



LEGEND



WARNING TGSi

E.J. EXPANSION JOINT

I.J. ISOLATION JOINT

NOTES:

- THIS DRAWING IS TO READ IN CONJUNCTION WITH TfNSW TECHNICAL DIRECTION TDT 2013/05 - CONTINUOUS FOOTPATH TREATMENTS.
- SURFACE TREATMENTS AND MATERIALS FOR THE CONTINUOUS FOOTPATH TREATMENT SHALL MATCH THE ADJACENT FOOTPATH AND SHALL DIFFER FROM ROAD SURFACE FINISH.
- WHERE ROAD SURFACE MATERIAL AND CONTINUOUS FOOTPATH TREATMENT MATERIAL ARE SIMILAR, THE FOOTPATH SURFACE SHALL BE REMOVED AND RECONSTRUCTED TO 5m EITHER SIDE OF THE FOOTPATH TREATMENT WITH AN APPROVED MATERIAL TO SUIT SYDNEY STREETSCAPE SPECIFICATION, UNLESS NOTED OTHERWISE.
- TYPE AND COLOUR OF TGSi'S SHALL BE IN ACCORDANCE WITH CITY OF SYDNEY'S TECHNICAL SPECIFICATIONS UNLESS SPECIFIED FOR THE PROJECT. REFER TO DRAWING# 2.7.4 FOR THE COLOUR AND TYPES.
- WIDTH OF THE WING MAY VARY TO SUIT CALCULATED TURNING PATHS AND/OR EXISTING KERB RETURNS.
- VERTICAL AND HORIZONTAL VEHICLE CLEARANCE SHALL BE CHECKED IN ACCORDANCE WITH AS2890.1 BY THE DESIGN ENGINEER.
- USE OF 25mm HIGH LIP CHAMFERED AT 45° MAY BE ALLOWED TO ACHIEVE VEHICLE VERTICAL CLEARANCE.
- WHERE ACHIEVING 2200mm IS NOT POSSIBLE, WIDTH OF FOOTPATH MAY BE REDUCED TO 1800mm ONCE APPROVED BY CITY'S REPRESENTATIVE.
- ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED.