



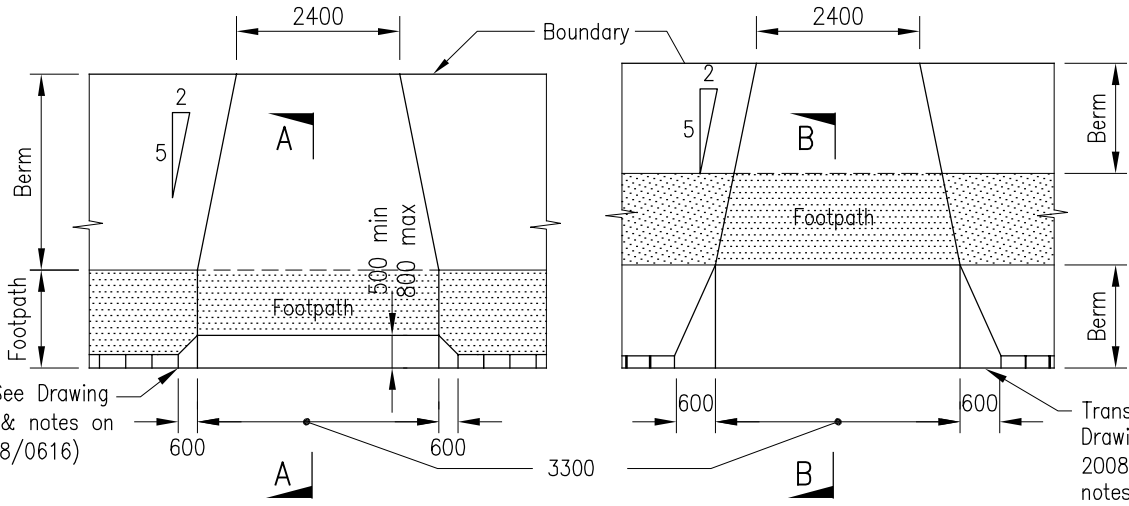
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# Control sheet for Standard Engineering Details 0612, 0613, 0614, 0617 and 0626

**12 August 2009:**

Revisions to standard engineering details as follows:

- Increased height of the 'lip' from 20mm to 50mm.
- Removal of the radial block.
- The taper of the splay at the entrance of the vehicle crossing has been standardised to 600mm on each side.
- For vehicle crossing next to the kerb - the ramp depth has been specified to be a minimum of 500mm and a maximum of 800mm to provide for a 1 meter wide continuous footpath plane for pedestrians. Fall to match the full width of the footpath.
- The width of the vehicle crossing at the boundary and at the kerb side has been corrected to reflect a single vehicle entrance i.e 6000 max width dimension has been removed.

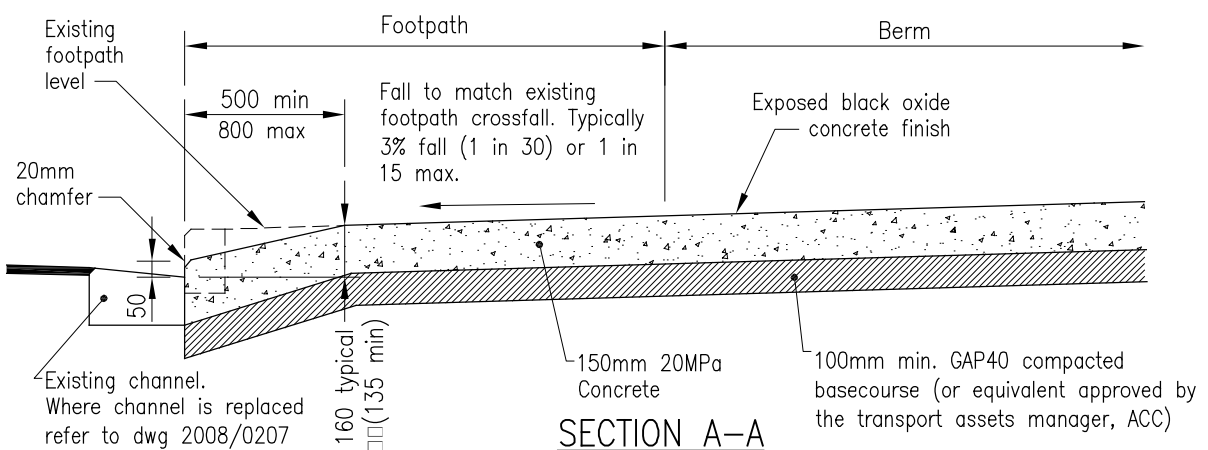


Transition (See Drawing 2008/0626 & notes on Drawing 2008/0616)

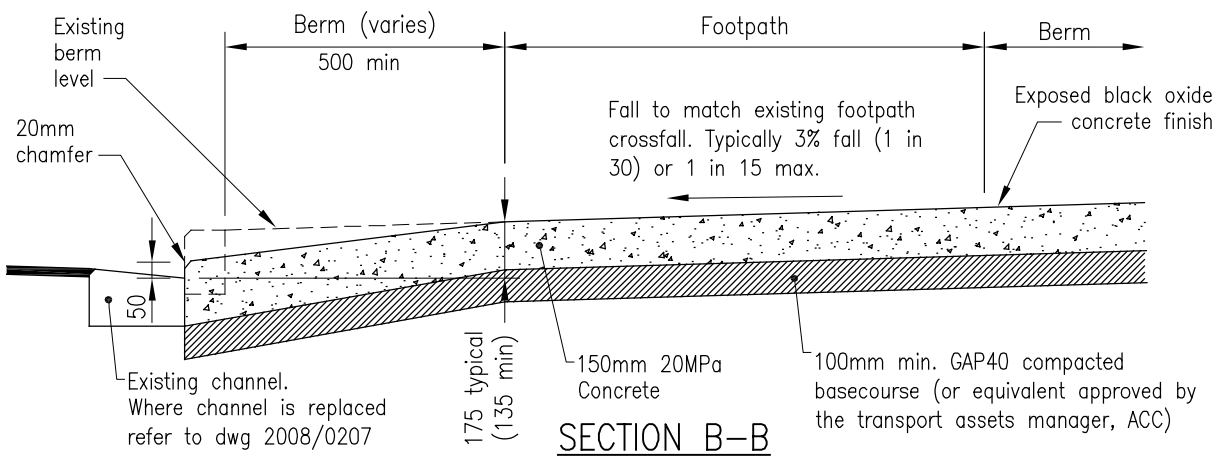
Transition (See Drawing 2008/0626 & notes on Drawing 2008/0616)

**VEHICLE CROSSING  
FOOTPATH NEXT TO KERB**

**VEHICLE CROSSING-FOOTPATH  
SEPARATED FROM KERB**



**SECTION A-A**



**SECTION B-B**

**NOTE:** FOR CONSTRUCTION NOTES REFER 2008/0616

**NOTE:** ANY VARIATION FROM THE SHOWN WIDTHS WOULD REQUIRE THE TRANSPORT ASSET MANAGER'S APPROVAL

PREPARED BY OPUS:

**AUCKLAND CITY**  
Transport

**CONCRETE VEHICLE CROSSING  
RESIDENTIAL**

SCALE : NTS

DRAWN : TA

ISSUE DATE : 07/2009

APPROVED FOR USE: 1st JULY 2009

PLAN No. ISSUE E

**2008/0612**

1. All workmanship is to be of a high standard and is to conform to Auckland City Council specifications.
2. All concrete to be 20MPa strength.
3. Basecourse shall be placed and compacted to achieve a minimum Clegg Impact Value of 12 for concrete vehicle crossings and a minimum CIV of 27 for asphalt vehicle crossings.
4. Crossings to be constructed to match existing footpath and channel levels and be graded to give sufficient clearance to the underside of all vehicles.
5. Kerb transitions to be used where the footpath is adjacent to the kerb.
6. Transitions to be constructed of the same material as the adjacent vehicle crossing. ie: asphaltic concrete or concrete.
7. Where the footpath level is below the channel level, ramp the crossing up from the channel to control surface water, but vehicle clearance to be maintained.
8. Where the adjacent property is below the road level, ramp the crossing up from the channel to the point at least 135mm above the channel to control surface water.
9. Basecourse preparation, boxing and finished crossing levels are to be approved by the Engineer/Vehicle crossing inspector prior to pouring concrete.
10. Asphaltic concrete crossings are not permitted in residential zones 1–7, Industrial areas or business zones 4 and 5.
11. Edges of footpath and back of channel to be sawcut.
12. Refer to standard drawing numbers 2008/0612, 2008/0613, 2008/0614 and 2008/0615 for construction details.
13. Where the cover to existing services is compromised by a new vehicle crossing, the relevant service providers are to be issued an instruction to rectify.
14. All new or replacement crossings require a Vehicle crossing permit from Auckland City Environments(ACE) at property owner's expence.
15. If the edge of the vehicle crossing is within 1m of a crack, joint or existing edge of footpath, then the existing footpath shall be replaced as part of the reinstatement and sawcut accordingly.
16. Residential vehicle crossings to be exposed black chip concrete. The concrete shall consist of 10mm aggregate with 4kg/m<sup>3</sup> of black oxide added (does not apply to Hauraki Gulf Islands).
17. Industrial/Commercial vehicle crossings to be broom finished black oxide concrete. The concrete shall consist of 10mm aggregate with 4kg/m<sup>3</sup> of black oxide added (does not apply to Hauraki Gulf Islands).
18. Urban vehicle crossings for the Hauraki Gulf Islands to be exposed red chip concrete and should consist of 10mm aggregate.
19. The use of alternative vehicle crossing materials is not permitted without written approval from the Transport Assets Manager and Arts, Community and Recreation (ACR) Services.
20. Where a street catchpit is located within the proposed crossing, this shall be moved to the side of the crossing and reconnected to the Council stormwater system.

PREPARED BY OPUS:



**AUCKLAND CITY**  
Transport

**VEHICLE CROSSING  
CONSTRUCTION NOTES**

SCALE : NTS

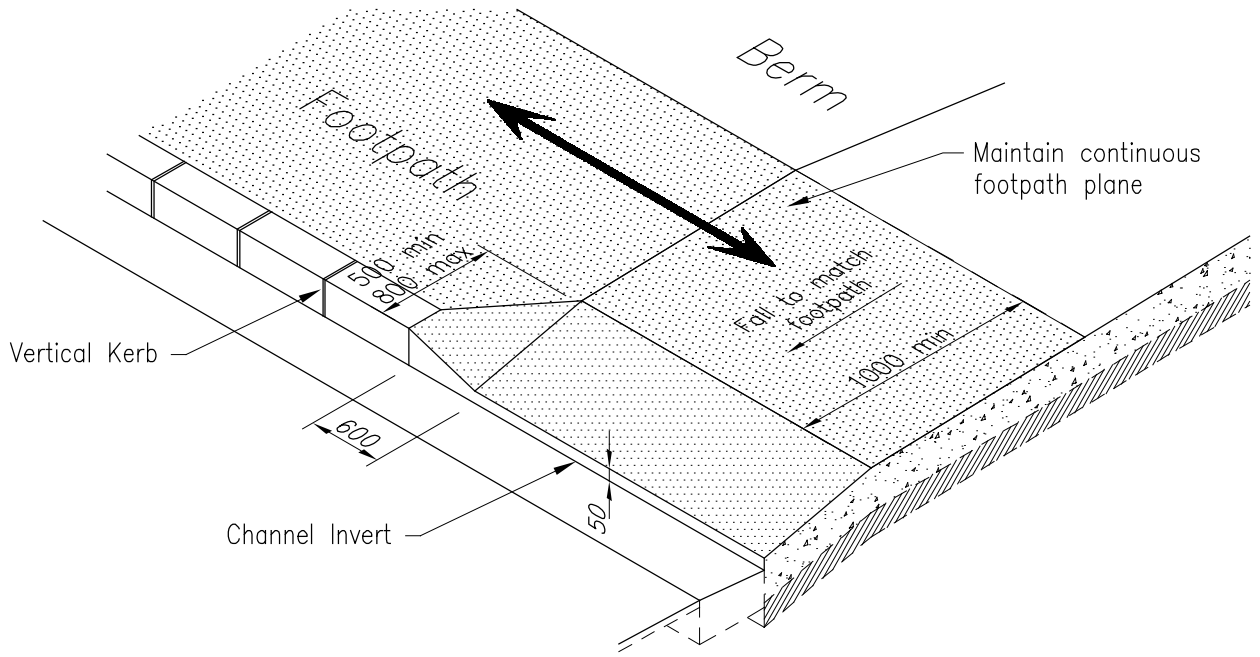
DRAWN : S.M.W

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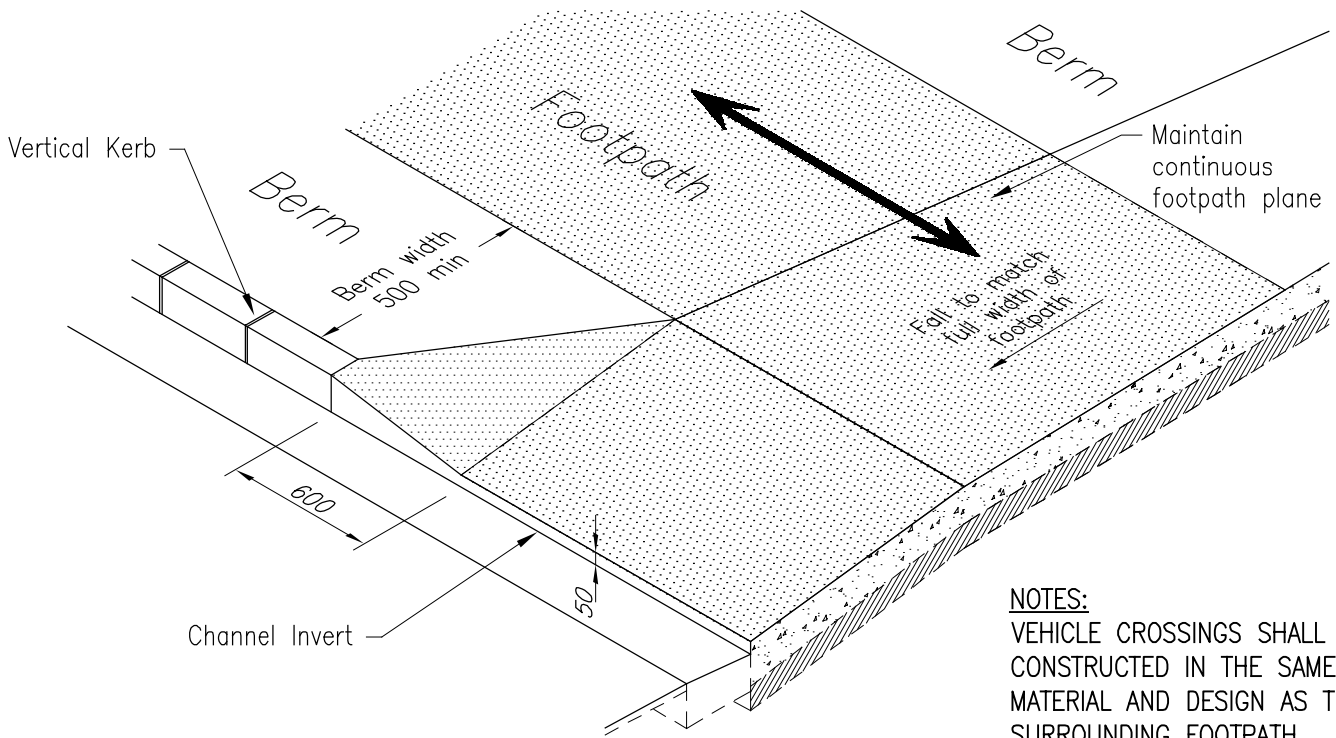
APPROVED : 1st July 2009

PLAN No. ISSUE C

2008/0617



KERB TRANSITION AT CROSSING  
FOOTPATH NEXT TO KERB



**NOTES:**  
VEHICLE CROSSINGS SHALL BE  
CONSTRUCTED IN THE SAME  
MATERIAL AND DESIGN AS THE  
SURROUNDING FOOTPATH

KERB TRANSITION AT CROSSING  
FOOTPATH SEPARATED FROM KERB

NOTE: FOR CONSTRUCTION NOTES REFER 2008/0616

PREPARED BY OPUS:



**AUCKLAND CITY**  
Transport

**CONCRETE VEHICLE CROSSING  
TRANSITIONS**

SCALE : NTS

DRAWN : TA

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2008/0626