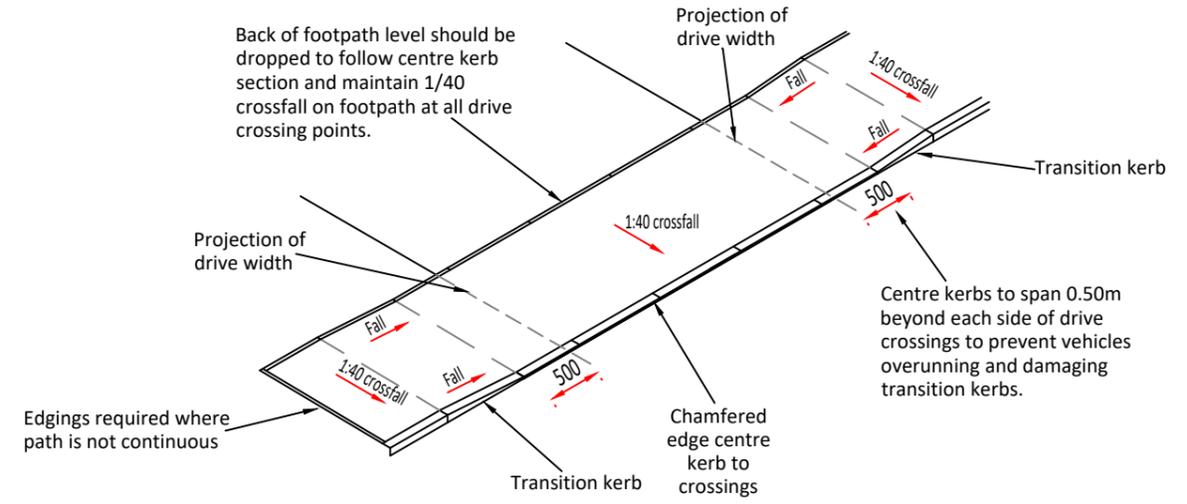
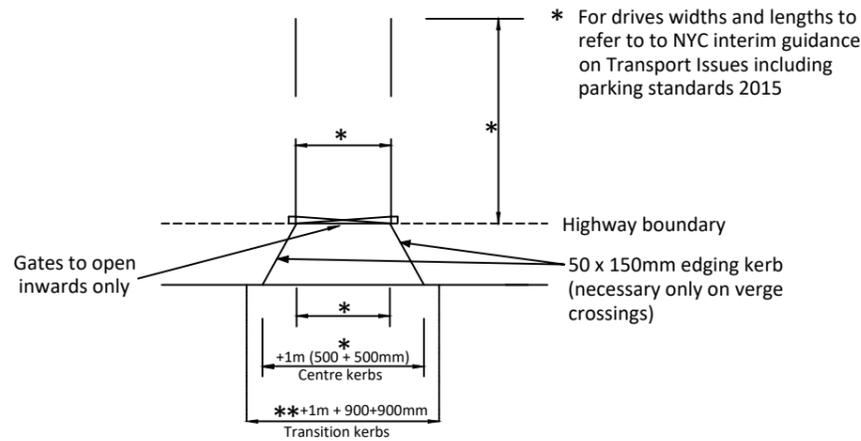


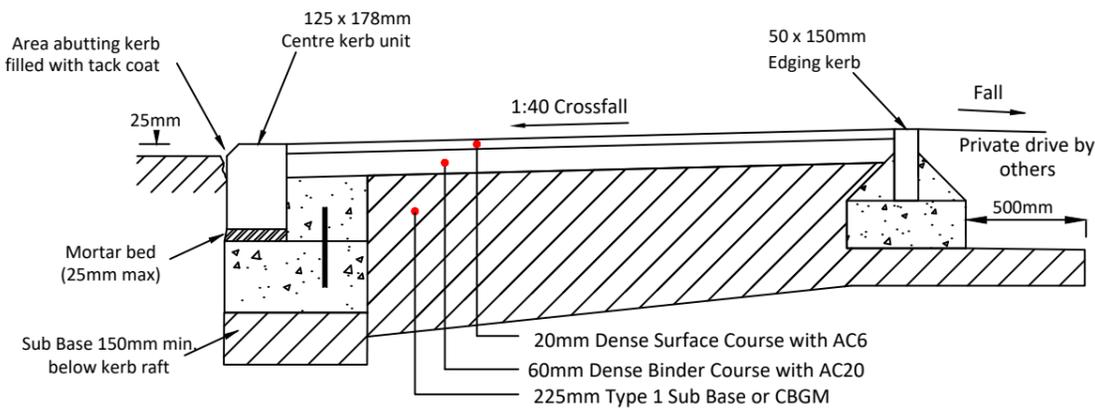
**NOTES**

1. Refer to standard details Series A for footway construction.
2. Provide 500mm of Type 1 sub-base beneath the back of the edging kerb for new footways and private drives. This is not required for existing footways or private areas that are outside the public highway boundary.
3. On new footways, lower the edging kerb by 75mm to align with pin kerb settings for access points. This does not apply to existing footways.
4. Edging kerb to run straight across at access point and is to be dropped to follow kerb at the carriageway edge.
5. Centre kerbs to span 0.50m beyond each side of drive crossings to prevent vehicles overrunning and damaging transition kerbs.
6. For conservation kerb variations, see B2 series.
7. Binder layer as per A Series may be required.

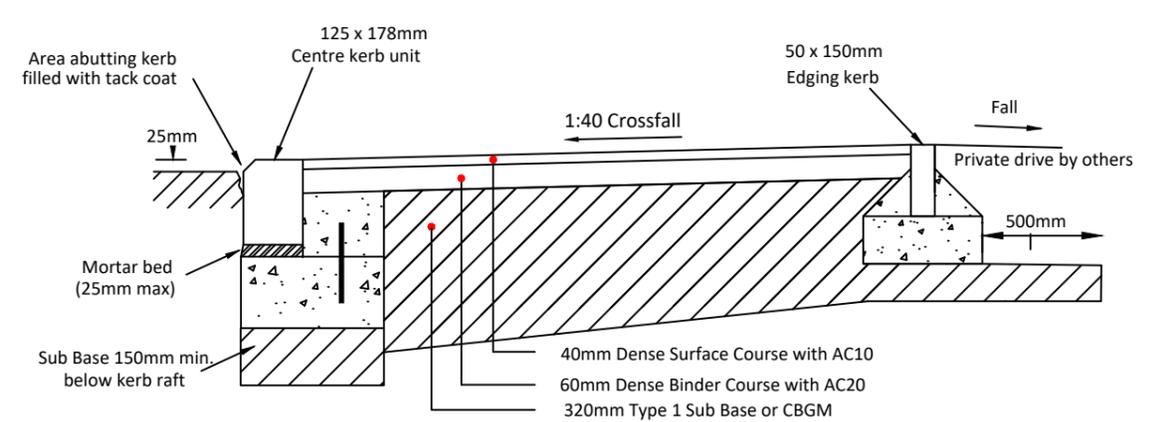
**PLAN VIEWS**



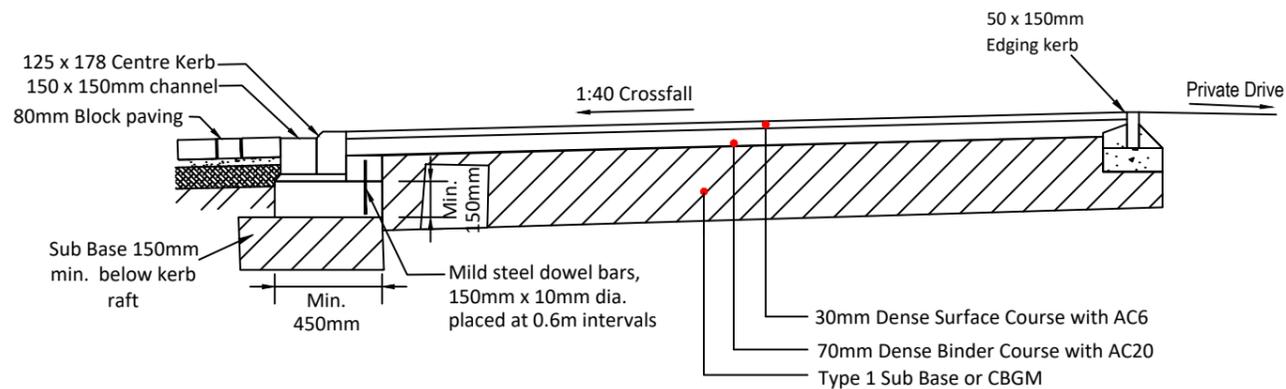
**MEDIUM DUTY FOOTWAY CROSSING, OFF MACADAM CARRIAGEWAY (FOR UP TO 1 DWELLING)**



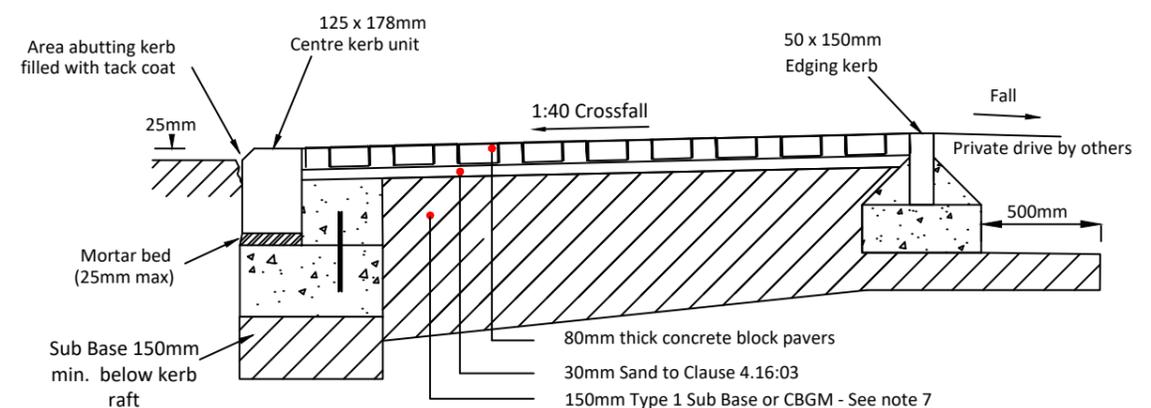
**HEAVY DUTY FOOTWAY CROSSING, OFF MACADAM CARRIAGEWAY (FOR UP TO 5 DWELLINGS)**



**MEDIUM DUTY FOOTWAY CROSSING, OFF BLOCK PAVED CARRIAGEWAY**



**BLOCK PAVED FOOTWAY CROSSING, OFF MACADAM CARRIAGEWAY**



Do Not Scale

REVISIONS	
VERSION	DETAILS
1	REVISED IN ACCORDANCE WITH NYC SPECIFICATION FOR HOUSING AND INDUSTRIAL ESTATE ROADS AND PRIVATE STREET WORKS, APRIL 2025



PROJECT:

**STANDARD DETAILS**

DATE: SEPTEMBER 2025

DRAWING TITLE:

**E50 - VEHICULAR FOOTWAY CROSSINGS**

SCALE: Not to Scale

**Revision H**