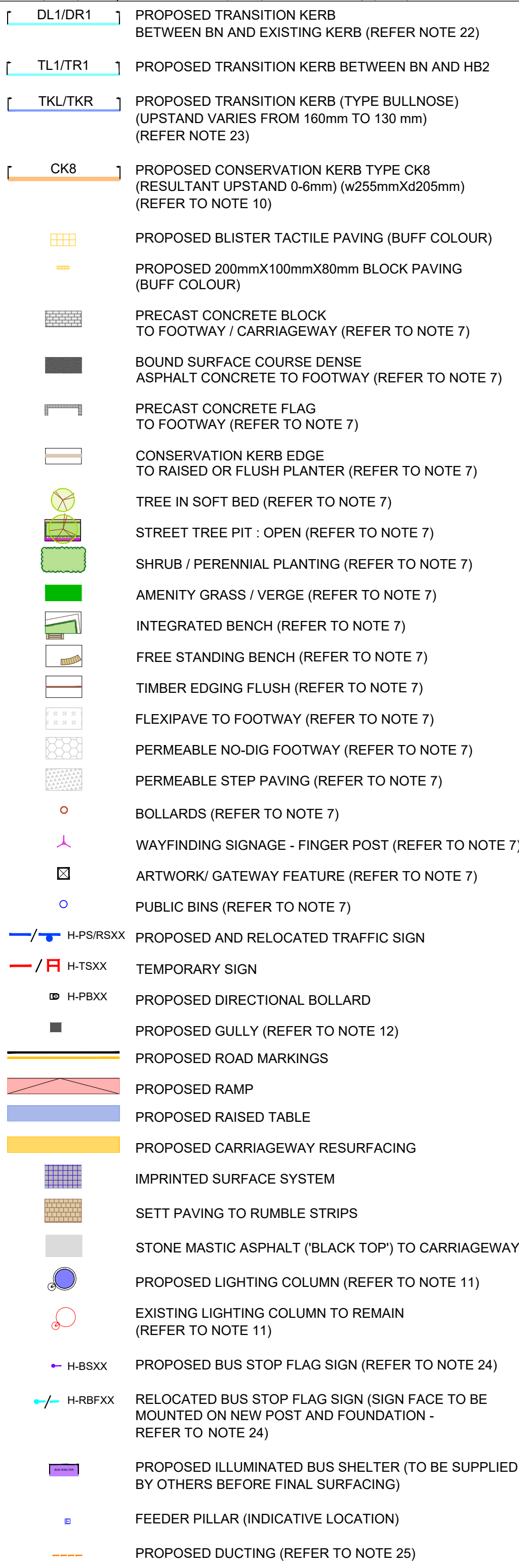
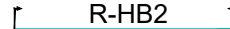
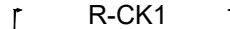




- | | |
|---|---|
|  HB2 | PROPOSED HALF BATTERED KERB (TYPE HB2)
(RESULTANT UPSTAND IS 100mm EXCEPT ON
RAISED TABLES WHERE THE UPSTAND VARIES)
(REFER TO NOTE 8) |
|  R-HB2 | PROPOSED RAISED TABLE CROSSING
TYPE R-HB2 WITH HB2 KERBS
(RESULTANT UPSTAND 0-6mm) (REFER TO NOTE 10) |
|  CK2 | PROPOSED CONSERVATION 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
(w145mmXd255m) 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) |

