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THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT NOTES ON DRAWING NO. MW-0001

PIT SCHEDULE

Note: Grate size does not necessarily reflect pit size, refer pit type details, shown on detail sheets – **CV-MW-0006**
Find internal pit dimensions are to comply with AS3500.

Type	Description	Cover (Clear Opening)	Number
B	Junction pit	900 x 900 Class D cast iron cover with concrete infill	50,51, 52,53
		900 x 900 Class C cast iron cover with paver accepting grate	36,40,41 48
	Surface inlet pit	900 x 900 Class D mild steel grate hinged to frame	55,56
		900 x 900 Class C mild steel grate hinged to frame	42,43,46, 47
	Non–return valve pit	900 x 900 Class C mild steel grate hinged to frame	54
D	OSD Acces pit	900 x 900 Class D galvanised mild steel grate hinged to frame	28–34
E	Dish drain inlet pit	900 x 900 Class D galvanised mild steel grate hinged to frame with Enviropod insert	38,39, 44,45
G		Existing pit to remain	4–16, 22–26, 49
H		Existing to be removed	60–70
I	Junction pit	2m x 1m Class D cast iron cover with concrete infill with 2 x Enviropod insert	35
J		Existing pit to be adjusted to suit proposed works. Replace existing grate with Class D grade.	17,18,20, 21,27

Pits 1 to 3, 19, 37 and 57 to 59 not used

PAVEMENT LEGEND

NOTES
1. Asphaltic concrete shall conform to AS2150 and the specification
2. Pavement based on geotechnical report by AARQUS Reference: GS4661 Date: 15.11.11
3. Based on a CBR = 1.5% as noted in the above report

CONCRETE LOADING AREA - 1x10⁶
P1 — 200mm Thickness concrete (f'c=32MPa) with SL82 fabric (40 top cover) on; 100mm Compacted thickness fine crushed rock (DGB 20) on; 400mm 6% lime stabilised existing subgrade

ASPHALT CONNECTION TO EXISTING - 1x10⁶
P2 — 50mm Existing asphalt to be milled and remove the required depth basecourse materials and place; 50mm Thickness asphaltic concrete (AC10) on; 100mm Compacted thickness fine crushed rock (DGB20) on; 300mm Compacted thickness fine crushed rock (DGS40) on; Minimum CBR 3% (allow to lime stabilise subgrade to increase CBR)

DRIVEWAY TO HORNSBY COUNCIL REQUIREMENTS - 1x10⁶
P3 — 200mm Thickness concrete (f'c=32MPa) with with 2 layers of SL82 fabric(40 cover) on; 100mm Compacted thickness fine crushed rock (DGB 20) on; 400mm 6% lime stabilised existing subgrade

CONCRETE FOOTPATH - PEDESTRIAN
P4 — 100mm Thickness concrete (f'c=25MPa) with expansion joints at max 6.0m centres and weakened plane joints at max 1.5m centres on; 50mm Sand bedding

PAVED FOOTPATH - PEDESTRIAN
P5 — Pavers to landscape architects details on; 25mm Mortar on; 120mm Thickness concrete (f'c=32MPa with SL72 fabric (40 cover)

LANDSCAPING
P6 — Turf to landscape architects requirements

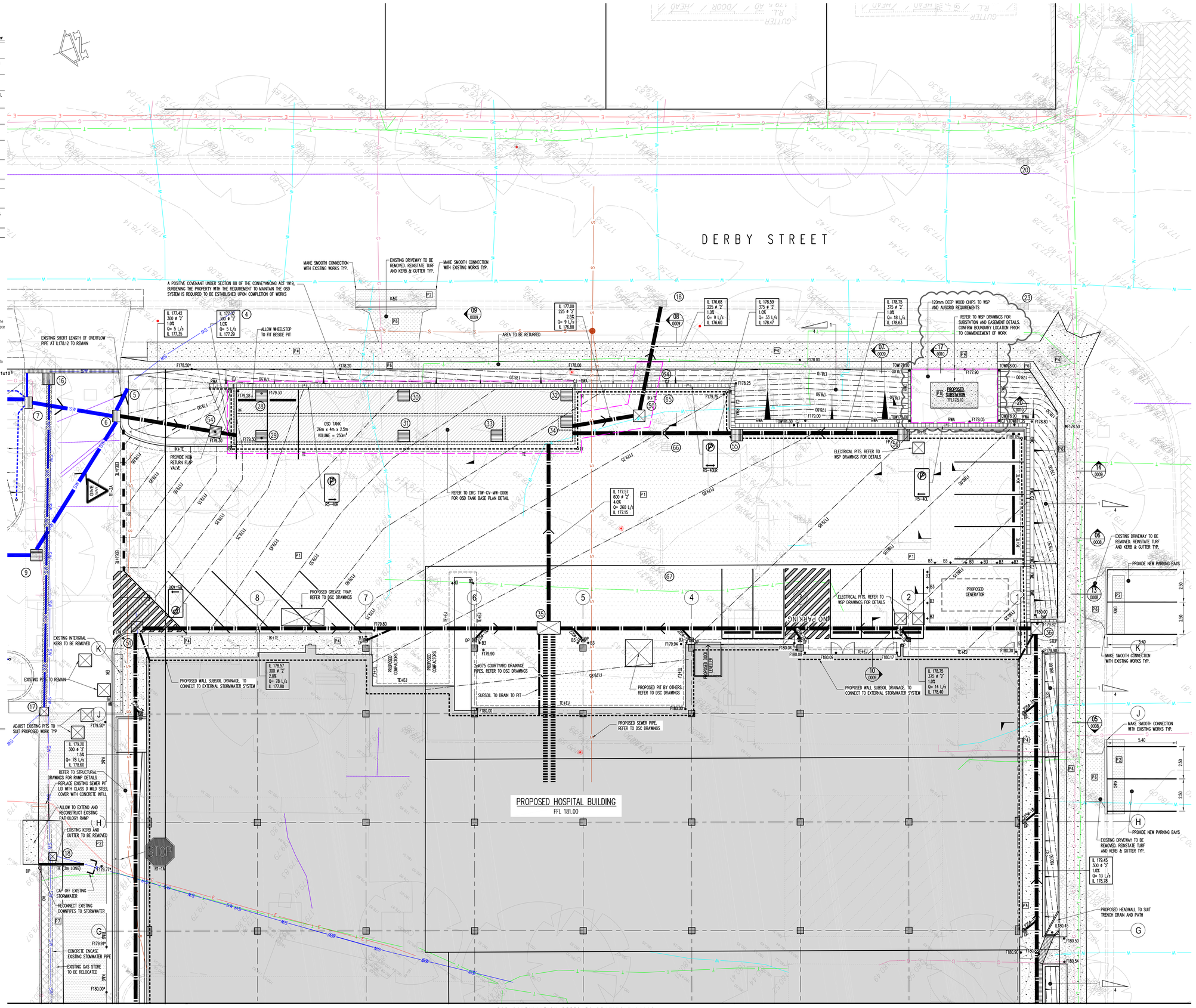
ASPHALT - 1x10⁵
P7 — 50mm Thickness asphaltic concrete (AC10) on; 100mm Compacted thickness fine crushed rock (DGB20) on; 300mm Compacted thickness fine crushed rock (DGS40)on; Minimum CBR 3% (allow to lime stabilise subgrade to increase CBR)

SUBSTATION CONCRETE SLAB
P8 — Slab by others

AMBULANCE DROP OFF PAVING - 1x10⁵
P9 — Pavers to landscape architects details on; 25mm Mortar on; 180mm Thickness concrete (f'c=32MPa) with SL72 fabric (40 cover) on; 100mm compacted thickness fine crushed rock (DGB20); 400mm 6% lime stabilised existing subgrade

GAS TRUCK PAVMENT - 1x10⁵
P10 — 50mm Thickness asphaltic concrete (AC10) on; 100mm Compacted thickness fine crushed rock (DGB20) on; 300mm Compacted thickness fine crushed rock (DGS40); 400mm 6% lime stabilised existing subgrade

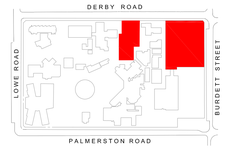
EXISTING GAS TRUCK PAVMENT - 1x10⁵
P11 — Depth varies up to 200mm; 40mm Thickness asphaltic concrete (AC10) feathered to match existing levels on edges on; 80mm Thickness asphaltic concrete (AC20) on; 80mm Thickness asphaltic concrete (AC20)



FOR CONTINUATION REFER TO DRAWING NoC0005

LEVELS SHOWN THUS - F10.00* - ARE TO BE CONFIRMED PRIOR TO THE COMMENCEMENT OF WORKS

FOR NOTES AND LEGENDS REFER TO DRAWING No. MW-0001



KEY PLAN

SITEWORKS LEGEND

- F22.20 — Finished surface level
- F22.00 — Finished contour
- K&G — Kerb and gutter
- KO — Kerb only
- FK — Flush kerb
- DDA — Dish drain type A
- DDB — Dish drain type B
- TD — Trench drain
- EIK — Integral kerb into existing concrete slab
- IK+TE — Integral kerb with thickened edge
- IK+ED — Intergral kerb with edge downturn
- TE — Thickened edge
- IK — Integral kerb
- Stormwater pit, flow direction and line with
- IL10.00 / 600 ø 'Z' / 1.25% / Q=345 L/s / IL9.65 — Invert level upstream; Pipe size and class; Pipe grade; Flow (Litres per second); Invert level downstream
- GD — Grated drain
- IR — Intermediate riser with subsoil drainage line (100 dia)
- FP — Flushing point with subsoil drainage line (100 dia)
- DP — Down pipe
- CJ — Retaining wall with contruction joint
- Taper kerb to zero height over 500 mm
- Guard rail

EXISTING SERVICES LEGEND

- SW — Existing stormwater
- S — Existing sewer
- T — Existing telecommunications
- G — Existing gas
- W — Existing water supply
- E — Existing electrical
- Existing services other/unknown

Rev	Description	Eng	Draft	Date
C	PAVEMENT AROUND SUBSTATION AMENDED	KH	PK	20.05.14
B	RAMP AMENDED, DP'S REMOVED, PIT S2 MOVED	KH	PK	11.11.13
A	ISSUE FOR CONSTRUCTION	KH	PK	11.10.13
03	ELEC SUBSTATION RELOCATED	KH	PK	
02	LIMIT OF WORK EXTENT ADDED	KH	KH	09.08.13
01	ISSUE FOR TENDER	KH	PK	14.06.13

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Mechanical & Electrical — WSP Group, Level 1, 47 McLaren Street, North Sydney NSW 2060
Hydraulic & Fire — Donnelley Simpson Cleary, 59 Hill Street, Roseville NSW 2069
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Project
HORNSBY KU-RING-GAI HOSPITAL REDEVELOPMENT
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Sheet Subject
SITEWORKS PLAN SHEET 2

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