

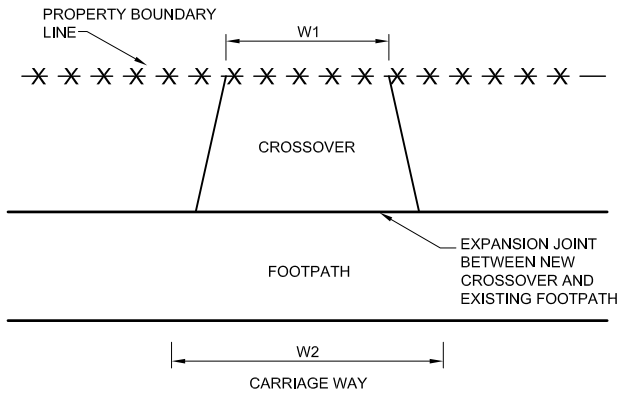
NOTES:

Existing Footpath Treatments:

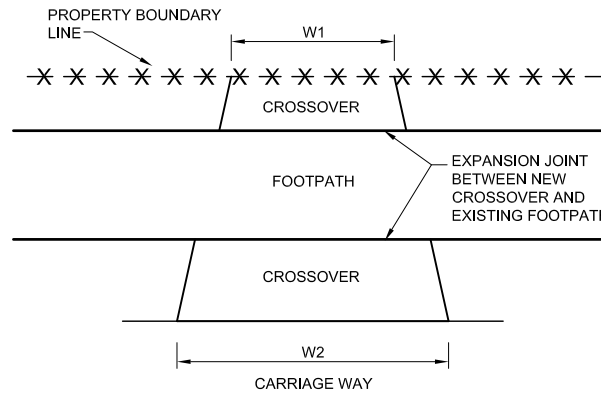
1. WHERE A FOOTPATH EXISTS ON THE VERGE, THE FOOTPATH TAKES PRESIDENCY AND IS TO REMAIN INTACT UNLESS OTHERWISE AGREED IN WRITING BY THE CITY.
2. THE NEW CROSSOVER IS TO JOIN ONTO THE FOOTPATH WITHOUT CREATING ANY FORM OF TRIP HAZARDS AND SHALL BE ISOLATED BY THE USE OF APPROVED EXPANSION JOINT(S) AT ALL ABUTTING SURFACES BETWEEN THE EXISTING FOOTPATH AND THE NEW CROSSOVER.

Site Preparation and Excavation/Earthworks:

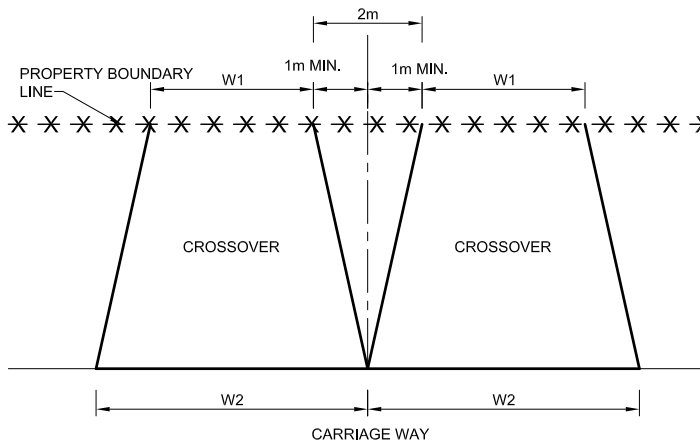
3. THE CROSSOVER SITE SHALL BE CLEARED OF ALL VEGETATION, ROOTS AND TREES TO A DEPTH EQUAL TO THE THICKNESS OF THE BASE COURSE.
4. SUB-GRADE SHALL BE FORMED TO THE LEVELS AND GRADIENTS REQUIRED.
5. EXCAVATION WORK SHALL BE EXECUTED CLEANLY TO PROVIDE A CONSOLIDATED BASE, FREE OF DEPRESSIONS, SOFT OR LOOSE AREAS AND FOREIGN MATERIALS.
6. ANY IMPORTED MATERIAL TO ACHIEVE THE ABOVE SHALL BE CLEAN SAND COMPACTED WITH A PLATE COMPACTOR.
7. CROSSOVER LEVELS ARE TO MATCH TO THE BACK OF THE KERB AND MUST NOT IMPEDE THE FLOW OF WATER OR BE DETRIMENTAL TO ADJOINING PROPERTIES.
8. THE EXCAVATION FOR THE CROSSOVER SHALL BE IN ACCORDANCE WITH LINES, GRADES AND LEVELS AS REQUIRED TO CONFORM TO THIS SPECIFICATION.
9. NO EXCAVATION SHALL BE LEFT OVER A WEEKEND, OR A PUBLIC HOLIDAY, AND THE PROPERTY OWNER SHALL ENSURE THAT THE MAXIMUM TIME BETWEEN EXCAVATION AND POURING OF CONCRETE IS NOT GREATER THAN 24 HOURS, UNLESS THE CITY'S PRIOR APPROVAL HAS BEEN OBTAINED.
10. IT SHALL BE THE PROPERTY OWNER'S RESPONSIBILITY TO ENSURE ALL EXCAVATED MATERIAL IS REMOVED FROM THE SITE AT THE TIME OF EXCAVATION.
11. EXCAVATED MATERIAL SHALL NOT BE STOCKPILED ON-SITE OR DEPOSITED OR BURIED ON THE VERGE.
12. AFTER EXCAVATING TO THE REQUIRED LEVEL(S) THE SUB-GRADE SHALL BE COMPACTED TO 95% MMDD TO A DEPTH OF 300mm MINIMUM.
13. THE EXCAVATION SHALL BE INSPECTED AND APPROVED BY THE CITY'S NOMINATED OFFICER.
14. CROSSOVER LEVELS MUST BE APPROVED BY THE CITY'S NOMINATED OFFICER PRIOR TO THE COMMENCEMENT OF FURTHER WORK.
15. THE BASECOURSE SHALL BE A 250mm THICK LAYER OF ROADBASE PLACED, WORKED TO THE REQUIRED LEVEL(S) AND COMPACTED TO 98% MMDD.
16. WHERE TWO RESIDENTIAL CROSSINGS ABUT ONE ANOTHER THEY MAY BE COMBINED INTO A DUAL CROSSOVER PROVIDING THE COMBINED WIDTH DOES NOT EXCEED 6m AND THEY MEET THE APPROVAL OF THE CITY'S NOMINATED OFFICER.
17. IF EXCEEDING 6m THE TWO CROSSINGS SHALL BE SEPARATED BY A 2m WIDE PEDESTRIAN REFUGE.



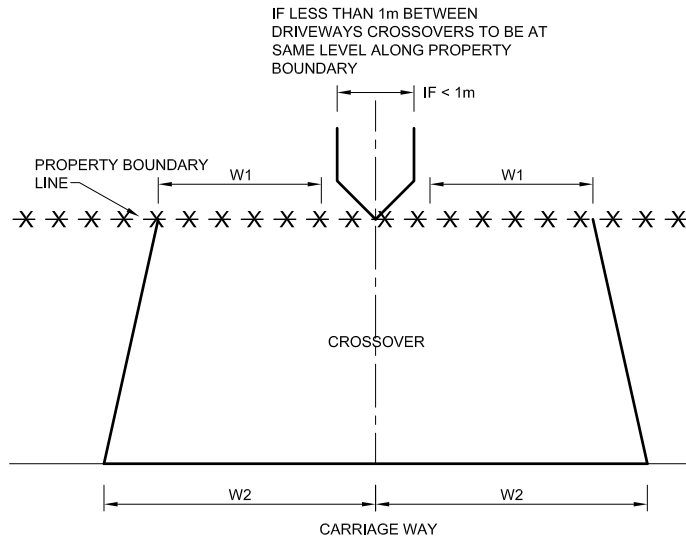
ARRANGEMENT - FOOTPATH AT BACK OF KERB N.T.S.



ARRANGEMENT - FOOTPATH AWAY FROM BACK OF KERB N.T.S.



ARRANGEMENT - ADJOINING CROSSOVERS TYPE A N.T.S.



ARRANGEMENT - ADJOINING CROSSOVERS TYPE B N.T.S.

No.	Date	Revision	By	Approved	Scale	N.T.S.
					Date:	0/0/
					Surveyed	Date



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Author:	EV	Date:	11/20
Designer:	EV	Date:	11/20
Checker:	TN	Date:	11/20
Executive Manager:	Technical Services	Approver:	

CROSSOVER DETAILS		PC No:	
		CMB No:	
		Sheet No:	01
		Rev/Mod No:	01
		DWG No:	09-08-P

