

VEHICLE CROSSING FOOTPATH SEPARATED FROM KERB N.T.S.

Rear Berm Crossfall Footpath Existing kerb level -(2%-8% max)Crossfall (2% max) Front Berm Width varies Width varies Width varies 10mm Chamfer Vehicle Crossing Ramp To be above kerb level Crossfall 1:8 (12.5% max) Saw cut 20mm Chamfer Transition -Length varies ဩ Road Pavement 50mm min compacted GAP 20 Subgrade to have Centrally placed minimum CBR of 7 661 mesh 100mm min Transition 4-D12 bars compacted with 50 cover GAP 40 SECTION A-A R6 line 230 N.T.S. centres with 60 cover

Notes:

- 1. All dimensions are in Millimetres unless noted otherwise.
- 2. All concrete to be 25 Mpa and constructed in accordance with NZS 3109 with a broom finish.
- 3. Saw cut expansion joints at 4m centres maximum each way in addition to saw cuts shown.
- 4. Vehicle Crossings shall be designed to enable the 90 percentile car to use them without the grounding of any part of the vehicle.
- 5. The preferred footpath location is separated from the kerb and channel. In special circumstances footpaths may be constructed adjacent to the kerb with Engineer's approval.
- 6. Width of vehicle crossing to be designed by using tracking curves for intended large heavy vehicles, refer to EQS standards.
- 7. Vehicle Crossings serving rear lots (business 5 & 6 zones) shall be two way.

