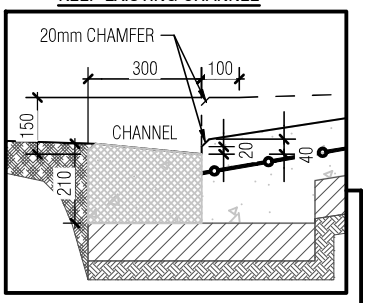
ORIGINAL SIZE A4 DO NOT SCALE

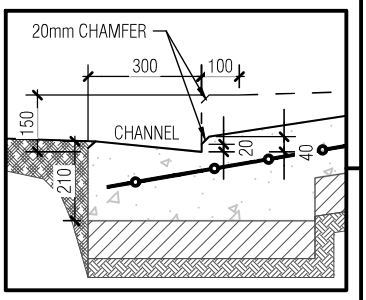
GD017A-1A

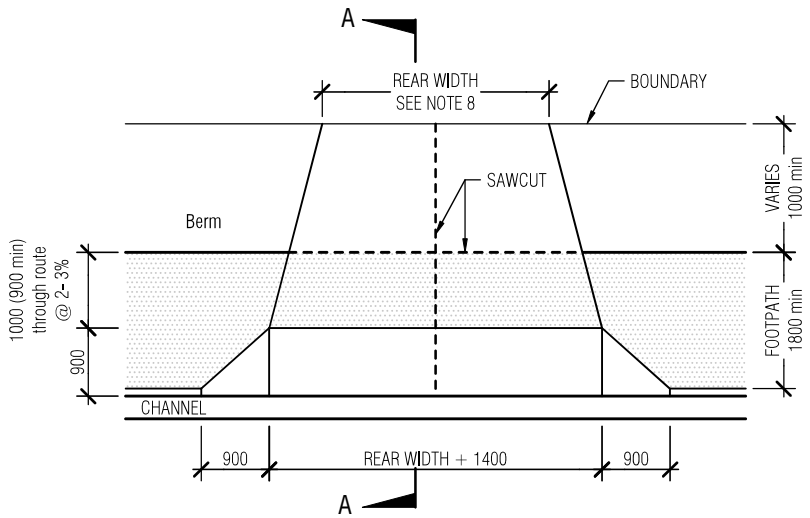
3D VIEW
N.T.S

KEEP EXISTING CHANNEL

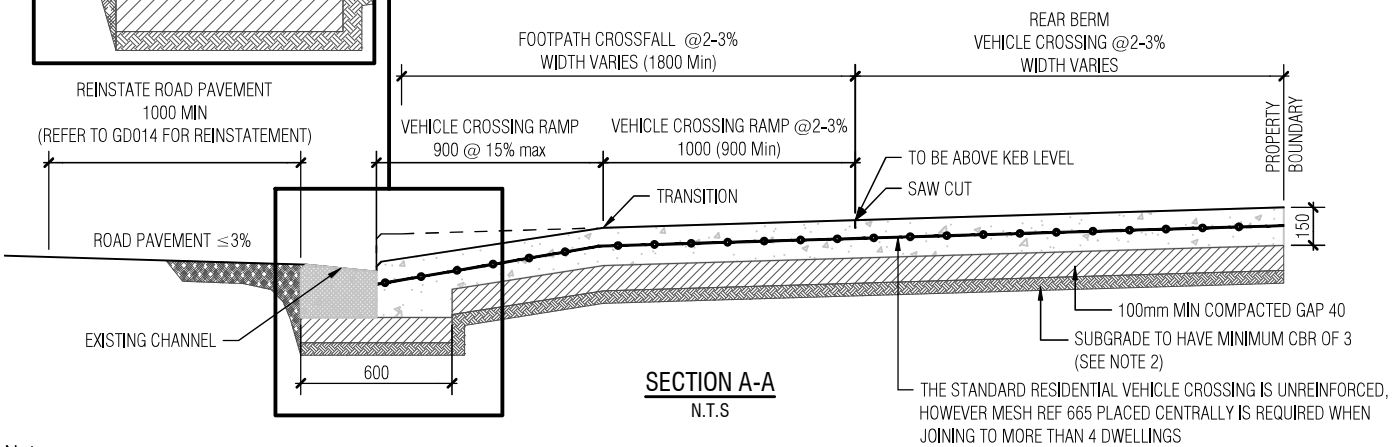


REBUILD NEW CHANNEL





VEHICLE CROSSING
FOOTPATH NEXT TO KERB
N.T.S



SECTION A-A
N.T.S

Notes:

1. All dimensions are in millimetres unless noted otherwise.
2. If CBR of existing Subgrade is <3, Pavement Design should be provided and approved by Auckland Transport.
3. All concrete to be 20 Mpa and constructed in accordance with NZS 3109 with a broom finish and may contain upto 4% oxide
4. Saw cut expansion joints at 4m centres maximum each way in addition to saw cuts shown on dwg.
5. All work must comply with the NZTA's 'CoPTTM' (code of practice for temporary traffic management).
6. Construct in same material and finish as surrounding footpath.
7. Existing channel may be retained if;
   a) kerb can be removed without disturbing channel
   b) road crossfall does not exceed 3%
8. 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	Project: TDM TECHNICAL STANDARDS Road layout and geometric design Residential Vehicle Crossing (Sheet 2 of 4)	Date: -
Checked: Richard Batty		Scales: N.T.S.
Approved: Chris Beasley		Drawing No.: GD017A-1A
Authorised: Chief Engineer		