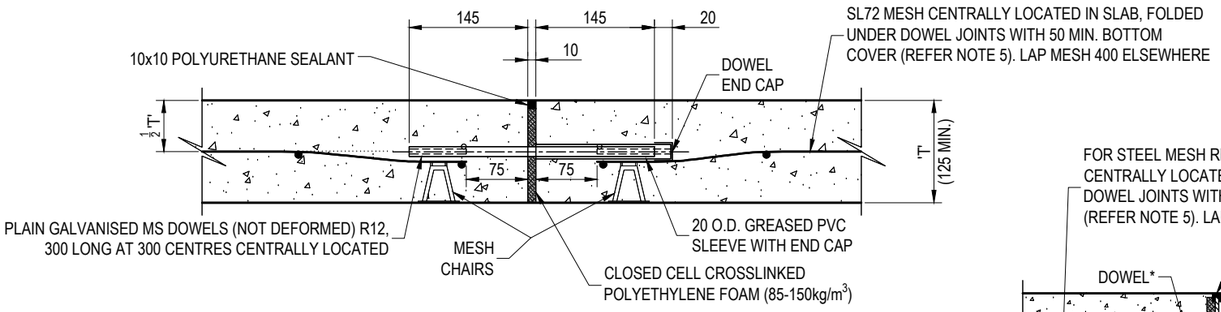
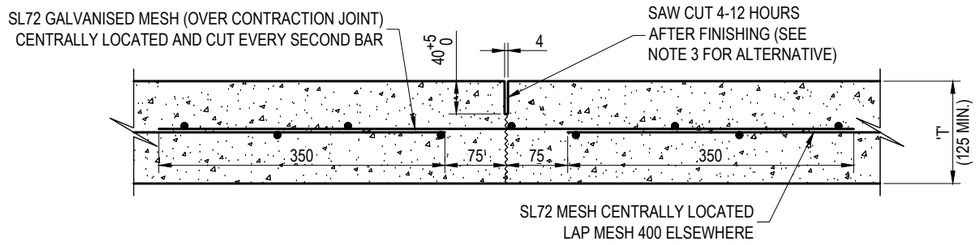



## STANDARD EXPANSION JOINT

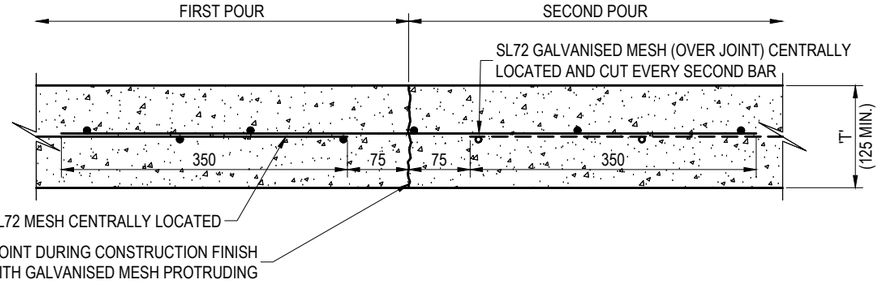
SPACING 16m

(SEE DETAIL 'A' FOR ALTERNATIVE PREFORMED JOINT DETAILS)




## CONTRACTION JOINT

SPACING 4m

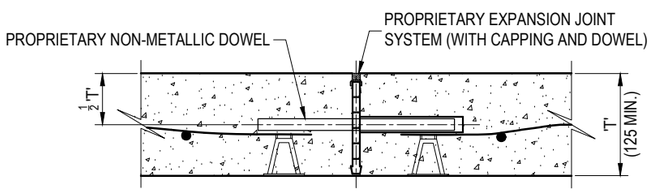



## CONSTRUCTION JOINT

PLACEMENT AS REQUIRED

## STEEL REINFORCED

(USE WHERE DIRECTED, IN FILL OR POOR SUBGRADE. REFER NOTES 1 & 2)

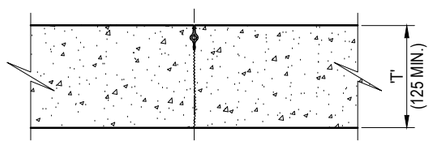



## DETAIL 'C'

PROPRIETARY EXPANSION JOINT SYSTEM (WITH DOWEL)

SPACING AS PER STANDARD EXPANSION JOINT

(USE WHERE DIRECTED) - REFER NOTE X

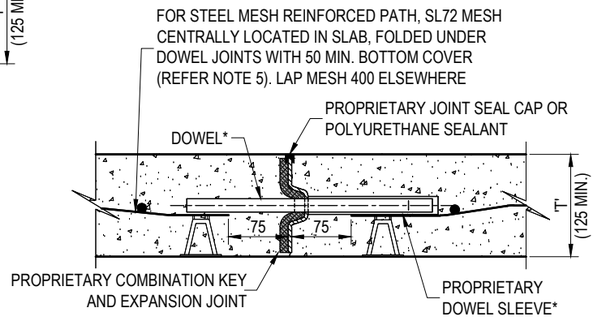



## DETAIL 'D'

PROPRIETARY CONTRACTION JOINT (CRACK INDUCER SYSTEM)

SPACING TYP. 3m FOR 3m WIDE PATH

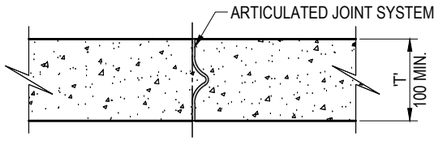
(USE WHERE DIRECTED) - REFER NOTE X




* DOWEL MAYBE ELIMINATED FOR MASS CONCRETE PATHS

## DETAIL 'A'

PREFORMED KEY JOINT WITH DOWEL



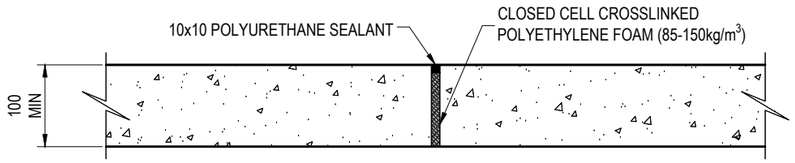

## DETAIL 'B'

ARTICULATED JOINT SYSTEM

SPACING TYP. 3m FOR 3m WIDE PATH

(USE WHERE DIRECTED)

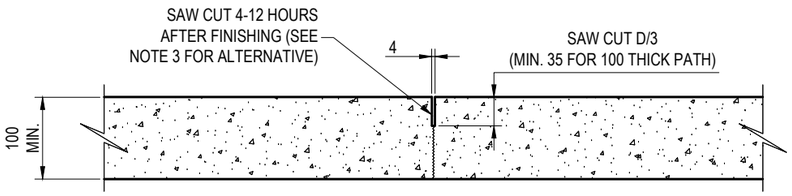
REFER NOTE 6




## EXPANSION JOINT

SPACING 16m

FOR FIBRE REINFORCED PATHS, REFER DETAIL 'A' FOR PRE-FORMED KEY JOINT/EXPANSION JOINT REQUIREMENTS




## CONTRACTION JOINT

SPACING 4m

## MASS CONCRETE AND FIBRE REINFORCED

(USE FIBRE REINFORCED CONCRETE WHERE DIRECTED, IN FILL OR POOR SUBGRADE. REFER NOTES 1, 2 & 7.)

## NOTES:

1. REFER SUPPLEMENTARY NOTES ON BSD-0018 FOR SUBGRADE DESCRIPTION.
2. WHERE CONCRETE PATH IS TO BE USED FOR MAINTENANCE VEHICLE OR MACHINERY ACCESS, PATH MUST BE MIN. 125 THICK AND REINFORCED TO SATISFY ANTICIPATED LOADING CONDITIONS.
3. PROPRIETY CRACK INDUCER PRODUCTS MAY BE USED IN PLACE OF SAW-CUTTING ON CONTRACTION JOINTS. REFER DETAIL 'D' FOR TYPICAL EXAMPLE. WHERE PATH IS MESH REINFORCED, GALVANISED MESH IS TO BE USED ON ALL CONTRACTION JOINTS.
4. PROPRIETARY COMBINATION DOWELED KEY JOINT WITH EXPANSION MATERIAL MAY BE USED IN PLACE OF STANDARD DOWEL JOINT AND EXPANSION JOINT. REFER DETAILS 'A' AND 'C" FOR TYPICAL DETAILS.
5. FOR STEEL MESH REINFORCED PATHS AT DOWELLED EXPANSION JOINTS: MESH IS TO BE STOPPED 75 FROM THE JOINT, BE PLACED UNDER THE DOWELS AND CHAIRED AT MIN. 50 COVER FROM BOTTOM TO DETER THE MESH DEFLECTION INTERFERING WITH THE DOWELS.
6. WHERE CONCRETE PATH IS TO BE CONSTRUCTED ADJACENT TO EXISTING TREES, AN ARTICULATED JOINT SYSTEM MAY BE USED TO MINIMISE POTENTIAL DAMAGE FROM TREE ROOTS. REFER DETAIL 'B' AND BSD-5204 FOR DETAILS.
7. FOR FIBRE REINFORCED CONCRETE PATHS, THE CONCRETE SHALL BE REINFORCED WITH CLASS 2 MACRO STRUCTURAL SYNTHETIC POLYMER FIBRES WITH OR WITHOUT DISCRETE GRADED MONOFILAMENT FIBRES. MANUFACTURER MUST BE ABLE TO PROVIDE EVIDENCE OF NATA TESTING TO ASTM1609 WITH MINIMUM Re3 RESULT OF 30% IN RELEVANT CONCRETE STRENGTHS. BATCHING OF FIBRES SHALL BE BY READY MIX SUPPLIER IN ACCORDANCE WITH MANUFACTURER'S TECHNICAL REFERENCE. CONCRETE PLACER/CONTRACTOR MUST FAMILIARISE THEMSELVES WITH THE PLACING AND FINISHING GUIDE AVAILABLE FROM THE MANUFACTURER OF NOMINATED FIBRE
8. ALL CONCRETE TO BE GRADE N32.
9. DIMENSIONS IN MILLIMETRES (U.N.O.).



BRISBANE CITY COUNCIL STANDARD DRAWING

BIKEPATH PAVEMENT JOINTS

| | |
|---|---|
| PUBLISH DATE | Mar '21 |
| SCALE | NOT TO SCALE |
| DRAWING NUMBER | BSD-5208 |
| ORIGINAL SIZE | A3 |
| REVISION | C |