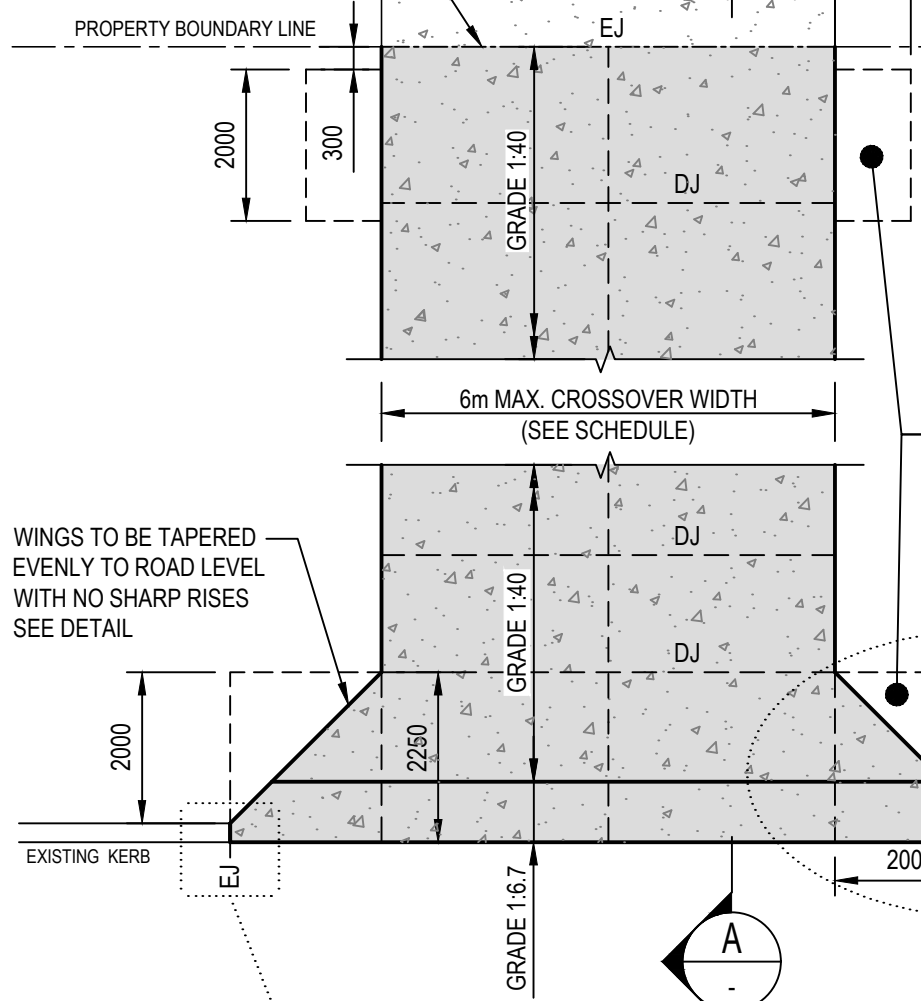
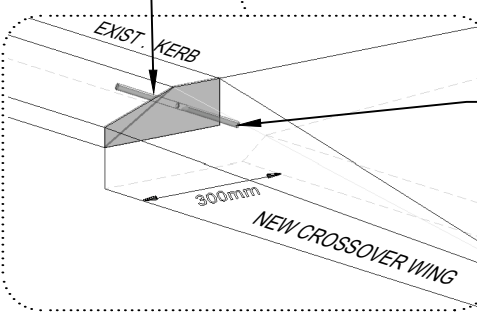


PROVIDE EXPANSION JOINT AT PROPERTY BOUNDARY AND AT MAX. 10m CENTRES. SEE NOTE 5 FOR EXPANSION JOINT INTERVALS.



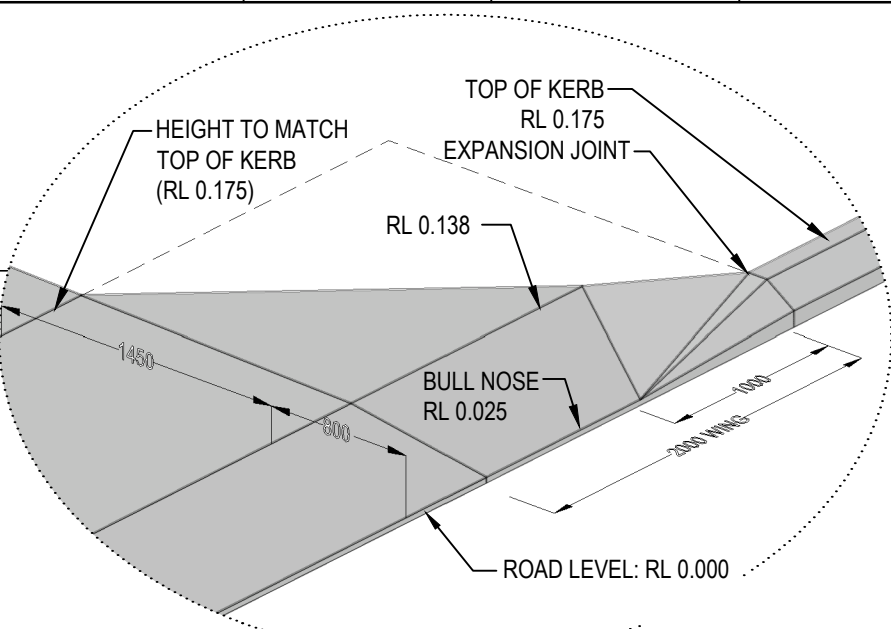
TYPICAL CROSSOVER LAYOUT
SCALE 1 : 100

N12 DOWEL BAR CENTRAL x 400 LONG TO BOTH WINGS EXPOXY GROUT 200mm INTO EXISTING KERB



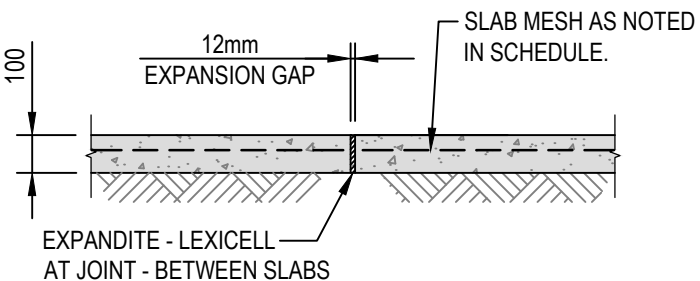
TYPICAL KERB / CROSSOVER CONNECTION DETAIL
SCALE : N.T.S.

WRAP WITH GREASE AND COVER WITH 14mm PLASTIC CONDUIT 200mm INTO CROSS OVER WING
NOTE:- KERB TO BE NEATLY SAW CUT AT RIGHT ANGLE TO ROAD PROVIDE EXPANSION JOINT BETWEEN EXIST. KERB AND NEW RAMP WING

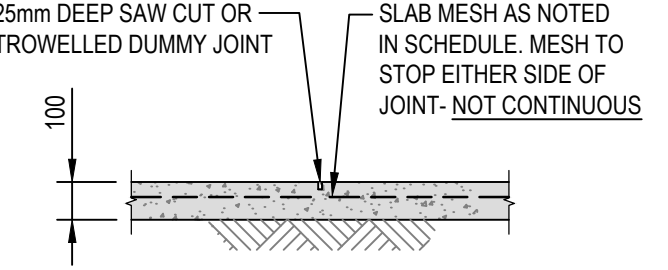


TYPICAL TAPERED WING DETAIL
SCALE : N.T.S.

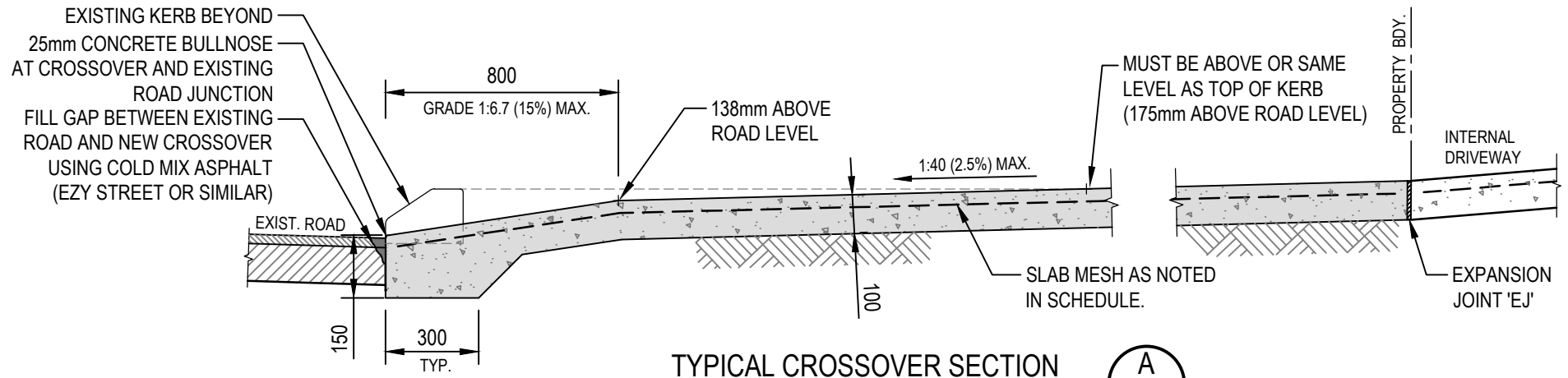
REFER NOTES 7 & 8



EXPANSION JOINT 'EJ' DETAIL
SCALE 1:20



DUMMY / CONTRACTION JOINT 'DJ' DETAIL
SCALE 1:20



TYPICAL CROSSOVER SECTION
SCALE 1:20

A COUNCIL REPRESENTATIVE MUST INSPECT AND APPROVE THE CROSSOVER CONSTRUCTION BEFORE ANY CONCRETE IS POURED.

| CROSSOVER SCHEDULE | | |
|--------------------|---|----------------------------|
| CROSSOVER TYPE | DIMENSIONS | REINFORCEMENT |
| RESIDENTIAL | WIDTH: MIN. 3.0m TO MAX. 6.0m WINGS: 2.0m x 2.0m AT BACK OF KERB LINE DEPTH: 100mm CONCRETE | SL72 MESH - 40mm TOP COVER |

- NOTES:**
- CROSSOVER IS TO BE CONSTRUCTED AT RIGHT ANGLES TO ROAD AND PROPERTY LINES.
 - CONCRETE STRENGTH (f_c) TO BE 25 MPa AT 28 DAYS MINIMUM.
 - SURFACE FINISH TO BE BROOME FINISH, NON-SLIP, PARELLEL TO LINE OF KERB WITH TOOLED EDGES.
 - CONCRETE TO INCLUDE SL72 REINFORCEMENT MESH, 40mm TOP COVER.
 - EXPANSION JOINTS: AT 10m CENTRES MAXIMUM. THE RATIO OF LONGEST DIMENSION TO SHORTEST DIMENSION SHALL NOT EXCEED 1.5:1, APPROVED MATERIAL SHALL BE EXPANDITE-FLEXICELL.
 - DUMMY JOINT SPACINGS 3m x 2m PANELS THROUGH CROSSOVER AND 2 PANELS IN RAMP / WING AREA, AS SHOWN IN DIAGRAM THIS SHEET. LENGTH TO WIDTH RATIO NOT MORE THAN 1.5:1
 - WHERE THERE IS AN EXISTING FOOTPATH, IT SHALL BE NEATLY REMOVED TO THE NEXT ADJACENT JOINT AND REINSTATED AS PART OF THE NEW CROSSOVER.
 - PRIOR TO FORMING, IT IS TO BE CONFIRMED WITH A COUNCIL REPRESENTATIVE WHETHER THERE IS A FUTURE FOOTPATH ALLOCATED IN THE SUBDIVISION PLANS ALONG THE PROPERTY. IF PROPOSED THEN AN APPROPRIATE TIE-IN IS TO BE INSTALLED AS PART OF THE NEW CROSSOVER AS DIMENSIONED ON THE PLANS DEPENDING IF PATH IS BACK OF KERB OR AT BOUNDARY.

| REV | DATE | DESCRIPTION | DRN | DES | CKD | PM |
|-----|------------|---|-----|-----|-----|----|
| 2 | 16/09/2022 | FOOTPATH DETAIL AND NOTES ADDED | JRH | LM | | |
| 1 | OCT 2019 | SOB STANDARD DRAWING UPDATED - RE-ISSUED FOR CONSTRUCTION | KD | PC | | |
| 0 | 27/04/2018 | INITIAL ISSUE | JRH | LH | | |

| | | | |
|----------|------------|---------------|----------|
| SURVEY: | - | SCALE: | AS SHOWN |
| DESIGN: | PC | AUTOCAD REF: | |
| DRAWN: | KD | CIVILCAD REF: | N/A |
| CHECKED: | | APPROVED | |
| DATE: | 08/02/2021 | | |

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STANDARD DRAWING
ROAD
RESIDENTIAL CONCRETE CROSSOVER
DRAWING NUMBER STD-R-004

| | |
|-------------|----------|
| SHEET No. | STD-R |
| DRAWING No. | A3 |
| SCALE | AS SHOWN |
| REV. | 2 |