



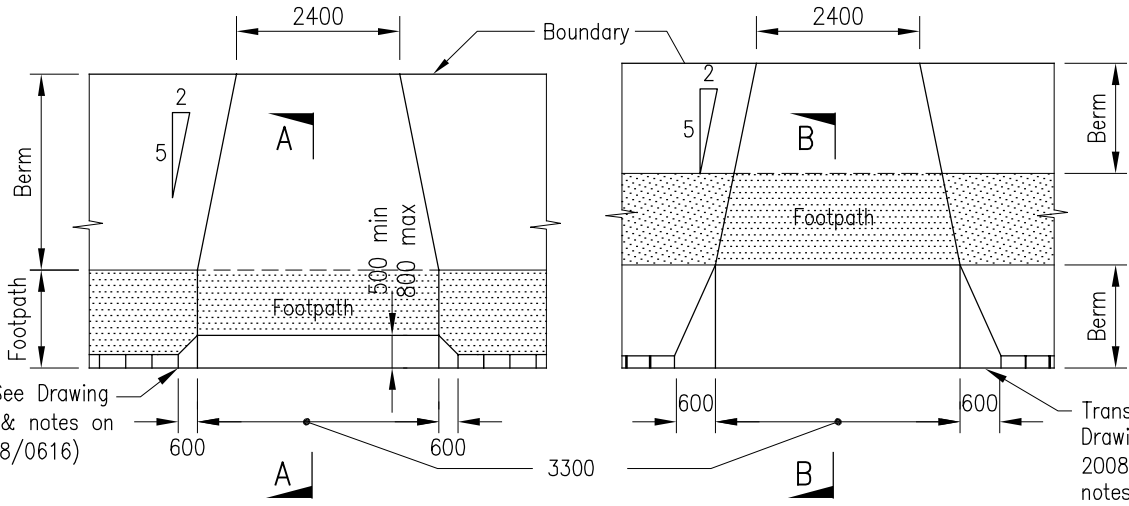
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# Control sheet for Standard Engineering Details 0612, 0617 and 0626

**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.

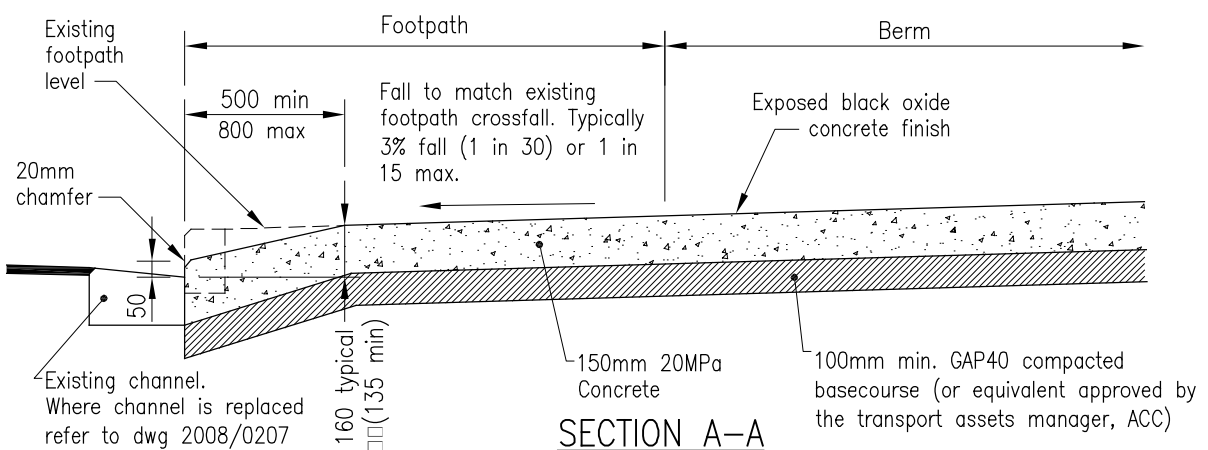


Transition (See Drawing 2008/0626 & notes on Drawing 2008/0616)

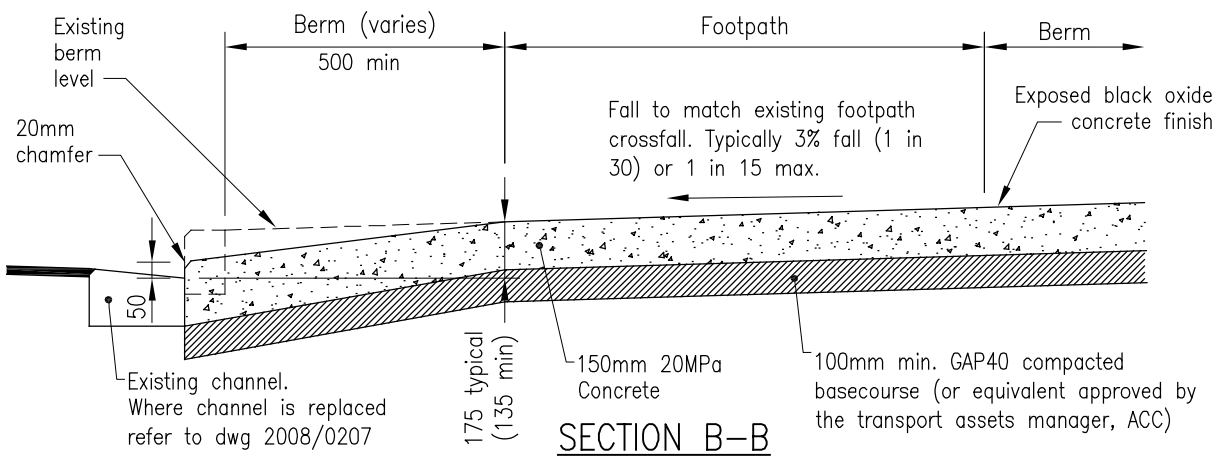
Transition (See Drawing 2008/0626 & notes on Drawing 2008/0616)

**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**