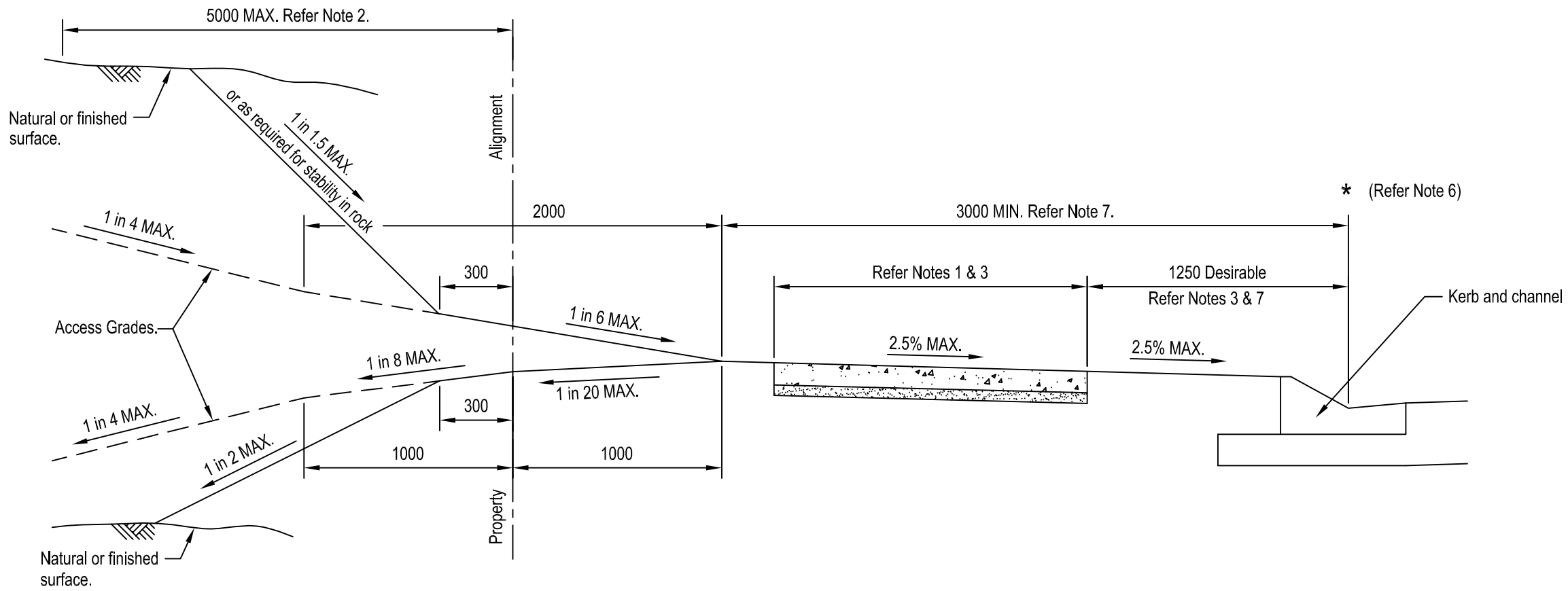

STANDARD VERGE AND ACCESS PROFILE

NOTES

1. Where provided the footpath shared pathway or cyclepath shall be constructed parallel to the kerb and channel, and transition smoothly around any parking bays.
2. The front property alignment shall be positioned so as the access grading, when applied across the full frontage of the allotment, intersects with the natural or finished surface not more than 5.0m from the front property alignment. This may lead to an increase in reserve width in side-long terrain. Variations may be approved by Council's Engineer in special circumstances.
3. For construction details of footpaths, shared pathways and cyclepaths refer to Std. Drg. SRC-ROAD-019.
4. The minimum reserve widths indicated on the standard road cross sections may need to be increased in certain circumstances in order to comply with this drawing.
5. For details of service allocations and landscaping areas refer to Std. Drgs. SRC-ROAD-022 and SRC-ROAD-023.
6. Where parking bay requirement exceed 50% of the street length, the normal kerb line shall be deemed to be the invert of kerb at the rear of the parking bay. The standard verge cross section and service allocations shall then be attached to this kerb line.
7. Council's Engineer may direct that this dimension be varied. The verge profile for access may be varied to suit difficult existing situations with approval.
8. All dimensions are in millimetres unless noted otherwise.

LEGEND

*Extent of roadway - invert of kerb

Issue	Description	Date	By	Appd.	Issue	Description	Date	By	Appd.	Issue
A	Original Issue	1/2/2007	C.A.	V.B.						
B	Draft Final Issue	24/7/2007	C.A.	V.B.						

Drawn: C.A.
Checked: D.M.
Approved:

Somerset REGIONAL COUNCIL

SOMERSET REGIONAL COUNCIL
VERGE AND ACCESS FOR ACCESS, COLLECTOR, AND INDUSTRIAL STREETS

Drawing No. SRC-ROAD-006
Current Issue B