Vehicle crossing footpath next to kerb

Vehicle crossing footpath separated from kerb

Vehicle crossing with footpath <1.8m
**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 up to 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 CoPTT™ (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.

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**KEEP EXISTING CHANNEL**

- 20mm CHAMFER
- 300
- 100
- CHANNEL

**REBUILD NEW CHANNEL**

- 20mm CHAMFER
- 300
- 100
- CHANNEL

**REINSTATE ROAD PAVEMENT**

- 1000 MIN

**EXISTING CHANNEL**

- 600

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**SECTION A-A**

- TRANSITION
- SAW CUT
- FOOTPATH CROSSFALL @2-3%
- WIDTH VARIES (1800 Min)
- VEHICLE CROSSING RAMP @2-3%
- WIDTH VARIES

**REAR BERM**

- VEHICLE CROSSING @2-3%
- WIDTH VARIES

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**KEEP EXISTING CHANNEL**

- 20mm CHAMFER
- 300
- 100
- CHANNEL

**REBUILD NEW CHANNEL**

- 20mm CHAMFER
- 300
- 100
- CHANNEL

**REINSTATE ROAD PAVEMENT**

- 1000 MIN

**EXISTING CHANNEL**

- 600

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**REAR WIDTH**

- SEE NOTE 8

**FOOTPATH**

- N.T.S

**REAR WIDTH + 1400**

- 900

**PROPERTY BOUNDARY**

- 100mm MIN COMPACTED GAP 40

**SUBGRADE TO HAVE MINIMUM CBR OF 3**

- SEE NOTE 2

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

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**GO TO COVER SHEET**
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 up to 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
The standard Residential Vehicle Crossing is unreinforced, however mesh Ref 665 placed centrally is required when joining to more than 4 dwellings.
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 up to 4% oxide.
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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%
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   2750-3000 - Single vehicle crossing
   5500-6000 - Two-Way Shared Access
   3000-3500 - One-Way Shared Access

The Standard Residential Vehicle Crossing is unreinforced, however Mesh Ref 665 placed centrally is required when joining to more than 4 dwellings.