



**SECTION A-A**

**DETAIL 1**

**NOTES:**

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE
2. CONCRETE SHALL BE 25MPa MINIMUM STRENGTH
3. ALIGNMENT OF PRAM CROSSINGS AND PLACEMENT OF WARNING AND DIRECTIONAL TGSI'S MUST BE CONSIDERED ON A SITE SPECIFIC BASIS (REFER TO AS 1428.4)
4. TGSI'S TO HAVE COLOUR CONTRAST WITH FOOTPATH:
  - (a) WHITE TGSI'S - CHARCOAL CONCRETE FOOTPATH (4% BLACK OXIDE)
  - (b) CHARCOAL TGSI'S - STANDARD CONCRETE FOOTPATH (NO COLOUR)
5. IF CROSSING IS POURED AFTER KERB, DEPRESS KERB AND PROVIDE DOWELS AS PER SD / C2
6. FOOTPATH THICKNESS MAY BE REDUCED TO 75mm IN FULLY DEVELOPED AREAS
7. MAXIMUM LONGITUDINAL FOOTPATH GRADE 1:14
8. TGSI's TO BE SETBACK 300mm FROM HAZARD (i.e. INVERT OF KERB AND CHANNEL)

AMENDMENTS	DATE		<b>PRAM CROSSING WITH TGSI'S</b> MANAGER CIVIL DEVELOPMENT SERVICES 	DRAWN BY: WDA
FOOTPATH THICKNESS	2/12/98			DATE: JAN '07
UPDATED NOTES AND DETAIL	1/07			SCALE: N.T.S.
				DRAWING NO.: SD / B4