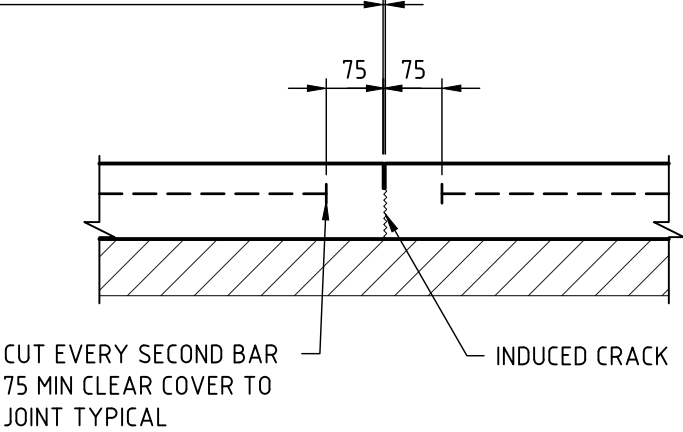
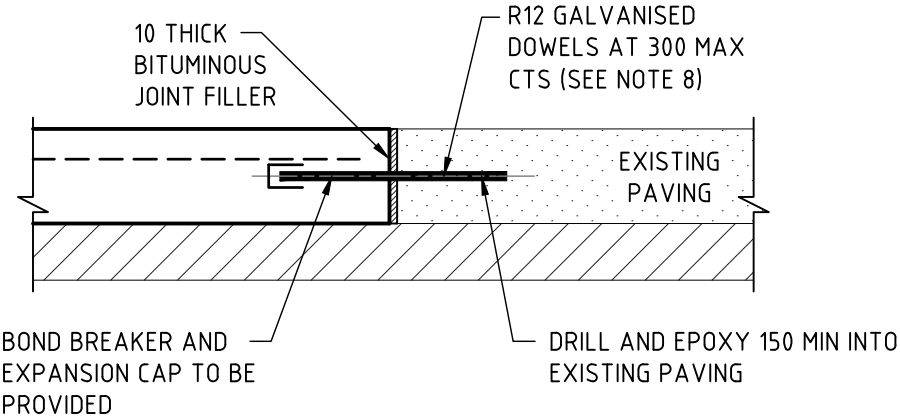
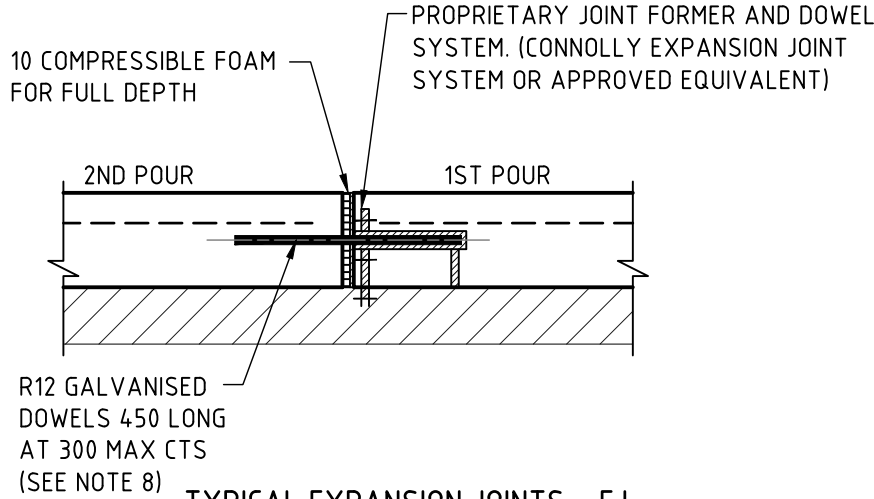


3-5mm WIDE SAW CUT. DEPTH MIN OF  
(0.25-0.33) x DEPTH OF CONCRETE WITHIN  
6-18 HOURS OF PLACEMENT



**TYPICAL CONTROL JOINT - CJ**



**RETRO-FITTED EXPANSION JOINTS - EJ**

SCALE 1:10  
(ONLY USED TO JOIN TO EXISTING PATHS (ALL AREAS))

**NOTES**

1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH COUNCIL'S INFRASTRUCTURE SPECIFICATIONS.
2. ALL WORKMANSHIP AND MATERIAL SHALL COMPLY WITH THE CURRENT AUSTRALIAN STANDARDS IN PARTICULAR AS3600 AND AS3727 AS WELL AS ANY REQUIREMENTS OF THE RELEVANT AUTHORITIES.
3. PAVEMENT IS TO BE FOUNDED ON FIRM NATURAL CUT GROUND OR COMPACTED FILL TO MEET A MINIMUM OF 100KPA ALLOWABLE BEARING PRESSURE. ANY SOFT AREAS ARE TO BE REMOVED AND REPLACED WITH COMPACTED FILL.
4. ANY FILL MUST BE PLACED IN 150mm THICK MAXIMUM LAYERS AND COMPACTED TO A RELATIVE DRY DENSITY OF 98% TO AS1289.5.1.1.
5. THE BASE COURSE IS TO BE GRANULAR GRADED MATERIAL, SUCH AS FINE CRUSHED ROCK.
6. PATHS GENERALLY TO BE DESIGNED TO HAVE A 2.5% CROSS FALL. POORLY DRAINED SITES MAY REQUIRE SUB SURFACE DRAINAGE TO PROTECT THE FOOTWAY PAVEMENT.
7. THE FINISHED LEVEL OF ANY PAVEMENT ABUTTING A WALL MUST BE BELOW THE DAMP PROOF COURSE AND MUST NOT OBSCURE ANY WEEP HOLES OR DRAINAGE OPENINGS.
8. DOWELS ARE TO BE ACCURATELY ALIGNED PARALLEL TO THE PAVEMENT SURFACE AND THE PAVEMENT CENTER LINE. ALL DOWELS AND JOINT FORMERS ARE TO BE GALVANISED. IN MARINE OR AGGRESSIVE ENVIRONMENTS, ALL DOWELS TO BE STAINLESS STEEL OR GFRP.
9. BITUMINOUS JOINT FILLER TO SEAL THE EXPOSED SURFACE OF THE EXPANSION JOINT AND SHOULD THEREFORE BE LOCATED TO THE JOINT TOP AND JOINT EDGES.
10. CONCRETE SHALL BE MINIMUM 125mm THICK, USING MINIMUM F'c 32 MPa CONCRETE AND STEEL REINFORCEMENT (MINIMUM SL72 MESH WITH COVER TO AS 3600). SOME LOCATIONS MAY REQUIRE ADDITIONAL REINFORCEMENT, INCREASED COVER, THICKER PAVEMENT OR HIGHER CONCRETE STRENGTH OR ALL OF THE ABOVE.
11. TO ASSIST IN THE CURING AND DURABILITY:
  - THE SUB BASE SHOULD BE THOROUGHLY MOISTENED PRIOR TO PLACING CONCRETE (RESULTING IN REDUCED LOSS OF MOISTURE);
  - AS SOON AS THE TEXTURING VIA EITHER A DECORATIVE FINISH, WOOD FLOAT OR BROOMING HAS BEEN DONE, CURING SHOULD INITIATED BY APPLYING A CURING COMPOUND AT THE RATE OF 0.3 L/MIN<sup>2</sup>;
  - WATER SHOULD NOT BE ADDED TO THE AS-DELIVERED MIX; THIS WILL LOWER THE CONCRETE STRENGTH, CAUSE GREATER SHRINKAGE AND MAY CAUSE CHALKINESS AND DUSTING OF THE SURFACE.
12. CONCRETE TO HAVE A BROOM FINISH TRANSVERSE TO THE PAVEMENT WITH A 50mm EDGE TOOLING OF ALL JOINTS AND EDGES. BROOM FINISH TO EXTEND TO EDGE OF SLAB OVER EDGE TOOLING (10mm ROUNDING) TYPICAL TO ALL JOINTS AND EDGES.
13. TOLERANCES:
  - CHANGE IN HEIGHT EACH SIDE OF JOINT 3mm
  - CROSS FALL 0% TO +/- 0.5% DESIGN
  - THICKNESS +20mm / -0mm
  - UNDULATION IN ALL DIRECTIONS: 1mm OVER 250mm, 5mm OVER 1.5m, 10mm OVER 3m OR JOINT TO JOINT (WHICHEVER GREATER)
14. RESIDENTIAL FOOTWAY PAVEMENT IS DESIGNED FOR LIGHT DUTY TRAFFIC LOADING. (OCCASIONAL CARS ONLY).
15. COMMERCIAL FOOTWAY PAVEMENT IS DESIGNED FOR MEDIUM DUTY TRAFFIC LOADING (OCCASIONAL TRUCKS OR ELEVATED WORK PLATFORMS. PNEUMATIC TYRES ONLY).
16. FOOTWAY PAVING CONSTRUCTED IN ZONES OF FUTURE SUBGRADE DISTURBANCE OR TREE ROOT GROWTH REQUIRE A PROPRIETARY FLEXIBLE JOINTING SYSTEM TO PREVENT JOINT STEPPING APPROVED BY COUNCIL.

ACKNOWLEDGEMENT:  
PORT STEPHENS COUNCIL ACKNOWLEDGES THE  
ASSISTANCE OF THE CITY OF NEWCASTLE IN THE  
DEVELOPMENT OF THIS DRAWING.

SR PCG - STANDARDS REVIEW PROJECT CONTROL GROUP  
ASM - ASSET SECTION MANAGER

Date	Amendment	Rev	By	Approved
20.06.24	ISSUED FOR CONSTRUCTION	0	SR PCG	ASM



Project:	STANDARD DETAILS
EDRMS No:	PSC2016-01993-005
Drawing Title:	FOOTPATH PAVING CONCRETE NOTES AND JOINT DETAILS

APPROVED	Revision:
SHEET No:	0
PC-100	Date:
	20.06.24
	Sheet Size: A3