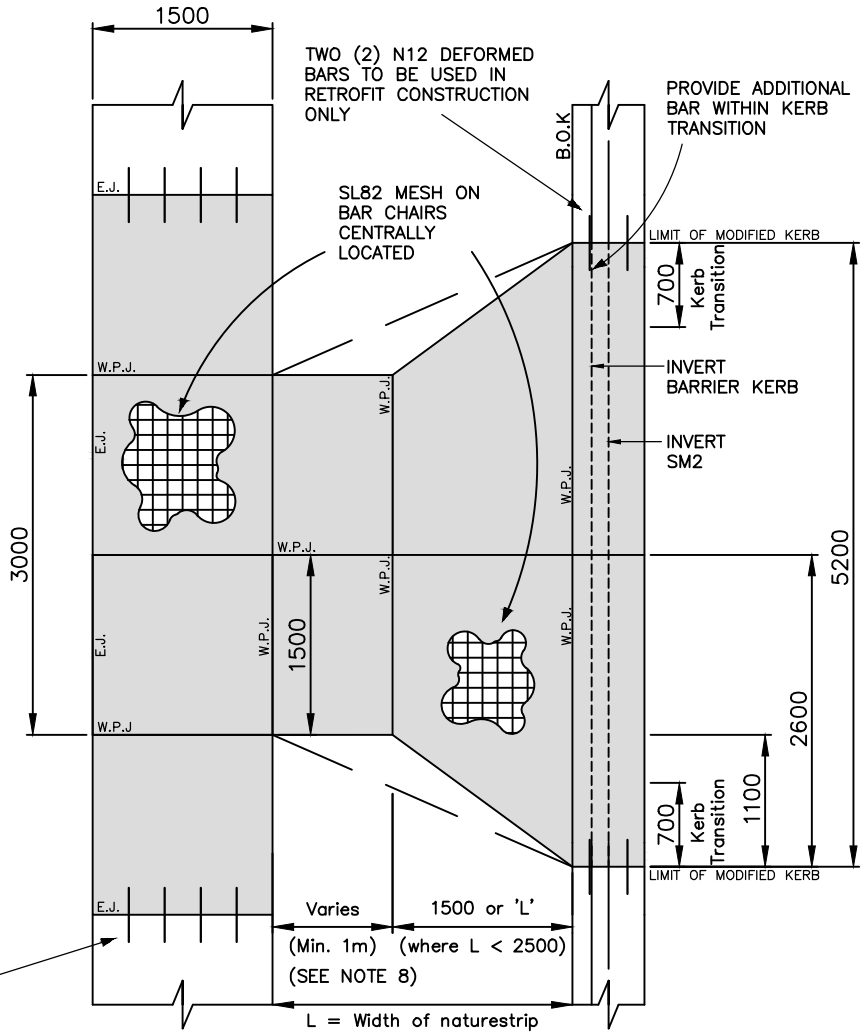


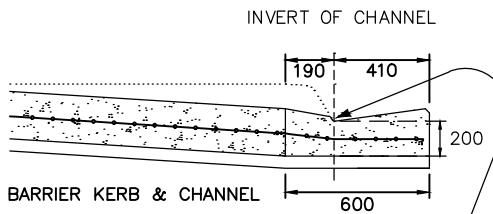
NOTES:

1. CONCRETE SPECIFICATION: 200mm THICK, 32MPa CONCRETE WITH SL82 CENTRALLY LOCATED ON 75mm COMPACTED THICKNESS CLASS 3 FCR. OR APPROVED EQUIVALENT
2. NO PATTERN-PAVE FINISH, EXPOSED AGGREGATE OR COLOURED CONCRETE
3. CROSSING TO HAVE STIPPLE FINISH WITH NO HIGHLIGHTS
4. FOOTPATH PANELS IMMEDIATELY ADJACENT TO CROSSING TO BE CONSTRUCTED TO ABOVE CONCRETE SPECIFICATION.
5. EXPANSION JOINTS (E.J.) TO HAVE EXPANSION MATERIAL AND FOUR (4) TIE BARS INSTALLED AT 300 MAX CENTRES, COMMENCING 150mm FROM EDGE OF EACH EXPANSION JOINT
6. EXPANSION MATERIAL TO BE POLYETHYLENE EXPANSION FOAM, RESIN BASED CORK STRIP OR APPROVED EQUIVALENT
7. WEAKENED PLANE JOINTS (W.P.J.) SHALL BE LOCATED AS SHOWN IN PLAN AND MADE WITH A 'T' IRON AT TIME OF CONSTRUCTION
8. IF DISTANCE BETWEEN BACK OF KERB (B.O.K) & FOOTPATH IS LESS THAN 2500, CONTINUE SPLAY FROM KERB TO FOOTPATH, OTHERWISE 1500 LENGTH SPLAY
9. SAW CUTTING TO BE USED ON ALL CONCRETE TO CONCRETE AND CONCRETE TO ASPHALT INTERFACES WHERE EXISTING CONCRETE IS TO BE REMOVED
10. FORMWORK TIMBER TO BE MINIMUM 150mm
11. IF THE EXISTING KERB IS TO BE RETAINED (AT COUNCIL'S DISCRETION), N12 DEFORMED BARS 450mm LONG @ 600mm CENTERS, ARE TO BE PLACED CENTRALLY PERPENDICULAR TO B.O.K.

EXPANSION MATERIAL AND FOUR (4) N12 TIE BARS INSTALLED AT 300mm CENTRES (SEE NOTE 5&6)

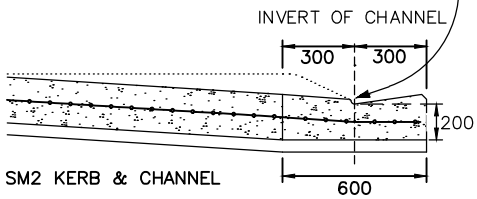


PLAN



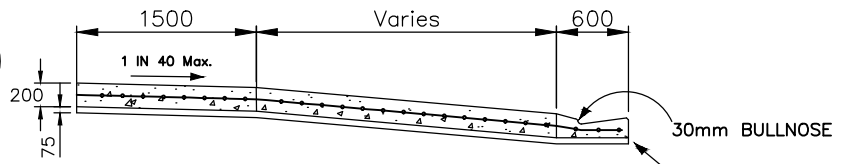
BARRIER KERB & CHANNEL

30mm BULLNOSE



SM2 KERB & CHANNEL

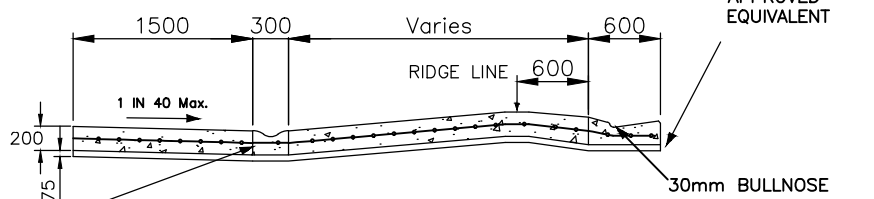
INVERT OF CHANNEL



TYPICAL STANDARD SECTION

MIN 75mm COMPACTED 20mm CLASS 3 FCR OR APPROVED EQUIVALENT

FOOTPATH SPOON DRAIN REFER TO SD-F02



TYPICAL REVERSE FALL STANDARD SECTION



TITLE: INDUSTRIAL AND HEAVY USE VEHICLE CROSSING

DATE: JULY 2014
DRAWING No.: SD-H03