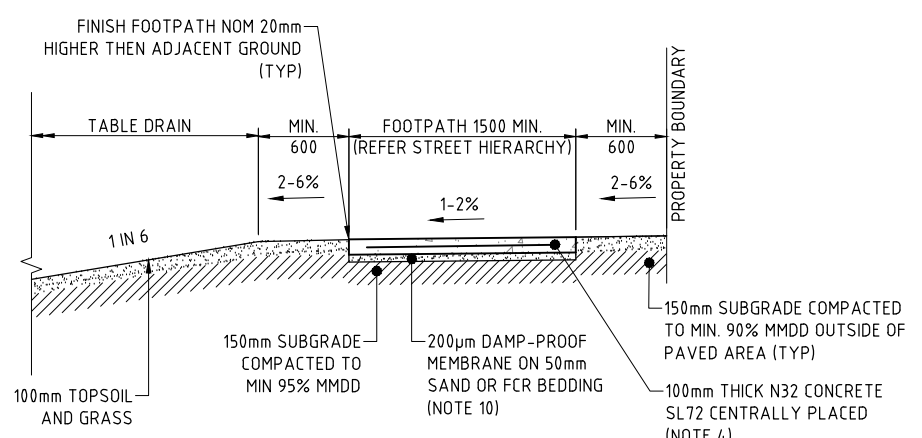
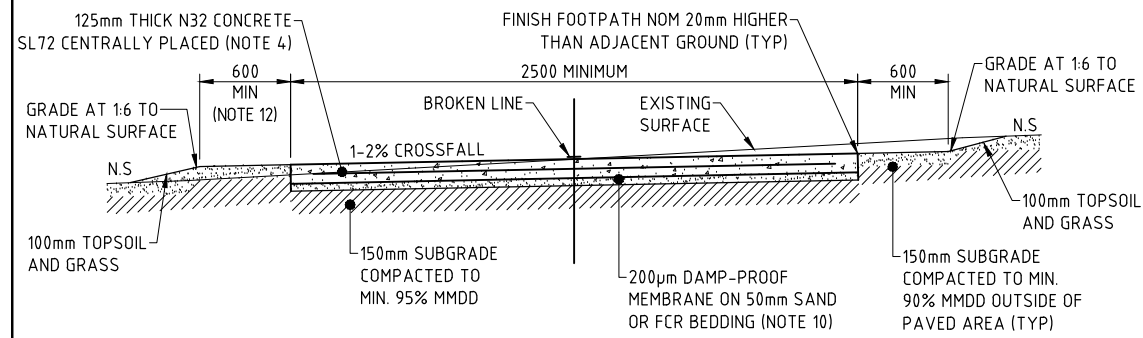


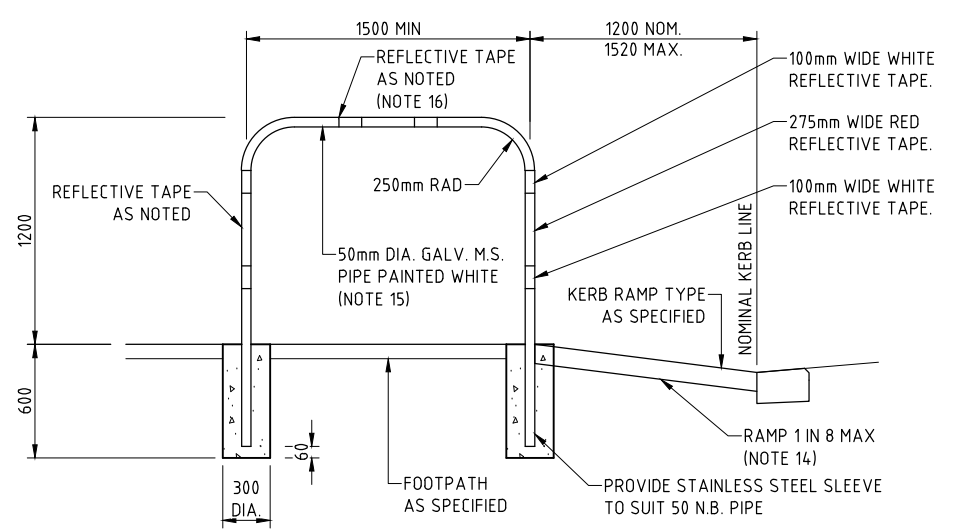
TYPICAL FOOTPATH SECTION - BEHIND KERB (NOTE 11)
NOT TO SCALE



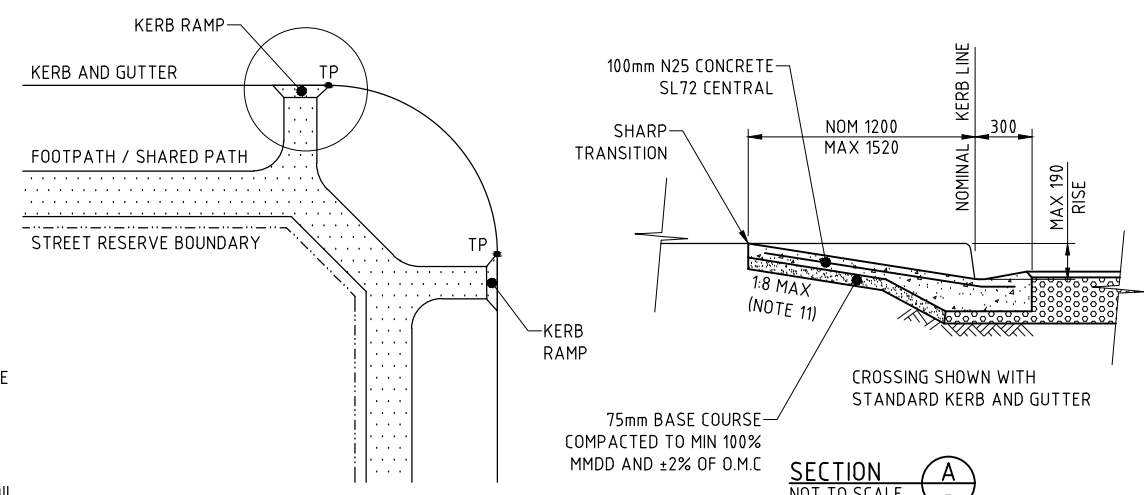
TYPICAL SHARED PATH SECTION
NOT TO SCALE



TYPICAL SHARED PATH SECTION
NOT TO SCALE

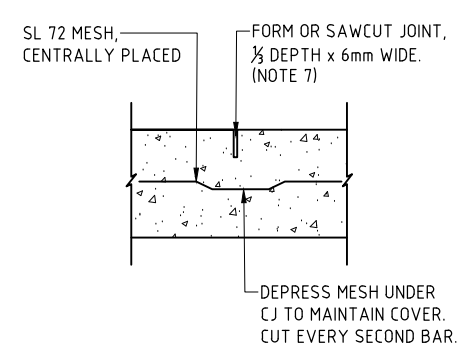


GRAB RAIL DETAIL
NOT TO SCALE

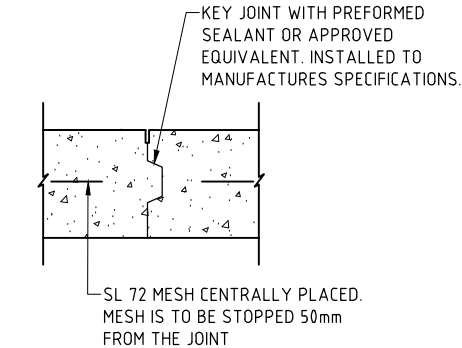


KERB RAMP PREFERABLE LOCATIONS
NOT TO SCALE

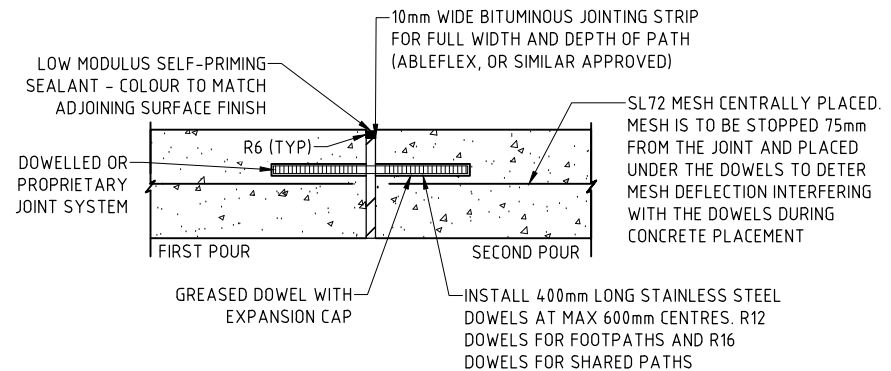
- GENERAL NOTES:**
- ALL WORK MUST COMPLY WITH THE STANDARD SPECIFICATION FOR SUBDIVISIONS ALONG WITH PROJECT SPECIFIC AMENDMENTS.
 - ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
 - CONCRETE WORKS MUST COMPLY WITH AS3600 AND AS1379.
 - EXPOSURE CLASSIFICATION AND MINIMUM COVER TO REINFORCEMENT MUST COMPLY WITH AS3600. CONCRETE THICKNESS MAY NEED TO BE INCREASED TO MEET DURABILITY REQUIREMENTS.
 - CONCRETE TO BE N32/20/80. CONCRETE TO BE MOIST CURED FOR AT LEAST 48 HOURS AFTER CONCRETE POUR.
 - NO LONGITUDINAL JOINTS IN PATHS. TRANSVERSE JOINTS MUST BE PROVIDED AS FOLLOWS:
 - CONTRACTION JOINTS (CJ) AT MAX 2m CENTERS, AND ALL CHANGES IN SHAPE AND DIRECTION.
 - EXPANSION JOINTS (KEJ, OR DEJ) AT MAX 6m CENTERS. CONCRETE THICKNESS MAY NEED TO BE INCREASED WHEN USING DEJs DUE TO RISK OF SPALLING IN THIN SLABS.
 - SAWCUT JOINTS MUST BE UNERTAKEN BETWEEN 4 HOURS TO 12 HOURS AFTER LAYING CONCRETE, DEPENDING ON CONDITIONS. JOINT SEALANT IS REQUIRED IN SANDY AREAS.
 - CONSTRUCTION JOINTS ARE REQUIRED FOR PLANNED INTERRUPTIONS. ROUGHEN AND CLEAN FACE OF HARDENED CONCRETE, REMOVE LOOSE AND FOREIGN MATERIAL.
 - THE CONCRETE PATH MUST BE STEEL TROWELLED FOLLOWED BY A MOIST HAIR BROOM. THE FINAL SURFACE MUST BE NON-SLIP WITH A MINIMUM TEXTURED SURFACE OF 2mm.
 - SAND OR FCR BEDDING MAY BE OMITTED FOR CATEGORY B AND C INFRASTRUCTURE LOCALITIES.
 - CROSSFALL IN VERGE ADJACENT TO FOOTPATH TO COMPLY WITH AS1428.1, WHERE APPLICABLE.
 - INCREASED CLEARANCE TO BATTERS MAY BE REQUIRED FOR SHARED PATHS PER AUSTRROADS GUIDELINES.
 - TYPE A KERB RAMP TO BE USED WHEREVER PAVED SURFACES (PEDESTRIAN CORRIDORS) EXTEND TO BACK OF KERB. TYPE B MAY BE USED WHEREVER PAVED SURFACES (PEDESTRIAN CORRIDORS) EXTEND NO FURTHER THAN TOP OF KERB RAMP LOCATION.
 - IF HEIGHT DIFFERENCE BETWEEN KERB INVERT AND LEVEL OF PATH EXCEEDS 150mm, OR LENGTH OF CROSSOVER EXCEEDS 1200mm, THEN GRADE OF CROSSOVER TO BE 1 IN 14. (REFER TO AS1428.1)
 - GRAB RAILS TO BE FROM 50mm N.B GALVANISED STEEL PIPE WITH WALL THICKNESS NOT LESS THAN 3mm. ALL JOINTS SHALL BE WELDED & SHARP EDGES GROUND SMOOTH. ALL WELDING SLAG TO BE SHIPPED AWAY AND AREAS OF DAMAGED GALVANISING SHALL BE MADE GOOD WITH AN APPROVED WHITE ZINC RICH PAINT.
 - REFLECTIVE TAPE TO BE CLASS 1 TO AS1906.1
 - WHERE POSSIBLE, FOOTPATH IS TO BE CONSTRUCTED AGAINST PROPERTY BOUNDARY. WHERE THIS IS NOT POSSIBLE A 500MM MOWING STRIP IS TO BE PROVIDED.



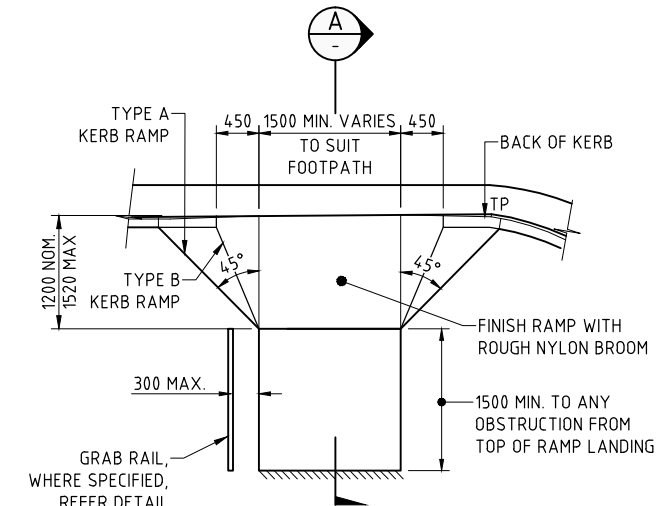
CONTRACTION JOINT (CJ)
NOT TO SCALE



KEYED EXPANSION JOINT (KEJ)
NOT TO SCALE



DOWELLED EXPANSION JOINT DETAIL (DEJ)
NOT TO SCALE



PLAN OF KERB RAMP (NOTE 13)
NOT TO SCALE

AMENDMENTS			
No.	DESCRIPTION	DATE	INITIAL
E			
D			
C	DETAILS AMENDED	15/10/19	RM
B	GENERAL NOTES AMENDED	24/04/13	RM
A	ORIGINAL ISSUE	09/03	S.W.S.

STANDARD DRAWING		
FOOTPATHS AND PRAM CROSSINGS		
SHEET 5 OF 19	SHEET SIZE: A1	AMENDT. C
		DRAWING No. DCC-104

