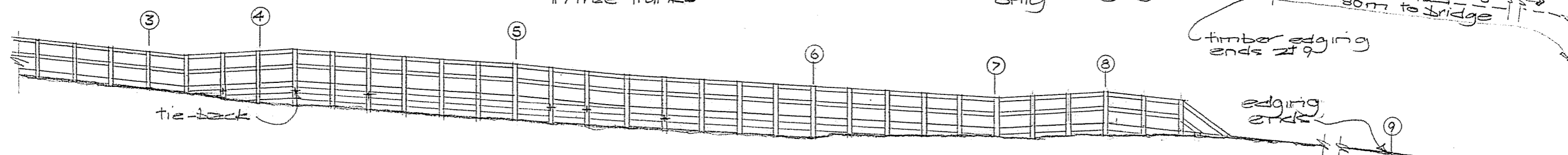


NOTE: Handrail/retaining wall posts as shown at 1.2m c/c. Adjust as necessary for grade reversals & also unsuitable material for founding the posts.

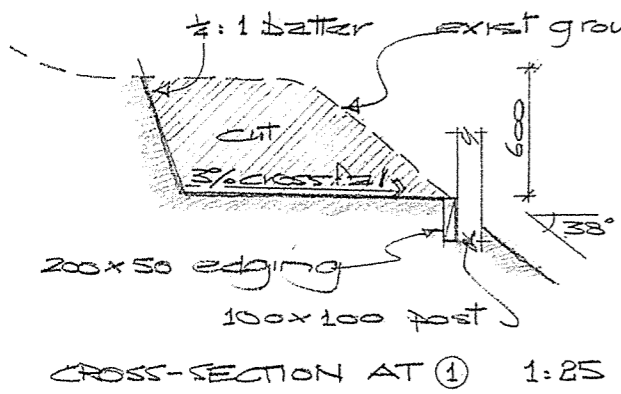
PLAN 1:200

* = Form scallops in tree trunks

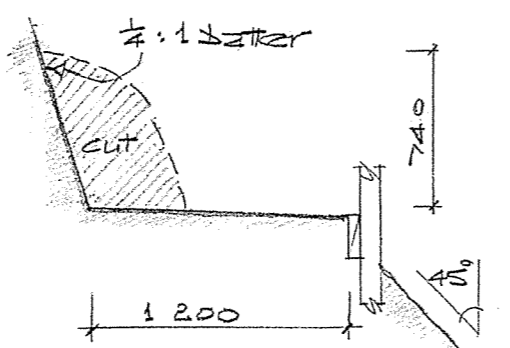


ELEVATION 1:100

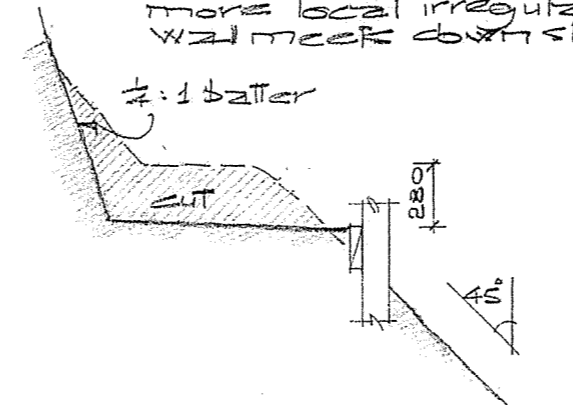
NOTE: Groundline as shown is schematic; there will be more local irregularities where wall meets down slope.



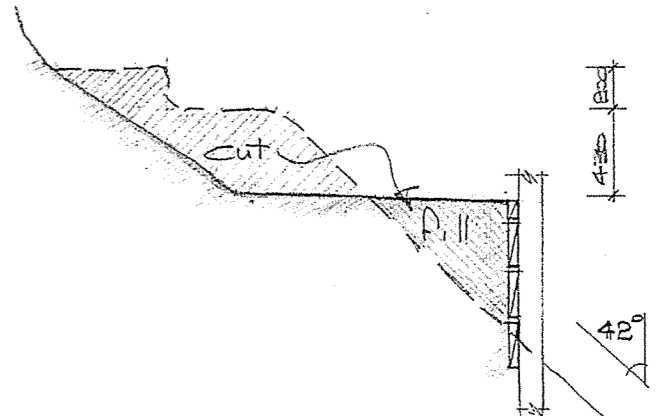
CROSS-SECTION AT ① 1:25



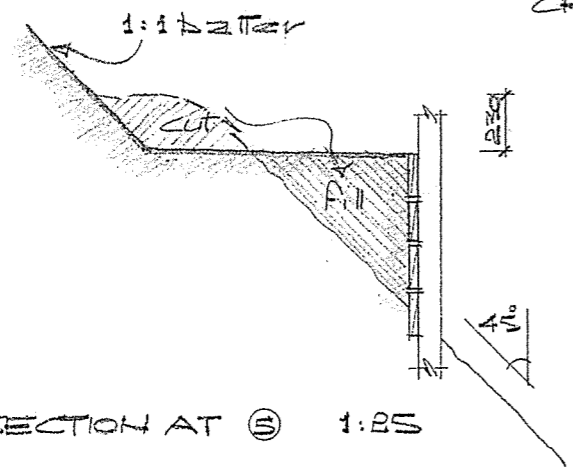
CROSS-SECTION AT ② 1:25



CROSS-SECTION AT ③ 1:25



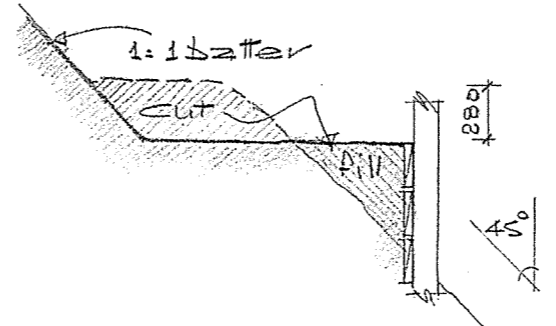
CROSS-SECTION AT ④ 1:25



CROSS-SECTION AT ⑤ 1:25

NOTE: Avoid damaging native plant seedlings growing down slope at site 2

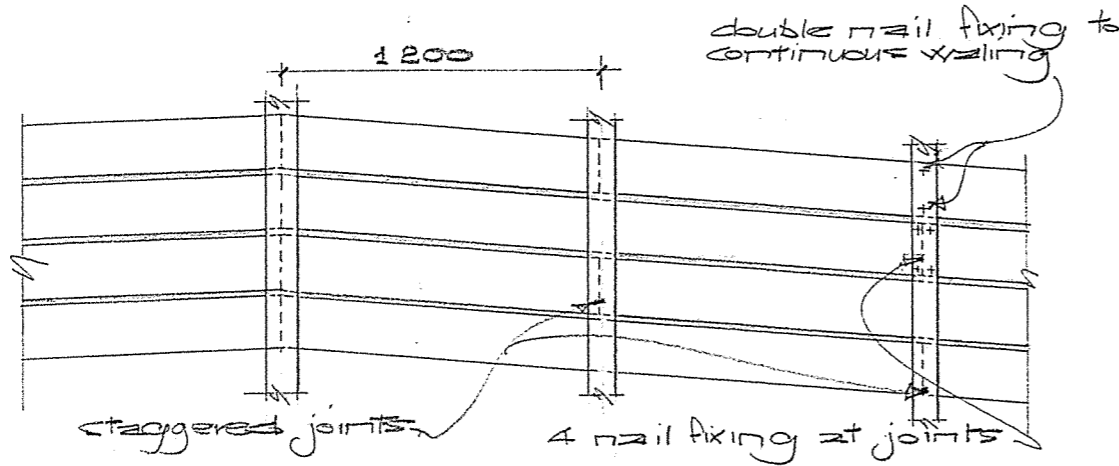
GENERAL NOTE
Filter metal not shown on these cross-sections



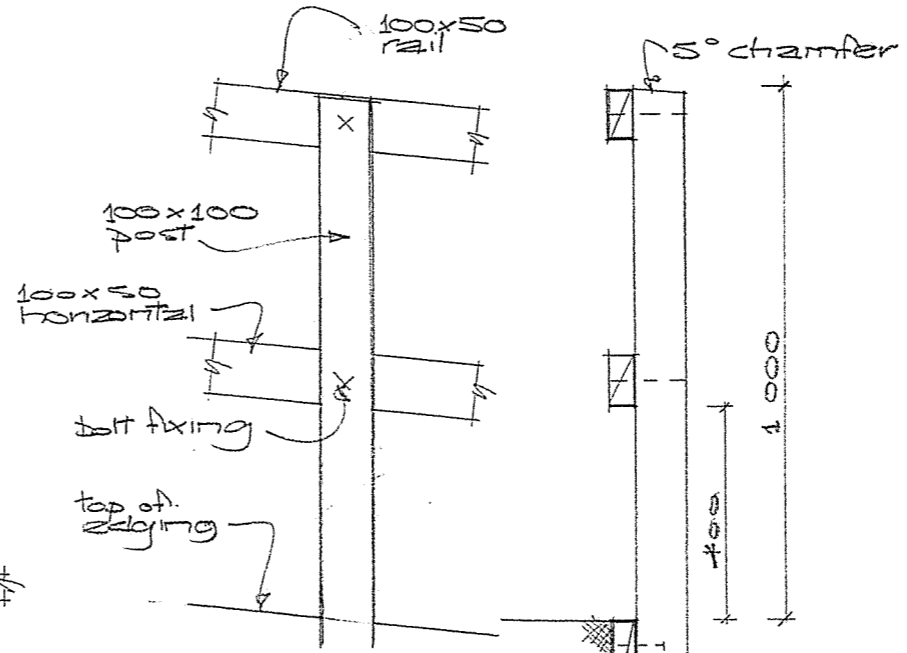
CROSS-SECTION AT ⑥ 1:25

NOTE: Remnants of exist retaining wall to be removed.

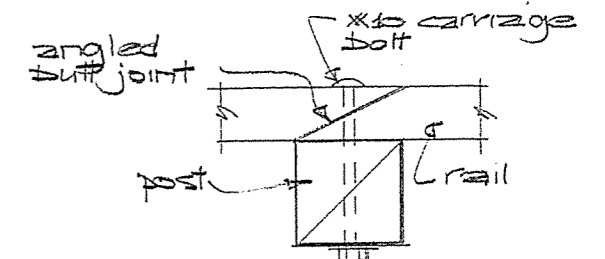
GENERAL NOTE
Stagger waling joints at fixing points to posts



ELEVATION OF GRADE REVERSAL 1:20

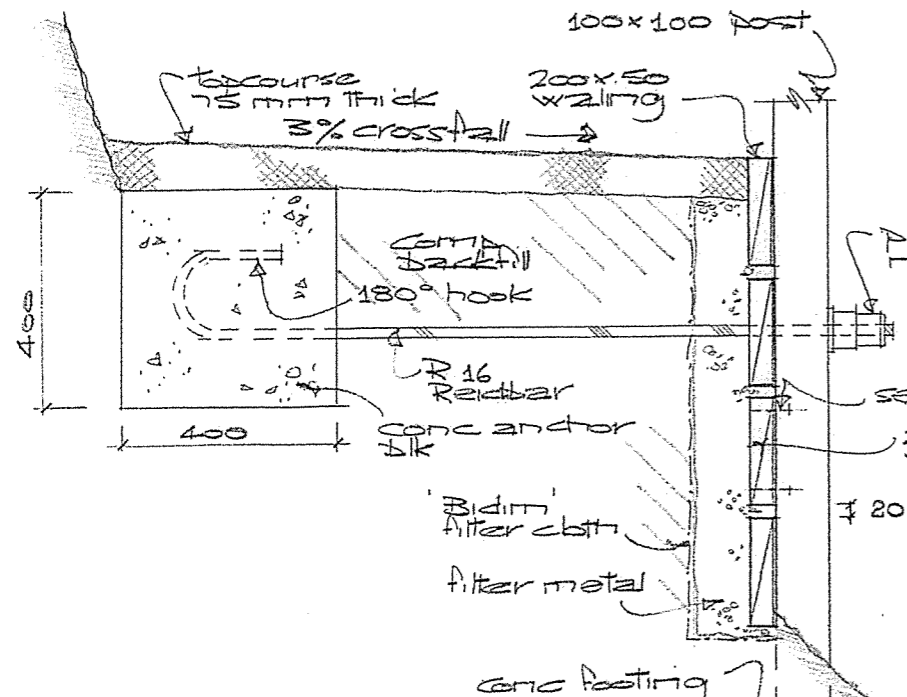


ELEVATION 1:10
HANDRAIL DETAILS



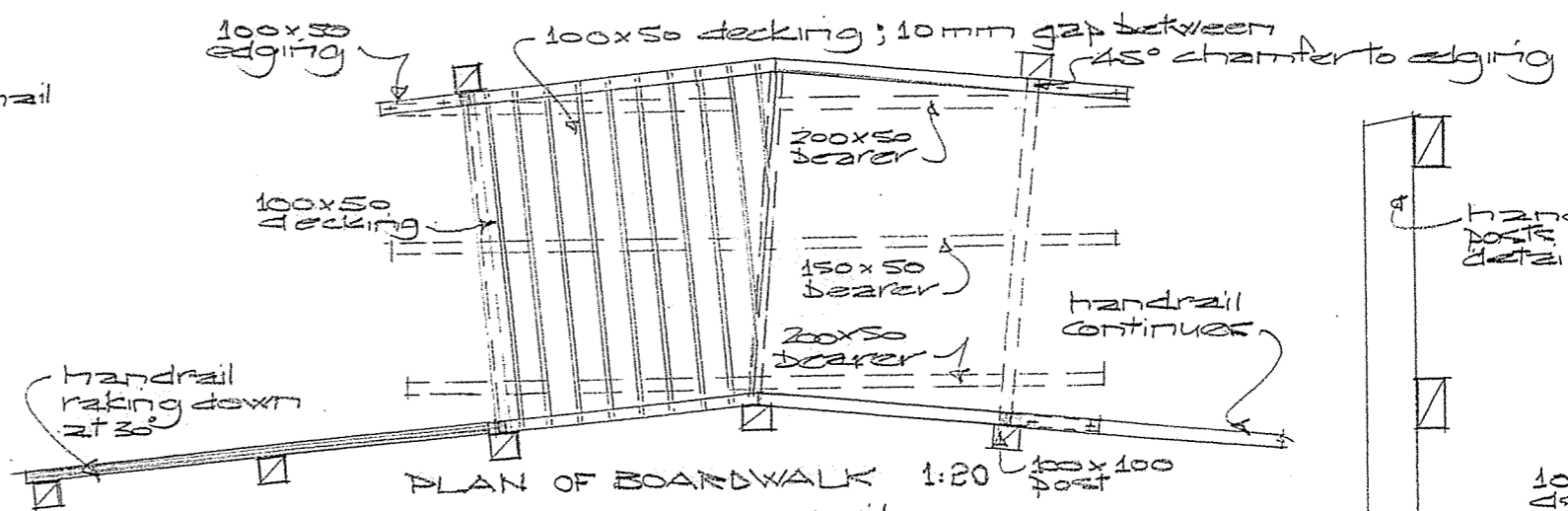
PLAN OF HANDRAIL - TO - 1:5

NOTE: Maximum cantilever to boardwalk is 350 mm.

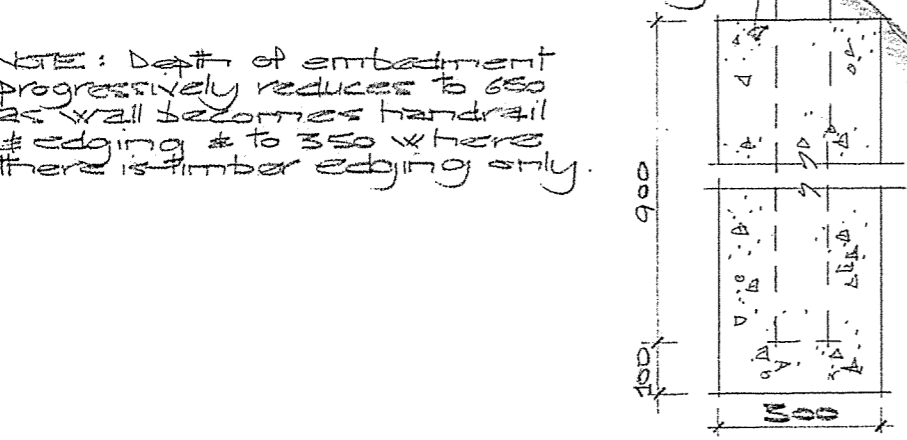


CROSS-SECTION THROUGH RETAINING WALL JOINT 1:10

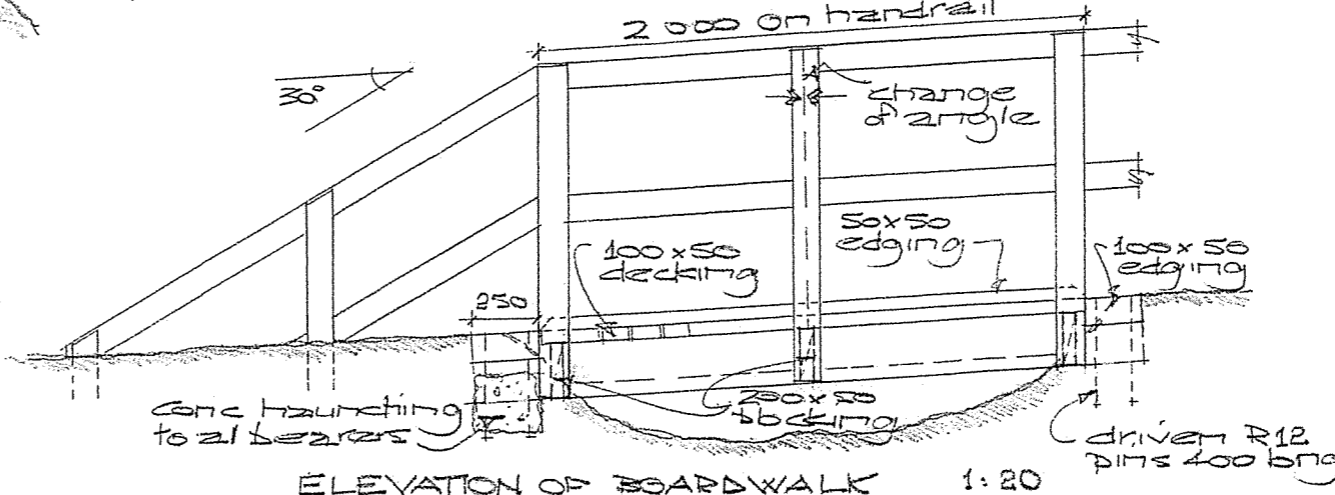
NOTE: Depth of embankment progressively reduces to 650 as wall becomes handrail & edging & to 350 where there is timber edging only.



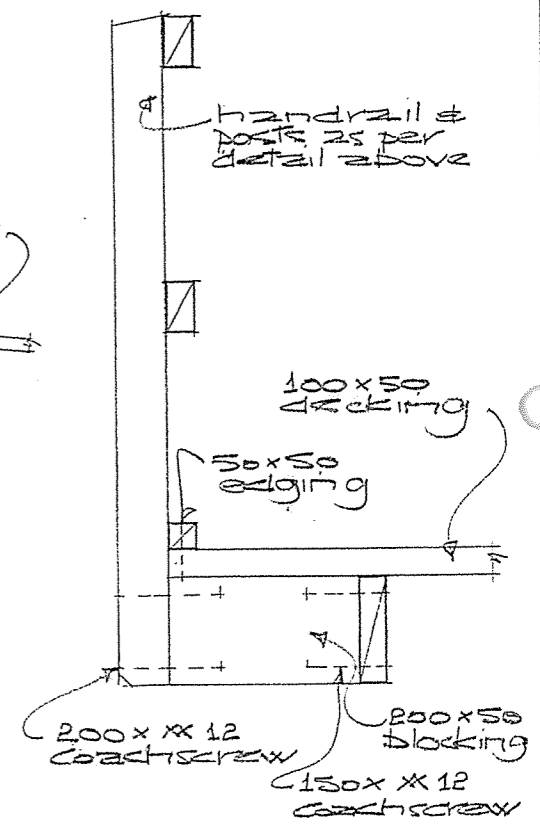
PLAN OF BOARDWALK 1:20



CROSS-SECTION THROUGH RETAINING WALL TIE-BACK & ANCHOR BLOCK 1:10



ELEVATION OF BOARDWALK 1:20



DETAIL OF DECK/HANDRAIL 1:10

10.0 Weed Removal

Neatly skim and remove flanking weed growth on both sides of the Track from the downhill extent of Track reinstatement, then traversing the toe slope and flood plain of the Karori Stream to the near abutment of the bridge.

Clear to a width of 1.5m centred on the centreline of the Track to a clean edge and remove all resulting rubbish from the site. Allow to pay tip fees. Note that the topcourse formation width is 1.2m

11.0 Topcourse

11.1 Supply, spread, thoroughly compact to 75mm deep compacted depth and 1.2m wide to the entire length of the Track from the curve south of the boardwalk to the true right abutment of the bridge crossing Karori Stream.

11.2 Throughout the reinstated section of the Track and downslope as dictated by the availability of surplus fill, form to a crossfall of 3%, avoiding any localised "humps" and "hollows" in the finished surface.

12.0 Materials

The following materials shall be used:

12.1 Metal

All metal shall be hot-dip galvanised mild steel. Liberally apply a cold galvanising preparation to the cut end of the R12 and R16 bars immediately following cutting or driving in the case of in-ground pins.

12.2 Timber

Timber shall be rough-sawn *Pinus radiata*, No.1 Framing Grade, treated to Hazard Class:

- H4 for in-ground contact
- H3.2 (not LOSP) for above ground use

Embed only pressure-treated ends and treat all site-cut end grain with a liberal application of zinc naphthenate and penetrant to the manufacturer's directions.

Remove arrises from all above-ground timber to between 3 and 5mm.

12.3 Concrete

Concrete strength shall be at least 17.5 MPa at 28 days.

12.4 Filter Metal

Filter metal shall be grade 14/5mm.

12.5 Geotextile

Geotextile shall be "Bidim" A14 available from Maccaferri NZ.

12.6 Topcourse

Topcourse shall be GAP 20 lime-stabilised.

13.0 Maintenance

Throughout the One Calendar Month Maintenance Period, regularly inspect and, if necessary:

- (a) reinstate localised areas of runoff scour;
- (b) re-level topcourse surface and top-up any areas of subsidence; and in the event of a severe storm;
- (c) immediately inspect and report any damage to the Principal's Agent.