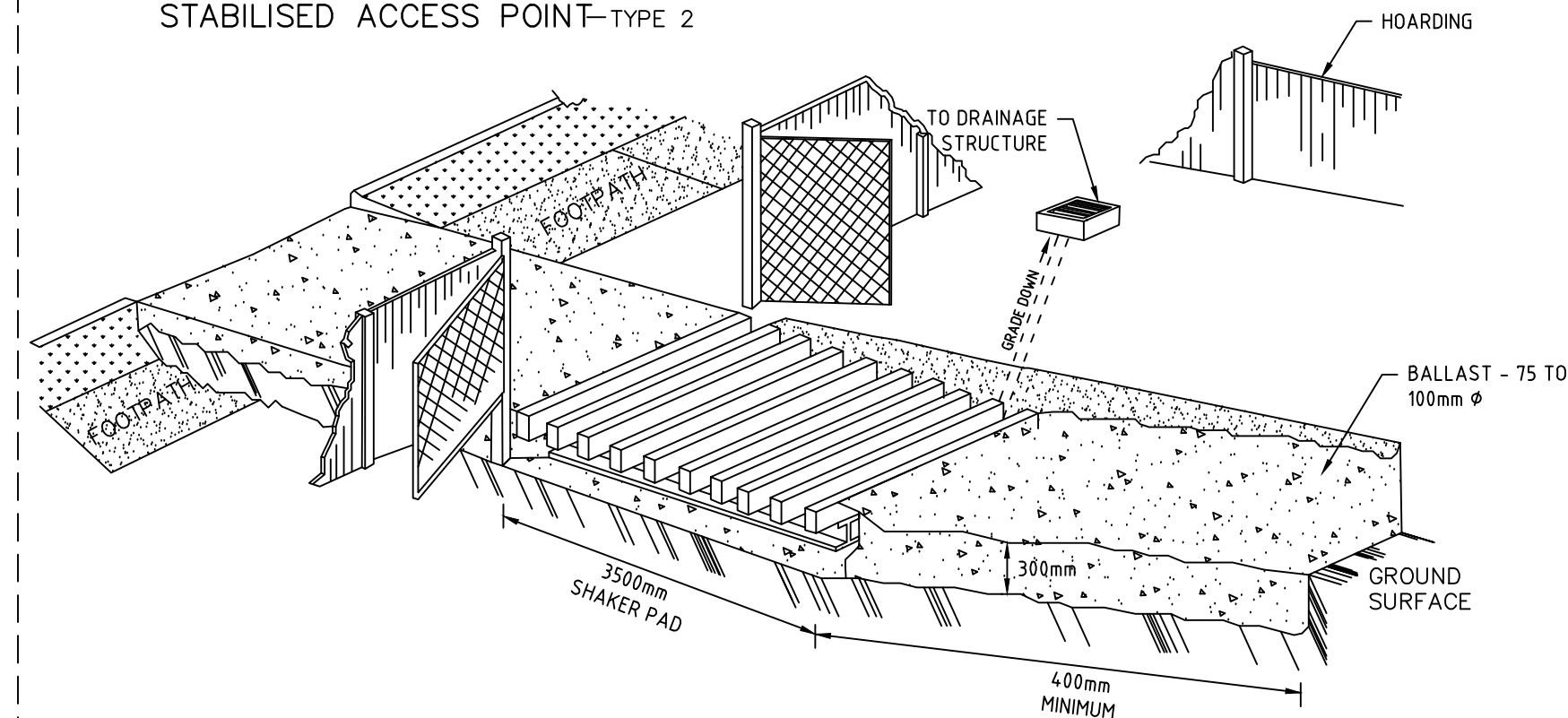


TYPE II SAP

THE TYPE II SAP DESIGN IS MORE DEFINED IN THAT IT REQUIRES AN AREA OF BALLAST WITHIN THE SITE COMBINED WITH A SHAKER PAD; ADJACENT THE SHAKER PAD AND IN THE PUBLIC WAY IS A TEMPORARY (CONCRETE) VEHICULAR CROSSING. (SEE DIAGRAM)

## STABILISED ACCESS POINT—TYPE 2



IN BOTH TYPE I AND TYPE II SAP'S, THE TEMPORARY VEHICULAR CROSSING MUST:

- ? CONNECT TO AN EXISTING GUTTER LAYBACK (WHERE THE KERB AND GUTTER EXIST) . IF A GUTTER LAYBACK DOES NOT EXIST THEN THE CONNECTION MUST BE MADE TO THE GUTTER BY REMOVING THE ADJACENT KERB SECTION ONLY.
- ? CONNECT TO A DISH CROSSING (WHERE KERB AND GUTTER DOES NOT EXIST). IF A DISH CROSSING DOES NOT EXIST, THEN IT MUST BE CONSTRUCTED IN ACCORDANCE WITH DETAILS CONTAINED IN COUNCIL'S ISSUED FOOTPATH CROSSING LEVELS.

IT SHOULD BE NOTED THAT THESE TYPES OF SAPS ARE CONSIDERED TO BE APPLICABLE FOR THE MAJORITY OF ACTIVITIES HOWEVER SOME SITES MAY REQUIRE SPECIAL CONSIDERATION.

SHAKER PAD (CATTLE GRID)

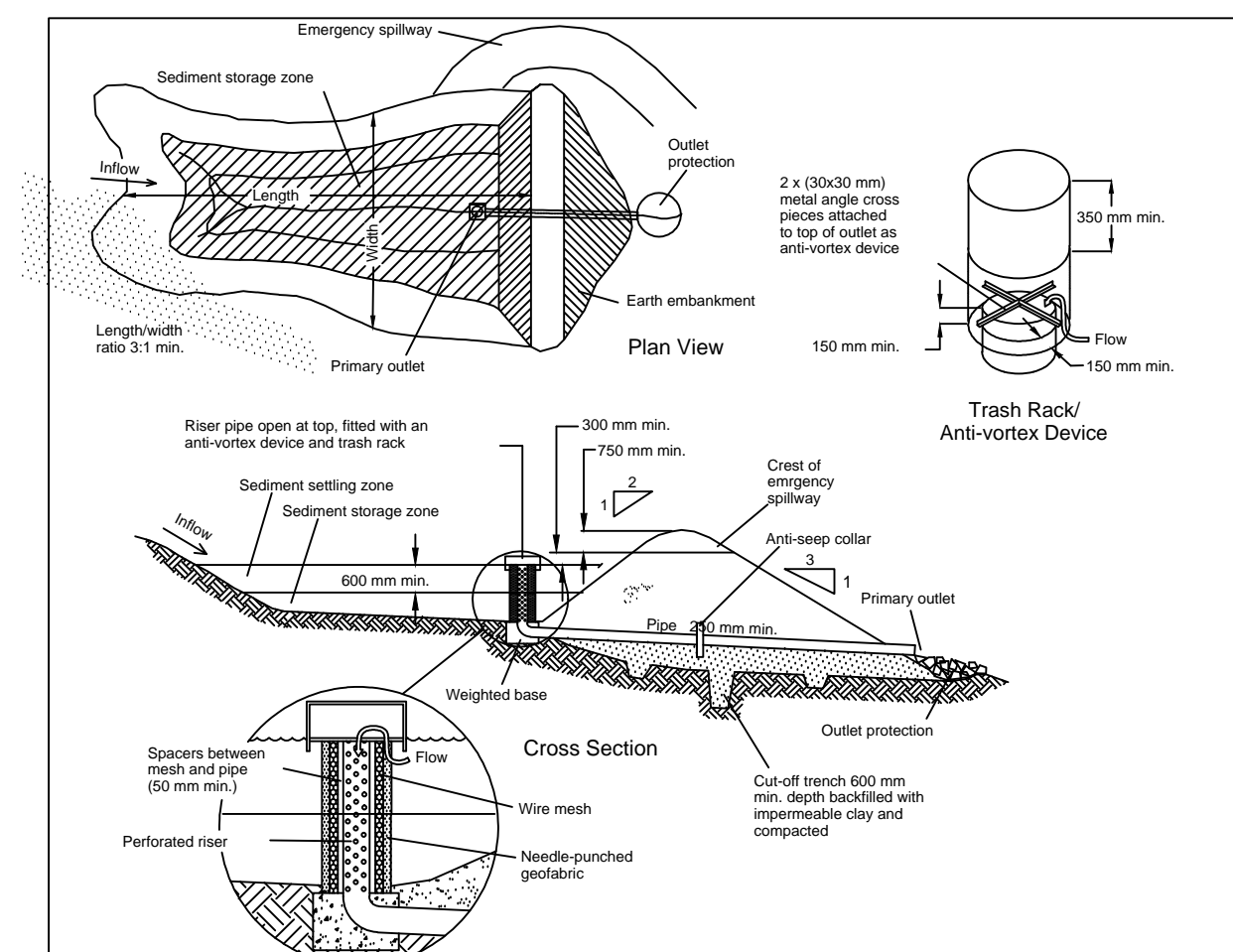
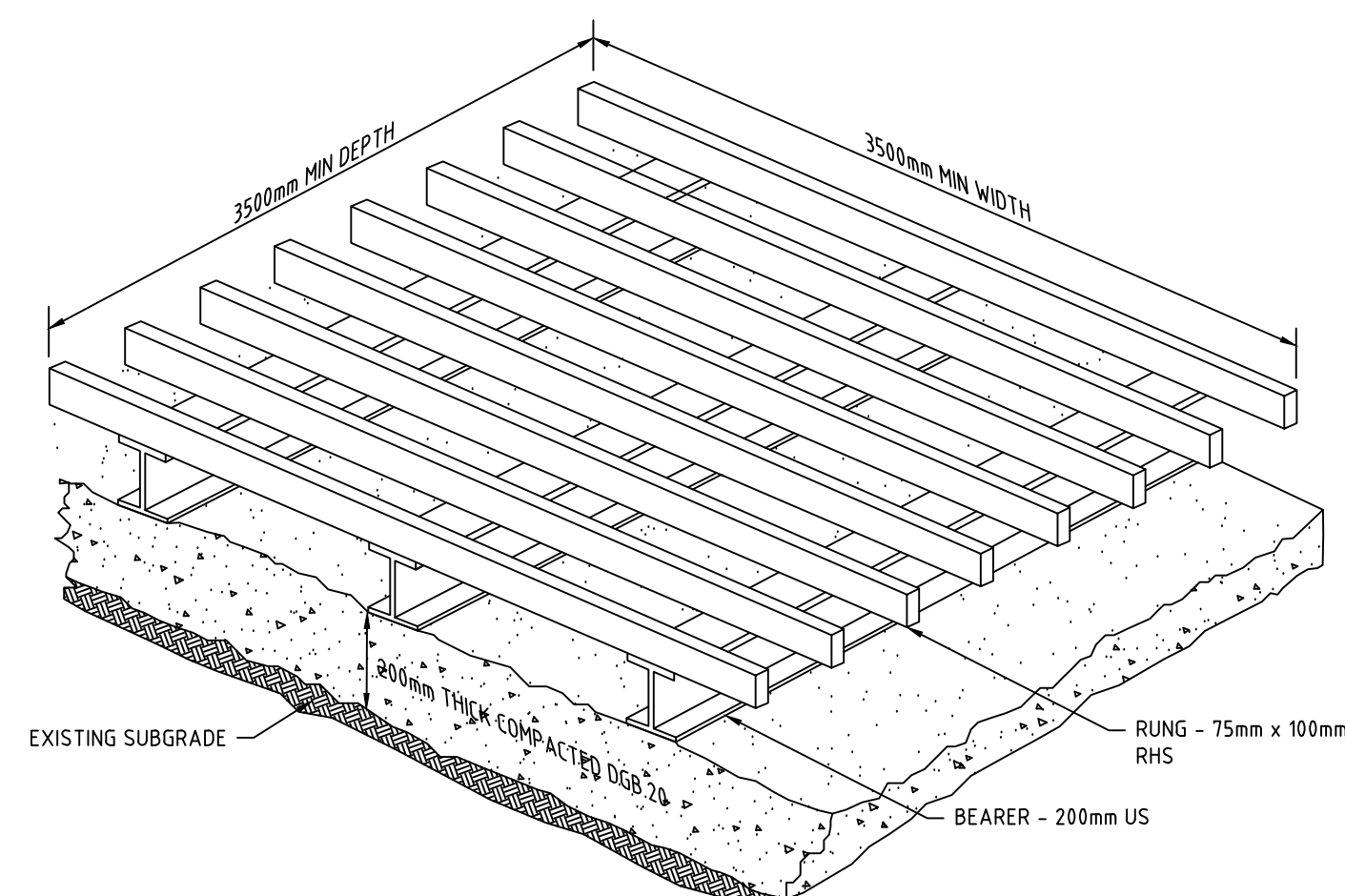
A CORRECTLY DESIGNED AND INSTALLED SHAKER PAD WILL ASSIST IN PREVENTING SEDIMENT TRANSFER FROM A SITE. ANY STABILISED ACCESS POINT (SAP) CAN BE DESIGNED WITH A SHAKER PAD (COMPULSOPRY IN TYPE II SAP'S)

SHAKER PADS CAN BE DESIGNED AND CONSTRUCTED TO ENABLE RE-USE ON FUTURE PROJECTS.

THE SHAKER PAD:

- ? MUST BE DESIGNED AND CERTIFIED BY A PRACTICING STRUCTURAL ENGINEER. THE CERTIFIED DESIGN SHOULD BE SUBMITTED WITH THE RELEVANT APPLICATION.  
 ? CAN BE CONSTRUCTED FROM ANY SUITABLE MATERIAL.  
 ? MUST BE LOCATED ON A SUITABLY PREPARED AND COMPACTED SUB-GRADE/BASE MATERIAL.  
 ? MUST BE SITUATED SUCH THAT THE RUNGS OF THE SHAKER PAD ARE LEVEL WITH THE ADJOINING NATURAL SURFACE.  
 ? MUST BE A MINIMUM OF 3.5m IN LENGTH.  
 ? MUST BE A MINIMUM OF 3.5m IN WIDTH.  
 ? MUST HAVE CLEAR SPACING BETWEEN RUNGS OF 200 - 250mm.  
 ? RUNGS MUST HAVE A MAXIMUM WIDTH (BEARING AREA) OF 75mm.  
 ? MUST HAVE A MINIMUM CLEAR DEPTH OF 300mm IE FORM THE TOP OF THE RUNG TO THE FINISHED SUB-GRADE/BASE LEVEL.

THE SHAKER PAD MUST BE PROVIDED WITH SUITABLE BARRIERS AT THE SIDES TO ENSURE THAT ALL TYERS OF VEHICLES LEAVING THE SITE TRAVERSE THE DEVICE.



### Construction Notes

1. Remove all vegetation and topsoil from under the dam wall and from within the storage area.
2. Form a cut off trench under the centreline of the embankment 600 mm deep and 1,200 mm wide, extending to a point on the watercourse wall above the riser sill level.
3. Maintain the trench free of water and recompact the materials with equipment as specified in the SWMP to 95 per cent Standard Proctor Density.
4. Select fill according to the SWMP that is free from roots, wood, rock, large stone or foreign material.
5. Prepare the site under the embankment by ripping to at least 100 mm to help bond the compacted fill to the existing substrate.
6. Spread the fill in 100 mm to 150 mm layers and compact it at optimum moisture content following the SWMP.
7. Install the pipe outlet with seepage collars as specified in the SWMP and Standard Drawing 6-3b.
8. Form batter grades at 2(H):1(V) upstream and 3(H):1(V) downstream or as specified in the SWMP

**EARTH BASIN - DRY**  
(APPLIES TO 'TYPE C' SOILS ONLY)

SD 6-3

[illegible]