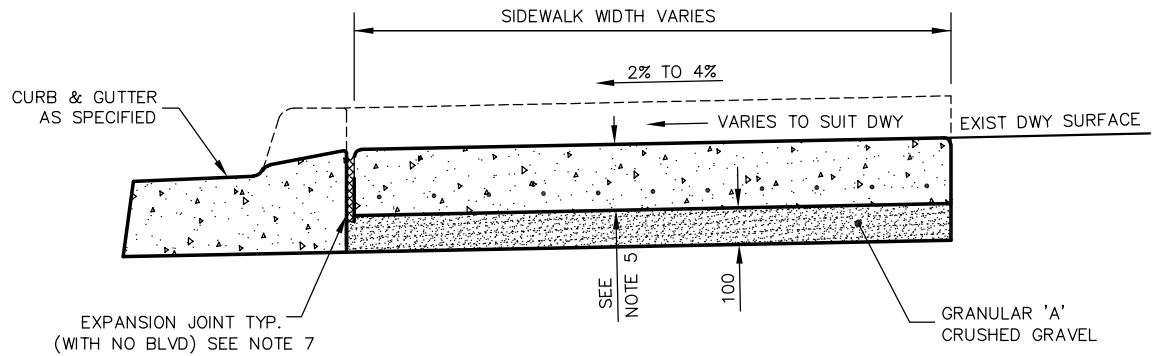


SCHEMATIC PLAN



TYPICAL SECTION AT DRIVEWAY

NOTES:

- AT DRIVEWAYS WHERE THE SIDEWALK ABUTS THE CURB, EXPANSION JOINTS ARE REQUIRED AT BOTH SIDES OF THE DRIVEWAY.

DEPTH OF CONCRETE SHALL TAPER TO THE NORMAL DEPTH FOR A DISTANCE OF 1.5 m AT EACH SIDE TO THE DRIVEWAY.

IF THE DISTANCE FROM THE PREVIOUS JOINT IS LESS THAN 1.5 m, THIS DISTANCE SHALL BE ADDED TO THE NEXT BAY AND A DUMMY JOINT PLACED AT MID-SPAN. DUMMY JOINTS ARE REQUIRED IN DRIVEWAYS AT INTERVALS OF 1.5 m BUT IN NO CASE LESS THAN 1 m.

IF THE DRIVEWAY IS GREATER THAN 6 m IN WIDTH, AN EXPANSION JOINT WILL BE REQUIRED AT MID-SPAN.
- UTILITY ISOLATION IN SIDEWALKS – SEE GSSD-310.040.
- CONCRETE TO BE AS PER GSSS 351 & GSSS 353.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
- SIDEWALK THICKNESS AT RESIDENTIAL DRIVEWAYS SHALL BE 150 mm. AT COMMERCIAL AND INDUSTRIAL DRIVEWAYS THE THICKNESS SHALL BE 200 mm.
- A CONTRACTION JOINT SHALL BE SAWCUT WHEN UTILIZING A CONCRETE CURB MACHINE WHILE THE STANDARD BITUMINOUS EXPANSION JOINT SHALL BE CONTINUED ON THROUGH BOTH THE SIDEWALK AND CURB & GUTTER WHEN HAND PLACED FORM BOARDS ARE USED DURING CURB CONSTRUCTION.
- EXPANSION JOINT AS PER OPSS 351.



DRIVEWAY ENTRANCE

SIDEWALK DEPRESSION

DRAWN BY: RF/ARP

REV No: 3

DATE: 2003-03-03

REV DATE: JAN 2021

SCALE: NTS

CAD/FILE No.:
A1951-1 (1 OF 1)

APP'D:

GSSD-351.010

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