



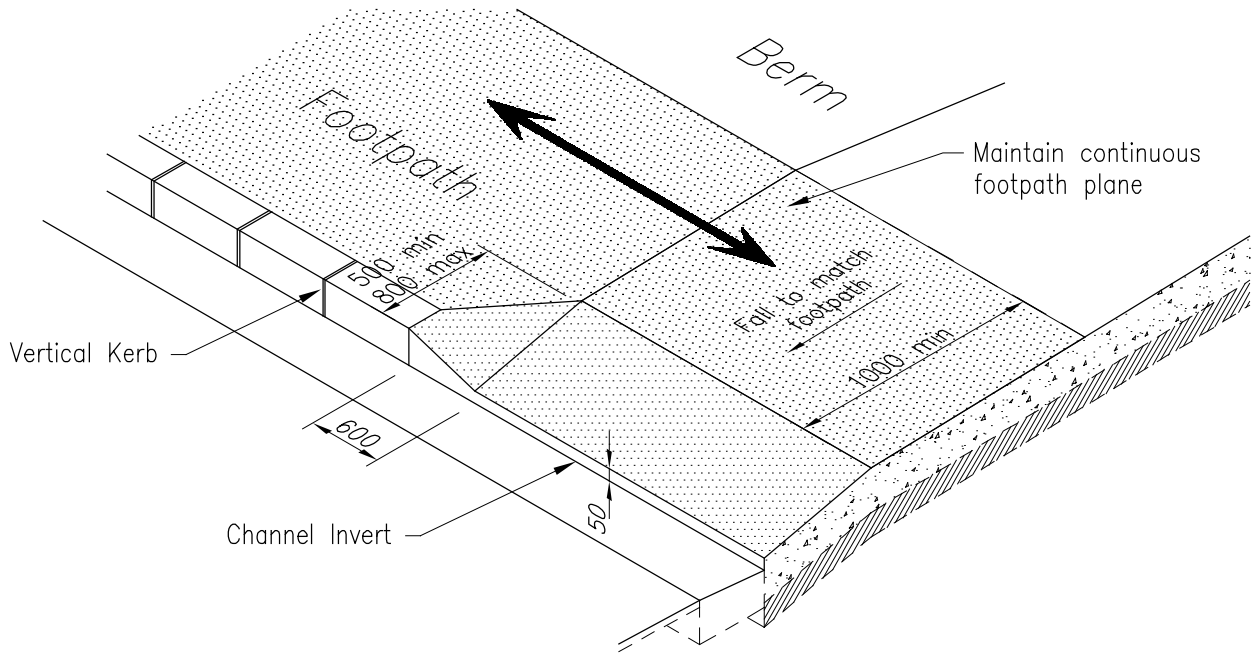
Find out more: phone 379 2020 or visit www.aucklandcity.govt.nz

Control sheet for Standard Engineering Details 0612, 0617 and 0626

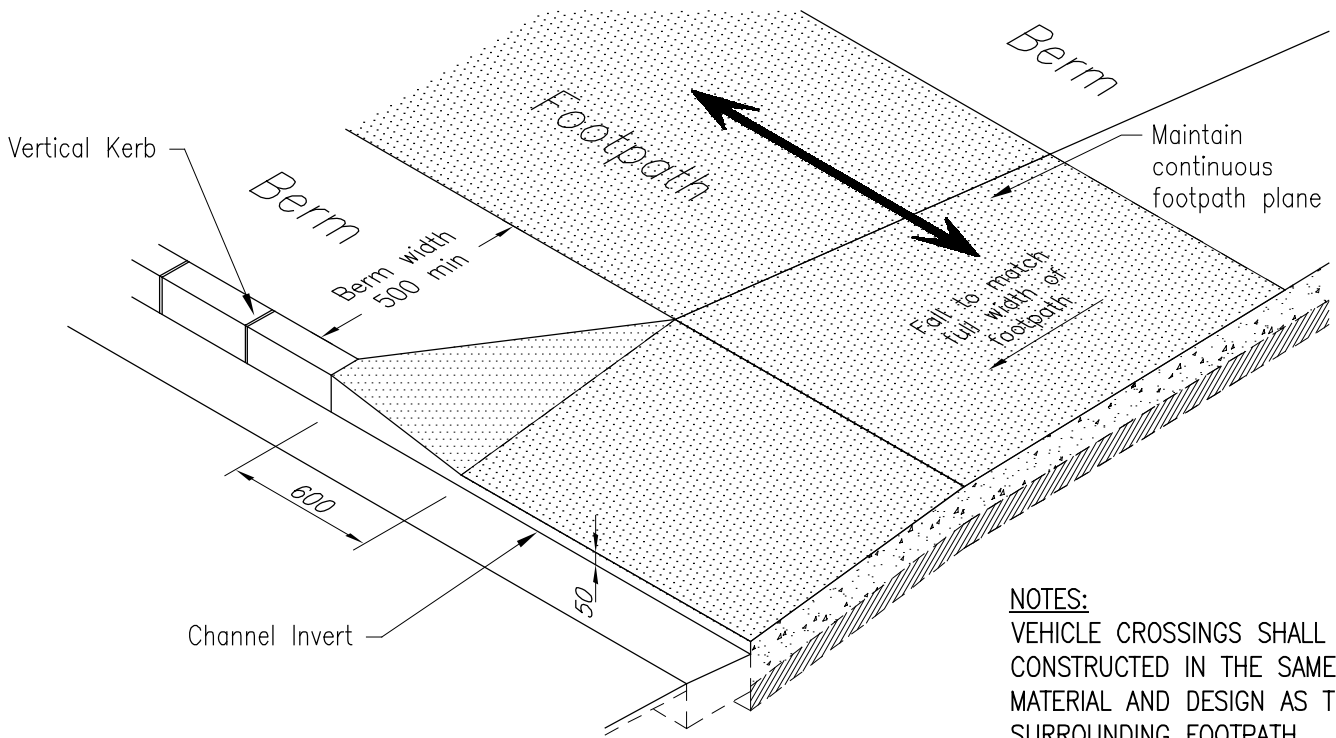
12 August 2009:

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.



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

ISSUE DATE : 07/2009

APPROVED FOR USE: 1st JULY 2009

PLAN No. ISSUE C

2008/0626