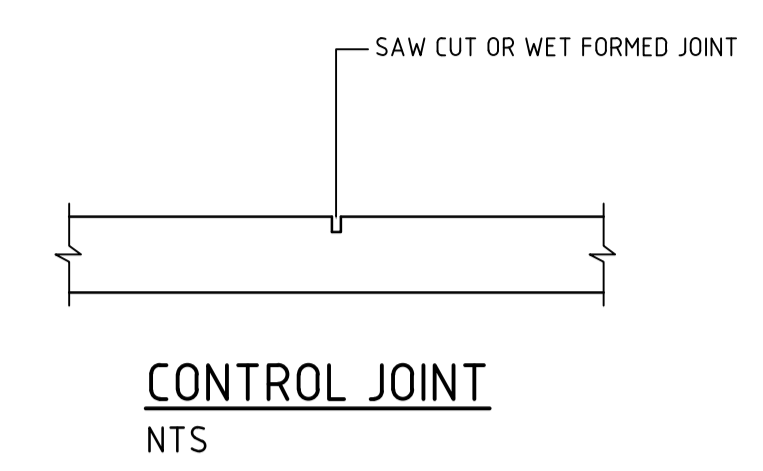
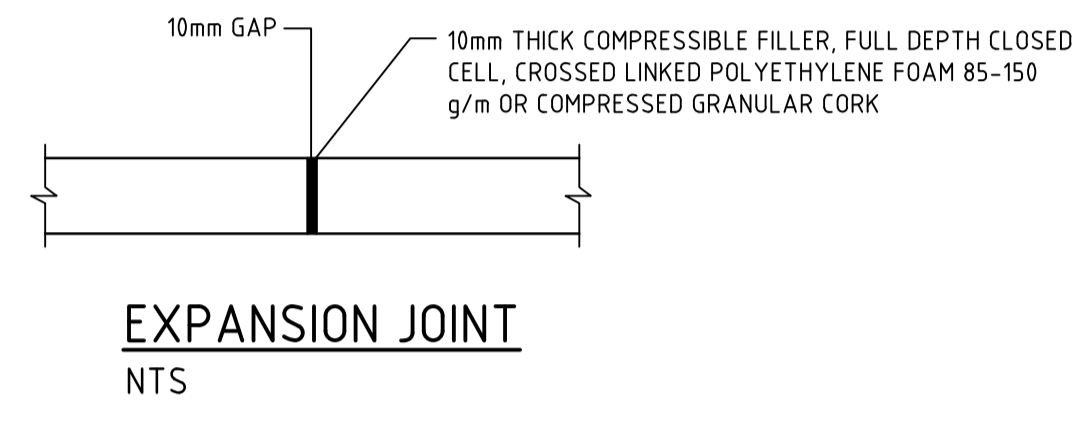


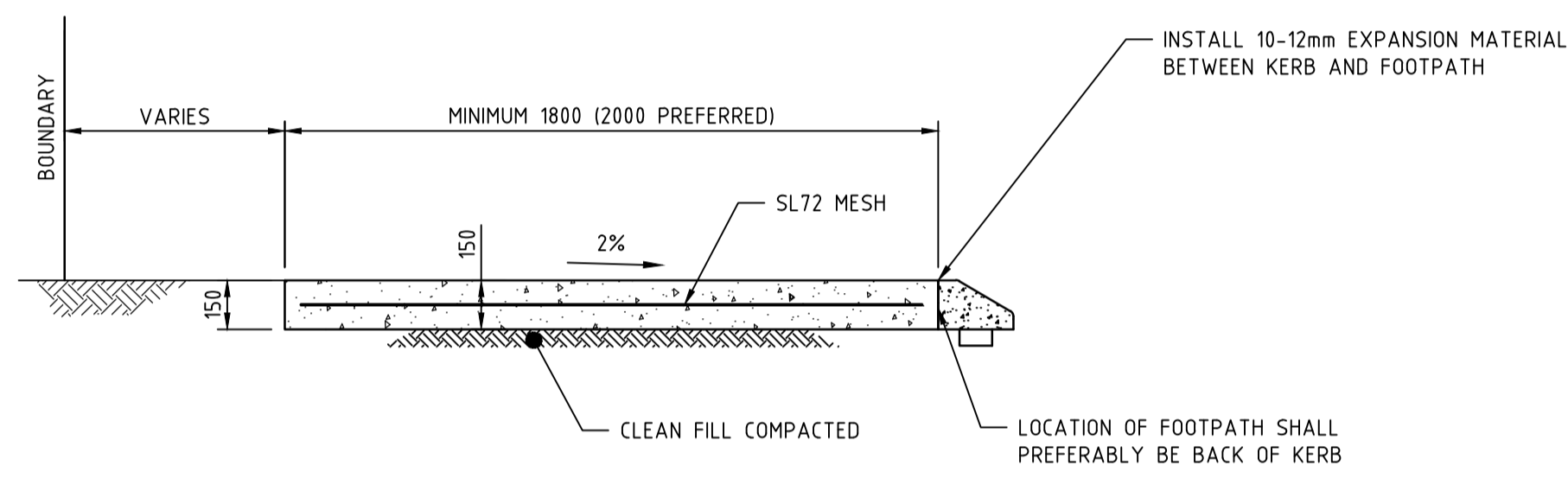
TYPICAL SECTION AT BACK OF KERB
NTS



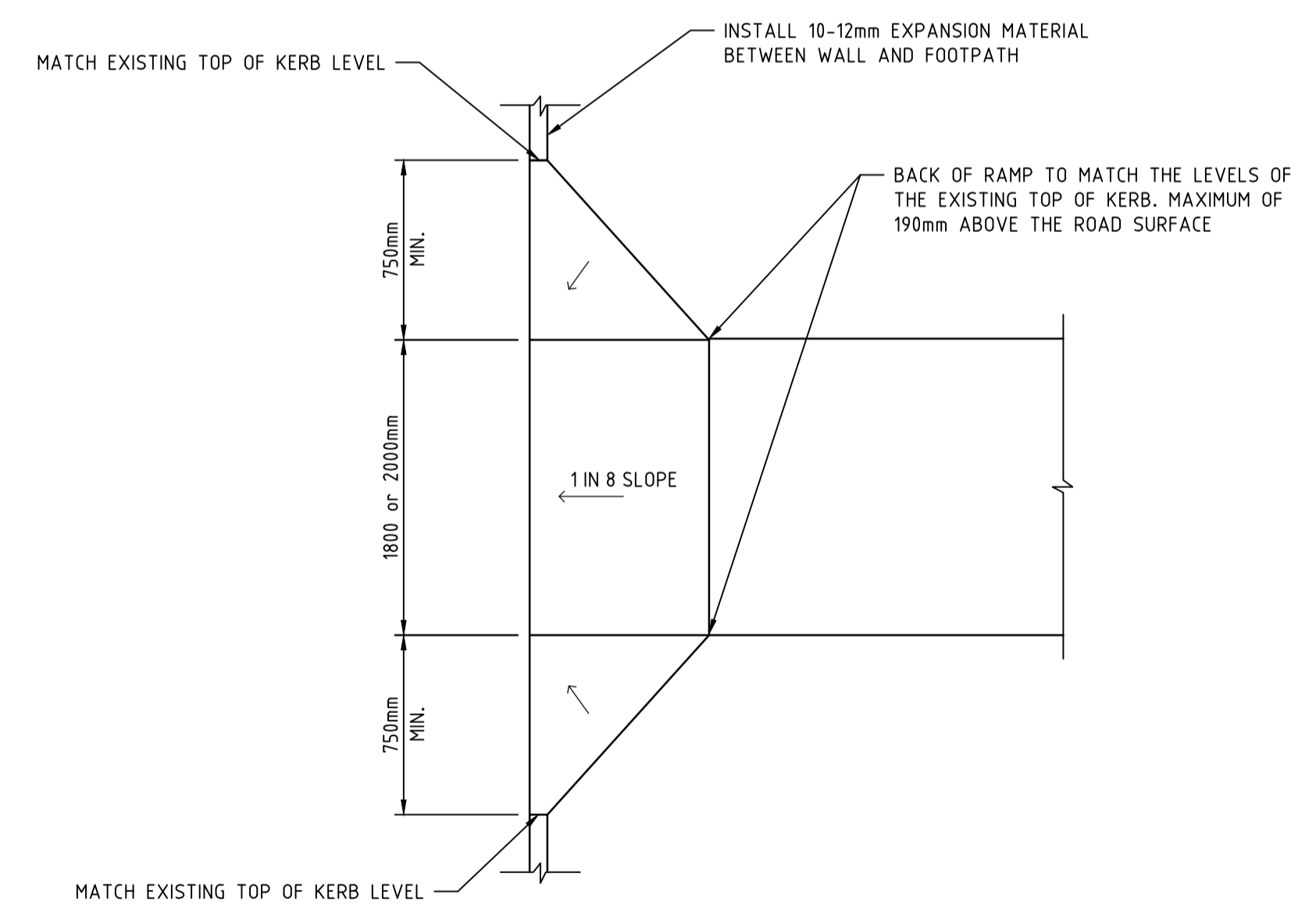
CONTROL JOINT
NTS



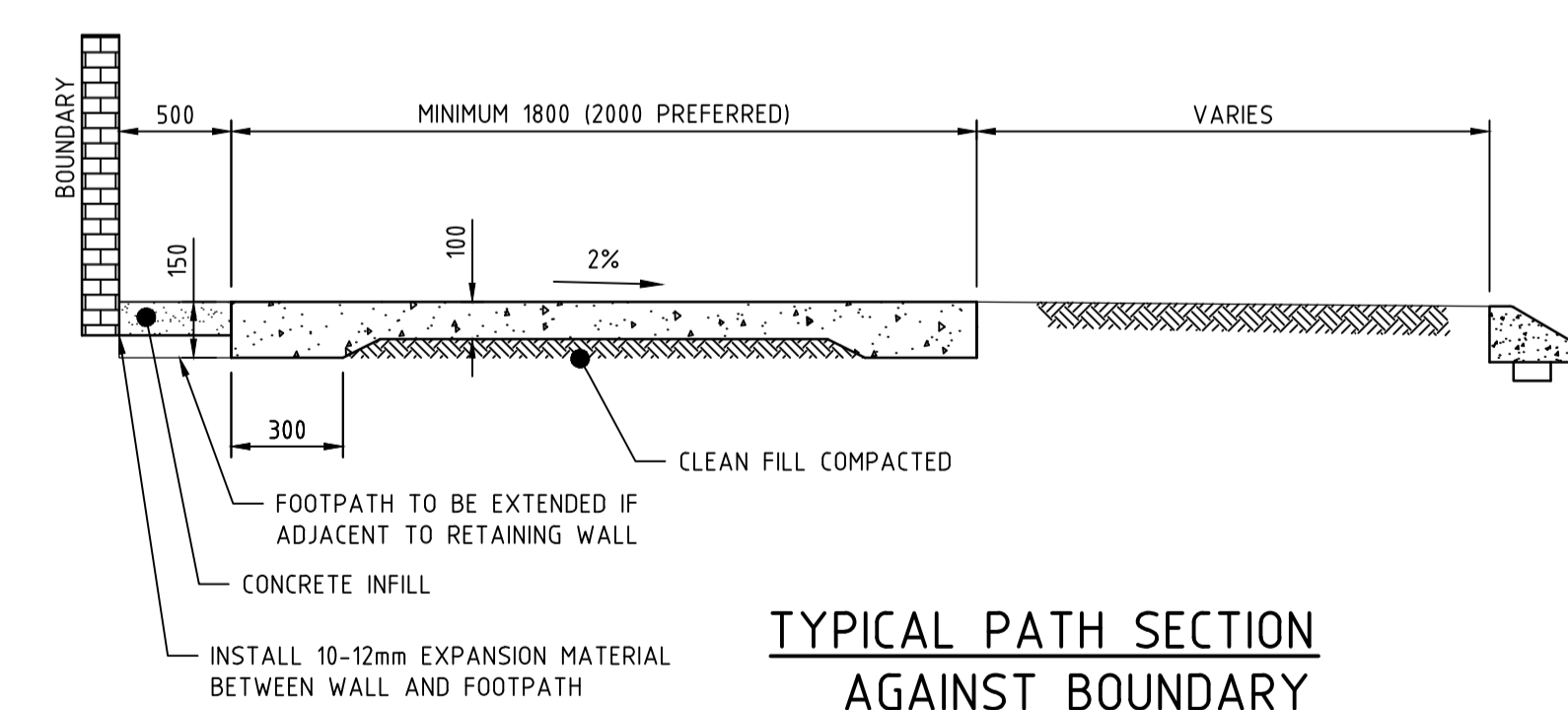
EXPANSION JOINT
NTS



TYPICAL SECTION AT BACK OF KERB ON RADIUS & VEHICLE CROSSING
NTS



TYPICAL PRAM RAMP
NTS



TYPICAL PATH SECTION AGAINST BOUNDARY
NTS

NOTES

- FOUNDATION TO BE COMPACTED TO 95% MAXIMUM MODIFIED DRY DENSITY IN ACCORDANCE WITH SPECIFICATION. BEDDING - SAND (100mm MINIMUM).
- ALL CONCRETE FOR FOOTPATH CONSTRUCTION TO BE A MINIMUM 25MPa, 14mm AGGREGATE AND A MAXIMUM SLUMP OF 80mm-100mm.
- INSTALL 10-12mm EXPANSION MATERIAL AROUND ALL SERVICE PITS AND LIDS WHICH FALL WITHIN PATHS.
- EXPANSION JOINT EVERY 5.0m
- CONTRACTION JOINT EVERY 2.5m.
- FINISHED BROOMED TO NON-SKID FINISH TYPICAL.
- PROVIDE STEEL TROWEL FINISHED TO BOTH LATERAL AND LONG EDGES TYP. 50mm WIDTH MINIMUM.
- ALL LIP HEIGHTS TO BE MINIMISED TO NO GREATER THAN 2mm.
- ALIGNMENT IS PROVIDED ON THE ASSUMPTION THAT THERE IS NO CONFLICTS WITH TREES ETC. IN THE EVENT A DEVIATION IS REQUIRED THE ALIGNMENT IS TO BE RESUMED AS SOON AS POSSIBLE WITH A SUITABLE RADIUS.
- A REDUCTION IN WIDTH SHALL BE ONLY BE PROVIDED IN LOCATIONS WHERE UNAVOIDABLE. THE CONTRACTOR IS TO PROVIDE A CONSTANT WIDTH OF 2m WHEREVER POSSIBLE.

ISSUED FOR TENDER



WARNING:
SERVICES AND CADASTRAL BOUNDARY LOCATIONS SHOWN ARE ONLY INDICATIVE AND MUST NOT BE USED FOR EXCAVATION.
THE "BEFORE YOU DIG" SYSTEM SHALL BE USED TO OBTAIN ACCURATE SERVICE LOCATIONS.

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REVISIONS				
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B	ISSUED FOR FINAL REVIEW	IB	04.09.25	I.M
A	ISSUED FOR REVIEW	IB	22.08.25	I.M

SHIRE OF CUNDERDIN

NOTE: * INDICATES SIGNATURES ON ORIGINAL ISSUE OF DRAWING OR LAST REVISION OF DRAWING

NAMES PRINTED IN FULL	DATE	CLIENT
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VERIFIED I.BROADLEY	AUG 25	PROJECT SHIRE OF CUNDERDIN SHARED PATHS
APPROVED I.BROADLEY	SEP 25	

DRAWING TITLE
TYPICAL DETAILS SHARED PATH

DRAWING NUMBER
12553-C1-DG-0501

REVISION
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NTS
SCALE
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