

## GENERAL NOTES:

- ALL DIMENSIONS IN mm UNO.
- DURING CONSTRUCTION STRUCTURES SHALL BE MAINTAINED IN A STABLE CONDITION AND BY NO PART SHALL BE OVERLOADED. TEMPORARY SUPPORTS SHALL BE PROVIDED BY THE CONTRACTOR.
- ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF MUNICIPAL INFRASTRUCTURE TECHNICAL SPECIFICATIONS, CURRENT SAA CODES AND RELEVANT LEGISLATION.
- ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH ALL WORK COVER REQUIREMENTS AND OCCUPATIONAL HEALTH AND SAFETY ACT REGULATIONS.
- CJ TO BE PROVIDED AGAINST ALL EXISTING CONCRETE PAVING EXCEPT WHERE EJ IS SPECIFIED.
- EJ TO BE SEALED WITH 10mm SELF EXPANDING JOINT SEALER FOR THE FULL DEPTH.
- WJ TO BE 3mm WIDE TO 1/4 DEPTH OF FORMED SECTION. WJ's TO BE LOCATED AT 3m CENTRES MAXIMUM.

## GENERAL CONCRETE NOTES:

- THE DESIGN CERTIFICATION, CONSTRUCTION, INSPECTIONS AND PERFORMANCE OF THE FORMWORK, FALSE WORK AND TEMPORARY SHORING IS THE RESPONSIBILITY OF THE CONTRACTOR.
- USE TYPE 'GP' CEMENT, UNLESS OTHERWISE SPECIFIED.
- ALL CONCRETE SHALL BE SUBJECT TO PROJECT ASSESSMENT AND TESTING TO AS 1379.
- IT IS THE RESPONSIBILITY OF THE CONCRETE SUPPLIER TO ENSURE CONCRETE STRENGTHS ACHIEVE A MINIMUM COMPRESSIVE STRENGTH F'C
- REINFORCEMENT COVER SHALL BE AS PER TABLE BELOW UNO.
- REINFORCEMENT SHALL GENERALLY COMPLY WITH AS 3600 CLAUSE 19.2 REINFORCEMENT IS SHOWN DIAGRAMMATICALLY AND NOT NECESSARILY IN TRUE PROJECTION.

N	GRADE 500N	DEFORMED BAR	TO AS4671
R	GRADE 250R	ROUND BAR	TO AS4671
RL	RECT. MESH	GRADE 500L	TO AS4671
SL	SQUARE MESH	GRADE 500L	TO AS4671
TM	TRENCH MESH	GRADE 500L	TO AS4671

THE NUMBER IMMEDIATELY FOLLOWING THE N SYMBOL IS THE BR DIAMETER IN MILLIMETRES. (E.G. N20 IS A 20 DIAMETER BAR GRADE 500N)

- ALL REINFORCEMENT SHALL BE FIRMLY SUPPORTED ON PLASTIC TIPPED STEEL, PLASTIC OR CONCRETE CHAIRS GENERALLY AT NOT GRATER THAN 900 CENTRES BOTH WAYS. BARS ARE TO BE TIED AT ALTERNATE INTERSECTIONS WITH WIRE TIES. IN EXPOSURE CONDITIONS OF B2 OR C, USE ONLY PLASTIC CHAIRS.
- ALL REINFORCEMENT SHALL BE FIRMLY SUPPORTED ON PLASTIC TIPPED STEEL, PLASTIC OR CONCRETE CHAIRS GENERALLY AT NOT GREATER THAN 900 CENTRES BOTH WAYS. BARS ARE TO BE TIED AT ALTERNATE INTERSECTIONS WITH WIRE TIES. IN EXPOSURE CONDITIONS OF B2 OR C, USE ONLY PLASTIC CHAIRS.
- LAPS AND SPLICES SHALL BE MADE ONLY IN THE POSITIONS AND TO THE DIMENSIONS SHOWN ON THE STRUCTURAL DRAWINGS. FABRIC SHALL BE LAPPED TWO TRANSVERSE WIRES PLUS 50mm JOGGLES TO BARS SHALL BE 1 BAR DIAMETER OVER A LENGTH OF 12 BAR DIAMETERS, BUNDLED BARS SHALL BE TIED TOGETHER AT CENTRES OF 30 BAR DIAMETERS WITH THREE (3) WRAPS OF THE WIRE.
- DO NOT WELD REINFORCEMENT EXCEPT AS SHOWN ON THE DRAWINGS, OR AS APPROVED BY THE ENGINEER. IF APPROVED SUCH WELDING SHALL COMPLY WITH AS 1554.3
- PLACE CONCRETE IN LAYERS SUCH THAT EACH SUCCEEDING LAYER IS BLENDED INTO THE PRECEDING ONE BY THE COMPACTION PROCESS. THE FINISHED CONCRETE SHALL BE A DENSE HOMOGENOUS MASS COMPLETELY FILLING THE FORMWORK AND THOROUGHLY EMBEDDING THE REINFORCEMENT.
- COMPACTION: USE IMMERSION AND SCREED VIBRATORS ACCOMPANIED BY HAND METHODS AS APPROPRIATE TO REMOVE AIR BUBBLES AND COMPACT THE MIX. USE FORM VIBRATORS WHERE USE OF IMMERSERD VIBRATORS IS IMPRACTICABLE. ENSURE CONCRETE IS FULLY COMPACTED AND ENTRAPPED AIR REMOVED. BUT AVOID OVER VIBRATION THAT MAY CAUSE SEGREGATION. DO NOT USE VIBRATORS TO MOVE CONCRETE ALONG THE FORMS.
- CURE AS SOON AS THE SURFACE OF THE CONCRETE HAS HARDENED. CURE BY PONDING OR CONTINUOUS SPRINKLING WITH WATER, OR THE USE OF WET COVERINGS SUCH AS HESSIAN OR SAND. SHEETING MUST BE PROTECTED FROM WIND AND TRAFFIC.
- DURING HOT OR WINDY WEATHER, USE ALIPHATIC ALCOHOL SPRAYED ON AFTER SCREENING TO PREVENT PLASTIC SHRINKAGE OF TOP SURFACE UNTIL CURING IS APPLIED.
- UNLESS NOTED OTHERWISE CONCRETE STRENGTH SHOULD BE F'c = 32 AT 28 DAYS.

## ABBREVIATIONS

A	ARC LENGTH
$\alpha$	ANGLE OF CURVE
AADT	AVERAGE ANNUAL DAILY TRAFFIC
AC	ASPHALTIC CONCRETE
ACTPLA	ACT PLANNING AND LAND AUTHORITY
$\beta$	SPLAY OF CURVE
BKG	BARRIER KERB AND GUTTER
BK	BARRIER KERB
BM	KERB BENCH MARK
C	CENTRE LINE
CBR	CALIFORNIA BEARING RATIO
CH	CHAINAGE
CJ	CONSTRUCTION JOINT
CL	COVER LEVEL
CL2	CONCRETE PIPE CLASS "2"
CRM	COORDINATED REFERENCE MARK
DESA	DESIGN EQUIVALENT STANDARD AXLE
DIA	DIAMETER
DICL	DUCTILE IRON CEMENT LINE
DDRG	DRAWING
EC	END CAPE
J	EXPANSION JOINT
EX	EXISTING
FK	FLUSH KERB
FP	FLUSHING POINT
FRC	FIBRE REINFORCED CONCRETE
HDPE	HIGH DENSITY POLYETHYLENE
HP	HIGH POINT
IL	INVERT LEVEL
INT	INTESECTION
IP	INTERSECTION POINT
K4A	KERB TYPE 4A
KG	KERB AND GUTTER
KL	KERB LINE
KO	KERB ONLY
KR	KERB RAMP
KS	KERB SLOT
KT(1.0)	KERB TRANSITION
LP	LOW POINT
M	METRE
MAX	MAXIMUM
MH	MAINTENANCE HOLE
MIN	MINIMUM
MK	MOUNTABLE KERB
MKG	MOUNTABLE KERB AND GUTTER
MLBK	MODIFIED LAYBACK KERB
MMDD	MODIFIED MAXIMUM DRY DENSITY
NOM	NOMINAL
NTS	NOT TO SCALE
$\phi$	DIAMETER (NOMINAL INTERNAL)
OCIOPEN	CONCRETE INVERTPAPPRINCIPAL AUTHORISED PERSON
PE	POLYETHYLENE
PK	PERMEABLE KERB
PP	POLYPROPELENE
PVC	POLYVINYL CHLORIDERRADIUS
RCP	REINFORCED CONCRETE PIPE
RL	REDUCED LEVEL
RRJ	RUBBER RING JOINT
RVC	REIENFORCED VEHICLE CROSSING
SRC	STEEL REINFORCED CONCRETE
SSD	STANDARD DRY DENSITY
STD	STANDARD
T.P	TANGENT POINT
TYP	TYPICAL UNPLASTICISED POLYVINYL
UPVC	CHLORIDE
VC	VEHICLE CROSSING
VCP	VITRIFIED CLAY PIPE



**ACT**  
Government

**STANDARD DRAWING**

## GENERAL NOTES

Authorised: 

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