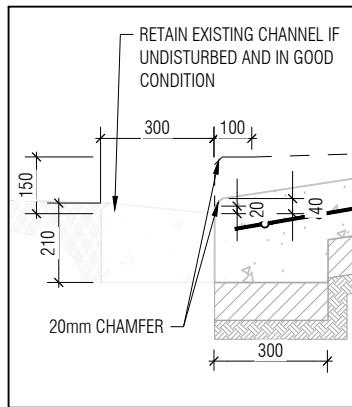
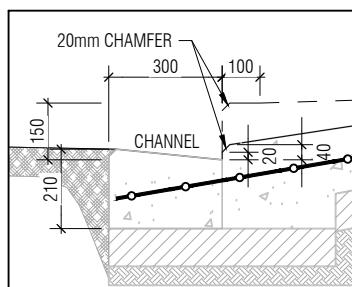
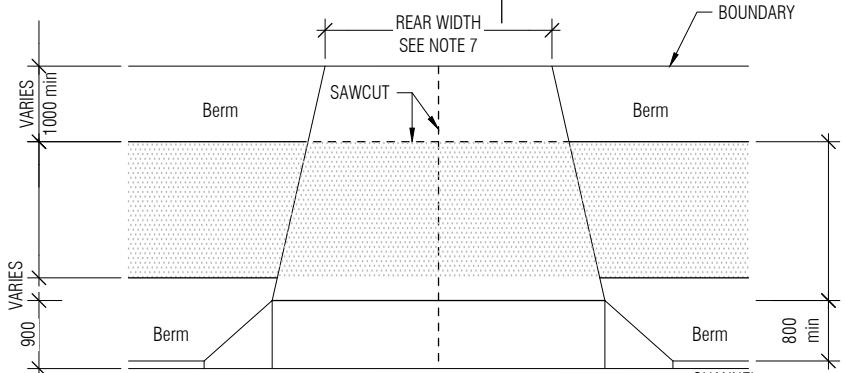
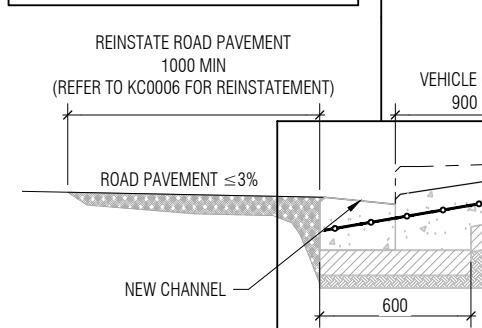




PERSPECTIVE VIEW

N.T.S

FOOTPATH CROSSFALL @2-3%
WIDTH VARIES (1800 Min)REINSTATE ROAD PAVEMENT
1000 MIN
(REFER TO KC0006 FOR REINSTATEMENT)VEHICLE CROSSING RAMP
900 @ 15% MaxVEHICLE CROSSING
FOOTPATH SEPARATED FROM KERB
N.T.SFOOTPATH CROSSFALL @2-3%
WIDTH VARIES (1800 Min)REAR BERM
VEHICLE CROSSING @ MAXIMUM ± 5%
WIDTH VARIES (1000 Min)VEHICLE CROSSING RAMP @2-3%
WIDTH VARIES

TO BE ABOVE KERB LEVEL

PROPERTY BOUNDARY

SECTION B-B
N.T.S150
100mm MIN COMPACTED GAP 40
SUBGRADE TO HAVE MINIMUM CBR OF 3
(SEE NOTE 2)THE STANDARD RESIDENTIAL VEHICLE CROSSING IS UNREINFORCED,
HOWEVER MESH REF 665 PLACED CENTRALLY IS REQUIRED WHEN
JOINING TO ≥ 4 DWELLINGS

Notes:

- All dimensions are in millimetres unless noted otherwise.
- If CBR of existing Subgrade is <3, Pavement Design should be provided and approved by Auckland Transport.
- All concrete to be 20 MPa and constructed in accordance with NZS 3109 with a broom or exposed aggregate finish and contain upto 4Kg/m³ black oxide.
- Saw cut expansion joints at 4m centres maximum each way in addition to saw cuts shown on dwg.
- Any existing infrastructure within the crossing may require specific design approval for relocation.
- Construct in same material and finish as surrounding footpath.
- 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
- Commercial crossing standards for 10 and more houses and multi-story apartments.
- Formwork shall be full depth of concrete and straight.



TDM TECHNICAL STANDARDS

Residential Vehicle Crossing (Sheet 3 of 4)

Date: 23/01/2025

SED No.

Version

VX0103

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