

WHERE VEHICLE CROSSING IS RETROFITTED, THE EXISTING KERB AND CHANNEL IS TO BE REMOVED AND IF THE EXISTING FOOTPATH IS LESS THAN 200mm THICK, ONE BAY OF PATH (TYPICAL 1500 WIDE) ON EITHER SIDE OF THE CROSSING IS TO BE REMOVED AND REPLACED WITH 200mm THICK FOOTPATH ON 100mm THICK 200mm CLASS 3 CRUSHED ROCK OR CLASS 3 CRUSHED CONCRETE AND JOINED TO THE EXISTING PATH WITH AN EXPANSION JOINT. TOPSOIL BACKFILL AND GRASS TO MATCH EXISTING FSL

200mm THICK 32MPa N25 CONCRETE WITH SL82 MESH TOP 50 COVER. MESH TO HAVE 50 COVER TO

ALL EDGES. CONCRETE TO BE BROOM FINISH WITH EDGES AND JOINTS NEATLY TOOLED AFTER THE BROOM IS APPLIED. ·100mm THICK 20mm CLASS 3 CRUSHED ROCK OR CLASS

3 CRUSHED CONCRETE MECHANICALLY COMPACTED

COMPACTED SUBGRADE

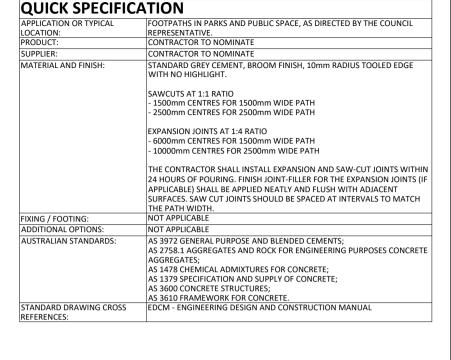
**HEAVY DUTY CONCRETE PATH - SECTION** 

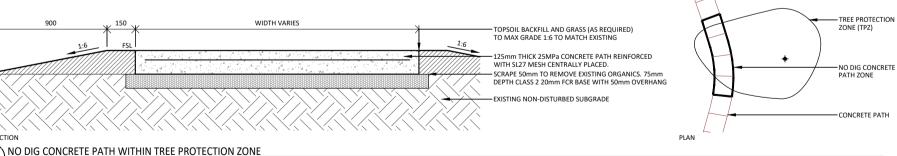
FSL

VARIES 1500, 2500, OR 3000

MAX. CROSSFALL 1:40

900 WIDTH VARIES TOPSOIL BACKFILL AND GRASS (AS REQUIRED) TO MAX GRADE 1:6 TO MATCH EXISTING 125mm THICK 25MPa CONCRETE PATH REINFORCED WITH SL27 MESH CENTRALLY PLACED. EXISTING NON-DISTURBED SUBGRADE





Drawn HK Checked AC. AN Approved JG Date JUNE 2023



STANDARD DETAIL LANDSCAPE CONSTRUCTION DETAIL

CONCRETE PATH DETAIL

DWG NO.

**SDL.3.01** 

REVISION A