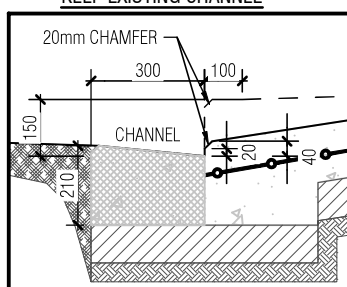


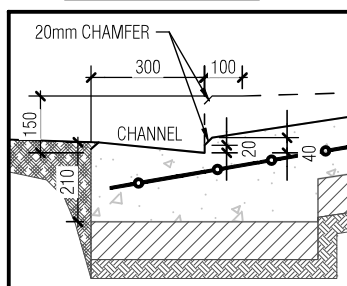


3D VIEW
N.T.S

KEEP EXISTING CHANNEL



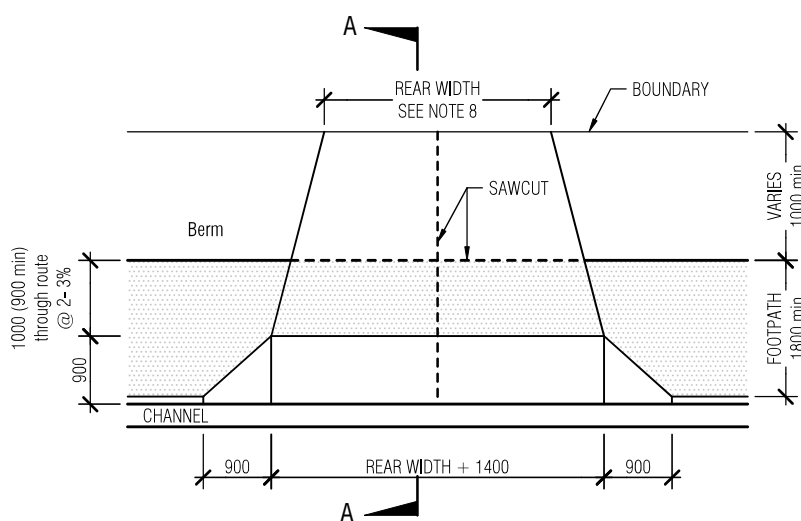
REBUILD NEW CHANNEL



REINSTATE ROAD PAVEMENT
1000 MIN
(REFER TO GD014 FOR REINSTATEMENT)

ROAD PAVEMENT $\leq 3\%$

EXISTING CHANNEL



**VEHICLE CROSSING
FOOTPATH NEXT TO KERB**
N.T.S

FOOTPATH CROSSFALL @2-3%
WIDTH VARIES (1800 Min)

VEHICLE CROSSING RAMP
900 @ 15% max

VEHICLE CROSSING RAMP @2-3%
1000 (900 Min)

REAR BERM
VEHICLE CROSSING @2-3%
WIDTH VARIES

TO BE ABOVE KERB LEVEL

SAW CUT

100mm MIN COMPACTED GAP 40
SUBGRADE TO HAVE MINIMUM CBR OF 3
(SEE NOTE 2)

THE STANDARD RESIDENTIAL VEHICLE CROSSING IS UNREINFORCED,
HOWEVER MESH REF 665 PLACED CENTRALLY IS REQUIRED WHEN
JOINING TO MORE THAN 4 DWELLINGS

SECTION A-A
N.T.S

Notes:

- All dimensions are in millimetres unless noted otherwise.
- If CBR of existing Subgrade is < 3 , Pavement Design should be provided and approved by Auckland Transport.
- All concrete to be 20 Mpa and constructed in accordance with NZS 3109 with a broom finish and may contain upto 4% oxide
- Saw cut expansion joints at 4m centres maximum each way in addition to saw cuts shown on dwg.
- All work must comply with the NZTA's 'CoPTTM' (code of practice for temporary traffic management).
- Construct in same material and finish as surrounding footpath.
- Existing channel may be retained if;
 - kerb can be removed without disturbing channel
 - road crossfall does not exceed 3%
- Rear Width to be as permitted under Auckland unitary Plan;
 - 2750-3000 - Single vehicle crossing
 - 5500-6000 - Two-Way Shared Access
 - 3000-3500 - One-Way Shared Access



Drawn Ulysses Gabriel
Checked Richard Batty
Approved Chris Beasley
Authorised Chief Engineer

Project:

TDM TECHNICAL STANDARDS
Road layout and geometric design
Residential Vehicle Crossing (Sheet 2 of 4)

Date:

Scales

N.T.S.

Drawing No.

GD017A-1A