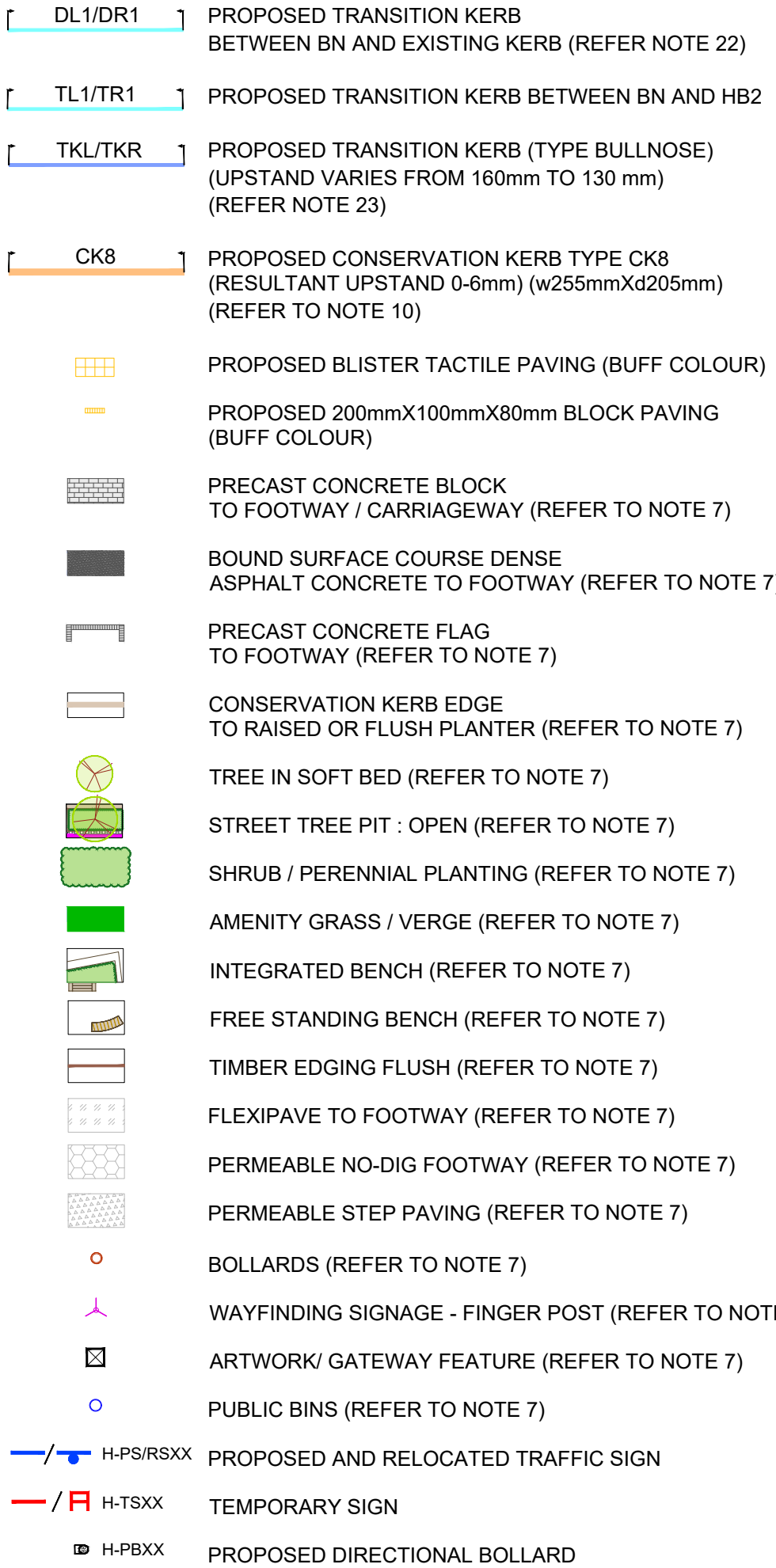




KEY	
 HB2	PROPOSED HALF BATTERED KERB (TYPE HB2) (RESULTANT UPSTAND IS 100mm EXCEPT ON RAISED TABLES WHERE THE UPSTAND VARIES) (REFER TO NOTE 8)
 R-HB2	PROPOSED RAISED TABLE CROSSING TYPE R-HB2 WITH HB2 KERBS (RESULTANT UPSTAND 0-6mm) (REFER TO NOTE 10)
 CK2	PROPOSED CONSERVATION KERB TYPE CK2 (w255mmXd205mm) (RESULTANT UPSTAND IS 100mm EXCEPT ON RAISED TABLES WHERE THE UPSTAND VARIES) (REFER TO NOTE 10)
 R-CK2	PROPOSED CROSSING TYPE R-CK2 AT RAISED LOCATIONS WITH CONSERVATION KERBS (w255mmXd205mm) (RESULTANT UPSTAND 0-25mm) (REFER TO NOTE 10)
 DRC2	PROPOSED CROSSING TYPE DRC2 AT DROPPED LOCATION WITH CONSERVATION KERB (RESULTANT UPSTAND 0-6mm) (REFER TO NOTE 10)
 CK1	PROPOSED CONSERVATION KERB TYPE CK1 (w145mmXd255mm) WITH CONCRETE SETTS (100mm WIDE) BEHIND THE KERB (RESULTANT UPSTAND IS 100mm EXCEPT ON RAISED TABLES WHERE THE UPSTAND VARIES) (REFER TO NOTE 10)
 CK1	PROPOSED CONSERVATION KERB TYPE CK1 (w145mmXd255mm) WITHOUT CONCRETE SETTS BEHIND THE KERB (RESULTANT UPSTAND 100mm) (REFER TO NOTE 10)
 R-CK1	PROPOSED CROSSING TYPE R-CK1 AT RAISED LOCATIONS WITH CONSERVATION KERBS (w145mmXd255mm) (RESULTANT UPSTAND 0-25mm) (REFER TO NOTE 10)
 DRC1	PROPOSED CROSSING TYPE DRC1 AT DROPPED LOCATIONS WITH CONSERVATION KERB (RESULTANT UPSTAND 0-6mm) (REFER TO NOTE 10)
 BN	PROPOSED BULLNOSE KERB (TYPE BN) (RESULTANT UPSTAND 0-6mm) (REFER TO NOTE 8) (25mm UPSTAND AT VEHICULAR CROSSOVER)
 BN-2	PROPOSED BULLNOSE KERB AT BUS STOP LOCATIONS (RESULTANT UPSTAND 160mm) (REFER TO NOTE 23)
 EF	PROPOSED FLAT TOP EDGING (REFER TO NOTE 9)
 QCK	PROPOSED QUADRANT CONSERVATION KERB TYPE QCK (w305mmXd255mm) (REFER TO NOTE 10)
 QHB	PROPOSED QUADRANT KERBS, RADIUS 305mm (TYPE HB2) (REFER TO NOTE 10)

