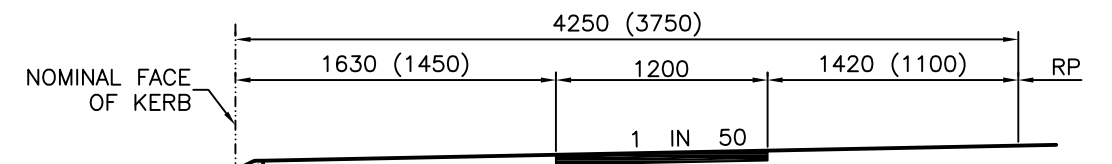
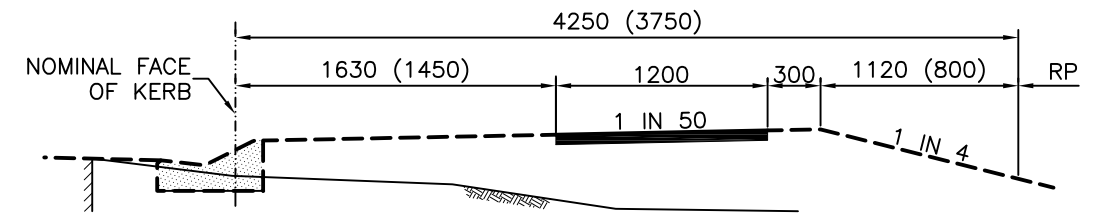


EXPANSION JOINT SPACING BETWEEN DRIVEWAYS <16.0m APART

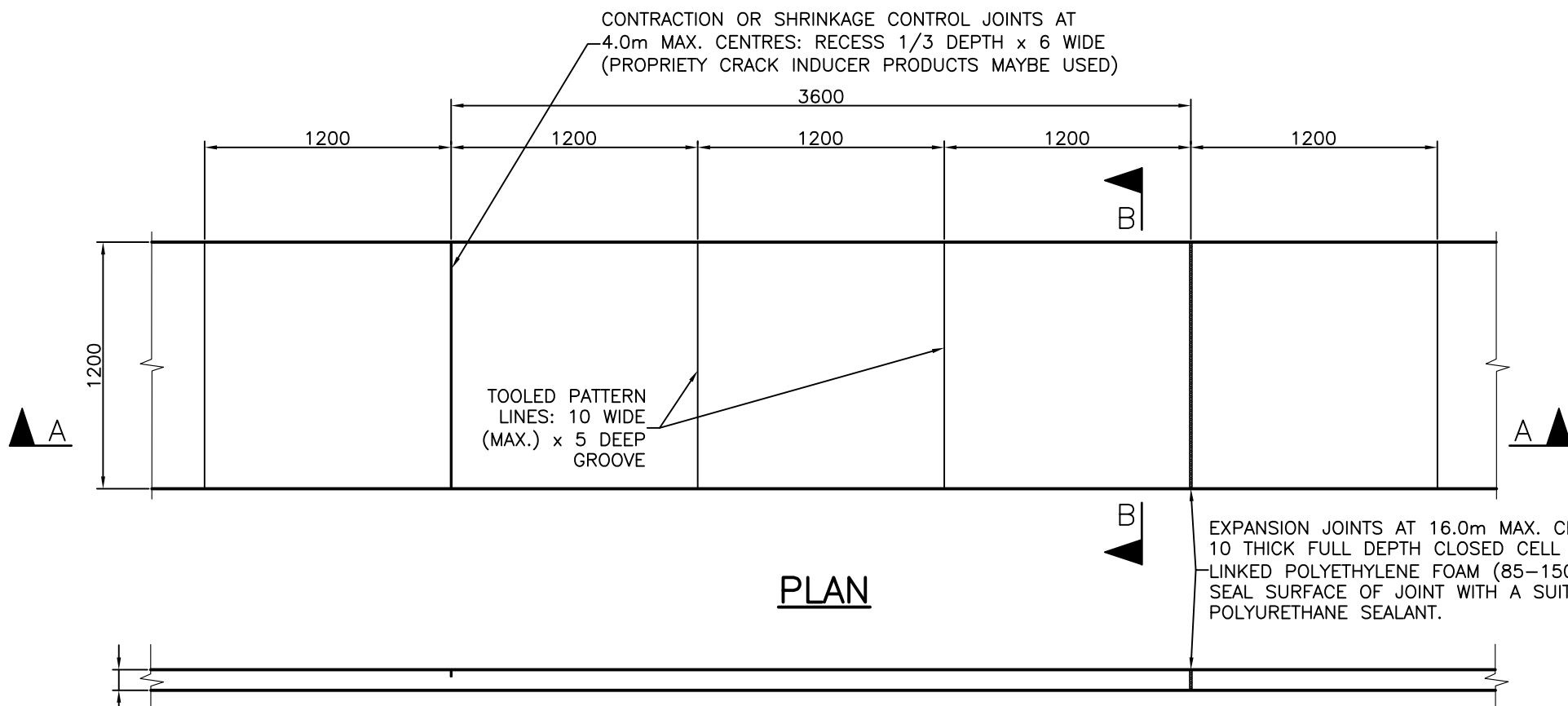


SECTION B-B (WHERE K&C EXISTS)



SECTION B-B (WHERE NO K&C EXISTS)

CONCRETE FOOTPATH TO BE CONSTRUCTED WITH RESPECT TO ULTIMATE KERB AND CHANNEL ALIGNMENT AND LEVELS AS APPROVED BY DEVELOPMENT ASSESSMENT.



PLAN

SECTION A-A

75 THICK FOR ESTABLISHED AREAS.
125 THICK FOR NEW ESTATES.
MATCH THICKNESS OF DRIVEWAY AT PROPERTY ENTRANCES.

NOTES:

1. THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES (UMS.H) FOR DETAIL.
2. ALL CONCRETE TO BE GRADE N25.
3. ALL CONCRETE TO BE BROOM FINISHED. FOR SLIP RESISTANCE REQUIREMENTS REFER SPECIFICATION S150 ROADWORKS.
4. PATTERN LINES TO BE FINISHED WITH APPROVED GROOVING TOOL. SETOUT OF PATTERN LINES TO BE SQUARE TO SIDES. ON CURVES PATTERN LINES TO BE AT 1200mm SPACING ALONG CENTRELINE.
5. WHERE CONCRETE PATH IS TO BE CONSTRUCTED ADJACENT TO EXISTING STREET TREES, AN ARTICULATED JOINT SYSTEM MAY BE USED TO MINIMISE POTENTIAL DAMAGE FROM TREE ROOTS. REFER UMS 526 FOR DETAILS.
6. CONCRETE FOOTPATH TO BE LOCATED CLEAR OF WATER SERVICE MAIN.
7. CONCRETE FOOTPATHS TO BE A CONSTANT HEIGHT ABOVE THE TOP OF KERB. THE DISTRICT MANAGER, LOCAL ASSET SERVICES, MAY VARY THE STANDARD CONSTANT HEIGHT IF THE DESIGN FOOTPATH PROFILE IS NOT PRACTICAL. THE TAPERING OF SUCH CONCRETE FOOTPATHS TO DRIVEWAYS IS TO BE A MINIMUM 5.0m LENGTH WITH A MAXIMUM GRADE OF 1 in 12.
8. WHERE VERGE WIDTH EXCEEDS 4.25m, DESIRABLE POSITION OF CONCRETE STRIP FOOTPATH IS 1.42m FROM PROPERTY ALIGNMENT. IN DIFFICULT SITUATIONS CROSSFALL MAY REQUIRE CONCRETE STRIP FOOTPATH CLOSER TO THE KERB, BUT NOT CLOSER THAN 1.45m.
9. EXISTING CONCRETE WORK TO BE SAW CUT TO PROVIDE NEAT SURFACE TO JOIN TO.
10. PROVIDE MIN. 1 in 10 TRANSITION BETWEEN DIFFERENT PATH WIDTHS.
11. PERMITS RELATING TO ROADS AND DRAINAGE MUST BE OBTAINED FROM COMPLIANCE AND REGULATORY SERVICES (DOMESTIC LOCATIONS) OR DEVELOPMENT ASSESSMENT (NON-DOMESTIC LOCATIONS) TO SEEK APPROVAL OF LOCATION AND LEVELS PRIOR TO ANY EXCAVATION.
12. REFER UMS 232 FOR FULL WIDTH FOOTPATH CONSTRUCTION REQUIREMENTS AND UMS 233 FOR FOOTPATH WIDTH REQUIREMENTS.
13. DIMENSIONS IN MILLIMETRES (U.N.O.).

ISSUE	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE
D	Pattern Line Req. Mod., Note 2 Removed, Note 10 Mod.	DJL 04/12	IC 1/5/12	GB 31/5/12
C	Notes 6 & 12 Added, Notes 1 & 11 Modified.	DJL 02/09	IC 09/09	PC 9/09
B	DRIVEWAY DETAIL, NOTES 9 and 10 ADDED.	DJL 12/04	BH 14/02/05	PC 03/03/05
A	ORIGINAL ISSUE	April '01	May '01	June '01

DESIGN AUTHORIZED FOR ISSUE B. BALL SIGNATURE ON ORIGINAL DATED 29/6/01	DESIGN	STD DWG GROUP	DATE	April '01
MANAGER ASSET SUPPORT - R.P.E.O: 3 & 5.2	DRAWN	CITY DESIGN	DATE	April '01
DESIGN APPROVED B. HANSEN SIGNATURE ON ORIGINAL DATED 27/6/01	CHECKED	M. STEER	DATE	May '01
PRINCIPAL ASSET OFFICER ROADS & DRAINAGE	DRAWING FILENAME	UMS 231	ASSOCIATED PLANS	SUPERSEDES WS 13-1



BRISBANE CITY COUNCIL STANDARD DRAWING

CONCRETE FOOTPATH 1.2m WIDE

SCALE: NOT TO SCALE
DWG No: UMS 231
ORIGINAL SIZE: A3
REVISION: D