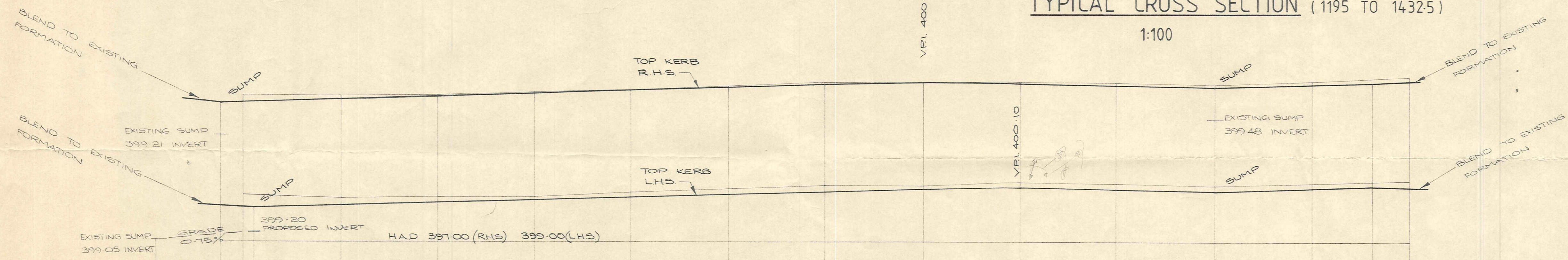
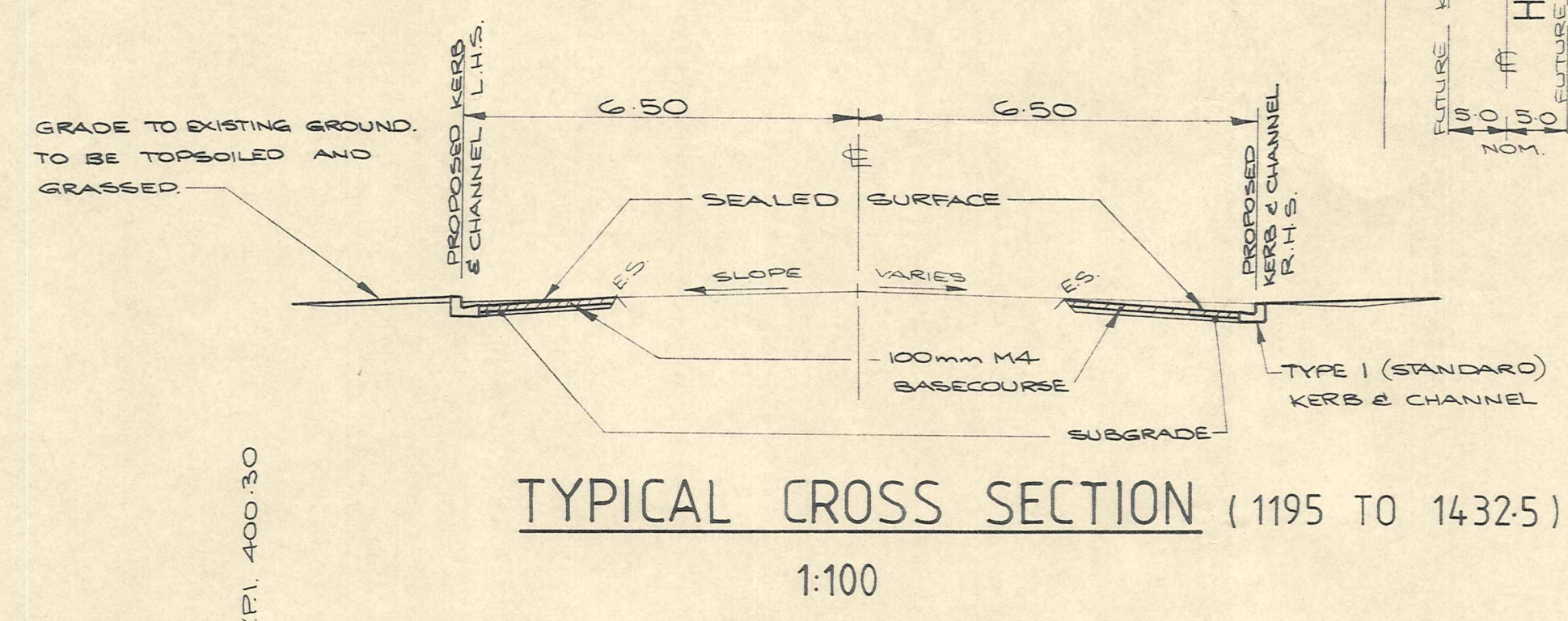
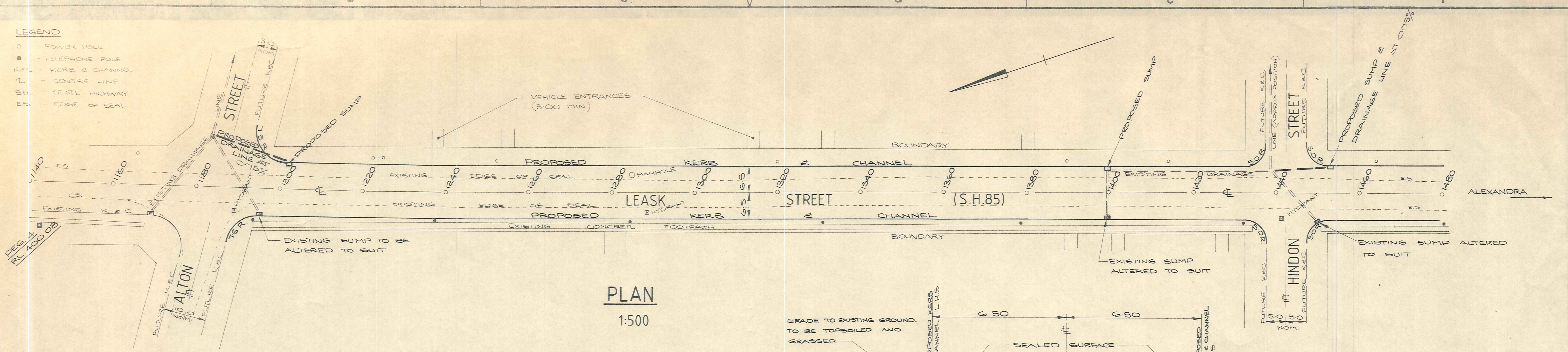


- LEGEND**
- - POWER POLE
  - - TELEPHONE POLE
  - K.C.C. - KERB & CHANNEL
  - CL - CENTRE LINE
  - SH - STATE HIGHWAY
  - ES - EDGE OF SEAL



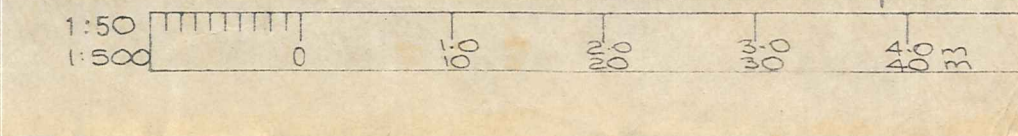
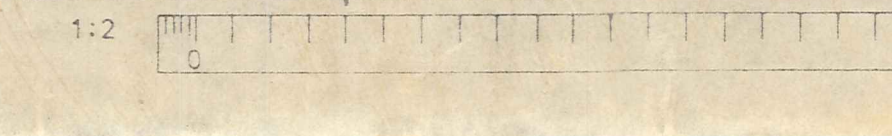
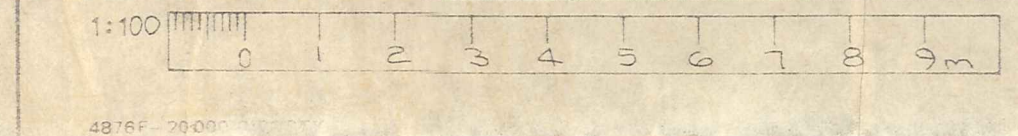
PROPOSED TOP KERB R.H.S.	399.86	399.88	399.94	400.00	400.06	400.12	400.18	400.24	400.27	400.25	400.20	400.15	400.20	400.23		
PROPOSED TOP KERB L.H.S.		399.70	399.75	399.80	399.85	399.90	399.95	400.00	400.05	400.08	400.05	400.00	400.05	400.08		
EXISTING EDGE OF SEAL R.H.S.	400.02	400.02	400.00	400.04	400.07	400.12	400.20	400.28	400.27	400.27	400.27	400.21	400.21	400.35		
EXISTING EDGE OF SEAL L.H.S.	400.01	400.01	399.91	399.93	399.93	400.02	400.10	400.16	400.13	400.21	400.18	400.14	400.17	400.23		
STATION	1195	1200	1202	1220	1240	1260	1280	1300	1320	1340	1360	1380	1400	1420	1432.5	1440
KERB GRADE R.H.S.	+ 0.30%															
KERB GRADE L.H.S.	+ 0.25%															

**LONGITUDINAL SECTION**

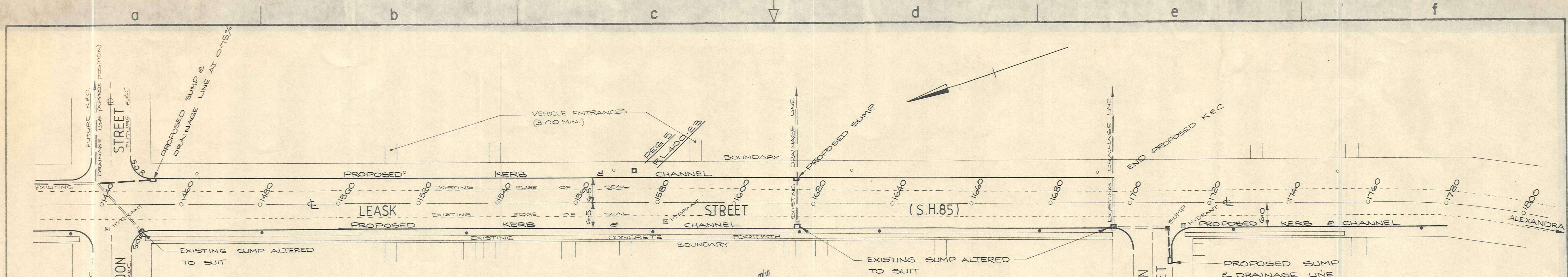
HOR. 1:500  
VERT. 1:50

**ADVANCE COPY ONLY**  
NOT TO BE USED FOR CONSTRUCTION

DESIGNED		B. BROWN	CHECKED	DATE	R. B. FISHER DIRECTOR OF ROADING E. J. BURT CHIEF HIGHWAYS ENGINEER APPROVED ALEXANDRA RESIDENCY T. G. SHADWELL, Commissioner	Ministry of Works and Development CIVIL ENGINEERING DUNEDIN S.H.85 R.D.16 R.S.134 OMAKAU - KERB & CHANNEL ALTON ST. TO WILTON ST.	ORIGINAL SCALES AS SHOWN		FILE	
DRAWN		B. BROWN		5.85			JOB	CODE	SHEET	REVISION
DWS SUP		PLJ		5.85			7/105/3	7714	1	
ENG SUP		PLJ		6.85						
RECOMMENDED										
AMENDMENTS		BY	APPD.	DATE						

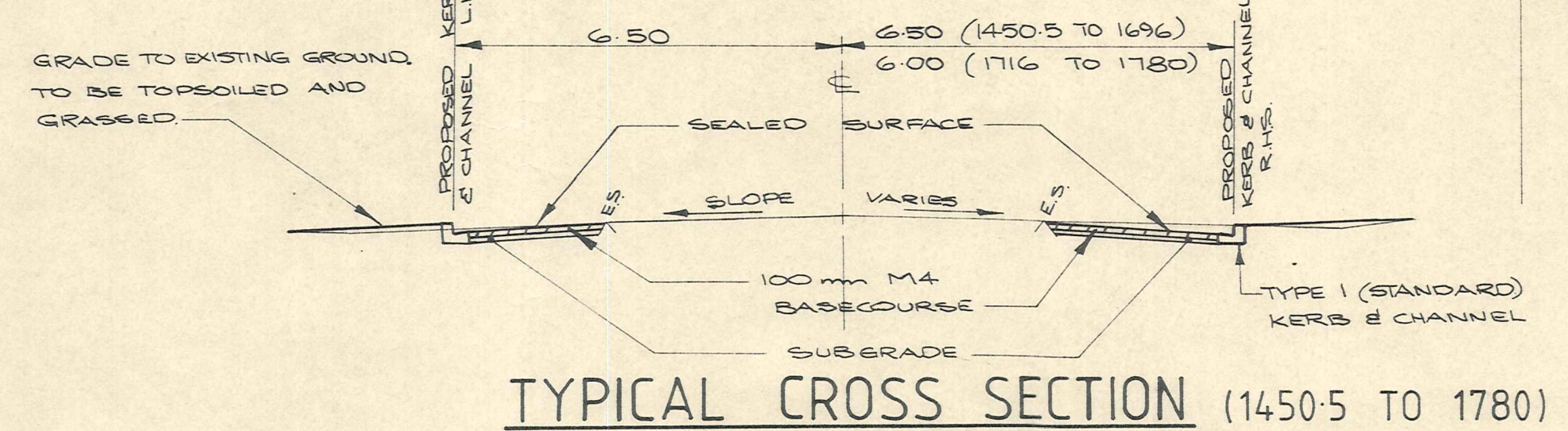


Whole numbers = mm  
Decimalised expressions = m  
unless indicated otherwise



- LEGEND**
- - POWER POLE
  - - TELEPHONE POLE
  - K&C - KERB & CHANNEL
  - ⊕ - CENTRE LINE
  - S.H. - STATE HIGHWAY
  - E.S. - EDGE OF SEAL

**PLAN**  
1:500



STATION	1440	1450.50 1452	1460	1480	1500	1520	1540	1560	1580	1600	1616	1620	1640	1660	1680	1696	1700	1716	1720	1740	1760	1780
PROPOSED TOP KERB R.H.S.	400.20	400.20	400.24	400.32	400.36	400.33	400.26	400.19	400.12	400.05	400.00	400.02	400.12	400.15	400.15	400.15	400.17	400.08	400.15	400.04	399.90	400.15
PROPOSED TOP KERB L.H.S.	400.16	400.16	400.19	400.21	400.31	400.25	400.21	400.14	400.07	400.00	399.95	399.96	400.02	400.06	400.06	400.06	400.09	400.17	400.08	400.15	400.04	399.90
EXISTING EDGE OF SEAL R.H.S.	400.35	400.35	400.34	400.37	400.39	400.32	400.30	400.26	400.21	400.14	400.08	400.14	400.14	400.15	400.15	400.15	400.17	400.08	400.15	400.04	399.90	400.15
EXISTING EDGE OF SEAL L.H.S.	400.23	400.23	400.24	400.31	400.31	400.27	400.24	400.23	400.15	400.08	400.07	400.07	400.06	400.06	400.06	400.09	400.17	400.08	400.15	400.04	399.90	400.15
EXISTING SUMP 399.50 INVERT																						
PROPOSED SUMP 399.65 INVERT																						
EXISTING SUMP 399.23 INVERT																						
EXISTING SUMP 399.34 INVERT																						
PROPOSED SUMP 399.40 INVERT																						
KERB GRADE R.H.S.	+0.40%		40m SUMMIT V.C.		-0.35%		+0.30%		40m SUMMIT V.C.		-0.20%		+0.40%									
KERB GRADE L.H.S.	+0.40%		40m SUMMIT V.C.		-0.35%		+0.30%		40m SUMMIT V.C.		-0.20%		+0.40%									

**LONGITUDINAL SECTION**

HOR. 1:500  
VER. 1:50

**ADVANCE COPY ONLY**  
NOT TO BE USED FOR CONSTRUCTION

DESIGNED B. BROWN	CHECKED [Signature]	DATE 5-85	R. B. FISHER DIRECTOR OF ROADING	Ministry of Works and Development	S.H.85 R.D.16 R.S.134	ORIGINAL SCALES AS SHOWN.	FILE
AMENDMENTS			BY	APPD.	DATE		