

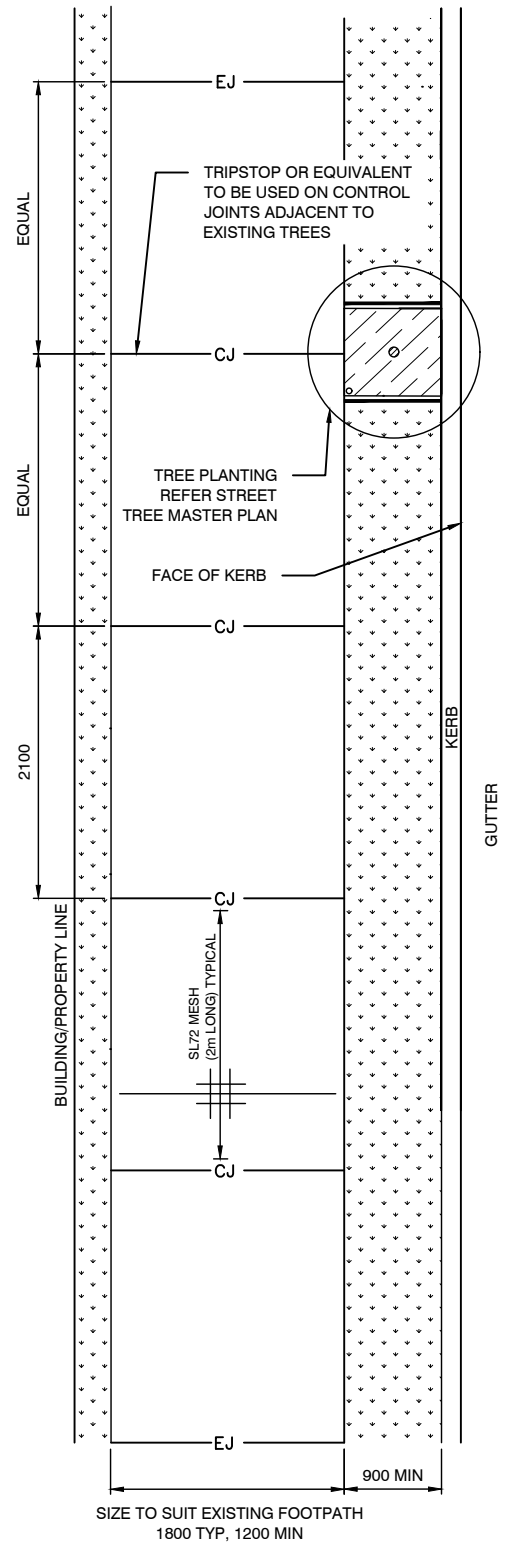
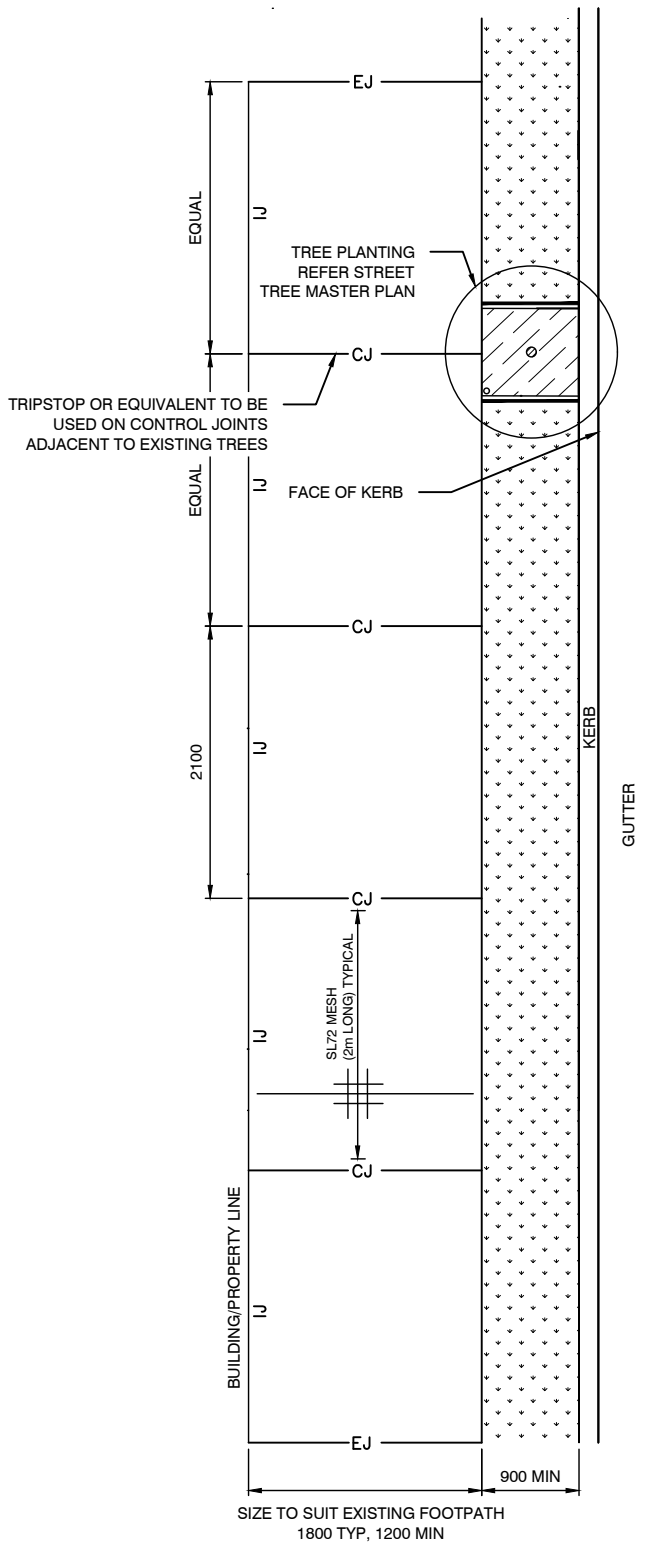
**NOTE:**

1. ALL EXPOSED CONCRETE SURFACES MUST BE FINISHED WITH A MEDIUM BROOM FINISH GENERALLY PERPENDICULAR TO THE DIRECTION OF TRAVEL.
2. ALL CONCRETE SLABS MUST HAVE A JOINT ALONG THE BUILDING LINE, KERB LINE AND ANY PENETRATIONS (EXCEPT WHEN USING BRICK KERBS).
3. ANY FOOTPATH THAT MAY BE SUBJECT TO VEHICULAR LOADS (SUCH AS GARBAGE TRUCKS IN NARROW LANES OR AT INTERSECTIONS WITH A TIGHT TURNING CIRCLE WHERE VEHICLES MAY MOUNT THE FOOTWAY) MUST HAVE AT LEAST 150mm THICK REINFORCED CONCRETE BASE (SL72).
4. CONCRETE FOOTWAYS TO BE A MINIMUM OF 1.2m WIDE, OR AS DIRECTED BY COUNCIL.
5. TYPICALLY ALLOW FOR EXPANSION JOINTS AT 12m (MAX) SPACING AND CONTRACTION JOINTS AT THE LESSER OF 6m OR 1.5 TIMES THE PAVEMENT WIDTH SPACING.

**LEGEND**

- CJ CONTRACTION JOINTS
- EJ EXPANSION JOINTS
- IJ ISOLATION JOINTS

NOTE: ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED



**NOTE:**

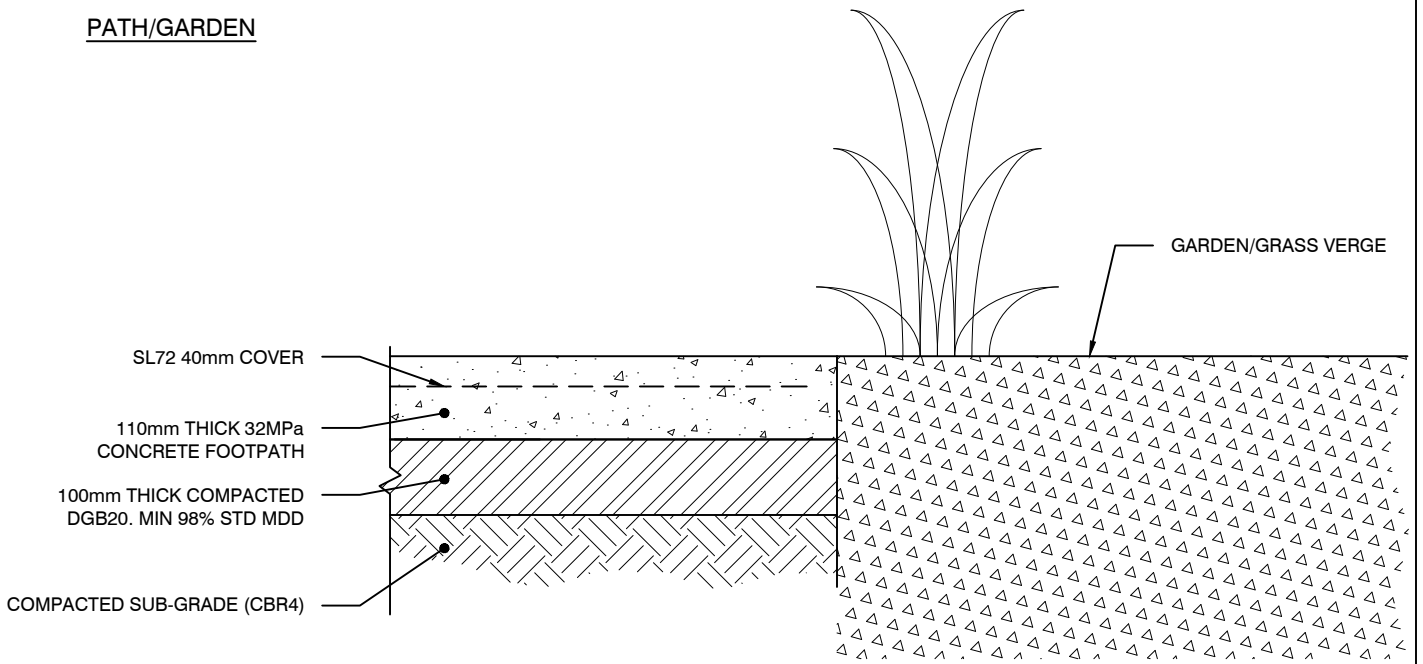
1. DETAIL ONLY TO BE USED IF MATCHING EXISTING, CITY REPRESENTATIVE TO APPROVE.
2. ALL EXPOSED CONCRETE SURFACES MUST BE FINISHED WITH A MEDIUM BROOM FINISH GENERALLY PERPENDICULAR TO THE DIRECTION OF TRAVEL.
3. ALL CONCRETE SLABS MUST HAVE A JOINT ALONG THE BUILDING LINE, KERB LINE AND ANY PENETRATIONS (EXCEPT WHEN USING BRICK KERBS).
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5. CONCRETE FOOTWAYS TO BE A MINIMUM OF 1.2m WIDE, OR AS DIRECTED BY COUNCIL.
6. TYPICALLY ALLOW FOR EXPANSION JOINTS AT 12m (MAX) SPACING AND CONTRACTION JOINTS AT THE LESSER OF 6m OR 1 TO 1.5 TIMES THE WIDTH OF FOOTPATH SPACING IN PLAIN CONCRETE FOOTPATHS.

**LEGEND**

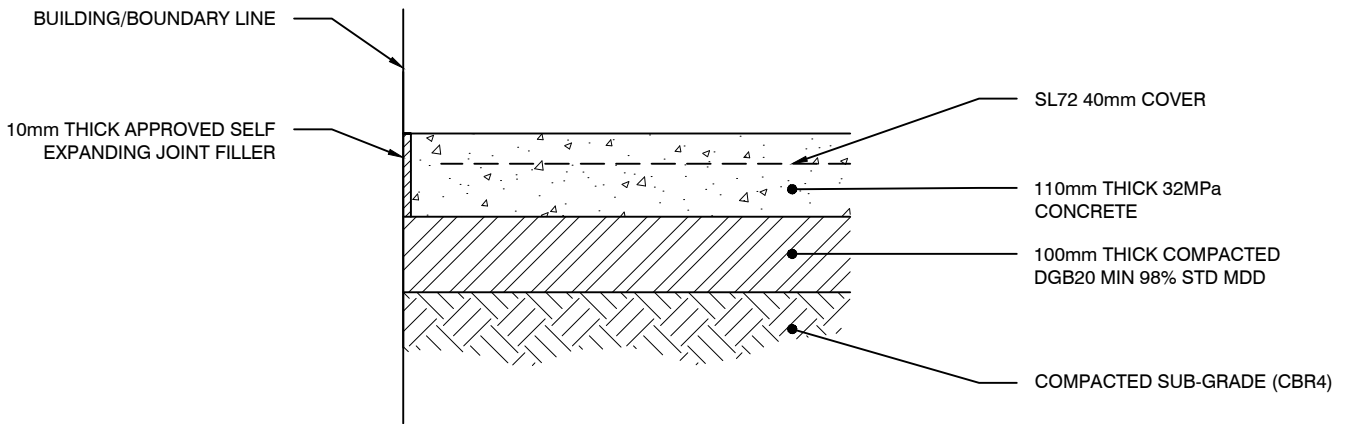
CJ	CONTRACTION/CONTROL JOINTS
EJ	EXPANSION JOINTS
IJ	ISOLATION JOINTS
	GRASS/PLANTED VERGE

NOTE: ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED

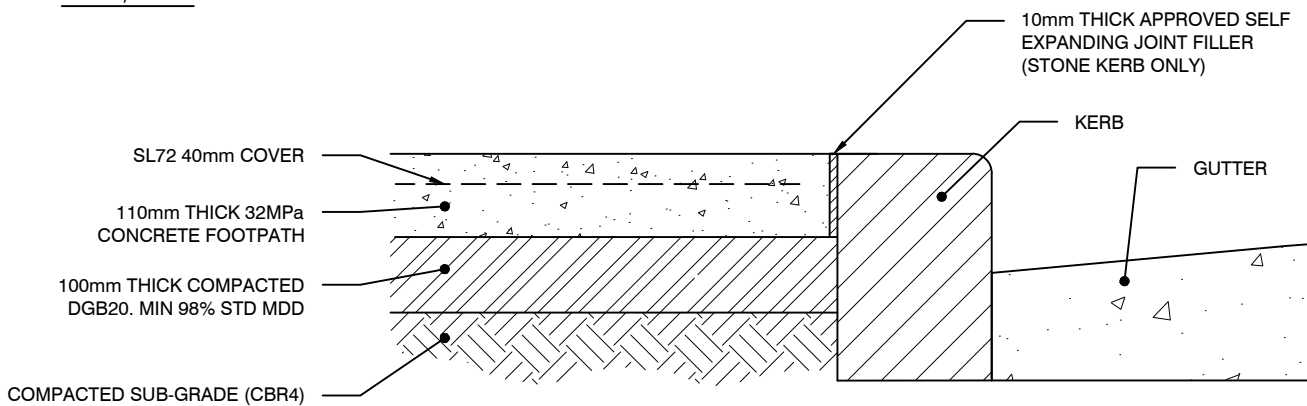
PATH/GARDEN



PATH/BUILDING LINE



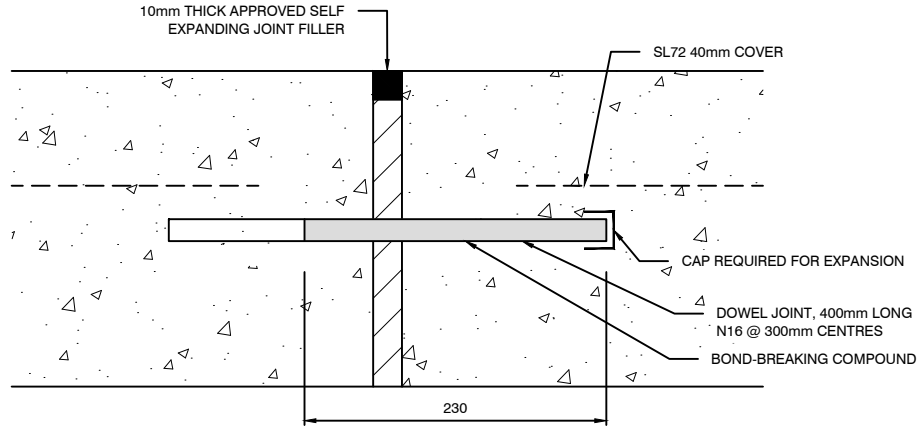
PATH/KERB



SECTION 1:10

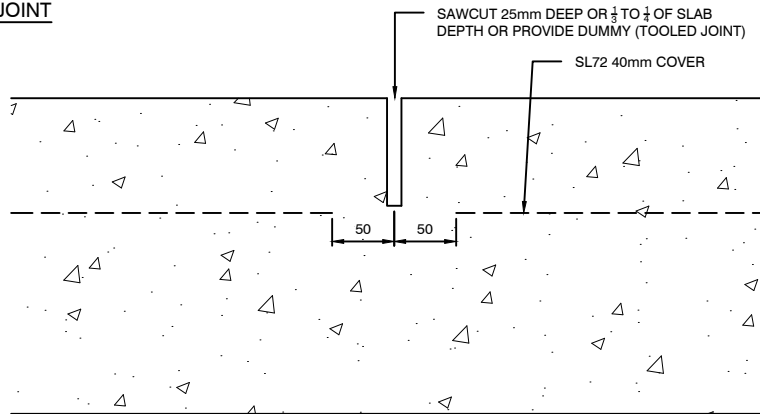
NOTE: ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED

**EXPANSION JOINT**

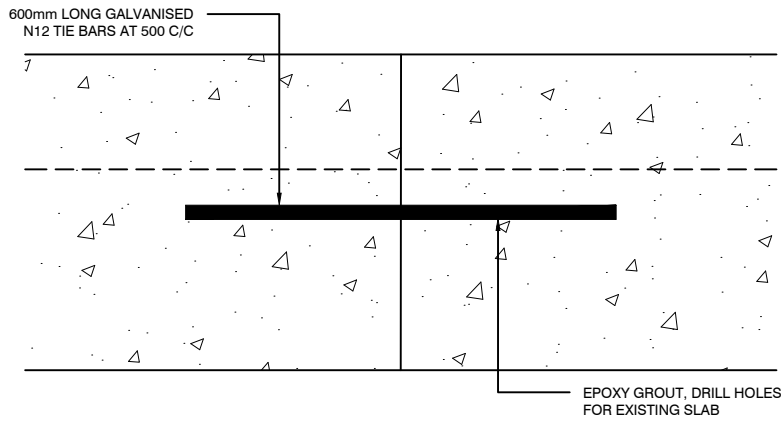


**NOTE:** BOND-BREAKING COMPONENT AND END CAP MAY BE REPLACED WITH A PURPOSE-MADE DOWEL SLEEVE.

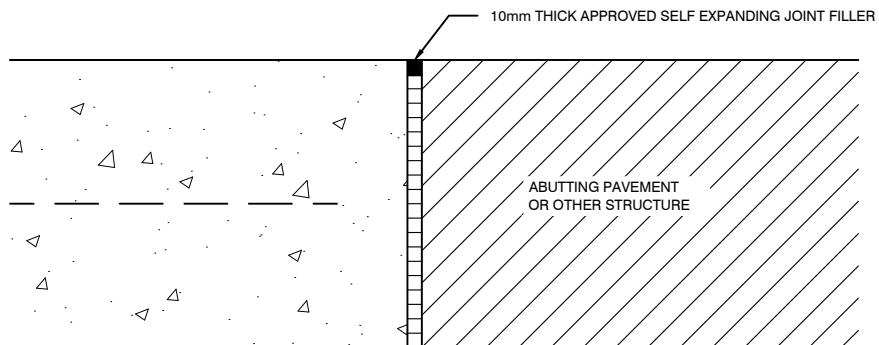
**CONTRACTION/CONTROL JOINT**



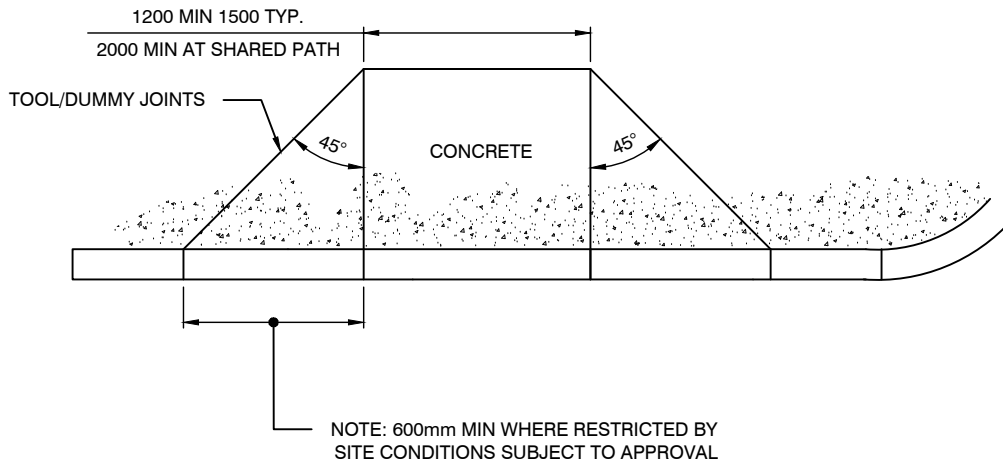
**CONSTRUCTION JOINT**



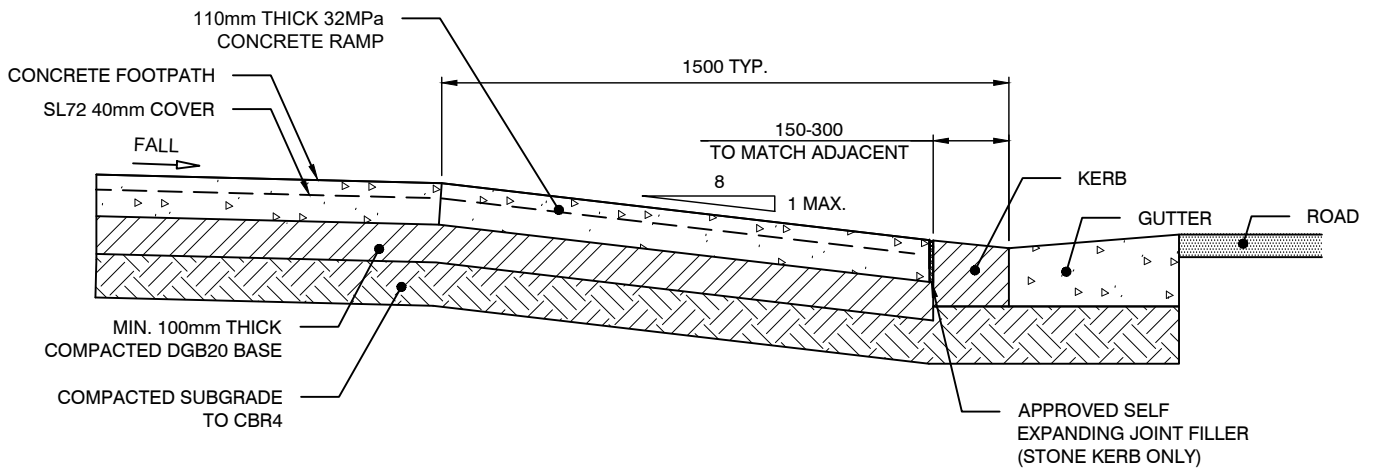
**ISOLATION JOINT**



**NOTE:** ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED



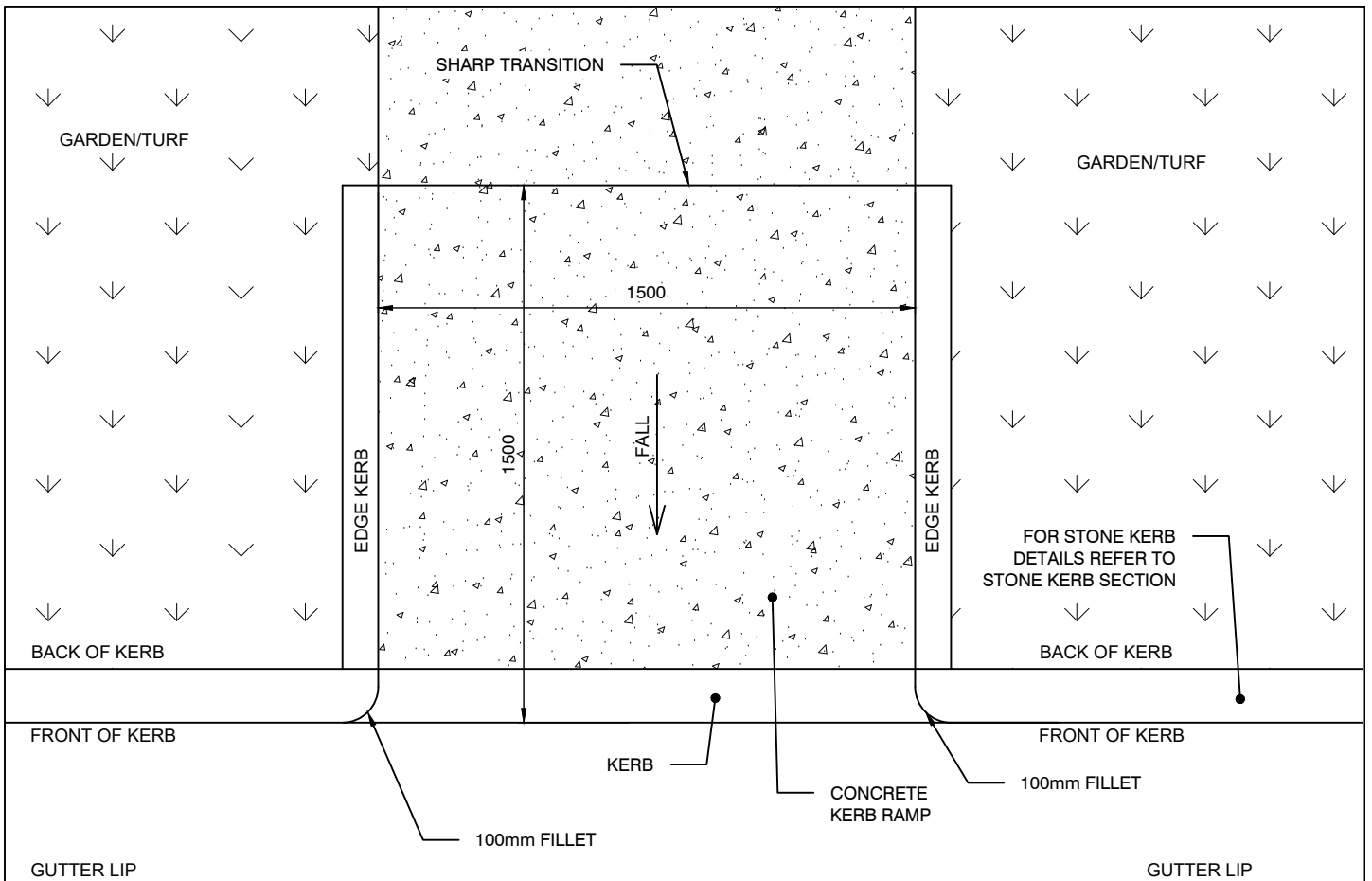
PLAN 1:50



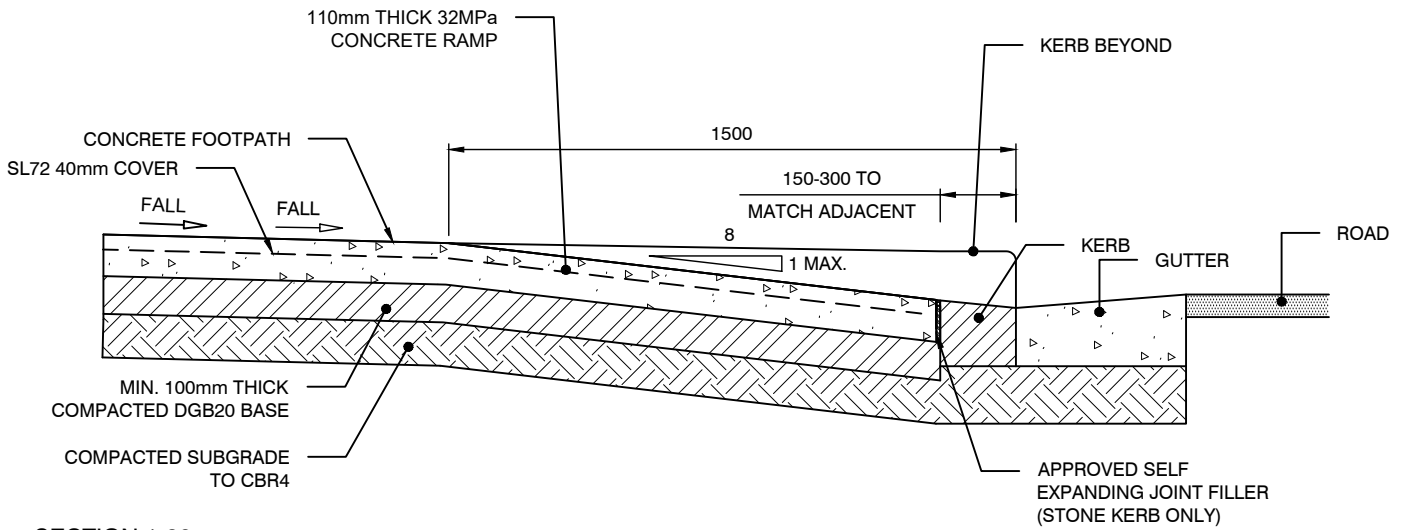
SECTION 1:20

NOTES:

1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED.
2. THE 45° WING ANGLE ON KERB RAMPS IS THE GENERAL STANDARD AND RMS RECOMMENDATION. IF RESTRICTED BY SITE CONDITIONS, THE WING ANGLE CAN BE REDUCED AND DESIGNED TO SUIT SUBJECT TO APPROVAL.

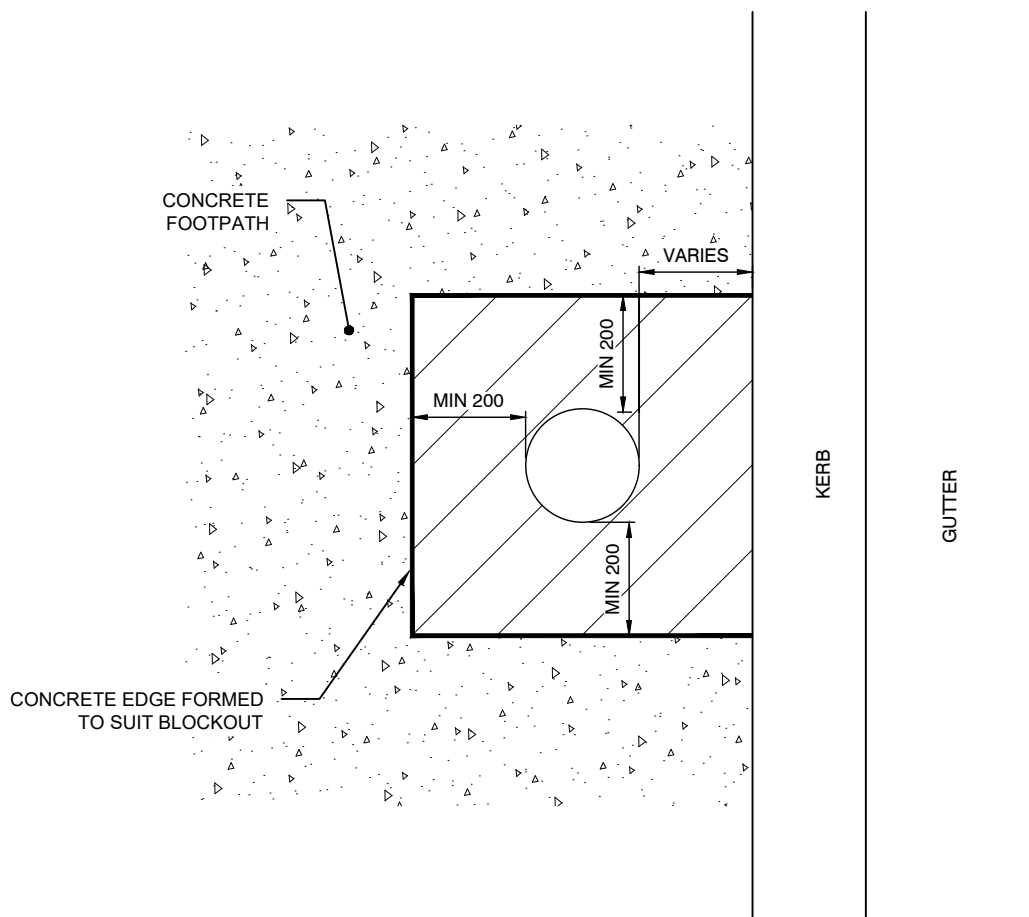


PLAN 1:20

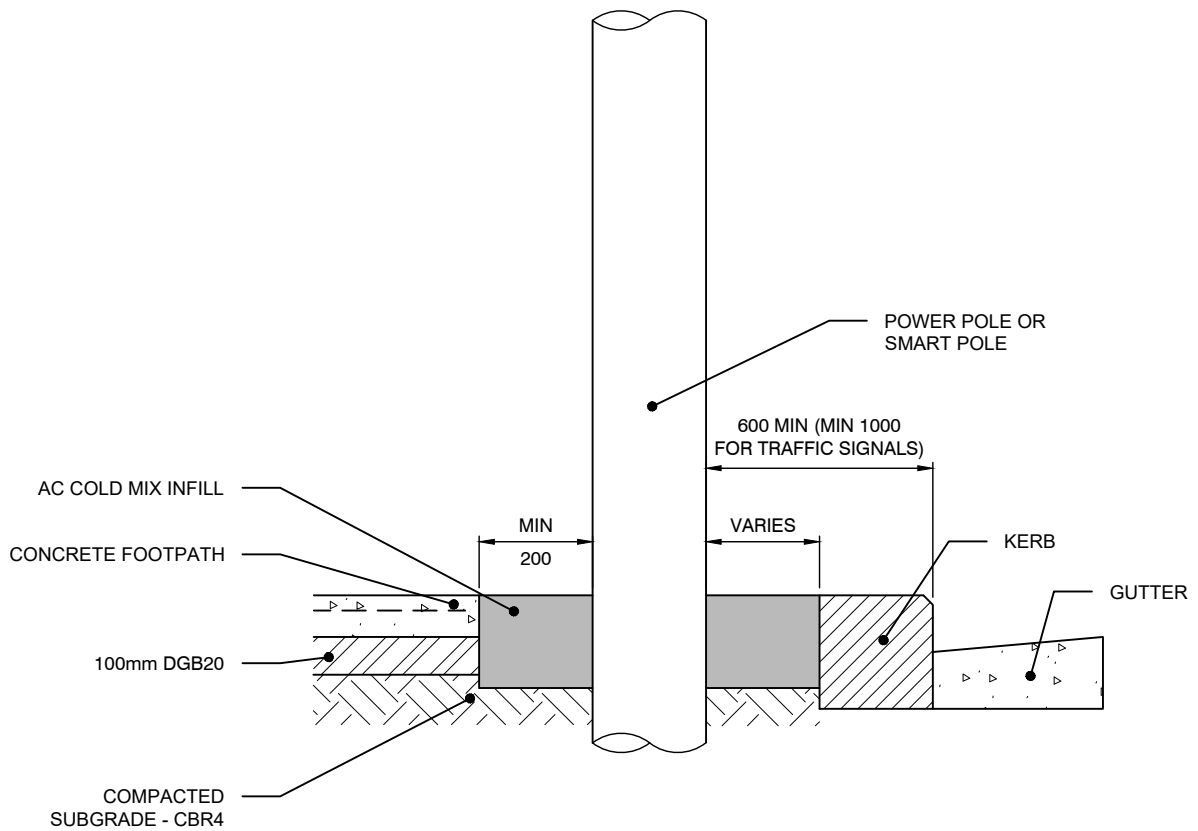


SECTION 1:20

NOTE: ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED

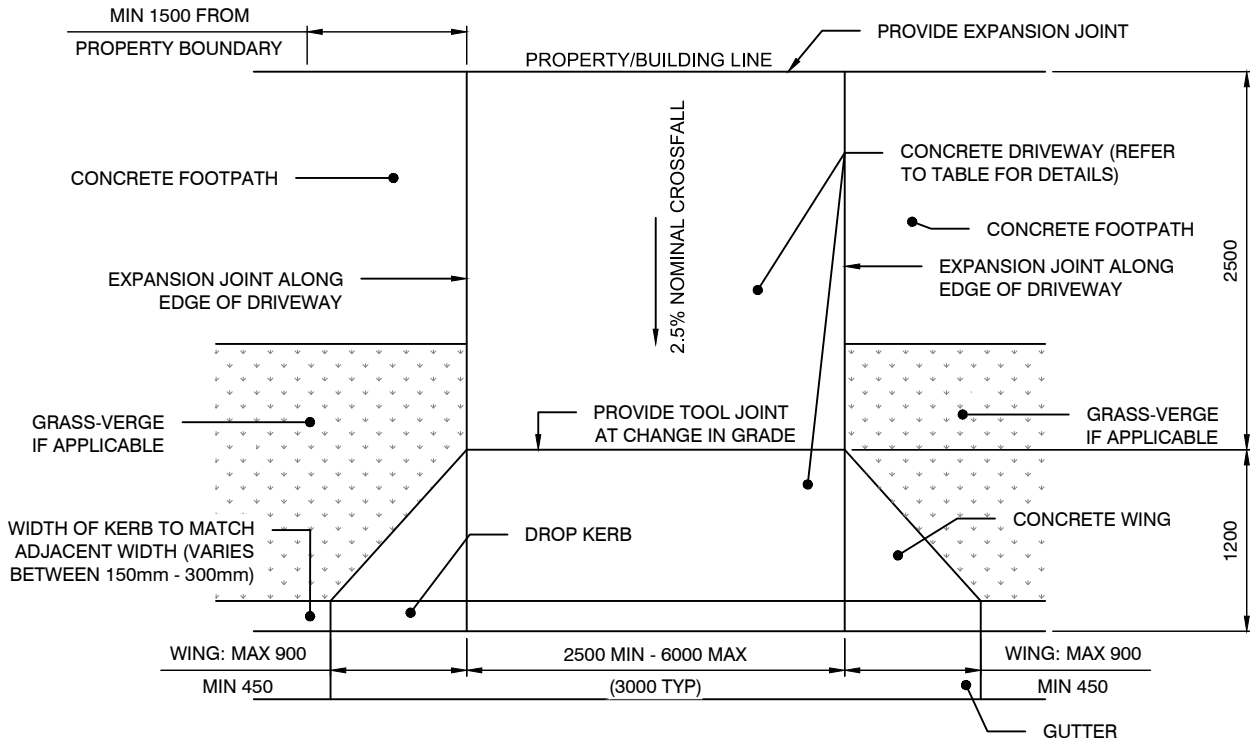


PLAN 1:20



SECTION 1:20

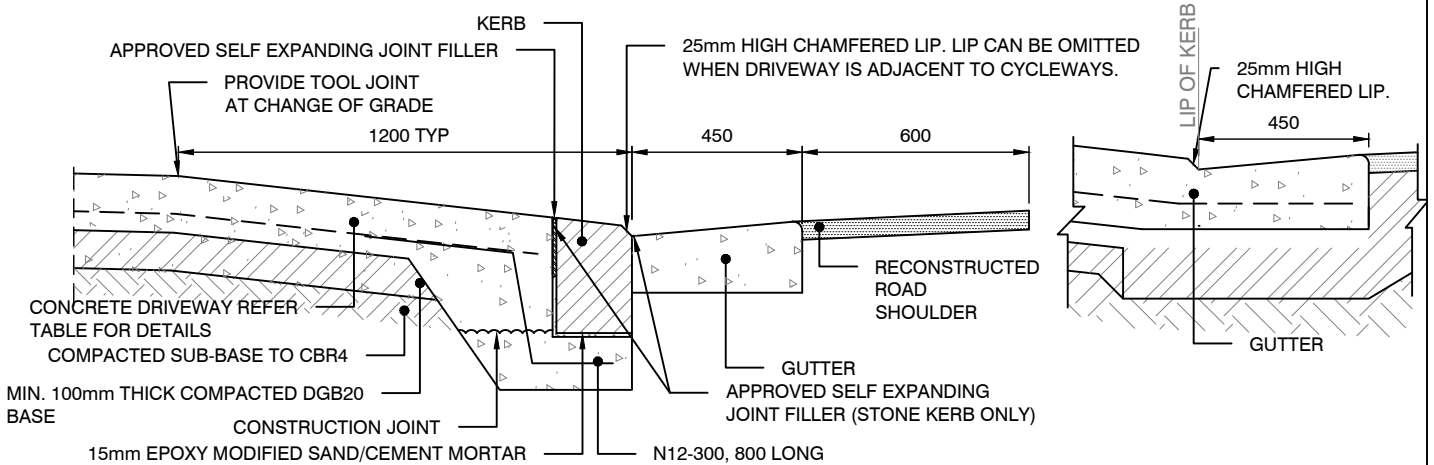
NOTE: ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED



**NOTES:**

1. DRIVEWAY TO BE GENERALLY PERPENDICULAR TO KERB LINE, UNLESS APPROVED OTHERWISE.
2. VERTICAL AND HORIZONTAL CLEARANCE SHALL BE CHECKED BY THE DESIGNER IN ACCORDANCE WITH AS2890.1.
3. FOR NARROW FOOTPATHS LENGTH OF RAMP TO BE AS SHORT AS POSSIBLE, OR LAYBACK ONLY TO BE USED IN APPROVED APPLICATIONS.
4. FOR DRIVEWAYS WIDER THAN 6.0m A TOOL JOINT SHALL BE PROVIDED ALONG THE CENTRE OF THE DRIVEWAY.
5. DRIVEWAY CONCRETE SHALL BE WOOD FLOAT FINISHED.

**PLAN  
1:50**



**SECTION ( STONE KERB)  
1:20**

**SECTION ( CONCRETE KERB)  
1:20**

DRIVEWAY SPECIFICATIONS			
DRIVEWAY USE	CONCRETE STRENGTH	THICKNESS	REINFORCEMENT
SINGLE RESIDENTIAL	32MPa	150mm	SL82
MULTI RESIDENTIAL	32MPa	200mm	SL82
COMMERCIAL/ INDUSTRIAL	32MPa	250mm	TWO LAYERS SL82

NOTE: ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED