**Pavement Standard Drawings**

**Rigid Pavement**

**Bicycle Path Design - 2.5 m Wide**

**Slab Plan and Details**

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**General Notes**

1. **The design indicated is for bicycle path loading only. The design must be modified if the bicycle path will be used by other vehicles such as maintenance trucks.**

2. **Slab lengths may be varied by ±5% as required to suit local conditions except where tolerances are marked otherwise.**

3. **Transverse joints must be aligned square to the longitudinal edge, with a tolerance of ±1°.**

4. **Type B15 isolation joints must be provided at the first joint away from junctions with flexible pavements and structures, and at intermediate centres of 18.0 m.**

5. **Type B15 joints can be constructed as formed joints (by checkerboard paving sequence) or by full-depth sawcut.**

6. **Place a full-depth type B15 joint around all abutting structures such as pits, utility services, power poles, kerbs.**

7. **The options for end-of-day construction joints are as follows:**
   - (I) Type B7 joints may be used. They must be located either midway between B17 joints or in lieu of a B17 joint. They must not be used in lieu of a B15 joint.
   - (II) Paving may be terminated at a type B15 joint.

8. **Comply with RMS specifications R53 and R173. Concrete must be in accordance with RMS R53 but with a minimum compressive strength of 32.0 MPa.**

9. **Self-expanding cork sealants must fill the full joint cavity to prevent the ingress of incompressible materials.**

10. **Subbase must be 150 mm thick. Traffic category 0 material, in accordance with RMS specification 303.**

11. **Design type B7 joints to prevent chemical bonding.**

12. **Ensure reinforcing steel is placed to provide 30 mm minimum cover below the sawcut.**

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BICYCLE PATH TYPICAL PLAN LAYOUT

SECTION 1
BICYCLE PATH TYPICAL CROSS SECTION

TRANSVERSE CONSTRUCTION / FORMED / TIED
AT START AND END OF DAILY PAVING OPERATIONS. SEE NOTE 7

B15 ISOLATION JOINT
NOT TO SCALE

GENERAL NOTES
1. THE DESIGN INDICATED IS FOR BICYCLE PATH LOADING ONLY. THE DESIGN MUST BE MODIFIED IF THE BICYCLE PATH WILL BE USED BY OTHER VEHICLES SUCH AS MAINTENANCE TRUCKS.
2. SLAB LENGTHS MAY BE VARIED BY ± 25. AS REQUIRED TO SUIT LOCAL CONDITIONS EXCEPT WHERE TOLERANCES ARE MARKED OTHERWISE.
3. TRANSVERSE JOINTS MUST BE ALIGNED SQUARE TO THE LONGITUDINAL EDGE, WITH A TOLERANCE OF ± 6°.
4. TYPE B15 ISOLATION JOINTS MUST BE PROVIDED AT THE FIRST JOINT AWAY FROM JUNCTIONS WITH FLEXIBLE PAVEMENTS AND STRUCTURES, AND AT INTERMEDIATE CENTRES OF 17.5 m (FOR EXAMPLE, THREE SHEETS OF 6 m LENGTHENED, LESS LAPS).
5. TYPE B15 JOINTS CAN BE CONSTRUCTED AS FORMED JOINTS (BY CHEQUERBOARD PAVING SEQUENCE) OR BY FULL-DEPTH SAWCUT.
6. PLACE A FULL-DEPTH TYPE B15 JOINT AROUND ALL ABUTTING STRUCTURES SUCH AS PITS, UTILITY SERVICES, POWER POLES, KERBS.
7. THE OPTIONS FOR END-OF-DAY CONSTRUCTION JOINTS ARE AS FOLLOWS:
   (a) TYPE B17 JOINTS MAY BE USED. THEY MUST BE LOCATED EITHER MIDWAY BETWEEN B17 JOINTS OR IN LEU OF A B17 JOINT. THEY MUST NOT BE USED IN LEU OF A B17 JOINT,
   (b) SAWCUT MAY BE TERMINATED AT A TYPE B15 JOINT.
8. COMPLY WITH RMS SPECIFICATIONS R53 AND R173. CONCRETE MUST BE IN ACCORDANCE WITH RMS R53 BUT WITH A MINIMUM COMpressive STRENGTH OF 32.0 MPa.
9. SELF-EXPANDING CORK SEALANTS MUST FILL THE FULL JOINT CAVITY TO PREVENT THE INGRESS OF INCOMPRESSIBLE MATERIALS.
10. SUBBASE MUST BE 150 mm THICK.
11. DESIGN TYPE B7 JOINTS TO PREVENT CHEMICAL BONDING.
12. ENSURE REINFORCING STEEL IS PLACED TO PROVIDE 30 mm MINIMUM COVER BELOW THE SAWCUT.