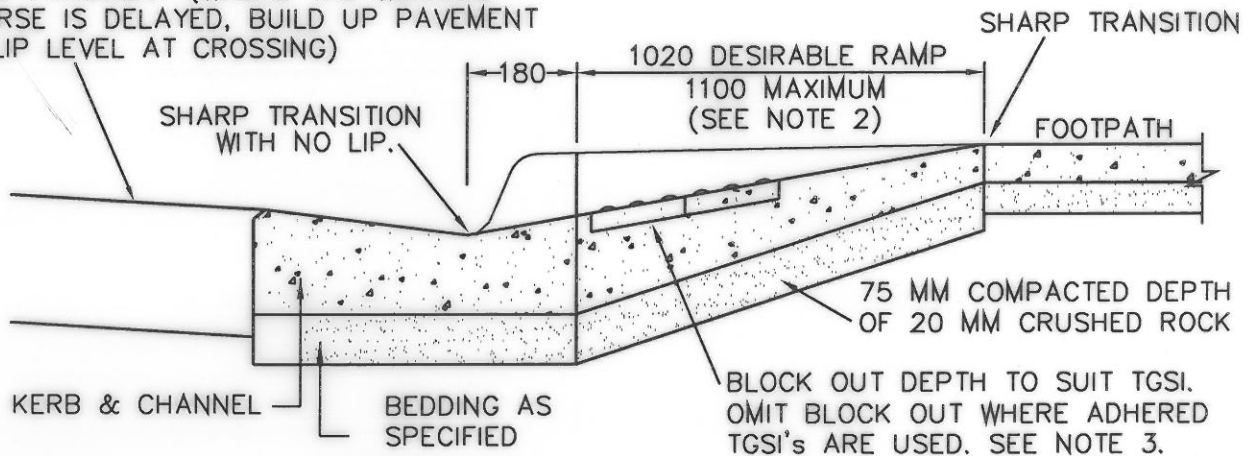


### PLAN

ROAD PAVEMENT (WHERE THE WEARING COURSE IS DELAYED, BUILD UP PAVEMENT TO LIP LEVEL AT CROSSING)



### SECTION A - A

#### NOTES:

1. THE RAMP AND SLOPING SIDES SHALL BE SLIP RESISTANT.
2. A RAMP GRADE FLATTER THAN 1 IN 8.0 IS TO BE ACHIEVED WHEREVER POSSIBLE. TACTILE GROUND SURFACE INDICATORS (TGSi's) ARE REQUIRED WHEN THE GRADE IS FLATTER THAN 1 IN 8.0.
3. TACTILE GROUND SURFACE INDICATORS SHALL BE INCORPORATED AS SHOWN AND IN ACCORDANCE WITH THE REQUIREMENTS OF A.S. 1428.4. ALIGN HAZARD TGSi PERPENDICULAR TO DIRECTION OF TRAVEL. TGSi SHALL BE APPROVED BY THE SUPERINTENDENT AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURER SPECIFICATIONS.
4. TGSi COLOUR SHALL BE - IVORY ON ASPHALT, BLACK ON PLAIN CONCRETE. A MINIMUM LUMINANCE CONTRAST OF 30% SHALL BE ACHIEVED BETWEEN THE TGSi AND THE SURROUNDING SURFACE.
5. SPECIAL CIRCUMSTANCES INCLUDING SEVERE CROSSFALL SITUATIONS MAY REQUIRE INDIVIDUAL DESIGN.

CHECKED

*D. King*

APPROVED

*M. King*

SCALE

N.T.S.

# KNOX CITY COUNCIL

PRAM CROSSING & TGSi ARRANGEMENT.  
LOCAL STREETS & MID-BLOCK.

DATE

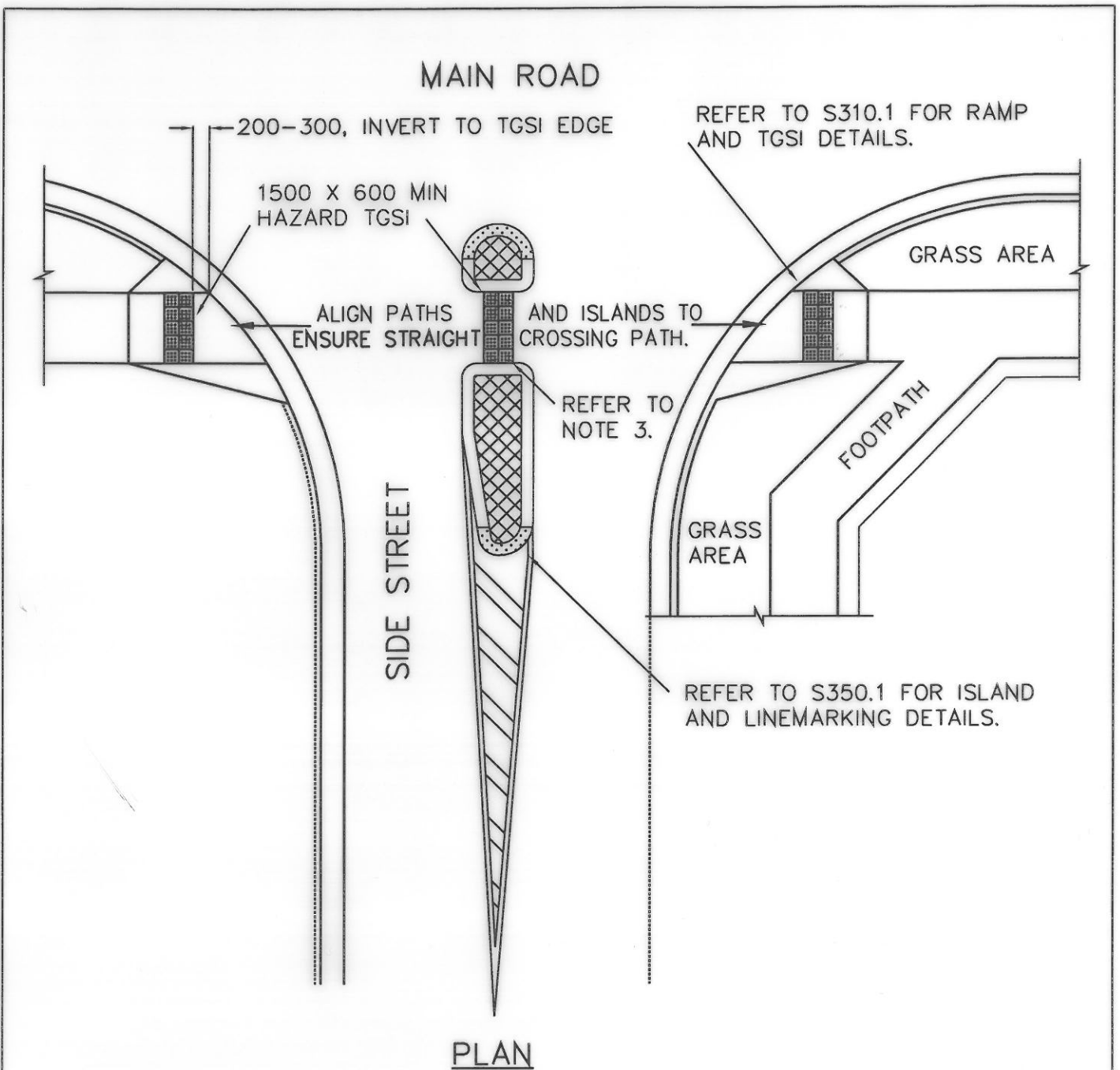
28-09-2016

REVISION

E

CAD FILE NAME

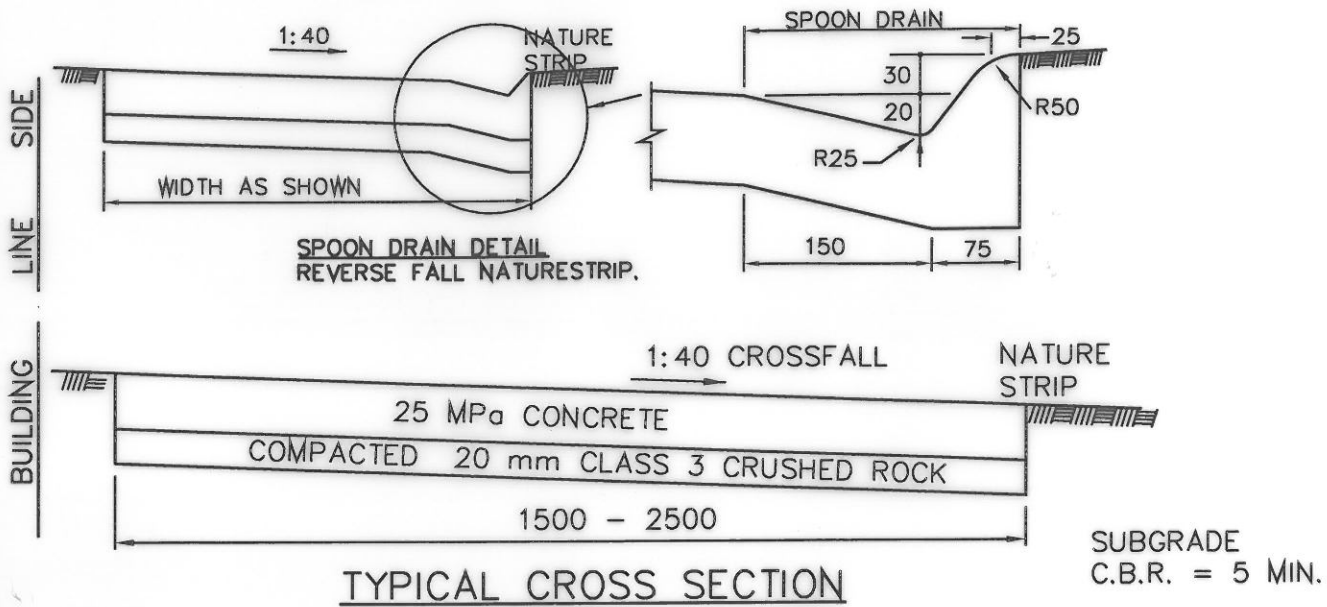
S 310.1



NOTES:

1. THE RAMP AND SLOPING SIDES SHALL BE SLIP RESISTANT.
2. TACTILE GROUND SURFACE INDICATORS (TGSi) SHALL BE INCORPORATED AS SHOWN AND IN ACCORDANCE WITH THE REQUIREMENTS OF A.S. 1428.4. REFER TO S310.1 FOR RAMP AND TGSi DETAILS.
3. ISLANDS SHALL BE 'CUT THROUGH' TO PROVIDE A UNIFORM TRAVEL SURFACE. PROVIDE TWO PADS OF TGSi IF THE ISLAND EXCEEDS 1.2 METRES WIDTH OR A CHANGE OF DIRECTION IS TO BE HIGHLIGHTED.
4. ISLANDS WITH MULTI DIRECTIONAL PEDESTRIAN CROSSINGS REQUIRE INDIVIDUAL DESIGN.

CHECKED <i>D. Wilding</i>	<h1 style="margin: 0;">KNOX CITY COUNCIL</h1> <h2 style="margin: 0;">PRAM CROSSING &amp; TGSi ARRANGEMENT. MAIN ROADS &amp; ISLANDS</h2>	DATE 7-09-2016
APPROVED <i>[Signature]</i>		REVISION B
SCALE N.T.S.	CAD FILE NAME S 310.2	



# Refer to Footpath Asset Management Plan for hierarchy.

PATH TYPE OR HIERARCHY #	CONCRETE THICKNESS	CRUSHED ROCK THICKNESS	PATH WIDTH	MAX. CONSTRUCTION JOINT SPACING	MAX. CONTRACTION JOINT SPACING
LOCAL	100	50	1500	8400	1500
KEY	100	50	1500-2000	8000	2000
COMMERCIAL	125 <sup>Δ</sup>	100	1500-2500*	10000	2500
INDUSTRIAL	125 <sup>Δ</sup>	100	1500-2000	8000	2000
RESERVES	125 <sup>Δ</sup>	100	1500-2000	8000	2000
SHARED PATH	125 <sup>Δ</sup>	100	3000	12000	3000

\* Varies depending on space between shop front and back of kerb.

Δ Reinforcement required refer to note 9.

See sheet 2 for notes

SHEET 1 OF 2

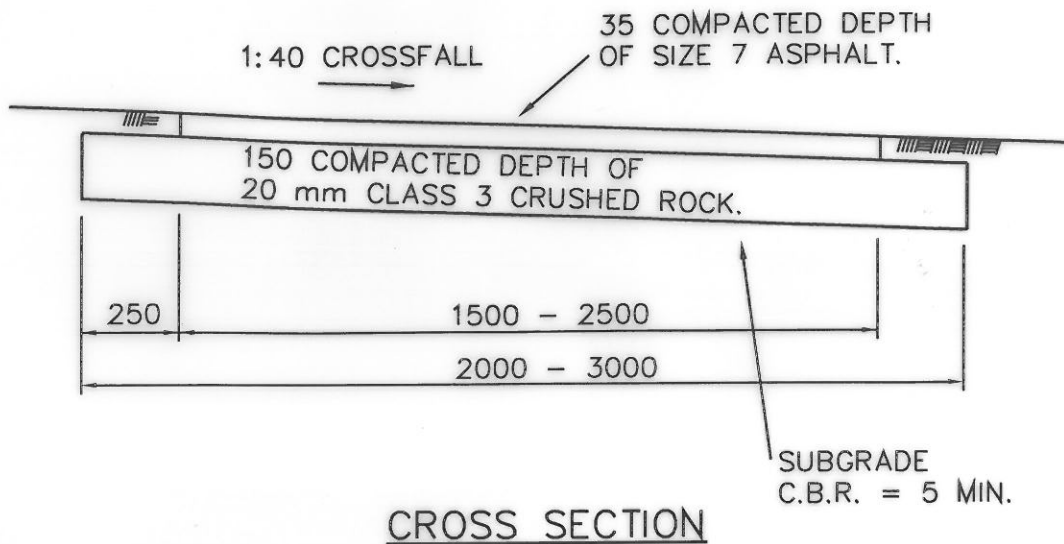
CHECKED <i>DWilding</i>	<b>KNOX CITY COUNCIL</b>	DATE 29-09-2016
APPROVED <i>MSH</i>		REVISION C
SCALE N.T.S.		CAD FILE NAME S 311.1
FOOTPATH AND SHARED USE PATH CONCRETE CONSTRUCTION		

Notes

1. Path gradients in excess of 1 in 33 require individual design to AS 1428.1 for Disability Discrimination Act compliance.
2. Edge of formation shall be no closer than the dripline of adjacent trees. If required use porous paving.
3. Soft subgrade shall be removed and replaced with 20 mm Class 3 crushed rock.
4. Tactile Ground Surface Indicators (TGSi) shall be installed to AS 1428. TGSi colour shall be – Ivory on asphalt, Black on plain concrete.
5. Construction joints shall be dowelled with 12 diameter twist bars at 500 centres and spaced as per above table.
6. Contraction joints shall be wet formed at pouring except in shared paths where sawcut joints shall be cut within 24 hours of pouring. Broom finish to commence following sufficient curing such that penetrations are not excessive and do not result in joint being highlighted. Broom finish to be perpendicular to line of travel. Substandard finish will result in removal and replacement of effected bay.
7. Paths adjacent to back of kerb shall be 1800 minimum width.
8. Where paths abut an existing structure or pit an isolation joint shall be used as per AS 3727.
9. Paths require reinforcement for commercial, industrial, reserves and shared paths. F72 mesh or fibre shall be used with transverse contraction joints spaced as per Cl 8.4.1. AS 3727. Fibre reinforcing shall not be used in paths forming part of a vehicle crossing.
10. Use 32 MPa concrete where the path contains colouring.
11. Where path grade exceeds 1 in 8 the need for anchor blocks should be considered.
12. Where a path is located in the confines of a problem area, construction joints shall be employed either side of the centreline of the problem area or as directed by a Council representative. Fibre reinforcement or equivalent shall be used in conjunction with Tripstop or an equivalent product at 1500–2000 maximum centres within the path segment spanning the problem area.
13. All dimensions are in mm.

SHEET 2 OF 2

CHECKED <i>DWilding</i>	<b>KNOX CITY COUNCIL</b>  FOOTPATH AND SHARED USE PATH CONCRETE CONSTRUCTION	DATE 7-09-2016
APPROVED <i>M. Smith</i>		REVISION C
SCALE N.T.S.		CAD FILE NAME S 311.1



# Refer to Footpath Asset Management Plan for hierarchy.

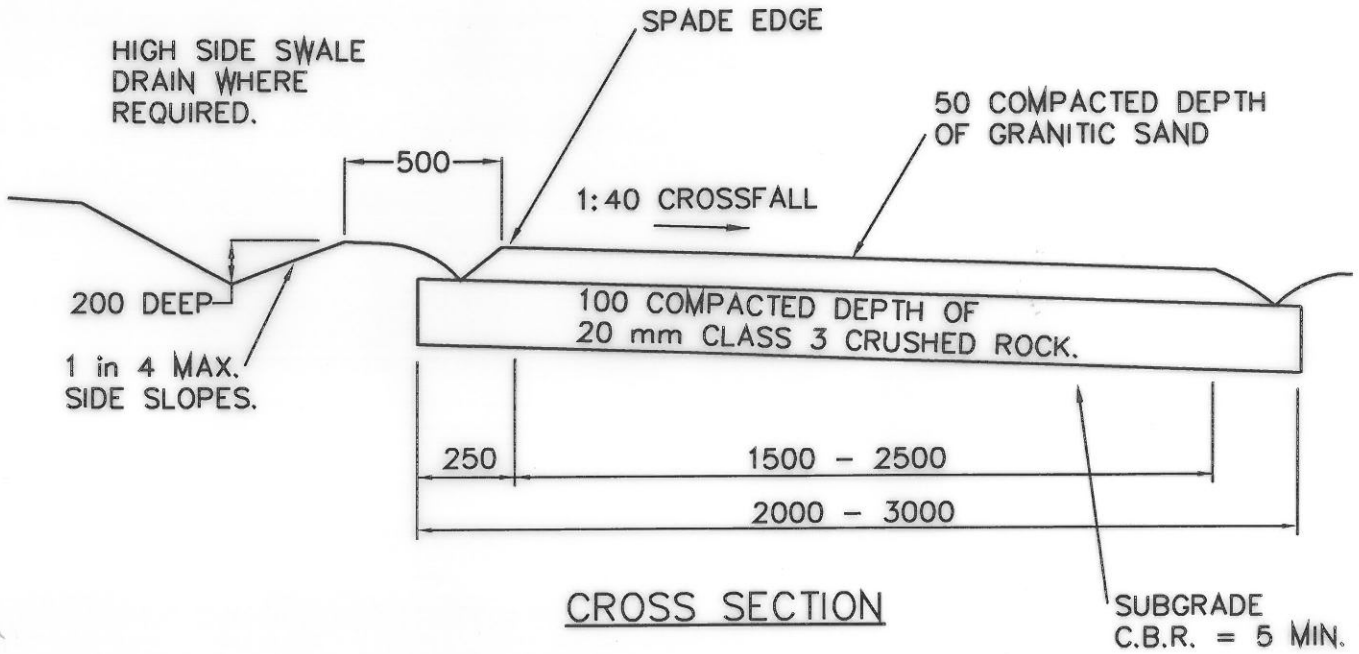
PATH TYPE OR HIERARCHY #	ASPHALT THICKNESS	CRUSHED ROCK THICKNESS	PATH WIDTH	CONSTRUCTION JOINT SPACING	CONTRACTION JOINT SPACING
LOCAL	35	150	1500	N.A.	N.A.
KEY	35	150	1500-2000	N.A.	N.A.
COMMERCIAL	35	150	1500-2500*	N.A.	N.A.
INDUSTRIAL	35	150	1500-2000	N.A.	N.A.
RESERVES	35	150	1500-2000	N.A.	N.A.
SHARED PATH	35	150	3000	N.A.	N.A.

\* Varies depending on space between shop front and back of kerb.

**Notes**

1. Path gradients in excess of 1 in 33 require individual design to AS 1428.1 for Disability Discrimination Act compliance.
2. Edge of formation shall be no closer than the dripline of adjacent trees.
3. Soft subgrade shall be removed and replaced with 20 mm Class 3 crushed rock.
4. Tactile Ground Surface Indicators (TGSi) shall be installed to AS 1428. TGSi colour shall be - Ivory on asphalt, Black on plain concrete.

CHECKED <i>D Wilding</i>	<b>KNOX CITY COUNCIL</b>	DATE 28-09-2016
APPROVED <i>[Signature]</i>	FOOTPATH AND SHARED USE PATH ASPHALT CONSTRUCTION	REVISION C
SCALE N.T.S.		CAD FILE NAME S 311.2



# Refer to Footpath Asset Management Plan for hierarchy.

PATH TYPE OR HIERARCHY #	GRANITIC SAND THICKNESS	CRUSHED ROCK THICKNESS	PATH WIDTH	CONSTRUCTION JOINT SPACING	CONTRACTION JOINT SPACING
LOCAL	50	100	1500	N.A.	N.A.
KEY	50	100	1500-2000	N.A.	N.A.
COMMERCIAL	50	100	N.A.	N.A.	N.A.
INDUSTRIAL	50	100	N.A.	N.A.	N.A.
RESERVES	50	100	1500-2000	N.A.	N.A.
SHARED PATH	50	100	3000	N.A.	N.A.

Notes

1. Path gradients in excess of 1 in 33 require individual design to AS 1428.1 for Disability Discrimination Act compliance.
2. Edge of formation shall be no closer than the dripline of adjacent trees.
3. Soft subgrade shall be removed and replaced with 20 mm Class 3 crushed rock.
4. Where tree roots or sensitive vegetation are encountered, the standard cross section may be modified with Council approval.
5. Granitic Sand shall consist of a graded granitic material with particle size less than 4.75 mm and a plasticity index of 10 to 25. A 5kg sample of the material is to be submitted for Council approval prior to commencement of works.

CHECKED <i>D. Wilding</i>	<b>KNOX CITY COUNCIL</b>	DATE 29-09-2016
APPROVED <i>M. [Signature]</i>		REVISION C
SCALE N.T.S.		CAD FILE NAME S 311.3
FOOTPATH AND SHARED USE PATH GRANITIC SAND CONSTRUCTION		