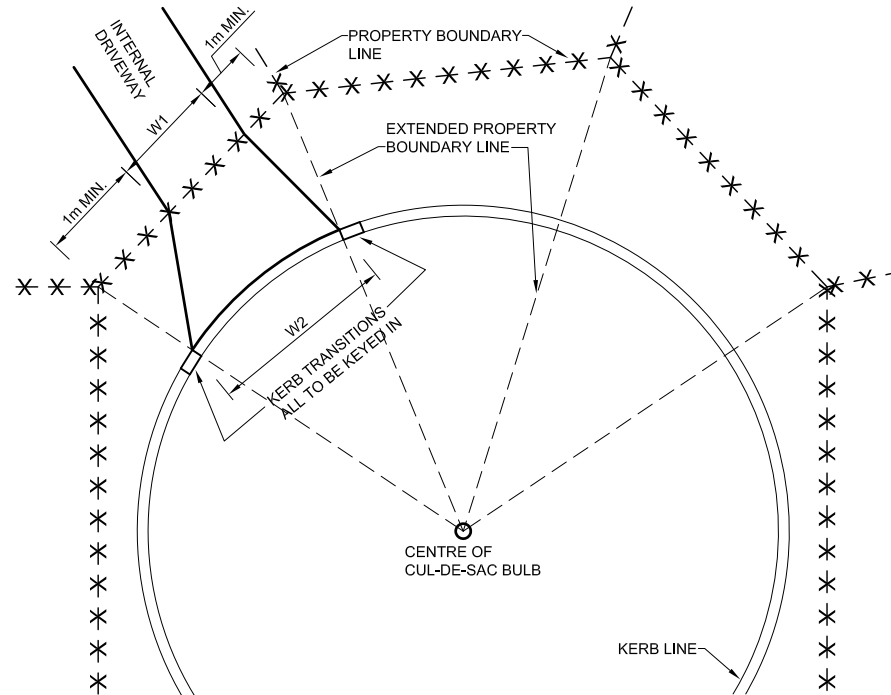
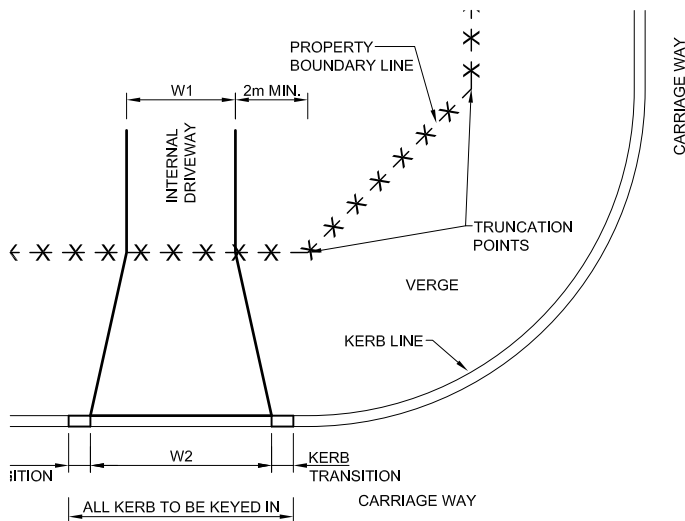


TYPICAL CASE 1 - MID-BLOCK LOT N.T.S.



TYPICAL CASE 3 - CUL-DE-SAC LOT N.T.S.



TYPICAL CASE 2 - CORNER LOT N.T.S.

CONCRETE CROSSOVER WIDTHS

	RESIDENTIAL		COMMERCIAL/ INDUSTRIAL	
	MIN. (m)	MAX. (m)	MIN. (m)	MAX. (m)
W1	3	6	6	10
W2	5	8	8	12
D	100mm		150mm + SL82 MESH	

KERB TRANSITION LENGTHS

	PROFILE	LENGTH (mm)
MOUNTABLE		500
SEMI-MOUNTABLE		600
BARRIER		750

NOTES:

Location:

1. A CROSSOVER IS TO BE LOCATED IN SUCH A POSITION AS NOT TO CAUSE INTERFERENCE TO THE CITY'S INFRASTRUCTURE OR OTHER PUBLIC FACILITIES.
2. ON THE VERGE ABUTTING A CORNER LOT, NO PORTION OF THE CROSSOVER SHALL BE CONTAINED WITHIN 6m FROM THE PROPERTY LINE INTERSECTION POINT.
3. CROSSOVERS ARE TO BE CONSTRUCTED AT 90° TO THE KERB LINE.
4. VARIATIONS TO THE STANDARD ARE TO BE SUBMITTED TO THE CITY'S NOMINATED OFFICER FOR CONSIDERATION AND APPROVAL IN WRITING PRIOR TO COMMENCEMENT OF ANY WORK.

Dimensions:

5. RESIDENTIAL CROSSOVERS WILL BE:
 - 3m (MINIMUM) TO 6m (MAXIMUM) WIDE AT THE PROPERTY BOUNDARY;
 - 5m (MINIMUM) TO 8m (MAXIMUM) WIDE AT THE ROAD EDGE.
6. COMMERCIAL / INDUSTRIAL CROSSOVERS WILL BE:
 - 6 m (MINIMUM) TO 10m (MAXIMUM) WIDE AT THE PROPERTY BOUNDARY;
 - 8m (MINIMUM) TO 12m (MAXIMUM);
 - THE CROSSOVER WILL HAVE A STRAIGHT EDGE TAPER FROM THE LOT BOUNDARY TO THE ROAD EDGE WHICH PROVIDES AN ADDITIONAL 1m OF WIDENING ON EACH SIDE AT THE ROAD EDGE. ALTERNATIVELY, CROSSOVERS CAN BE CONSTRUCTED WITH FLARED ENDS ON THE ROAD SIDE.

Existing Kerb Treatment:

7. WHERE THERE IS AN EXISTING MOUNTABLE KERB THE KERBING MAY REMAIN IF ITS CONDITION IS CONSIDERED ACCEPTABLE BY THE CITY.
8. WHERE THE ROAD IS KERBED (WITH THE EXCEPTION OF MOUNTABLE KERBING) THE KERBING SHALL BE CUT WITH A DIAMOND SAW AND REPLACED WITH A KEYED-IN MOUNTABLE KERB SECTION TO THE CITY OF ARMADALE STANDARDS, OR WITH A MINIMUM 600mm WIDE x 150mm THICK IN-SITU CONCRETE APRON WITH A 25mm LIP AT ROAD EDGE.

Where there is no Existing Kerb:

9. WHERE THERE IS NO EXISTING KERB IN PLACE, A MOUNTABLE KEYED-IN KERB SECTION IS TO BE INSTALLED TO THE CITY'S STANDARDS TO FORM THE ROAD EDGE OF THE CROSSOVER PRIOR TO CONSTRUCTION OF THE CROSSOVER OR A MINIMUM 600mm WIDE x 150mm THICK IN-SITU CONCRETE APRON WITH A 25 mm LIP AT ROAD EDGE (THIS WILL ALSO ASSIST IN SETTING THE CORRECT LEVELS).
10. BITUMEN INTERFACES SHALL BE CUT TO GIVE A CLEAN FACE FOR THE MATCHING CONCRETE.
11. PROPERTY OWNER'S MAY ALSO OPT TO INSTALL A CONCRETE APRON IN LIEU OF THE MOUNTABLE KERB PROFILE.

Culverts:

12. CROSSOVERS OVER ROADSIDE SWALES OR OPEN DRAINS REQUIRE PIPES AND HEADWALLS TO BE INSTALLED TO COMPLY WITH THE CITY'S REQUIREMENTS.
13. PIPE LENGTHS ARE TO BE LAID WITH WATERTIGHT JOINTS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND HAVE A MINIMUM COVER OF 400mm.
14. HEADWALLS OF GROUTED STONE OR CONCRETE ARE TO BE INSTALLED AT EACH END AND ARE TO BE OF SUFFICIENT STANDARD TO PREVENT ANY EROSION PROBLEMS.
15. HEADWALLS SHALL BE CONSTRUCTED WITH A 200mm VERTICAL WHEEL STOP PROTRUSION ABOVE THE CROSSOVER LEVEL WITH APPROVED REFLECTIVE PAINT MARKING TO INCREASE THE SAFE CROSSING OVER ROADSIDE SWALES OR OPEN DRAINS.
16. SUBSIDIES WILL NOT BE PROVIDED FOR CROSSOVERS THAT HAVE NOT BEEN CONSTRUCTED IN COMPLIANCE WITH THE CITY'S REQUIREMENTS.



CROSSOVER DETAILS

CROSSOVER LOCATIONS

Sheet No: 01
 Rev No: 01
 DWG No: 09-08-L

No	Date	Revision	By	Approved

Scale: N.T.S.
 Date: 08/11/20
 Surveyed: Date

CITY OF Armadale
 7 ORCHARD AVENUE, ARMADALE, WA 6112

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Drawn	Check	Approved	Date
EV	EV	TN	11/20

Project	PC No