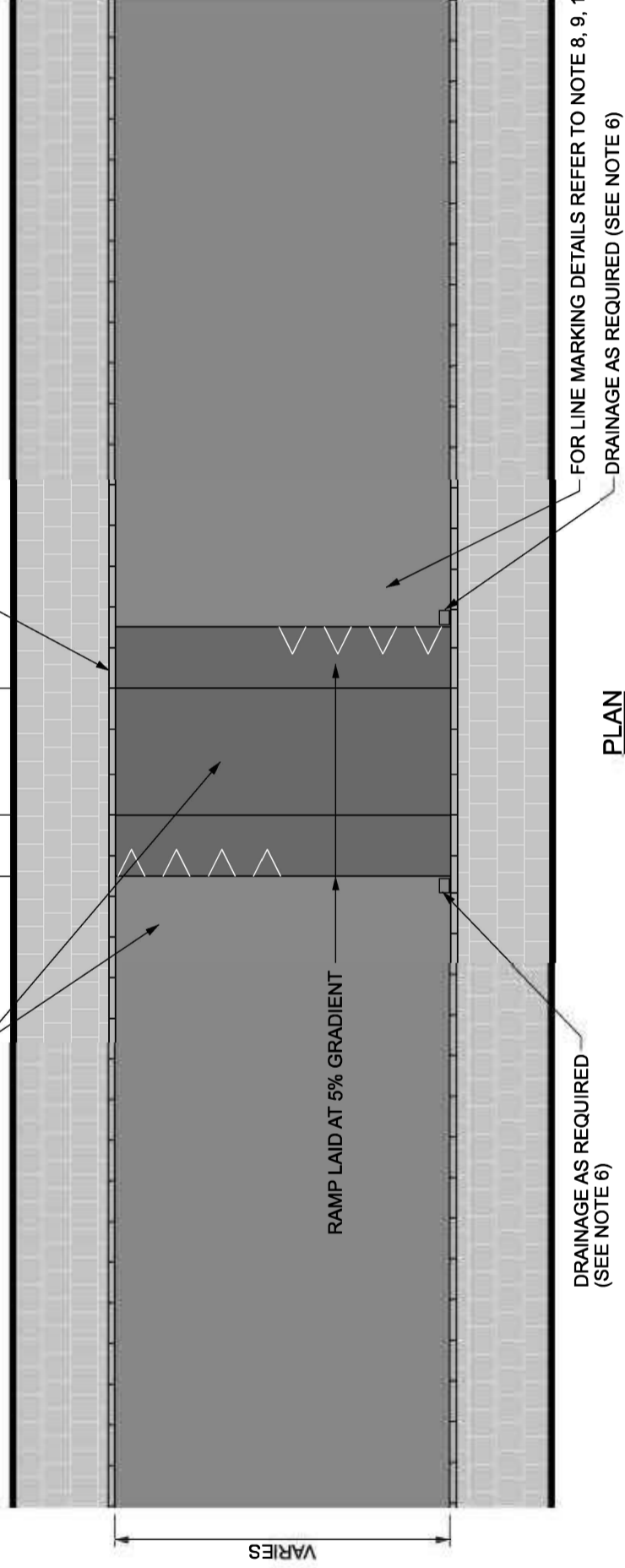


IF REQUIRED, EXISTING DROPPED CROSSING TO BE  
BROKEN OUT / ADJUSTED TO SUIT REVISED LEVELS

2.40m - 5.0m  
(MAX 10m)

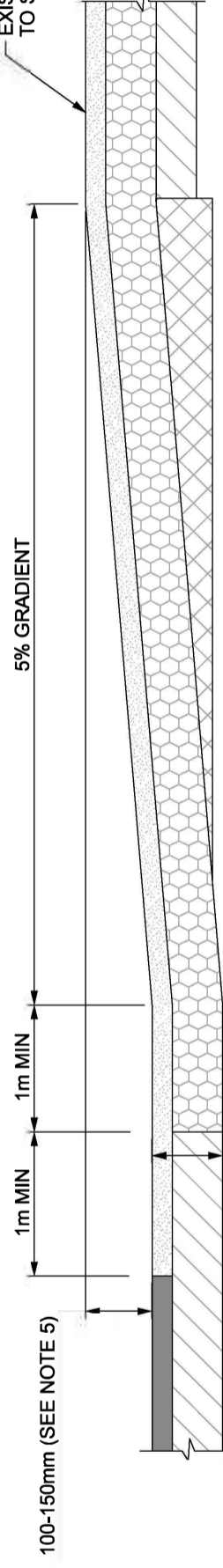
VARIES (SEE NOTE 4)

FOR LINE MARKING DETAILS REFER TO NOTE 8, 9, 10 & 11



PLAN








EXISTING KERB SHOULD BE TRANSITIONED / ADJUSTED  
TO SUIT REVISED TABLE TOP LEVEL



RAMP DETAIL

EXCAVATE TO DEPTH OF EXISTING SURFACE AND BINDER COURSE. NEW SURFACE AND BINDER COURSE TO MATCH ADJACENT EXISTING PAVEMENT MAKE-UP (SEE NOTE 12)

**LEGEND:**

-  CARRIAGEWAY
-  FOOTPATH
-  KERBLINE
-  EXISTING BINDER COURSE
-  NEW SURFACE COURSE
-  NEW BINDER COURSE
-  NEW REGULATING COURSE (REFER TO TABLE 16 OF CC-SPW-009000 AND CLAUSE 2.2 OF CC-SPW-009000)

**NOTES:**

1. THIS DETAIL IS ONLY FOR APPLICATION ON NATIONAL AND REGIONAL ROADS WITH A SPEED LIMIT NOT EXCEEDING 50 KM/H.
2. THIS DETAIL CAN BE APPLIED AT PUFFIN CROSSINGS, ZEBRA CROSSINGS AND UNCONTROLLED CROSSINGS.
3. A MINIMUM SPACING OF 100M SHALL BE MAINTAINED BETWEEN TWO CONSECUTIVE RAISED TABLES ALONG THE SAME ROAD.
4. RAMP LENGTH VARIES DEPENDING ON RAMP HEIGHT AND GRADIENT REQUIREMENTS.
5. RAISED TABLE HEIGHT SHALL BE REDUCED TO 75MM WHERE HGV TRAFFIC EXCEEDS 15% OR THE ROUTE IS A BUS ROUTE.
6. DRAINAGE REQUIREMENTS ARE UNIQUE TO EACH SITE AND SHALL BE PROVIDED IN ACCORDANCE WITH TII DRAINAGE STANDARD DN-DNG-03022.
7. ALL LIGHTING SHALL BE IN ACCORDANCE WITH THE TII LIGHTING STANDARD DN-LHT-03038
8. REFER TO CC-SCD-05125 FOR TACTILE PAVING, AND ROAD MARKING DETAILS AT ZEBRA CROSSINGS.
9. REFER TO CC-SCD-05127, CC-SCD-05135 FOR TACTILE PAVING, ROAD MARKING AND TRAFFIC SIGNAL LAYOUT DETAILS AT PUFFIN CROSSINGS.
10. REFER TO CC-SCD-05123 FOR TACTILE PAVING DETAILS AT UNCONTROLLED CROSSINGS
11. FOR DETAILED DIMENSIONS OF LINE MARKING REFER TO THE TRAFFIC SIGNS MANUAL.
12. SITE INVESTIGATIONS SHOULD BE UNDERTAKEN TO DETERMINE EXISTING PAVEMENT MAKE-UP.

ACTIVITY



PUBLICATION TITLE

RAISED TABLE DETAIL

STREAM

STANDARD CONSTRUCTION DETAILS (SCD)

HISTORICAL REFERENCE

N/A

DOCUMENTATION SET

STANDARDS

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