DWY

WHEN NECESSARY, THE BACK OF SIDEWALK IS TO BE LOWERED TO CONFORM WITH THE GRADE BEHIND THE SIDEWALK.

EXPANSION JOINT IN SIDEWALK

CURB LINE BELOW GUTTER

JOINT IN CURB & GUTTER SEE NOTE 7

| 300 | 1500 | 225 | DRIVEWAY VARIES | 225 | 1500 | 300 |

SCHEMATIC PLAN

SIDEWALK WIDTH VARIES

2% TO 4%

VARIES TO SUIT DWY

EXIST DWY SURFACE

CURB & GUTTER AS SPECIFIED

SEE NOTE 6

100

GRANULAR 'A' CRUSHED GRAVEL

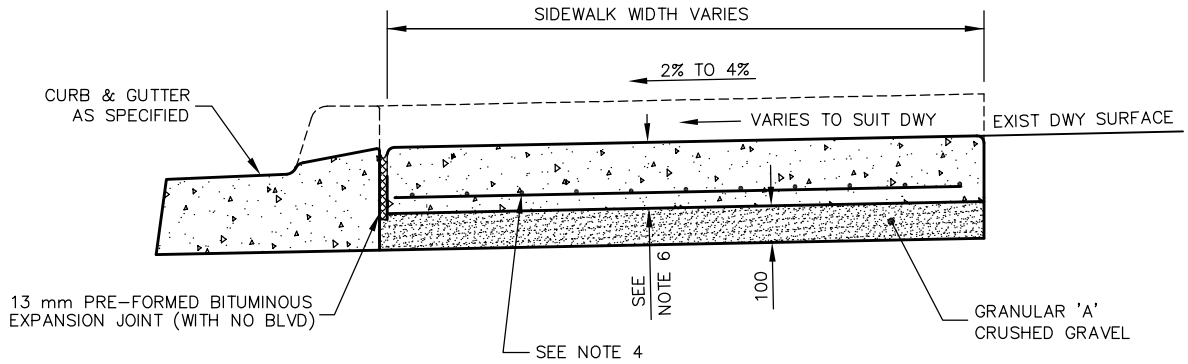13 mm PRE-FORMED BITUMINOUS EXPANSION JOINT (WITH NO BLVD)

SEE NOTE 4

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. CLASS OF CONCRETE: 32 MPa AT 28 DAYS.

4. UNCOATED 150 mm SQUARE STEEL WIRE FABRIC (No. 3.8) FOR CONCRETE REINFORCEMENT CONFORMING TO CSA G30.5, 1998 SHALL BE PLACED IN THE SIDEWALK (40 mm FROM BOTTOM) AT ALL DRIVEWAY ENTRANCES.

5. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

6. SIDEWALK THICKNESS AT RESIDENTIAL DRIVEWAYS SHALL BE 125 mm. AT COMMERCIAL AND INDUSTRIAL DRIVEWAYS THE THICKNESS SHALL BE 180 mm.

7. 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.

	Greater	Grand Sudbury	DRIVEWAY ENTRANCE SIDEWALK DEPRESSION	DRAWN BY: RF/STS	REV No: 1
			DATE: 2003-03-03	REV DATE: JAN/2013
			SCALE: NTS	CAD/FILE No.: A1951-1 (1 OF 1)
			APP'D:	GSSD-351.010