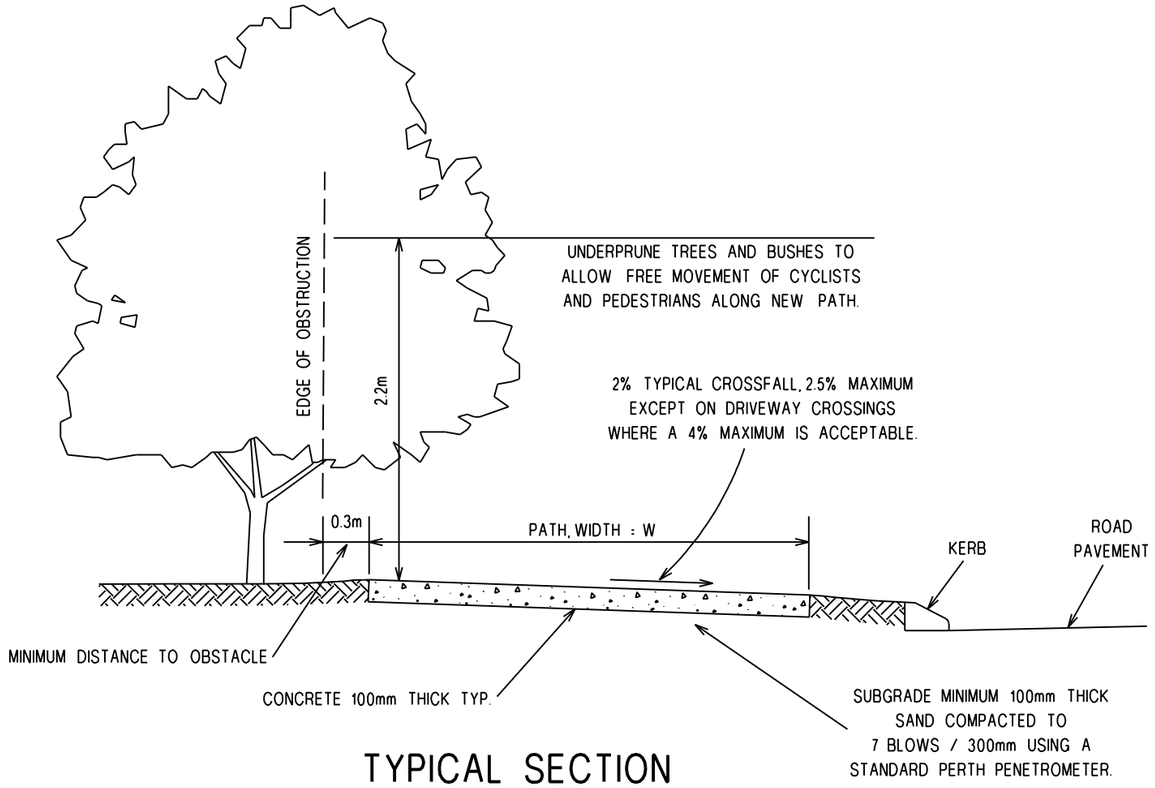
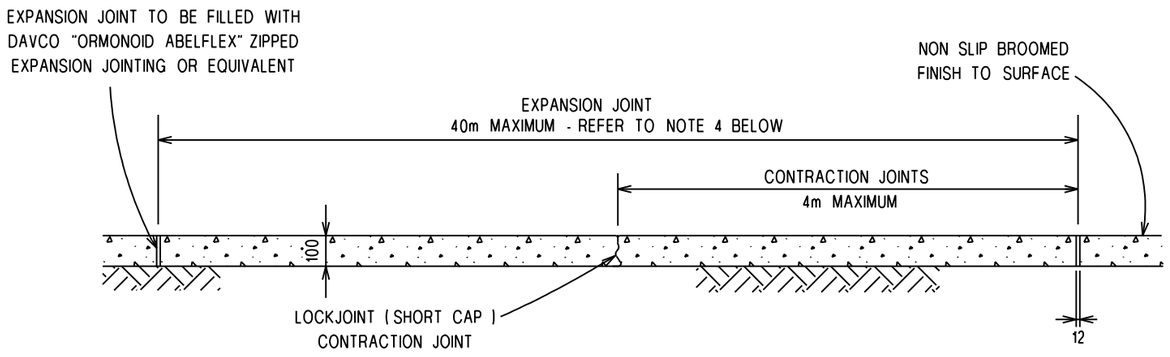


TYPICAL SECTION

NOT TO SCALE



LONG SECTION THROUGH CAST INSITU CONCRETE PATH

NOT TO SCALE

NOTES

1). THE SUBGRADE MATERIAL IS TO BE COMPACTED TO NOT LESS THAN 7 BLOWS PER 300mm OF DEPTH USING A STANDARD PERTH PENETROMETER.

2). THE PATH SHALL BE CONSTRUCTED FROM N25 CONCRETE IN ACCORDANCE WITH AS1379 & AS3600.

3). SURFACE FINISH TO BE BRUSHED WITH SMOOTH EDGE TO ALL EDGES AND JOINTS.

4). CONTRACTION JOINTS ARE TO BE CONSTRUCTED AS PER 'TABLE A' USING "LOCKJOINT" OR APPROVED EQUIVALENT. "LOCKJOINT" CAN BE PURCHASED BY CONTACTING LOCKJOINT AUSTRALIA, P.O. BOX 292 GREENWOOD W.A. 6024, TEL (08) 9302 2250, FAX (08) 9302 2219, MOB 0417 778 892.

5). EXPANSION JOINTS ARE TO BE CONSTRUCTED EVERY 40m ON STRAIGHT SECTIONS OF PATH, AT ALL DEVIATIONS IN ALIGNMENT IN PATH, AT KERB EDGE, WHERE TWO PATHS JOIN, AND WHERE THE PATH BUTTS TO SERVICE MANHOLES AND EXISTING CROSSOVERS. REDUCE SPACING TO 30m ON MEANDERING ALIGNMENTS. EXPANSION JOINTS TO BE FILLED TO FULL DEPTH WITH 12mm THICK DAVCO-"ORMONOID-ABELFLEX" ZIPPED EXPANSION JOINTING OR SIMILAR MATERIAL OF APPROVED TYPE.

6). F82 REINFORCEMENT MESH SHALL BE INSTALLED (FULL WIDTH AND MID DEPTH) WHERE PATH CROSSES A COMMERCIAL CROSSOVER.

7). WHERE SHOWN ON PLAN, OR DIRECTED BY SUPERINTENDENT, F82 REINFORCEMENT MESH SHALL INSTALLED (FULL WIDTH AND MID DEPTH) FOR 3m EITHER SIDE OF TREES TO PREVENT FUTURE ROOT DAMAGE TO PATH.

8). PRAM RAMP GRADE TO BE 1:10 GENERALLY. MAXIMUM GRADE TO BE 1:8 WHERE SITE CONSTRAINTS PREVENT 1:10 BEING ACHIEVED.

9). ADJUST ALL DRIVEWAY CROSSINGS TO ACHIEVE 4% MAXIMUM CROSSFALL.

10). PATH WIDTH " W " TO BE AS PER PLAN AS ADVISED BY CITY ENGINEER. ABSOLUTE MINIMUM WIDTH : 1.2m. MINIMUM DESIRABLE WIDTH : 2m. MINIMUM WIDTH AGAINST KERBLINE : 2m.

11). TYPE A PRAM RAMPS TO BE USED WHERE CYCLISTS ARE LIKELY TO ACCESS THE PRAM RAMP FROM THE ROAD LANE AND CBD LOCATIONS. TYPE B PRAM RAMPS TO BE USED ON MEDIAN ISLANDS AND NIBS. WING SIZE MAY BE VARIED TO SUIT SITE SPECIFIC CONSTRAINTS.

12). GRAB RAILS TO BE LOCATED ON THE LEFT HAND SIDE OF THE PATH. GRAB RAILS TO BE INSTALLED ON MEDIAN CROSSINGS OVER 1.2m WIDE AND VERGE RAMPS WHERE INDICATED ON THE PLANS.

13). PATHS INTENDED TO BE SHARED PATHS SHALL BE STENCILLED WITH APPROPRIATE ROAD MARKING SYMBOL.

14). LEAVE 200mm CLEARANCE AROUND POWER POLES AND FILL SPACE WITH COLD MIX ASPHALT.

15). PRAM RAMP LENGTH SHALL BE 1200mm MINIMUM, 1360mm PREFERRABLE AND 1520mm MAXIMUM.

16). TACTILE INDICATORS TO BE INSTALLED IN HIGH VOLUME / CBD LOCATIONS AS DETERMINED BY THE CITY ENGINEER, AS PER AS 1428 - 4.

(F) 17). LONGITUDINAL GRADES AND OVERHEAD CLEARANCES TO BE IN ACCORDANCE WITH AS 1428.

'TABLE A'

PATH WIDTH	CONTRACTION JOINT SPACING
⩾ 2m	4m
< 2m	2 x WIDTH OF PATH

AMENDMENTS

No.	DATE	DESCRIPTION	DRAWN	APPROVED
F	04/04	NOTE 17 ADDED	BC	SP
E	01/04	ALTERED FOLLOWING C.E. REVIEW	NJA	SP
D	8/03	NOTE 10 ALTERED	NJA	SP
C	6/03	NOTES 8 & 10 ALTERED	NJA	SP
B	11/02	PRAM RAMP DETAILS ALTERED	NJA	SP
A	11/02	ISSUED FOR APPROVAL		

LIVING THE VISION CITY OF BUNBURY

DESIGN NIGEL ARCHIBALD DATE 11/02

DRAWN NIGEL ARCHIBALD DATE 11/02

CHECKED DE STEWART PARKINSON DATE 01/04

CHECKED MDC _____ DATE _____

APPROVED BY CITY ENGINEER

THEO NAUDE

DATE 16/02/04

DRAWING NUMBER 7 - 2002 - 001 - 1 of 3

REV. No. F

BUNBURY CITY COUNCIL

STANDARD DRAWING

STANDARD PATH DETAILS

A3 SIZE

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