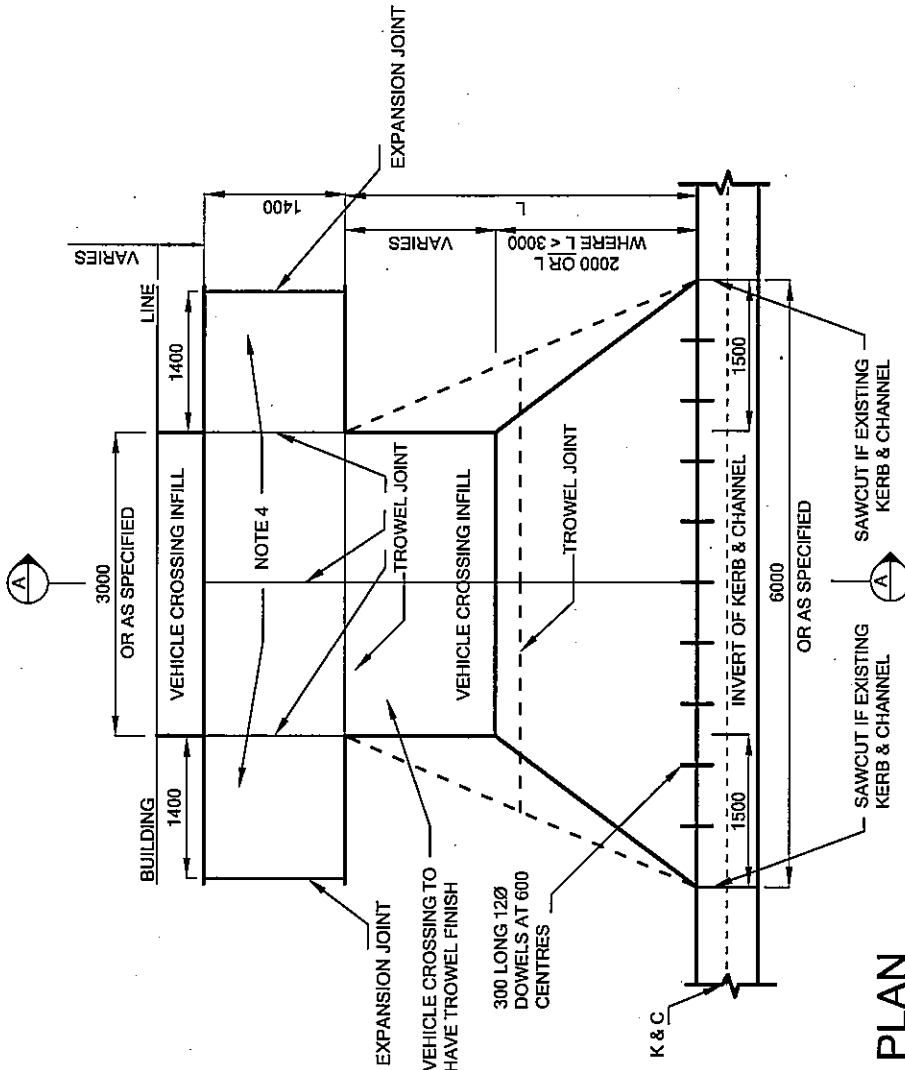
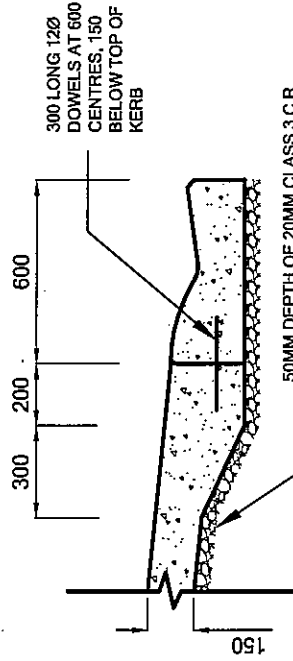


**NOTES:**

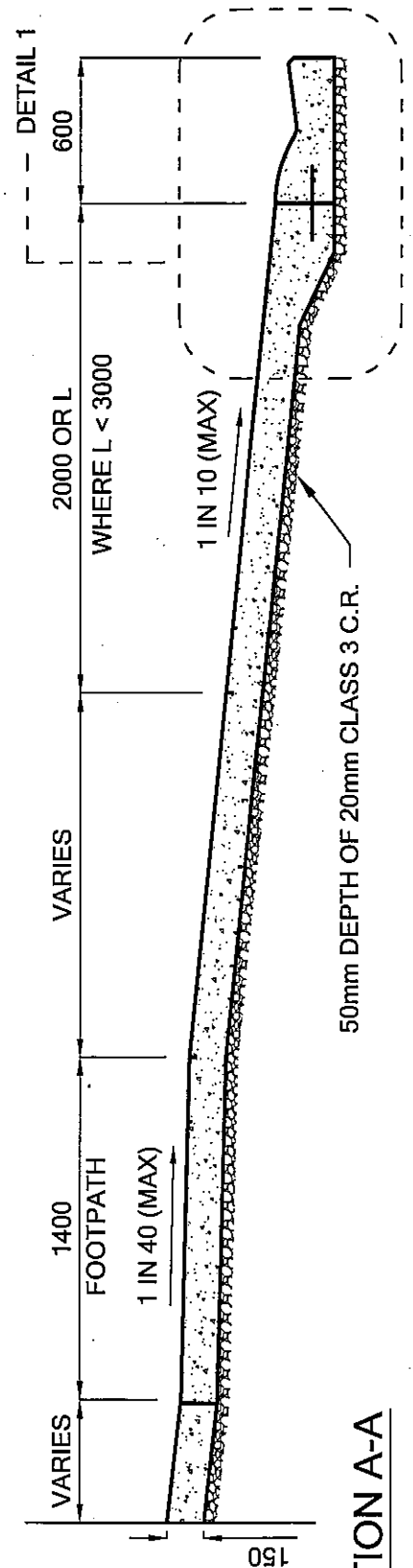
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
2. ALL CONCRETE SHALL BE 32MPa MINIMUM STRENGTH WITH BROOM FINISH AND HIGHLIGHTED JOINTS.
3. EXISTING FOOTPATH AND ADJACENT BAYS ARE TO BE REMOVED AND REPLACED WITH 150mm THICK UNREINFORCED CONCRETE, IF EXISTING BAYS ARE UNREINFORCED AND LESS THAN 150mm THICK.
4. MAXIMUM RISE FROM TOP OF KERB TO BACK OF PATH SHALL BE 225mm UNLESS OTHERWISE STATED.
5. MAXIMUM FALL FROM TOP OF KERB TO THE BACK OF PATH SHALL BE 75mm UNLESS OTHERWISE STATED.
6. LEVEL OF BACK OF LAYBACK SHOULD BE VARIED TO SUIT PATH LEVELS FOR NARROW NATURESTRIPS.
7. FOR EXISTING ROADS, VEHICLE CROSSING TYPE IS TO MATCH EXISTING VEHICLE CROSSING TO THE SATISFACTION OF THE CONSTRUCTION SUPERVISOR
8. PATTERN PAVE AND COBBLESTONE FINISHES NOT ACCEPTED
9. OPTIONAL COLOUR: 4% BLACK ONLY



**PLAN**



**DETAIL 1**



**SECTION A-A**

AMENDMENTS	DATE
ORIGINAL - WDA	8/97
V/C PATTERN	4/10/99
MEASUREMENTS & NOTES	1/12/01
UPDATED NOTES & DETAILS	1/07
MODIFIED SPLAY DIMENSION TO 1500mm	7/07



**VEHICLE CROSSING FOR ROLLOVER KERB & CHANNEL**

MANAGER CIVIL DEVELOPMENT SERVICES

*Handwritten signature*

DRAWN BY:	WDA
DATE:	JULY '07
SCALE:	N.T.S.
DRAWING NO.:	SD / C2