four crossing locations warrant the installation of a pedestrian crossing.

Other warrants systems in Australian assess the safety of the location and delay to pedestrians and road users. There was minimal delay to pedestrians during the observed periods (average less than 10 seconds, Level of Service A).

Warrant systems used in other countries are based on a similar principle, focusing on the number of pedestrians and the vehicle volume, with consideration towards speed and delay to pedestrians (depending on the country).

5. OPTIONS AND EXTENT OF WORKS

Several options can be considered to improve pedestrian safety on this section of road. These are:

5.1 Change Crossing Location 1 to a Children's Crossing

The option to convert this crossing location to a children's crossing is considered due to the high student demand at this crossing location.

The associated works for this option include;

- Full reconstruction of the kerb ramps and refuge island to comply with current standards;
- The path on the northern side of the road to also be reconstructed, and
- The fence to be realigned so a children's crossing flag can be installed.

To improve the safety for students using this crossing location it is recommended that the kerb ramps are reconstructed at the crossing of the Jamison Centre car park access to comply with current standards (refer to drawing RG 20062 Sheet 1).

5.2 Install a Pedestrian Crossing at Crossing Locations 2 and 3

Although this option is not warranted, it is proposed to provide traffic calming through the area. It will also be similar to the Erindale Bus Interchange where a similar treatment was installed in 2015 which did not achieve the warrants, however, were installed as part of the bus interchange works and local area traffic calming.

The associated works for this option include (refer to drawing RG 20062 Sheet 2);

- Provide zebra crossings and associated signage;
- Full reconstruction of the kerb ramps to comply with current standards. This may require some minor works to the refuge island to correct the alignment at the crossing (will need to consider the swept path from commercial vehicles using the loading docks, expected to have minimal impact to the indented car parking spaces and bus stop), and
- Install floodlights.

It is recommended that both Crossing Locations 2 and 3 are converted to the same treatment due to the split demand at both these locations rather than only one.

This option would accommodate the daily movement of pedestrians at Crossing Locations 2 and 3 while providing students with an alternative location to cross at Location 1.

The kerb ramps should be reconstructed on Wiseman Street to improve the crossing provisions at this location.

In combination with this option, it is recommended that Crossing Location 1 is reconstructed as per the above Option 5.1 as it would still be used by children that are dropped off/ collected from the Jamison Centre car park.

5.3 Install a refuge island at Crossing Location 4

Although the pedestrian demand at this location was low, the installation of a refuge island would improve the safety of pedestrians crossing the road near the intersection with Redfern Street. The design of the refuge island would need to account for the swept path of commercial vehicles and buses.

5.4 Install Rubber Speed Cushions

Rubber speed cushions could be installed in combination with any of the other options. This is based on the observed road user behaviour, particularly in the southbound direction (towards Redfern Street). This option would improve safety at the crossing locations. The rubber cushions could be installed in conjunction with or after the implementation of the above options.

6. DISCUSSION

The collected volumes indicate that a pedestrian crossing (zebra) is not warranted at any of the crossing locations. However, based on the observed movements, and when compared to the Erindale Bus Interchange, the installation of pedestrian crossings at Crossing Locations 2 and 3 and the conversion of Crossing Location 1 to a Children's Crossing is recommended. This treatment would require consultation with the school and the Jamison Centre, however, it is considered the safest option and would accommodate both pedestrian movements throughout the day, at the start and end of the school day and on Sundays for the Jamison Markets.

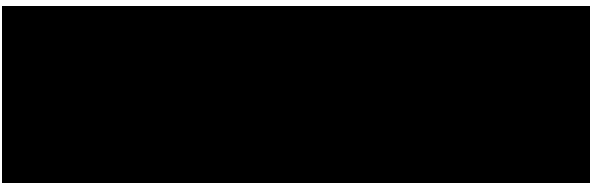
It has been advised that:

- Canberra High School supports the conversion of Crossing Location 1 to a Children's Crossing. This work is to be undertaken by the Schools Program (indicative construction cost \$35,000).
- Transport Canberra supports the installation of the pedestrian crossings at Crossing Locations 2 and 3 and a refuge island at Crossing Location 4 (indicative construction cost \$87,500, excluding work associated with Location 1).

The installation of rubber speed cushions and a refuge island at Crossing Location 4 should also be considered.

Please contact the undersigned if you have any questions regarding the observed conditions and recommendations.

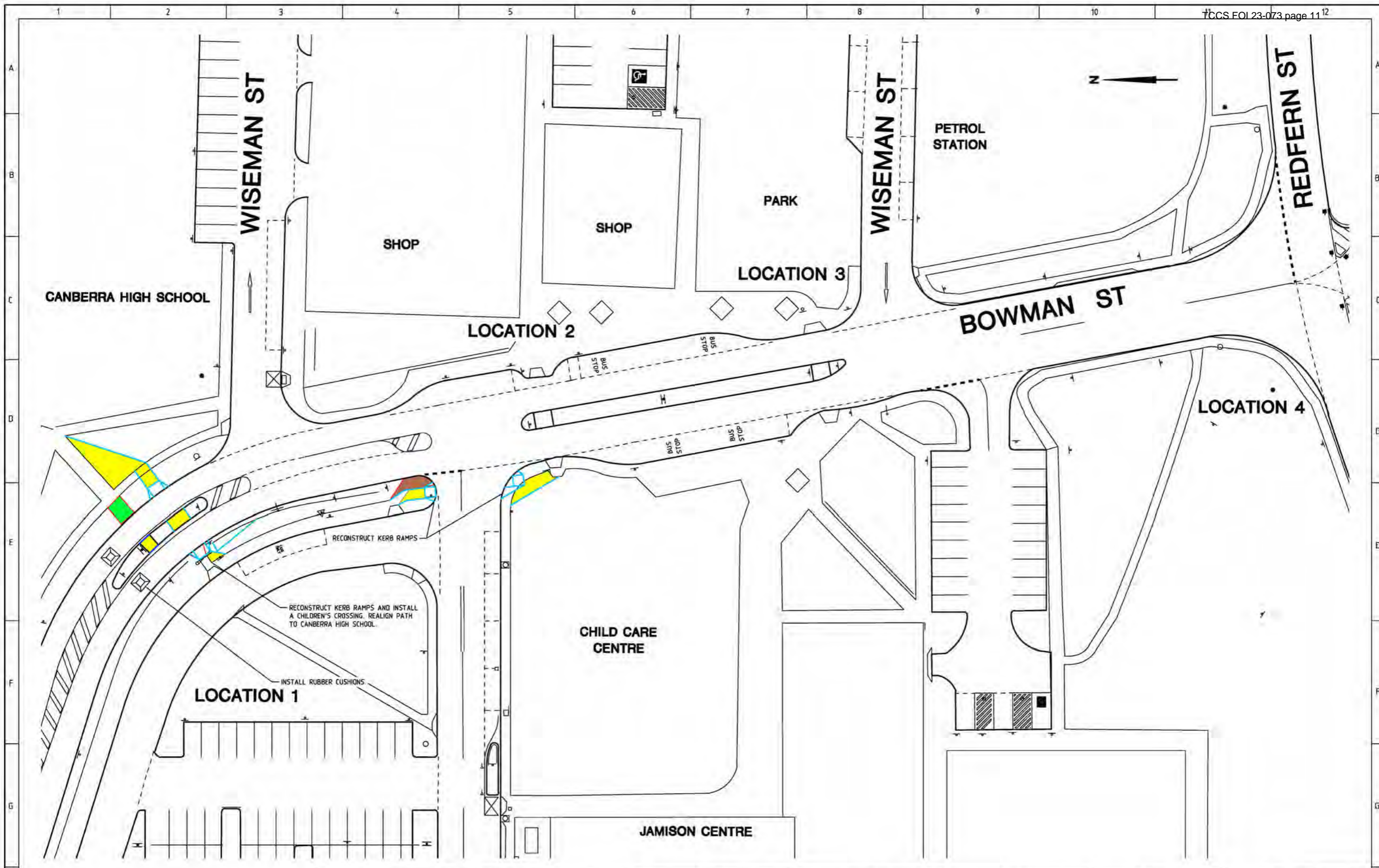
Regards



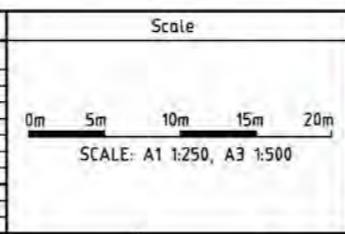
Senior Traffic Engineer, Lead Level 3 Road Safety Auditor

 [@rdgossip.com.au](mailto:rdgossip.com.au)





AMENDMENTS		
AMENDMENT	APPROVAL	DATE



Design Agent

R.D. Gossip Pty Ltd
Consulting Engineers
Unit 105, 12 Wiseman Street
Campbell ACT 2612
Ph. 42 4251 4353

Client

Project Officer: David Kim
Project Number: TBA

ACT Government

Project

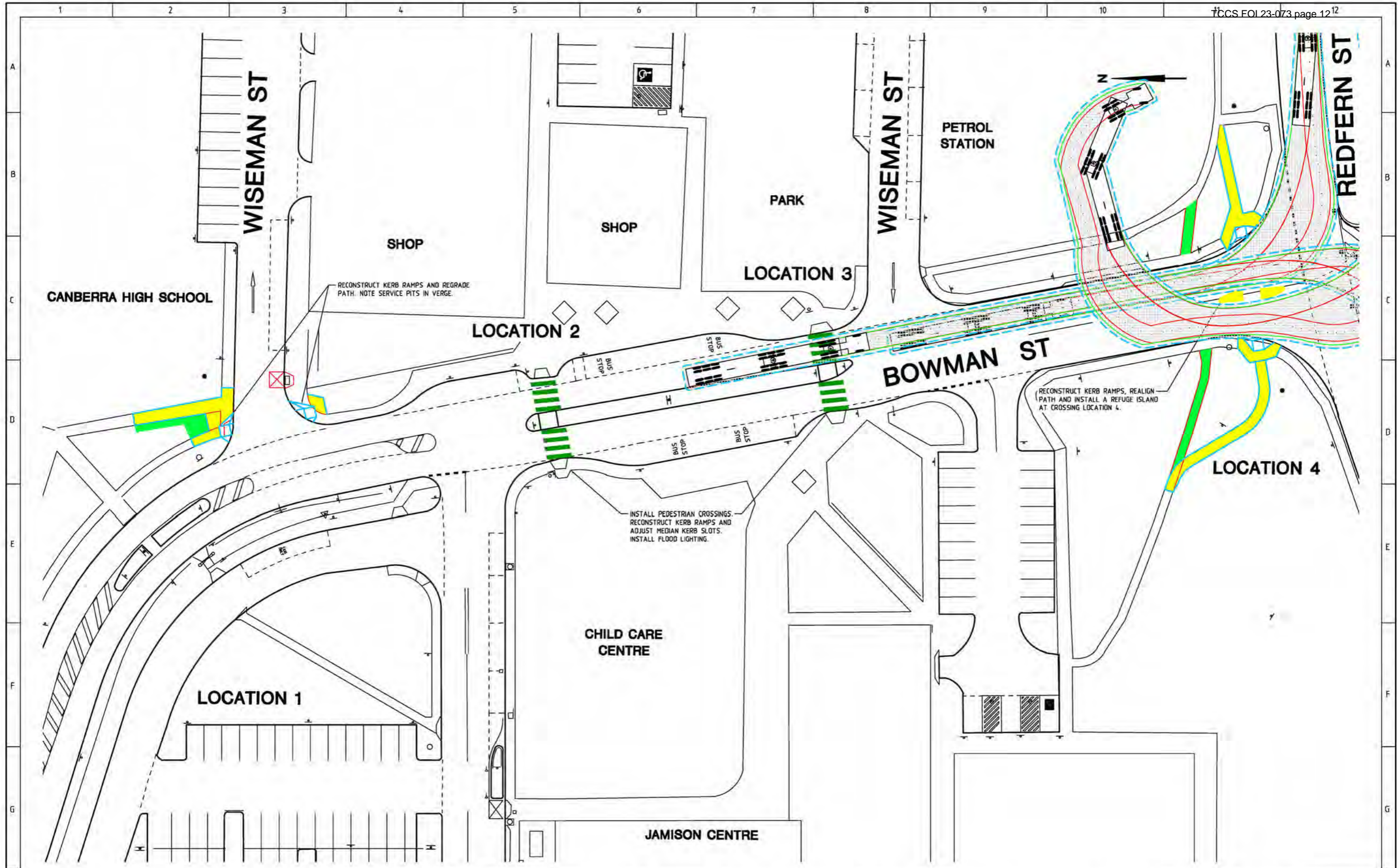
FEASIBILITY STUDY ON BOWMAN STREET - PEDESTRIAN CROSSING

Date: 14/04/21

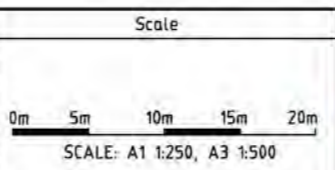
Drawing Title

CONCEPT SKETCH CHANGE CROSSING LOCATION 1 TO A CHILDREN'S CROSSING

Org. No.	Sheet	Revision
RG 20062	1	0



AMENDMENTS		
AMENDMENT	APPROVAL	DATE



Design Agent

R.D. Gossip Pty Ltd
Consulting Engineers
Unit 105, 12 Provan Street
Campbell ACT 2602
Ph. 62 6251 6853

Client

Project Officer: David Kim
Project Number: TBA

ACT Government

Project

FEASIBILITY STUDY ON
BOWMAN STREET
- PEDESTRIAN CROSSING

Date: 14/04/21

Drawing Title

CONCEPT SKETCH
INSTALL A PEDESTRIAN
CROSSING AT CROSSING
LOCATIONS 2, 3 AND 4

Org. No.	Sheet	Revision
RG 20062	2	0

SPECIFICATION NOTES

- ALL WORKS SHALL COMPLY WITH THE CURRENT EDITION OF THE ACT GOVERNMENT STANDARD SPECIFICATION FOR URBAN INFRASTRUCTURE WORKS SEPTEMBER 2002 AND THE DESIGN STANDARDS FOR URBAN INFRASTRUCTURE - STANDARD DRAWINGS.

SERVICES NOTES

- EXISTING KNOWN SERVICES ARE SHOWN. IT IS THE CONTRACTORS RESPONSIBILITY TO OBTAIN ALL CLEARANCES FROM ALL SERVICE AUTHORITIES.
- THE CONTRACTOR SHALL LOCATE AND IF REQUIRED POTHOLE ALL SERVICES THAT CROSS OR ARE ADJACENT TO THE WORKS. THE CONTRACTOR SHALL ALLOW FOR PAYMENT OF STANDBY/CLEARANCE FEES AS REQUIRED BY SERVICE AUTHORITIES.
- FOR ALL CRITICAL GAS MAINS (STEEL OR 75mm DIAMETER OR GREATER OR THAT HAVE A MAXIMUM ALLOWABLE OPERATING PRESSURE OF 1050 kPa OR GREATER) THAT ARE WITHIN 15m OF A PROPOSED EXCAVATION, THE CONTRACTOR SHALL CONTACT JEMENA AND AGREE ON CONSTRUCTION PROCEDURES PRIOR TO EXCAVATION. ATTENDANCE ON SITE BY JEMENA AT THE CONTRACTORS EXPENSE MAY BE REQUIRED, CONTACT JEMENA ON 1300 503 237. IN CASE OF EMERGENCY REPORT DAMAGE TO GAS ASSETS ON 131 909

WASTE MANAGEMENT PLAN

- THE CONTRACTOR SHALL ENSURE THAT WASTE MATERIALS ARE DISPOSED OF AT AN APPROVED RECYCLING DEPOT.
- UNLESS OTHERWISE APPROVED BY THE SUPERINTENDENT TIPPING OF MATERIALS AT THE 'TIP FACE' SHALL NOT BE PERMITTED.

POLLUTION, SEDIMENT AND EROSION CONTROL NOTES

- PROVIDE TEMPORARY ENTRY CONTROL AND KERB INLET PROTECTION AT ALL EXISTING AND NEW ENTRANCES TO PUMPS AND UNCOVERED MANHOLES. PROVIDE GEOTEXTILE FABRIC SEDIMENT CONTROL BARRIERS DOWNSTREAM OF ALL EARTHWORK LIMITS.
- PROVIDE STABILISED SERVICE AND ACCESS APRONS INTO SITE COMPOUND AND EGRESS POINTS ONTO PUBLIC ROADS.
- ALL EROSION CONTROL MEASURES SHALL BE ADEQUATELY MAINTAINED FOR THE DURATION OF THE CONTRACT AND SHALL NOT BE REMOVED WITHOUT THE APPROVAL OF THE SUPERINTENDENT.
- THE CONTRACTOR MAY BE REQUIRED TO OBTAIN AN ENVIRONMENTAL AUTHORISATION AND IS RESPONSIBLE FOR THE APPLICATION, APPROVAL AND ANY ASSOCIATED FEES.
- THE CONTRACTOR SHALL TAKE THE STEPS THAT ARE PRACTICABLE AND REASONABLE TO PREVENT OR MINIMISE ENVIRONMENTAL HARM OR ENVIRONMENTAL NUISANCE CAUSED, OR LIKELY TO BE CAUSED, BY ALL CONSTRUCTION ACTIVITIES.
- THE ABOVE REQUIREMENTS ARE ADDITIONAL / SUPPLEMENTARY TO ANY DIRECTION / REQUIREMENT GIVEN BY THE EPA.

LANDSCAPE, VERGE, TREE MANAGEMENT AND IRRIGATION NOTES

- ALL LANDSCAPE WORKS ARE TO BE IN ACCORDANCE AND COMPLY WITH THE CURRENT EDITION OF THE STANDARD SPECIFICATION FOR URBAN INFRASTRUCTURE WORKS SEPTEMBER 2002 - SECTION 9: LANDSCAPE.
- ANY WORKS THAT ALTER OR DISTURB GRASSED AREAS OR OTHER OPEN AREAS IN PUBLIC LAND MUST BE REINSTATED TO MATCH ADJACENT EXISTING CONDITIONS BY THE CONTRACTOR AT THE CONTRACTORS EXPENSE IN ACCORDANCE WITH THE CURRENT EDITION OF THE STANDARD SPECIFICATION FOR URBAN INFRASTRUCTURE WORKS SEPTEMBER 2002 - SECTION 9: LANDSCAPE AND TO THE APPROVAL OF TRANSPORT CANBERRA AND CITY SERVICES.
- EXCAVATION THAT OCCURS WITHIN THE DRIP ZONE OF A TREE MUST BE APPROVED TO MEET THE REQUIREMENTS OF TREE PROTECTION AND OTHER ACT LEGISLATION - REFER ALSO TO AS 4970 - 2009 PROTECTION OF TREES AT DEVELOPMENT SITES. ANY EXCAVATION IS TO BE RESTRICTED TO ONE SIDE OF THE TREE ONLY. WHERE EXCAVATION IS APPROVED THE FOLLOWING MEASURES ARE TO BE ADOPTED FOR TREE PROTECTION:
 - DO NOT TEAR ROOTS FROM THE GROUND - CUT CLEANLY AROUND THE EXCAVATION PERIMETER EXPOSE THE ROOTS WITH NON DAMAGING EXCAVATION EG HYDRO JETTING ON LOW PRESSURE TO ENSURE NO DAMAGE TO THE ROOTS CAMBIUM LAYER & THEN CUTTING CLEANLY WITH SHARP HAND PRUNING TOOL/S. UNLESS APPROVED BY A TRANSPORT CANBERRA AND CITY SERVICES, URBAN TREESCAPES OFFICER DO NOT SEVER LARGE ROOTS (GREATER THAN 30mm DIA) CLOSER THAN HALF WAY FROM THE DRIP LINE TO THE TRUNK. ALL ROOTS MUST BE CUT CLEANLY WITH EQUIPMENT SPECIFICALLY DESIGNED TO CUT ROOTS OR OTHER APPROVED PRUNING EQUIPMENT.
 - ROOTS EXPOSED DURING EXCAVATION MUST BE PROTECTED FROM DESICCATION AND KEPT LIGHTLY WATERED OR COVERED WITH HESSIAN WHICH MUST BE KEPT MOIST. BACKFILL EXCAVATION ASAP.
 - TRUNK PROTECTION (BOARDS) MUST BE IMPLEMENTED.
 - UNDER BORING MAY BE AN OPTION.
 - WATER TREES WHICH HAVE HAD DISTURBANCE TO THEIR ROOT ZONE. BASED ON SEASONAL CONDITIONS THE AMOUNT AND FREQUENCY OF WATER NEEDS TO BE ADAPTED TO SUIT THE TREES REQUIREMENT.
 - DUE TO TREE STABILITY ISSUES THE PROJECT SUPERINTENDENT/ARBORIST AND TRANSPORT CANBERRA AND CITY SERVICES (PH: 6207 5878) SHALL BE CONTACTED IF ANY ROOT GREATER THAN 30mm DIAMETER IS PROPOSED TO BE SEVERED. THE CONTRACTOR SHALL LEAVE THE ROOT EXPOSED UNTIL DIRECTED OTHERWISE BY THE SUPERINTENDENT/ARBORIST &/OR TRANSPORT CANBERRA AND CITY SERVICES. ALL ROOTS SMALLER THAN 30mm DIAMETER SHALL BE CUT BY AN APPROVED ARBORIST
- THE CONTRACTOR SHALL ONLY EXCAVATE WITHIN THE AREA REQUIRED FOR THE PROPOSED WORKS AS AGREED BY TRANSPORT CANBERRA AND CITY SERVICES.
- THE CONTRACTOR SHALL ENSURE THAT ALL HOT EXHAUST FUMES FROM PLANT AND EQUIPMENT USED ON THE SITE ARE DIRECTED AWAY FROM THE EXISTING TREE CANOPIES.
- ALL MACHINERY MUST REMAIN CLEAR OF TREE CANOPIES (CANOPY +2m) - NO CANOPY PRUNING TO BE UNDERTAKEN FOR CLEARANCE UNLESS APPROVED BY TRANSPORT CANBERRA AND CITY SERVICES, URBAN TREESCAPES SECTION. TREE PROTECTION MEASURES THAT MEET THE REQUIREMENTS OF AS 4970 - 2009 MUST BE SET UP TO PREVENT ACCESS/COMPACTION TO THE AREA BENEATH TREE CANOPIES, UNLESS OTHERWISE APPROVED BY TRANSPORT CANBERRA AND CITY SERVICES, URBAN TREESCAPES SECTION, DURING WORKS FOR MACHINERY, VEHICLES, AND MATERIALS ETC.
- THE CONTRACTOR SHALL ALLOW FOR HYDRO EXCAVATION USING AN APPROVED LOW PRESSURE (1500KPa WITHIN 3m OF TREE TRUNKS, 2000KPa ELSEWHERE) MACHINE AS NECESSARY TO ENSURE COMPLIANCE WITH THE ABOVE REQUIREMENTS.
- WHERE DISTURBED BY THE WORKS THE CONTRACTOR SHALL ADJUST ALL SPRINKLERS, PIPE WORK AND WIRING AS DIRECTED BY THE SUPERINTENDENT. ALL WORK SHALL BE UNDERTAKEN BY AN APPROVED IRRIGATION SUB-CONTRACTOR AT THE CONTRACTORS EXPENSE.
- ALL TREE AND ROOT TRIMMING/REMOVAL SHALL BE UNDERTAKEN BY A QUALIFIED ARBORIST UPON APPROVAL BY TRANSPORT CANBERRA AND CITY SERVICES, URBAN TREESCAPES SECTION AT THE CONTRACTORS EXPENSE.
- THE CONTRACTOR SHALL ENSURE ALL TREE PROTECTION FENCING IS ERECTED PRIOR TO COMMENCEMENT OF ANY SITE CONSTRUCTION WORKS AND IS TO REMAIN FOR THE ENTIRE DURATION OF THE WORKS. THE CONTRACTOR SHALL ENSURE THAT NO VEHICULAR PARKING, STORAGE AND STOCKPILING WITHIN TREE PROTECTION FENCING OCCURS THROUGHOUT THE CONTRACT DURATION.

SAFETY NOTES

1. GENERAL NOTES FOR ALL PHASES OF THE PROJECTS LIFE

- THE CONTRACTOR SHALL COMPLY WITH THE CURRENT WORK HEALTH AND SAFETY ACT, REGULATIONS AND INDUSTRY CODES AND PRACTICE GUIDELINES.
- SERVICES**
SERVICE LOCATION PRIOR TO COMMENCEMENT OF WORKS ON SITE.
 - IT IS THE CONTRACTORS RESPONSIBILITY TO OBTAIN ALL SERVICE CLEARANCES (INCLUDING SERVICE TIE LOCATIONS) FROM ALL SERVICE AUTHORITIES.
 - THE CONTRACTOR SHALL HYDRO-POTHOLE ALL SERVICES THAT CROSS OR ARE ADJACENT TO THE PROPOSED WORKS TO DETERMINE THE VERTICAL AND HORIZONTAL ALIGNMENT.
 - THE CONTRACTOR SHALL IDENTIFY ALL OVERHEAD SERVICES WITHIN THE WORK SITE AREA AND PROTECT PLANT.
 - FOR ALL GAS MAINS 75mm DIAMETER OR GREATER THAT HAVE A PRESSURE OF 1050 kPa OR GREATER THAT ARE WITHIN 15m OF A PROPOSED EXCAVATION, THE CONTRACTOR SHALL CONTACT ZNX ON (02) 6203 0660 AND AGREE ON CONSTRUCTION PROCEDURES PRIOR TO EXCAVATION. ATTENDANCE ON SITE BY ZNX AT THE CONTRACTORS EXPENSE MAY BE REQUIRED.
- WORKS NEAR SERVICES AND STRUCTURES.**
 - AVOID THE USE OF HEAVY MACHINERY OR HEAVY VIBRATING LOADS NEAR LARGE TRUNK GAS, WATER SUPPLY, COMMUNICATIONS INFRASTRUCTURE, RETAINING WALLS AND SUSPENDED SLABS. THE CONTRACTOR SHALL KEEP CLEAR OF ALL OVERHEAD SERVICES WITHIN THE WORK SITE AREA.

TEMPORARY TRAFFIC MANAGEMENT: (AS1742.3)

- ALL TEMPORARY TRAFFIC MANAGEMENT DEVICES ARE TO BE IN ACCORDANCE WITH AS 1742.3-2009.
 - ALL WORKERS SHALL WEAR HIGH VISIBILITY EXTERNAL CLOTHING IN ACCORDANCE WITH AS 1742.3-2009.
 - ALL SIGNS AND DEVICES SHALL BE ERECTED WITHIN THE LINE OF SIGHT OF THE ROAD USER. THEY SHALL NOT BE OBSCURED BY VEGETATION OR PARKED VEHICLES AND SHALL BE POSITIONED WHERE THEY DO NOT BECOME A HAZARD TO PEDESTRIANS OR VEHICLES.
 - THE CONTRACTOR SHALL ASSESS ANY EXCAVATIONS GREATER THAN 500mm IN DEPTH AND PROVIDE PROTECTION AND DELINEATION IN ACCORDANCE WITH TABLE E1 OF AS 1742.3.
 - THE CONTRACTOR SHALL SUBMIT TTM PLANS TO THE SUPERINTENDENT FOR ENDORSEMENT AND THEN SUBMIT TO ROADS ACT FOR APPROVAL. AMENDMENTS TO THE TTM PLANS SHALL FOLLOW THE SAME ENDORSEMENT AND APPROVAL PROCESS.
 - WHERE EXISTING OR NEW TTM SIGNAGE (BY OTHERS) CONFLICTS WITH THE PROPOSED TTM DEVICES, THE CONTRACTOR SHALL LIAISE WITH ROADS ACT AND ADJUST THE TTM SIGNAGE AS REQUIRED TO ENSURE THE TTM DESIGN INTENT IS MET AND REMOVE THE CONFLICT.
 - ALL STAR PICKETS SHALL BE CAPPED AT ALL TIMES.
- NO WORK IS TO BE UNDERTAKEN IN POOR VISIBILITY CONDITIONS (BAD WEATHER, FOG, DUST, SMOKE, SUN GLARE, DARKNESS ETC).
 - MOBILE PHONES SHALL ONLY BE USED IN A PROTECTED AREA OR 10m CLEAR OF ADJACENT VEHICULAR TRAFFIC AND CONSTRUCTION VEHICLES. MOBILE PHONES SHALL NOT BE USED WHEN OPERATING ANY PLANT OR EQUIPMENT.
 - THE CONTRACTOR SHALL IDENTIFY AND KEEP CLEAR OF ALL OVERHEAD OBSTRUCTIONS WITHIN THE WORK SITE AREA (TREES, BRIDGES ETC).
 - ALL EXPOSED VERTICAL REINFORCEMENT BARS SHALL BE COGGED.

2. CONSTRUCTION PHASE



- THE CONTRACTOR SHALL UNDERTAKE A SITE SPECIFIC RISK ASSESSMENT PRIOR TO UNDERTAKING ANY WORKS ON THE SITE.
- SITE CONSTRAINTS IDENTIFIED AS 'NON STANDARD' WITHIN THE SCOPE OF THE PROJECT ARE AS FOLLOWS:
 - NO WORK OR PLANT SHALL BE ON THE ROAD PAVEMENTS DURING PEAK TRAFFIC PERIODS (7.30AM-9.15AM AND 4.30PM-6.30PM WEEKDAYS AND 2.45PM-3.15PM SCHOOL DAYS IN SCHOOL ZONES).
 - PROVIDE PEDESTRIAN PROTECTION FENCING AROUND ALL EXPOSED EXCAVATIONS.
 - EXISTING SERVICES HAVE BEEN INSTALLED UNDER OLD STANDARDS AND MAY HAVE LESS COVER THAN CURRENT STANDARDS. ALL EXCAVATIONS GREATER THAN 300mm DEEP SHOULD BE HYDRO EXCAVATED.
 - ASBESTOS MAY BE PRESENT IN SUBGRADE. ASBESTOS SHALL BE RESPONDED TO AS A WHS INCIDENT AND REMOVED BY A LICENSED SUB-CONTRACTOR.

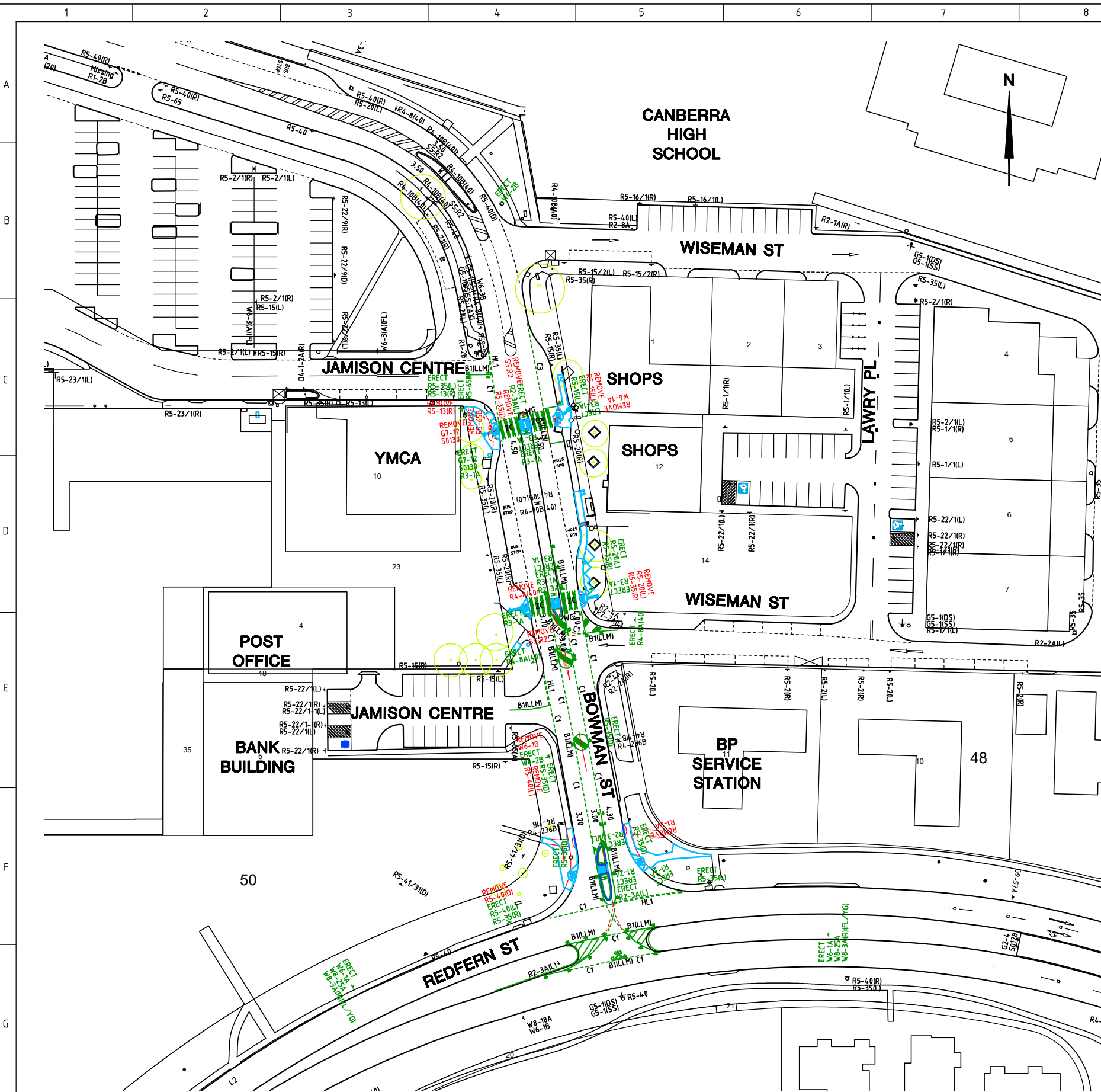
3. MAINTENANCE PHASE

- THE CONTRACTOR SHALL UNDERTAKE A SITE SPECIFIC RISK ASSESSMENT PRIOR TO UNDERTAKING MAINTENANCE ON THE SITE AS SITE CONDITIONS MAY VARY FROM THE ORIGINAL CONSTRUCTION PHASE (VEGETATION GROWTH, ADDITIONAL SERVICE INSTALLATIONS ETC).
- SITE CONSTRAINTS IDENTIFIED AS 'NON STANDARD' WITHIN THE SCOPE OF THE PROJECT ARE AS FOLLOWS:
 - NO WORK OR PLANT SHALL BE ON THE ROAD PAVEMENTS DURING PEAK TRAFFIC PERIODS (7.30AM-9.15AM AND 4.30PM-6.30PM WEEKDAYS AND 2.45PM-3.15PM SCHOOL DAYS IN SCHOOL ZONES).
 - PROVIDE PEDESTRIAN PROTECTION FENCING AROUND ALL EXPOSED EXCAVATIONS.
 - EXISTING SERVICES HAVE BEEN INSTALLED UNDER OLD STANDARDS AND MAY HAVE LESS COVER THAN CURRENT STANDARDS. ALL EXCAVATIONS GREATER THAN 300mm DEEP SHOULD BE HYDRO EXCAVATED.
 - ASBESTOS MAY BE PRESENT IN SUBGRADE. ASBESTOS SHALL BE RESPONDED TO AS A WHS INCIDENT AND REMOVED BY A LICENSED SUB-CONTRACTOR.

4. DEMOLITION PHASE

- THE CONTRACTOR SHALL UNDERTAKE A SITE SPECIFIC RISK ASSESSMENT PRIOR TO UNDERTAKING DEMOLITION ON THE SITE AS SITE CONDITIONS MAY VARY FROM THE ORIGINAL CONSTRUCTION PHASE (VEGETATION GROWTH, ADDITIONAL SERVICE INSTALLATIONS ETC).
- SITE CONSTRAINTS IDENTIFIED AS 'NON STANDARD' WITHIN THE SCOPE OF THE PROJECT ARE AS FOLLOWS:
 - NO WORK OR PLANT SHALL BE ON THE ROAD PAVEMENTS DURING PEAK TRAFFIC PERIODS (7.30AM-9.15AM AND 4.30PM-6.30PM WEEKDAYS AND 2.45PM-3.15PM SCHOOL DAYS IN SCHOOL ZONES).
 - PROVIDE PEDESTRIAN PROTECTION FENCING AROUND ALL EXPOSED EXCAVATIONS.
 - EXISTING SERVICES HAVE BEEN INSTALLED UNDER OLD STANDARDS AND MAY HAVE LESS COVER THAN CURRENT STANDARDS. ALL EXCAVATIONS GREATER THAN 300mm DEEP SHOULD BE HYDRO EXCAVATED.
 - ASBESTOS MAY BE PRESENT IN SUBGRADE. ASBESTOS SHALL BE RESPONDED TO AS A WHS INCIDENT AND REMOVED BY A LICENSED SUB-CONTRACTOR.

AMENDMENTS			Scale	Design Agent	Client	Project	Drawing Title			
AMENDMENT	APPROVAL	DATE					NOTES			
				 <p>R.D. Gossip Pty Ltd Consulting Engineers Unit 120, 12 Provoa Street Campbell ACT 2602 Ph. 02 6291 4318</p>	 <p>Project Officer: Jayanthi Wickneson Project Number: TBA</p>	<p>BOWMAN ST, MACQUARIE PEDESTRIAN FACILITY IMPROVEMENTS</p>	Date	Drg. No.	Sheet	Revision
			07/06/21							
DRAWING STAGE - LATEST DATE INDICATES DRAWING STATUS										
Conceptual Design: 07/06/21	Final Sketch Plan: --/--/--	Final Design: --/--/--								
For tendering purposes only: --/--/--	Issued for construction: --/--/--	W.A.E.: --/--/--								



NOTES

THE FOLLOWING SPECIFICATIONS / STD. DRG'S ARE TO BE USED FOR THIS CONTRACT:

SPECIFICATION:
CURRENT EDITION OF ACT GOVERNMENT STANDARD SPECIFICATION FOR URBAN INFRASTRUCTURE WORKS.

ACT GOVERNMENT STD. DRGS:
CURRENT EDITION OF DESIGN STANDARDS FOR URBAN INFRASTRUCTURE - STANDARD DRAWINGS.

GENERAL NOTES:
ALL PAVEMENT MARKINGS AND SIGN POSTING ARE TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARD AS1742 EXCEPT WHERE MODIFIED BY ACT DEPARTMENT OF URBAN SERVICES 'DESIGN STANDARDS FOR URBAN INFRASTRUCTURE - STANDARD DRAWINGS'.

ALL SIGNAGE INSTALLED ON ELP'S ARE TO BE POSITIONED TO AVOID COVERING THE ELP ASSET NUMBER.

ALL SIGN BLADES ARE TO BE ERECTED AT A HEIGHT TO UNDERSIDE OF BLADE THAT CONFORMS WITH AS 1742.2 (2.0m MIN. GENERALLY, 2.5m MIN. IF OVERHANGING FOOTPATH OR IN PEDESTRIAN AREAS). EXISTING POSTS MAY BE USED IF PRACTICABLE OR SHALL BE EXTENDED OR REPLACED IF NOT.

ALL LINES TO BE ERADICATED SHALL BE REMOVED BY GRIT, SHOT OR WATER BLASTING OR OTHER APPROVED METHOD. BLACKING OUT OF LINES WITH DEGADUR OR OTHER COATINGS IS NOT PERMISSIBLE. THE CONTRACTOR SHALL REMOVE/PREPARE INCOMPATIBLE OR LOOSE AND FLAKING PAVEMENT MARKING MATERIALS PRIOR TO APPLICATION OF NEW PAVEMENT MARKINGS.

EXISTING RPM'S TO BE REMOVED ARE NOT SHOWN FOR CLARITY. THE CONTRACTOR SHALL REMOVE AND MAKE GOOD ALL REDUNDANT RPM'S.

WORK AS EXECUTED	DESIGN AGENT	OFFICE OF A.C.T.
DRAWING AMENDED IN ACCORDANCE WITH ADVICE FROM	RECOMMENDED FOR AUTHORISATION	AUTHORISED PURSUANT TO PART V of Road Transport (Safety and Traffic Management) ACT 1999
DATE:	R.D. GOSSIP P/L	AUTHORISING SIGNATURE
CONSULTANT	DRAWING NAME	DATE
NAME	BOWMAN ST, MACQUARIE	DOCUMENT NUMBER
SIGNATURE	PEDESTRIAN FACILITY IMPS	
DATE:	SCALE:	
	1:500	

SIGN SCHEDULE			
DESCRIPTION	HAND	SIZE	NO. OF.
SIGNS TO BE ERECTED			
G7-12	GUIDESIGN 50130	-	1
R1-2	GIVE WAY	-	2
R2-3	KEEP LEFT	L	3
R2-3/1	HORSESHOE CHEVRON KEEP LEFT (DOUBLE-SIDED)	L	1
R3-1	PEDESTRIAN CROSSING	-	8
R4-8(ACT)	SCHOOL ZONE SIGN ASSEMBLY	-	2
R5-13	5 MINUTE PARKING	R	1
R5-15	15 MINUTE PARKING	L	1
R5-20	BUS ZONE	L	1
R5-35	NO STOPPING	L,D,R	2,4,2
R5-40	NO PARKING	-	1
R5-65	PARK IN BAYS ONLY	-	1
W6-1	PEDESTRIANS	-	2
W6-2	PEDESTRIAN CROSSING AHEAD	-	2
W8-1	ON SIDE ROAD	L,R	1,1
W8-25	REFUGE ISLAND	-	2
SIGNS TO BE REMOVED			
G7-12	GUIDESIGN 50130	-	1
R1-2	GIVE WAY	-	1
R4-8(ACT)	SCHOOL ZONE SIGN ASSEMBLY	-	1
R5-13	5 MINUTE PARKING	R	1
R5-15	15 MINUTE PARKING	L	1
R5-20	BUS ZONE	L	1
R5-35	NO STOPPING	D,R	1,1
R5-40	NO PARKING	L,D	1,1
R5-65	PARK IN BAYS ONLY	-	1
SS-2	KEEP LEFT - NARROW	L	2
W6-1	PEDESTRIANS	-	1,1

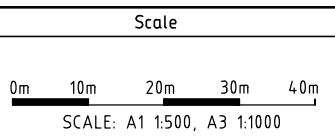
LEGEND

	ERADICATE LINEMARKING
	EXISTING LINEMARKING
	APPLY NEW LINEMARKING

AMENDMENTS		
AMENDMENT	APPROVAL	DATE

DRAWING STAGE - LATEST DATE INDICATES DRAWING STATUS

Conceptual Design: 07/06/21	Final Sketch Plan: --/--/--	Final Design: --/--/--
For tendering purposes only: --/--/--	Issued for construction: --/--/--	W.A.E.: --/--/--



Design Agent

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Ph: 62 6291 4319

Designed by:

Drawn by:

Checked by:

Approved by:

Client

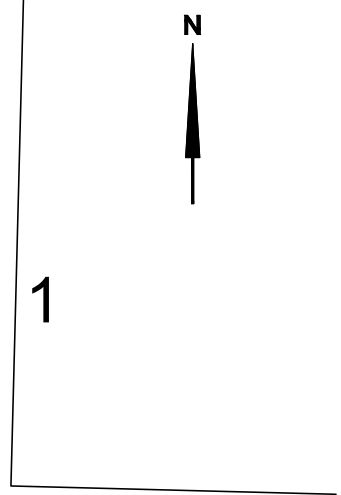
Project Officer: Jayanthi Wickneson
Project Number: TBA

Project		Drawing Title	
BOWMAN ST, MACQUARIE PEDESTRIAN FACILITY IMPROVEMENTS		TRAFFIC CONTROL DEVICE PLAN	
Date	07/06/21	Drg. No.	RG 21027
Sheet	TC01	Revision	0

JAMISON
CENTRE
CARPARK

BOWMAN ST

10 JAMISON
CENTRE



1

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AMENDMENTS			Scale	Design Agent	Client	Project	Drawing Title	
AMENDMENT	APPROVAL	DATE	<p>SCALE: A1 1:100, A3 1:200</p>	<p>R.D. Gossip Pty Ltd Consulting Engineers Unit 120, 12 Princes Street Campbell ACT 2602 Ph: 62 6291 6316</p>	<p>ACT Government</p>	<p>Project Officer: Jayanthi Vickneson Project Number: TBA</p>	<p>BOWMAN ST, MACQUARIE PEDESTRIAN FACILITY IMPROVEMENTS</p>	<p>CONSTRUCTION PLAN - 1 OF 3</p>
DRAWING STAGE - LATEST DATE INDICATES DRAWING STATUS								
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W.A.E.: --/--/--								

REFER DRG RG 21027 SHEET C002 FOR CONTINUATION

REFER DRG RG 21027 SHEET C001 FOR CONTINUATION

REFER DRG RG 21027 SHEET C003 FOR CONTINUATION

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JAMISON CENTRE

BOWMAN ST

WISEMAN ST

SAWCUT, BREAKOUT AND REMOVE EXISTING CONCRETE PAVING. INSTALL E1x50Ø STREETLIGHTING CONDUIT. CONSTRUCT CONCRETE PAVING WITH APPROVED INTEGRAL CERAMIC TGSI'S AS DETAILED

SAWCUT, BREAKOUT AND REMOVE PAVEMENT IN NEW KERB LOCATION, KERBS AND CONCRETE PAVING. CONSTRUCT MOUNTABLE KERB AND CONCRETE PAVING WITH APPROVED INTEGRAL CERAMIC TGSI'S AS DETAILED. INSTALL SIGN SOCKETS PRIOR TO PLACING CONCRETE PAVING

SAWCUT, BREAKOUT AND REMOVE EXISTING EXPOSED AGGREGATE CONCRETE PAVING. CONSTRUCT EXPOSED AGGREGATE CONCRETE PAVING TO MATCH EXISTING AND INSTALL APPROVED INTEGRAL CERAMIC TGSI'S AS DETAILED

CONDUIT INSTALLATION UNDER TREE CANOPIES SHALL BE BORED OR HYDRO EXCAVATED (HYDRO EXCAVATED CONDUIT TRENCHES UNDER TREE CANOPIES SHALL BE BACKFILLED WITH APPROVED COARSE WASHED SAND). UNDERBORING TO BE A MIN DEPTH OF 1.0m AND SHALL NOT PASS UNDER TREE TRUNKS

INSTALL E1x50Ø STREETLIGHTING CONDUIT. REGRADE AS DIRECTED AND APPLY 100mm IMPORTED TOPSOIL TYPE B, DRYLAND GRASS MIX AND APPLY BITUMEN STRAW MULCH

SAWCUT, BREAKOUT AND REMOVE EXISTING CONCRETE PAVING. INSTALL E1x50Ø STREETLIGHTING CONDUIT. CONSTRUCT CONCRETE PAVING AS DETAILED

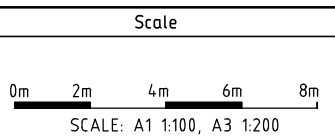
SAWCUT, BREAKOUT AND REMOVE EXISTING EXPOSED AGGREGATE CONCRETE PAVING. INSTALL E1x50Ø STREETLIGHTING CONDUIT AND STREETLIGHT COLUMN AND CONSTRUCT EXPOSED AGGREGATE CONCRETE PAVING TO MATCH EXISTING AS DETAILED

DISCONNECT AND REMOVE EXISTING CONCRETE LIGHT COLUMN. INSTALL APPROVED HEAVY DUTY ELECTRICAL JOINTING PIT AND MAKE GOOD TO TCCS STANDARDS

SAWCUT, BREAKOUT AND REMOVE EXISTING CONCRETE PAVING. CONSTRUCT CONCRETE PAVING AND INSTALL APPROVED INTEGRAL CERAMIC TGSI'S AS DETAILED

SAWCUT, BREAKOUT AND REMOVE EXISTING 2 No. KERB RAMPS, KERBS AND EXPOSED AGGREGATE CONCRETE PAVING. CONSTRUCT 2 No. KERB RAMPS (P-1.5m) WITH APPROVED INTEGRAL CERAMIC TGSI'S AS DETAILED

AMENDMENTS		
AMENDMENT	APPROVAL	DATE
DRAWING STAGE - LATEST DATE INDICATES DRAWING STATUS		
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Design Agent




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Designed by
Drawn by
Checked by
Approved by

Client

Project Officer: Jayanthi Wickneson
Project Number: TBA



ACT Government

Project		Drawing Title	
BOWMAN ST, MACQUARIE PEDESTRIAN FACILITY IMPROVEMENTS		CONSTRUCTION PLAN - 2 OF 3	
Date	07/06/21	Dwg. No.	RG 21027
Sheet	C002	Revision	0

REFER DRG RG 21027 SHEET C002 FOR CONTINUATION

JAMISON CENTRE

BOWMAN ST

BP SERVICE STATION

REDFERN ST



11

APPLY CLASS 400 REFLECTIVE TAPE TO THE FULL LIGHT COLUMN CIRCUMFERENCE 1.5m ABOVE THE FINISHED SURFACE LEVEL TO THE SUPERINTENDENTS APPROVAL. PROVIDE 100mm DEEP BAND OF WHITE TAPE ABOVE 100mm DEEP BAND OF RED TAPE. APPLY 100mm DEEP BAND OF WHITE TAPE BELOW RED TAPE.

SAWCUT, BREAKOUT AND REMOVE EXISTING KERB RAMP. CONSTRUCT KERB AND GUTTER AND CONCRETE PAVING AS DETAILED

REGRADE AS DIRECTED AND APPLY 100mm IMPORTED TOPSOIL TYPE B, DRYLAND GRASS MIX AND APPLY BITUMEN STRAW MULCH

REMOVE EXISTING DAMAGED SEALED SUMP LID AND SURROUND FRAME. INSTALL NEW PRECAST CONCRETE COVER SLAB AND TYPE C MANHOLE COVER TO SMOOTHLY MATCH NEW CONCRETE PAVING TO THE SUPERINTENDENTS APPROVAL

SAWCUT, BREAKOUT AND REMOVE PAVEMENT IN NEW KERB LOCATION. CONSTRUCT MOUNTABLE KERB AND CONCRETE PAVING. INSTALL SIGN SOCKETS PRIOR TO PLACING CONCRETE PAVING

SAWCUT, BREAKOUT AND REMOVE EXISTING KERB RAMP. CONSTRUCT KERB AND GUTTER AND CONCRETE PAVING AS DETAILED

SAWCUT, BREAKOUT AND REMOVE EXISTING CONCRETE PAVING AND 1 No. LOG VEHICLE BARRIER. CONSTRUCT CONCRETE PAVING AS DETAILED

REGRADE AS DIRECTED AND APPLY 100mm IMPORTED TOPSOIL TYPE B, DRYLAND GRASS MIX AND APPLY BITUMEN STRAW MULCH

EXISTING MONITORING WELL

eE/OH
eE/OH
eE/OH
EXISTING STREET POWER POLE

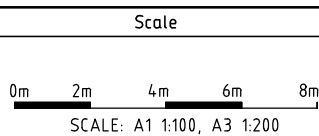
EXISTING MONITORING WELL

EXISTING STREET LIGHT COLUMN

SAWCUT, BREAKOUT AND REMOVE EXISTING KERB AND GUTTER. CONSTRUCT 2 No. KERB RAMPS (P=1.5m) WITH APPROVED INTEGRAL CERAMIC TGSIS AND CONCRETE PAVING AS DETAILED

CONSTRUCT CONCRETE PAVING WITH APPROVED INTEGRAL CERAMIC TGSIS AS DETAILED

AMENDMENTS		
AMENDMENT	APPROVAL	DATE
DRAWING STAGE - LATEST DATE INDICATES DRAWING STATUS		
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Design Agent




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Designed by: [Signature]
Drawn by: [Signature]
Checked by: [Signature]
Approved by: [Signature]

Client

Project Officer: Jayanthi Vickneson
Project Number: TBA



ACT Government

Project	Drawing Title
BOWMAN ST, MACQUARIE PEDESTRIAN FACILITY IMPROVEMENTS	CONSTRUCTION PLAN - 3 OF 3
Date: 07/06/21	Drg. No. RG 21027
Sheet C004	Revision 0

JAMISON
CENTRE
CARPARK

BOWMAN ST

10 JAMISON
CENTRE



1

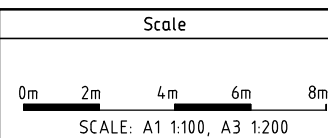
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SET OUT NOTES

1. THE CONTRACTOR SHALL CONTACT THE SUPERINTENDENT AND ARRANGE A SITE INSPECTION AFTER THE HORIZONTAL AND VERTICAL ALIGNMENT OF THE NEW WORKS GEOMETRY HAS BEEN SET OUT. CONSTRUCTION IS NOT TO PROCEED UNTIL THE SET OUT HOLDPOINT HAS BEEN RELEASED BY THE SUPERINTENDENT.
2. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY SET OUT EQUIPMENT (CHALK, SPRAY PAINT, ROPE, MEASURING TAPE, PEGS, ETC). THE CONTRACTOR SHALL ADJUST THE SET OUT AS REQUIRED IN CONJUNCTION WITH THE SUPERINTENDENT.
3. ALL DIMENSIONS / RADII ARE TO FACE OF KERB, EDGE OF FULL DEPTH PAVEMENT, KERB LIP OR CENTRE OF LINEMARKING. REFER PLAN FOR DETAILS.
4. THE SITE HAS BEEN SURVEYED TO STOMLO CO-ORDINATES. TO ASSIST THE CONTRACTOR IN SETTING OUT THE WORKS A 2D AUTOCAD .DWG FILE WILL BE MADE AVAILABLE IF REQUIRED. PLEASE CONTACT RD GOSSIP PTY LTD PH. 62516313 FOR PROVISION OF ELECTRONIC DATA. TO ENSURE CONSISTENCY OF SURVEY THE CONTRACTORS SURVEYOR SHALL CONTACT THE SUPERINTENDENT AND FIELD CHECK IN 3 DIFFERENT LOCATIONS THE CO-ORDINATED POINTS AND LEVELS USED AS THE BASIS FOR DESIGN.

REFER DRG RG 21027 SHEET S002 FOR CONTINUATION

AMENDMENTS		
AMENDMENT	APPROVAL	DATE
DRAWING STAGE - LATEST DATE INDICATES DRAWING STATUS		
Conceptual Design: 07/06/21	Final Sketch Plan: --/--/--	Final Design: --/--/--
For tendering purposes only: --/--/--	Issued for construction: --/--/--	W.A.E.: --/--/--



Design Agent

R.D. Gossip Pty Ltd
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Campbell ACT 2602
Ph: 62 6291 6393

Client

Project Officer: Jayanthi Wickneson
Project Number: TBA

Project		Drawing Title	
BOWMAN ST, MACQUARIE PEDESTRIAN FACILITY IMPROVEMENTS		GEOMETRIC SETOUT PLAN - 1 OF 3	
Date	07/06/21	Dwg. No.	RG 21027
Sheet	S001	Revision	0

REFER DRG RG 21027 SHEET S001 FOR CONTINUATION

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JAMISON CENTRE

WISEMAN ST

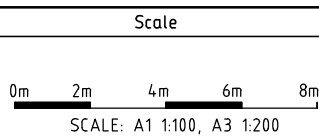
BOWMAN ST

SET OUT NOTES

1. THE CONTRACTOR SHALL CONTACT THE SUPERINTENDENT AND ARRANGE A SITE INSPECTION AFTER THE HORIZONTAL AND VERTICAL ALIGNMENT OF THE NEW WORKS GEOMETRY HAS BEEN SET OUT. CONSTRUCTION IS NOT TO PROCEED UNTIL THE SET OUT HOLDPOINT HAS BEEN RELEASED BY THE SUPERINTENDENT.
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REFER DRG RG 21027 SHEET S003 FOR CONTINUATION

AMENDMENTS		
AMENDMENT	APPROVAL	DATE
DRAWING STAGE - LATEST DATE INDICATES DRAWING STATUS		
Conceptual Design: 07/06/21	Final Sketch Plan: --/--/--	Final Design: --/--/--
For tendering purposes only: --/--/--	Issued for construction: --/--/--	W.A.E.: --/--/--



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Designed by: [Signature]
Drawn by: [Signature]
Checked by: [Signature]
Approved by: [Signature]

Client

Project Officer: Jayanthi Wickneson
Project Number: TBA



ACT Government

Project		Drawing Title		
BOWMAN ST, MACQUARIE PEDESTRIAN FACILITY IMPROVEMENTS		GEOMETRIC SETOUT PLAN - 2 OF 3		
Date	07/06/21	Dwg. No.	RG 21027	Sheet S002
				Revision 0

REFER DRG RG 21027 SHEET S002 FOR CONTINUATION

JAMISON CENTRE

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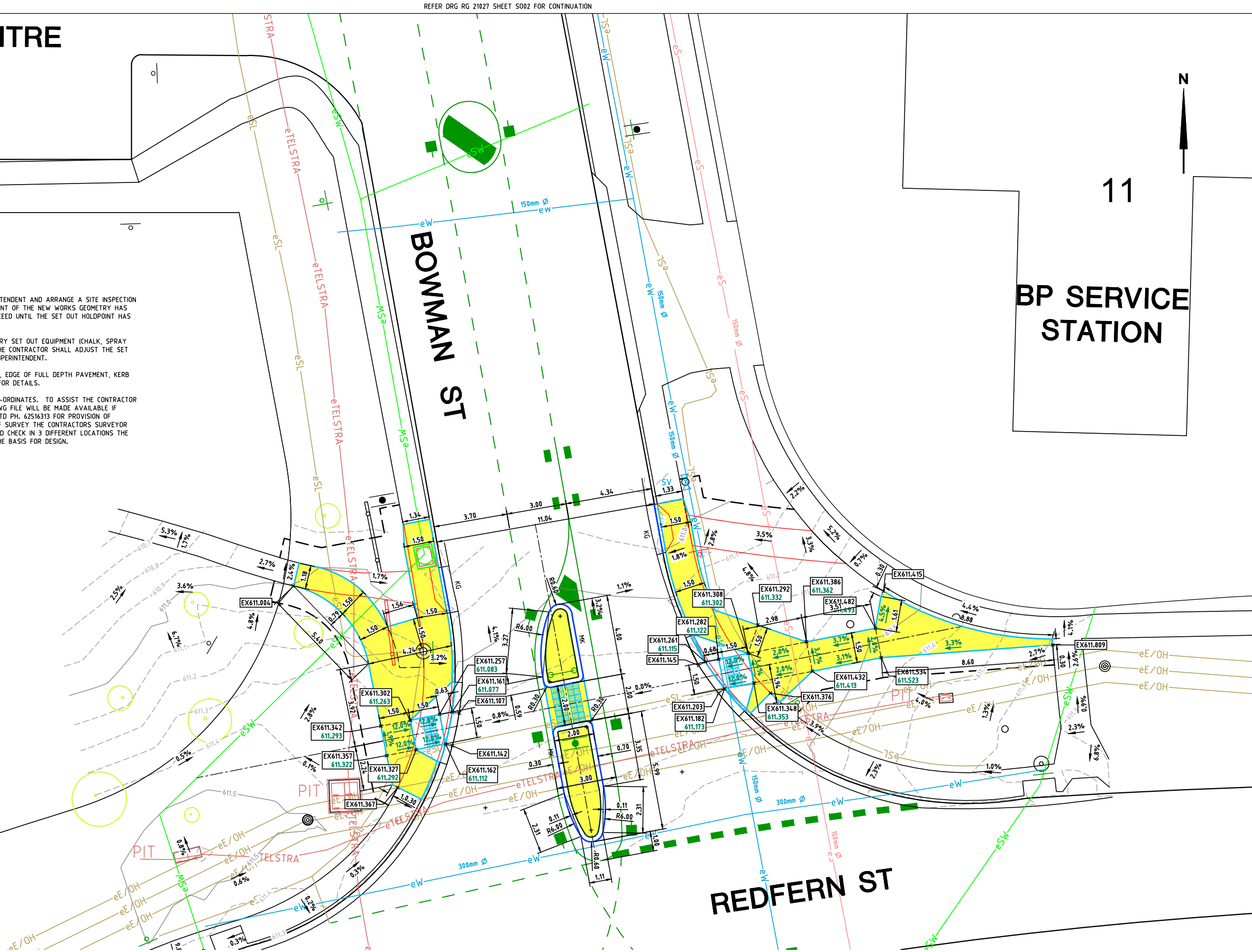
BP SERVICE STATION

BOWMAN ST

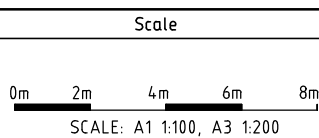
REDFERN ST

SET OUT NOTES

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<p>R.D. Gossip Pty Ltd Consulting Engineers Unit 120, 12 Princes Street Campbell ACT 2602 Ph: 62 6251 6313</p>	<p>Design Agent</p> <p>Designed by []</p> <p>Drawn by []</p> <p>Checked by []</p> <p>Approved by []</p>	<p>Client</p> <p>Project Officer: Jayanthi Wickneson Project Number: TBA</p>	<p>Project</p> <p>BOWMAN ST, MACQUARIE PEDESTRIAN FACILITY IMPROVEMENTS</p>	<p>Drawing Title</p> <p>GEOMETRIC SETOUT PLAN - 3 OF 3</p>
	<p>Date</p> <p>07/06/21</p>	<p>Drg. No.</p> <p>RG 21027</p>	<p>Sheet</p> <p>S004</p>	<p>Revision</p> <p>0</p>





STREETLIGHTING NOTES

- ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF TCCS DESIGN STANDARDS FOR URBAN INFRASTRUCTURE - PUBLIC LIGHTING & TCCS STANDARD SPECIFICATION FOR URBAN INFRASTRUCTURE - STREET LIGHTING, TCCS ENGINEERING ADVISORY NOTES AND THE CURRENT VERSION OF THE TCCS STREETLIGHT GUIDELINE FOR THIRD-PARTY WORKS. WORKS SHALL REFERENCE AND COMPLY WITH EVO ENERGY DOCUMENTS WHERE APPLICABLE. ALL ELECTRICAL WORK SHALL COMPLY WITH THE CURRENT EDITION OF AS/NZS3000.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY EXISTING SERVICES FROM THE RELEVANT AUTHORITIES AND VERIFY ONSITE.
- ALL NEW COLUMNS ARE TO BE DBIA (DIRECT BURIED IMPACT ABSORBING) FRANGIBLE TYPE COLUMNS WITH OUTREACH ARMS AS SPECIFIED AND TO TCCS DS 12 & SS 14, EITHER IN GALV OR VICPOLE.
- ALL NEW COMBINED USE COLUMNS ARE TO BE BPM (BASE PLATE MOUNT) IMPACT ABSORBING FRANGIBLE TYPE COLUMN WITH OUTREACH ARMS AS SPECIFIED AND TO TCCS DS 12 & SS 14, EITHER IN GALV OR VICPOLE.
- THE COLUMNS SHALL BE INSTALLED IN ACCORDANCE WITH THE COLUMN MANUFACTURER'S RECOMMENDATIONS.
- EACH OUTREACH ARM SHALL BE SECURED TO THE COLUMN BY A MINIMUM OF 2 SETS OF 3 BOLTS (12mm), 280mm APART AND SPACED AT 120 DEGREES, TAPPED INTO THE OUTREACH ARM AND A 65NB SPACER BETWEEN THE SPIGOT AND OUTREACH ARM COLLAR FOR SECURING OF THE OUTREACH ARM TO THE COLUMN SPIGOT, TO PREVENT ROTATION OF THE OUTREACH ARM UNDER WIND LOADS. REFER TO VICPOLE DRAWING OF OUTREACH ARMS THAT MEET ACT REQUIREMENTS.
- THE COLUMNS AND OUTREACH ARMS SHALL COMPLY WITH THE CURRENT EDITION OF AS1798.
- THE UNDERGROUND CABLE ENTRY TO THE COLUMN SHALL BE FROM THE CONDUITS THAT SHOULD BE CUT 600MM SHORT OF EITHER SIDE OF THE COLUMN AND THEN THE CABLES INSTALLED INTO THE COLUMN. THIS SHALL BE TO THE CURRENT EDITION OF AS3000 & NOTED ON THE WAE'S DRAWINGS AND NOTED AS A 'BREAK IN CONDUIT' WITH THE DIMENSION SHOWN.
- ALL NEW DBIA COLUMNS SHALL BE CONNECTED TO NEW 16 SQMM CU XLPE/PVC 4 CORE CABLE IN 50mm ELECTRICAL HIGH IMPACT CONDUIT TO TCCS STANDARDS.
- THE STREETLIGHT COLUMNS SHALL BE TYPICALLY LOCATED AS FOLLOWS:
 - 1.7m CLEAR FROM THE BACK OF KERB
 - 1.5m CLEAR FROM DRIVEWAYS
 - 1.0m TO EDGE OF SHOULDER IN UNKERBED AREAS (3.0m MINIMUM FROM NEAREST TRAFFIC LANE)
 - 1.0m MINIMUM CLEAR OF MAIN OR PRINCIPAL COMMUNITY ROUTE PATHS
 - 0.5m MINIMUM CLEAR OF FOOTPATHS
- THE STREET LIGHTING CABLE SHALL BE OFFSET TYPICALLY 2.0m FROM FACE OF KERB OR EDGE OF SEAL.
- UNLESS OTHERWISE APPROVED BY TCCS STREETLIGHT CABLES SHOULD NOT BE JOINED EXCEPT WITHIN A STREETLIGHT. STREETLIGHT CONDUIT MAY BE JOINED BUT STREETLIGHT CABLE MUST BE INSTALLED FROM STREETLIGHT TO STREETLIGHT. PARTICULAR NOTE OF THIS CLAUSE MUST BE TAKEN WHEN EXISTING STREETLIGHTS ARE TO BE REMOVED AND THE EXISTING CABLE IS TO BE RETAINED.
- REFER TO THE STREET LIGHTING PLAN FOR COLUMN AND LUMINAIRE DETAILS.
- EACH COLUMN SHALL BE PROVIDED WITH M.E.N CONNECTION, DOOR PANEL EARTH AND CIRCUIT BREAKER FOR EACH LUMINAIRE. THE CIRCUIT BREAKER/S SHALL BE LOCATED AT THE BASE OF THE COLUMN ON A TCCS STANDARD LINK PANEL IN ACCORDANCE WITH TCCS REQUIREMENTS AND STANDARD DRAWINGS (DS12-01-06 AND DS12-01-20 ETC). THE CONTRACTOR SHALL REPLACE OR UPGRADE THE EXISTING LIGHT COLUMN LINK PANEL INCLUDING REPLACEMENT OF COMBUSTIBLE PANELS WITH NON-COMBUSTIBLE PANELS IN ACCORDANCE WITH TCCS REQUIREMENTS AND STANDARD DRAWINGS (DS12-01-06 AND DS12-01-20). THE CONTRACTOR SHALL ENSURE ALL LIGHT COLUMNS ARE EARTHED TO TCCS STANDARDS. ALL NEW STREETLIGHT COLUMNS, ALL RELOCATED STREETLIGHT COLUMNS AND ALL STREETLIGHT COLUMNS TO BE REUSED SHALL BE INSTALLED/ RETROFITTED TO ENSURE COMPATIBILITY TO THE MOST RECENT REVISION OF DS12-01-20. PARTICULAR ATTENTION SHALL BE GIVEN TO NEUTRAL/ MEN CONNECTION METHODS AND DOOR/ HATCH EARTHING REQUIREMENTS.
- CONNECT NEW STREET LIGHTING CABLING TO EXISTING COLUMNS WHERE INDICATED. ALLOW TO CREATE OPEN POINTS WITHIN COLUMN IN STREET LIGHTING CABLE AS REQUIRED.
- TEMPORARY LIGHTING SHALL BE PROVIDED WHERE REQUIRED TO MAINTAIN LIGHTING LEVELS DURING THE CONSTRUCTION PERIOD.
- ALL STREET LIGHTING DRAWINGS AND SCHEDULES SHALL BE READ IN CONJUNCTION WITH ALL THE RELEVANT PROJECT DRAWINGS AND SPECIFICATIONS.
- REFER TO THE STREET LIGHTING SCHEDULE FOR COLUMN, LAMP AND LUMINAIRE DETAILS. THE SPECIFIED LAMP IS INTEGRAL TO THE LED LUMINAIRE. LUMINAIRE COLOUR SHALL MATCH THE COLUMN AND OUTREACH ARM TO THE SUPERINTENDENT'S APPROVAL.
- ALL LUMINAIRES SHALL COMPLY WITH TCCS SPECIFICATIONS - COMPLETE WITH 7 PIN NEMA BASE, INDIVIDUAL PE CELL, DALI DIMMABLE DRIVER. ALL LUMINAIRES SHALL BE PREWIRED WITH 20m ELECTRICAL LEADS TO TCCS SPECIFICATIONS.
- DISCONNECT AND ABANDON REDUNDANT EXISTING UNDERGROUND ELECTRICAL SERVICES PRIOR TO THE DEMOLITION OF EXISTING STREET LIGHT POLES AND MAKE SAFE AND GOOD. ALL REDUNDANT MATERIALS ARE TO BE DELIVERED TO A LOCATION IDENTIFIED BY TCCS, IF REQUESTED. IF REQUESTED ALL REDUNDANT MATERIALS SHALL BE RECYCLED APPROPRIATELY.
- THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND QUANTITIES ON SITE AT EACH DRAWING STAGE TO ENSURE ACCURACY.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE ALL BOOKINGS AND PAY ALL NECESSARY FEES AND CHARGES. FOR INSPECTIONS OF WORKS BY ACCESS CANBERRA (ELECTRICAL INSPECTORS) REFER TO THE FOLLOWING TCCS LINK FOR DETAILS: <https://forms.act.gov.au/central-forms/external-forms/submit-form.html?formCode=1416>. THE CONTRACTOR SHALL ARRANGE THE PICKUP AND INSTALLATION OF ASSET TAGS.
- COMPLETE ALL WORKS TO THE ABSOLUTE SATISFACTION OF THE SUPERINTENDENT.
- W.A.E. DRAWINGS IN ACCORDANCE WITH REF-08_WAE_QUALITY_RECORDS SHALL BE SUBMITTED FOR APPROVAL TO TCCS IN SUFFICIENT TIME TO ALLOW FOR CONNECTION OF NEW WORKS INTO THE STREET LIGHTING NETWORK.

24 HOUR POWER SUPPLY ASSET LABELLING NOTES

- PRIOR TO HANDING OVER THE INSTALLATION, THE CONTRACTOR SHALL CLEARLY AND CORRECTLY LABEL ALL STREETLIGHT PANELS SUPPLIED BY 24 HOUR ELECTRICAL SUPPLY IF REQUIRED BY TCCS.
- ALL STREET LIGHT PANEL "24 HOUR ELECTRICAL SUPPLY" LABELS SHALL BE A PERMANENTLY ATTACHED, APPROVED, WHITE ON RED TRAFFOLITE LABEL. SCREWING AND GLUE FIXING THE LABELS ONTO THE SURFACES WILL BE CONSIDERED AS PERMANENT.
- THE CHARACTERS OF ALL LABELS SHALL BE NOT LESS THAN 5mm HIGH AND ALL LABELING SHALL BE TO THE SUPERINTENDENT'S APPROVAL.

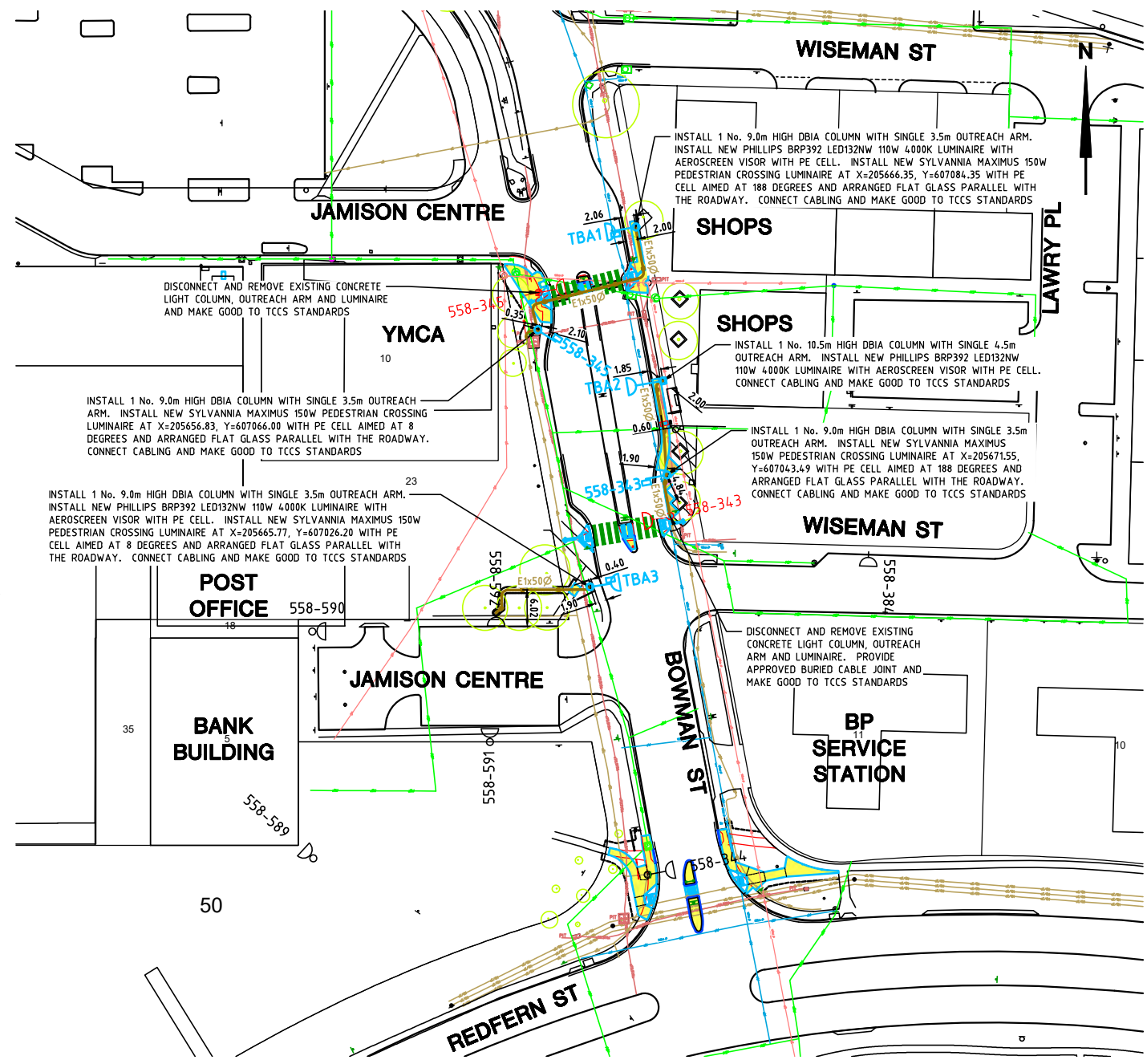
STREET LIGHTING LEGEND

- | | | |
|----------|---|--|
| EXISTING | PROPOSED | |
| |  | ELECTRICITY CONDUIT (NO. & DIA. SPECIFIED) |
| |  | INSTALL NEW LIGHT COLUMN AS DETAILED. REFER STREET LIGHTING SCHEDULE |
| |  | REMOVE EXISTING LIGHT COLUMN AS DETAILED. REFER STREET LIGHTING SCHEDULE |
| |  | EXISTING LIGHT COLUMN AS DETAILED |

LIGHTING DESIGN CATEGORIES

UPGRADED LIGHTING HAS BEEN DESIGNED TO THE FOLLOWING CATEGORIES:

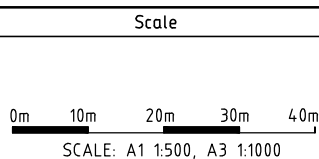
- ZEBRA CROSSING LIGHTING CATEGORY PX2.
- ROADWAY LIGHTING VS.



ASSET NUMBER	EASTING	NORTHING	COMMENT	COLUMN (HEIGHT = LUMINAIRE MOUNTING HEIGHT)					OUTREACH					PRIMARY LUMINAIRE					SECONDARY LUMINAIRE					CABLE JOINT	CONNECTION TO EXISTING				
				REMOVE	INSTALL	HEIGHT	TYPE	COMMENT	REMOVE	INSTALL	TYPE	LENGTH	UPLIFT	COMMENT	REMOVE	INSTALL	TYPE	WATTAGE	COLOUR	COMMENT	REMOVE	INSTALL	TYPE			WATTAGE	COLOUR	COMMENT	CABLE JOINT
TBA1	205669.902	607084.973			1	9.0	DBIA	GAL			1	SINGLE	3.5	5			1	BRP392 LED110W	110W	4000K	PHILLIPS AEROSCREEN		1	SYLVANIA MAXIMUS	150W	4000K	FLAT GLASS		
558-345 (OLD)	205653.862	607074.158	EXISTING	1							1						1												
558-345 (NEW)	205653.728	607068.021			1	9.0	DBIA	GAL			1	SINGLE	3.5	5	PROVIDE APPROVED END MOUNTED LIGHTING BRACKET		1	SYLVANIA MAXIMUS	150W	4000K	FLAT GLASS								
TBA 2	205674.367	607059.604			1	10.5	DBIA	GAL			1	SINGLE	4.5	5			1	BRP392 LED110W	110W	4000K	PHILLIPS AEROSCREEN								
558-343 (NEW)	205674.995	607044.102			1	9.0	DBIA	GAL			1	SINGLE	3.5	5	PROVIDE APPROVED END MOUNTED LIGHTING BRACKET		1	SYLVANIA MAXIMUS	150W	4000K	FLAT GLASS								
558-343 (OLD)	205675.543	607037.365	EXISTING	1							1						1												
TBA3	205662.349	607025.666			1	9.0	DBIA	GAL			1	SINGLE	3.5	5			1	BRP392 LED110W	110W	4000K	PHILLIPS AEROSCREEN		1	SYLVANIA MAXIMUS	150W	4000K	FLAT GLASS		
558-592	205646.829	607021.406	EXISTING																										
TOTAL				2	5					2	5						2	5					1					#	

TCCS Streetlight Design Endorsement
 Name:
 Signed:
 Date:

AMENDMENTS		
AMENDMENT	APPROVAL	DATE




Design Agent



R.D. Gossip Pty Ltd
 Consulting Engineers
 Unit 120, 12 Provoa Street
 Campbell ACT 2602
 Ph. 02 4251 4318

Client

Project Officer: Jayanthi Wickneson
 Project Number: TBA



ACT Government

Project		Drawing Title	
BOWMAN ST, MACQUARIE PEDESTRIAN FACILITY IMPROVEMENTS		STREET LIGHTING NOTES, LEGEND, SCHEDULE AND PLAN	
Date	07/06/21	Drg. No.	RG 21027
Sheet	SL01	Revision	0

