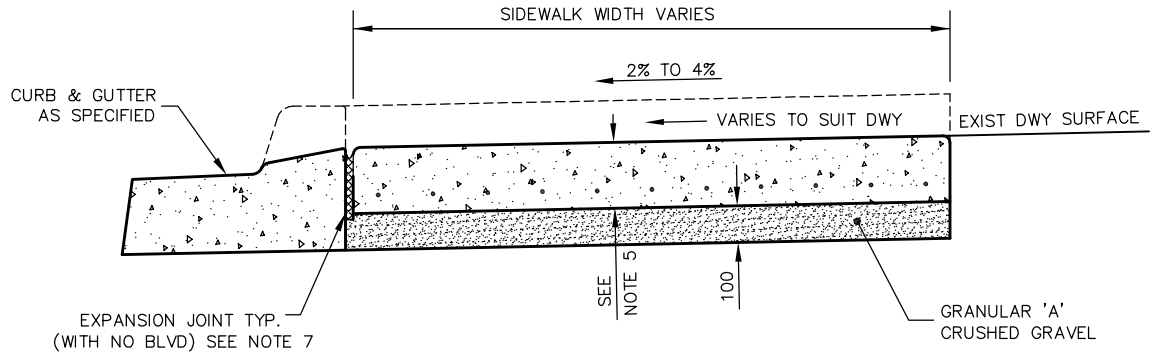


SCHEMATIC PLAN



TYPICAL SECTION AT DRIVEWAY

NOTES:

1. 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.
2. UTILITY ISOLATION IN SIDEWALKS – SEE GSSD-310.040.
3. CONCRETE TO BE AS PER GSSS 351 & GSSS 353.
4. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
5. SIDEWALK THICKNESS AT RESIDENTIAL DRIVEWAYS SHALL BE 150 mm. AT COMMERCIAL AND INDUSTRIAL DRIVEWAYS THE THICKNESS SHALL BE 200 mm.
6. 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.
7. EXPANSION JOINT AS PER OPSS 351.



**DRIVEWAY
ENTRANCE**

SIDEWALK DEPRESSION

DRAWN BY: RF/ARP	REV No: 2
DATE: 2003-03-03	REV DATE: 2019-05-14
SCALE: NTS	CAD/FILE No.: A1951-1 (1 OF 1)
APP'D:	GSSD-351.010

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