FOR CHIP SEAL, THIN ASPHALT & DEEP ASPHALT

1. UNSEALED ROADS & SHOULDERS. REINSTATEMENT TO BE 150MM DEPTH OF 40MM BASECOURSE TOPPED OFF WITH 50MM DEPTH OF 20MM BASECOURSE
2. FOR FINISHED SEAL LEVEL TOLERANCES SEE SECTION 8.7.2
3. *DEPTH TO MATCH EXISTING BITUMINOUS LAYER DEPTH, WHERE DEPTH IS GREATER THAN 50mm
* 100mm FOR FOOTPATH, 150mm FOR RESIDENTIAL CROSSING, 200mm FOR COMMERCIAL CROSSING WITH 665 MESH FOR INDUSTRIAL CROSSING PAVEMENT TO SPECIFIC DESIGN (TO MATCH EXISTING).

CONCRETE

THIN ASPHALTIC
(FOR CHIP SEAL FOOTPATHS ALSO)

FOR VEHICLE CROSSINGS DETAILS REFER TO 21/304 SHEETS 1 AND 2

NELSON CITY COUNCIL

TRENCH REINSTATEMENT IN FOOTPATH

NELSON CITY COUNCIL

TRENCH REINSTATEMENT IN FOOTPATH

INFRASTRUCTURAL ASSETS

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SENIOR EXECUTIVE INFRASTRUCTURE DATE
FOR FRICTION COURSE

1. FOR FINISHED SEAL LEVEL TOLERANCES SEE SECTION 8.7.2
2. *DEPTH TO MATCH EXISTING BITUMINOUS LAYER DEPTH, WHERE DEPTH IS GREATER THAN 50mm
NELSON CITY COUNCIL

FOOTPATH SURFACE REINSTATEMENT

INFRASTRUCTURAL ASSETS

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Fig 1 - REINSTATEMENT OF CONCRETE PATH OR DRIVEWAY

Fig 2 - EXCAVATION IN FOOTPATH OR DRIVEWAY
Fig 1 – FINISHING OF IRREGULAR SHAPED EXCAVATIONS

Fig 2 – TRENCH EXCAVATION WITH CORNERS

Fig 3 – PARALLEL CUTTING OF JOINTS

NOTE:

1. A MINIMUM TRIMMING ALLOWANCE OF 150mm

2. TOTAL LENGTH OF OVER BREAK OF THE TRENCH MUST NOT EXCEED 10% OF ITS LENGTH. THE LENGTH OF TRIM AT ANY SINGLE SECTION OF OVER BREAK SHOULD NOT BE LESS THAN 5m (See Fig. 3). THE PURPOSE OF THESE REQUIREMENTS IS TO AVOID AN UNDESIRABLE VISUAL IMPACT.