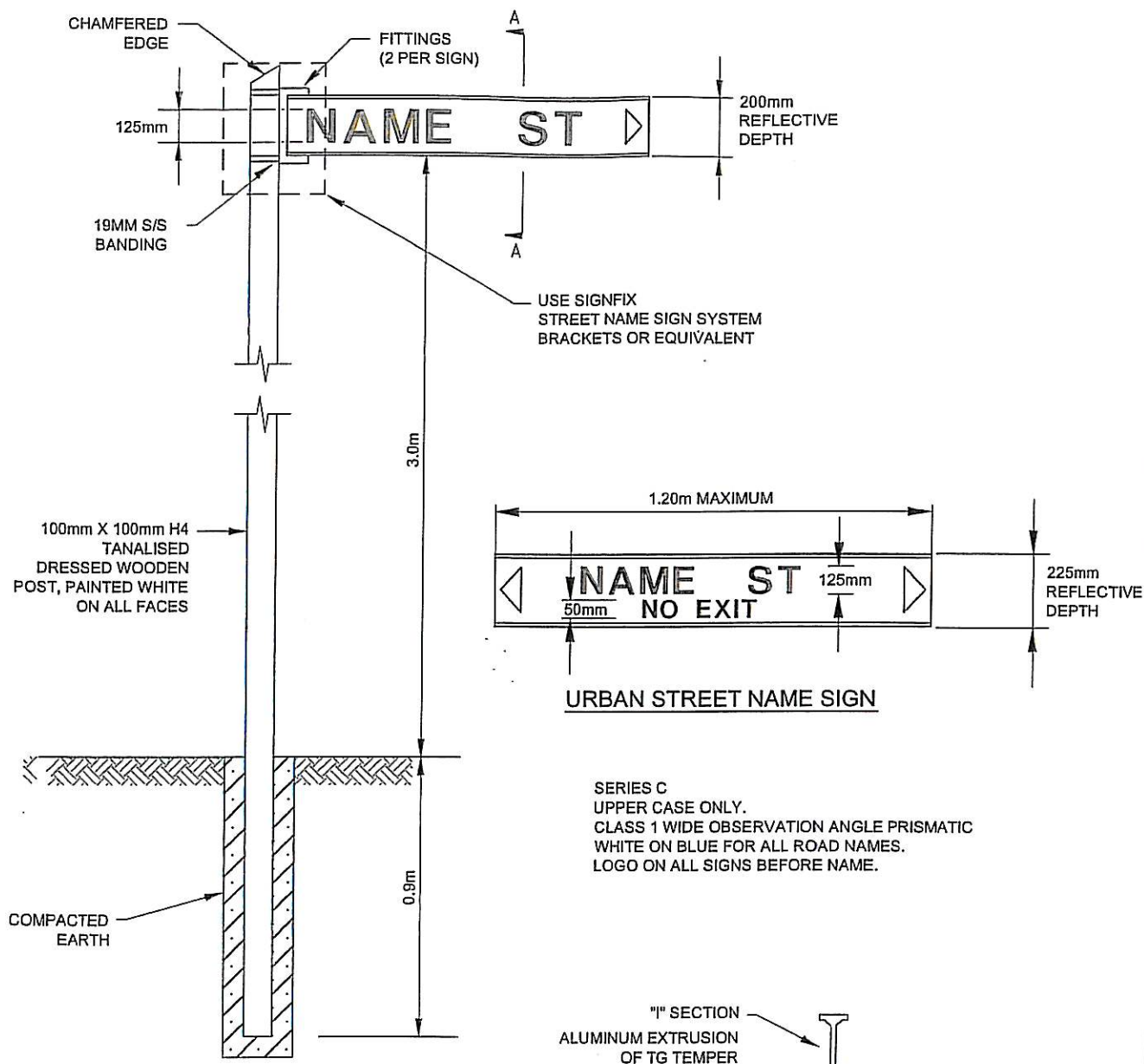




NOTES:

1. THE REFLECTIVE MATERIAL SHALL BE PLACED ON BLADE BEFORE BLUE BACKGROUND TO ENSURE NO EDGES OF THE REFLECTIVE MATERIAL IS SUSCEPTIBLE TO ELEMENTS.
2. REFLECTIVE DEPTH IS THE FLAT SURFACE AVAILABLE FOR THE APPLICATION OF THE REFLECTORISED SIGN BACKGROUND.
3. MID MOUNTED SIGNS SHALL BE INSTALLED ONLY WHEN REQUESTED AND APPROVED BY THE ENGINEER.



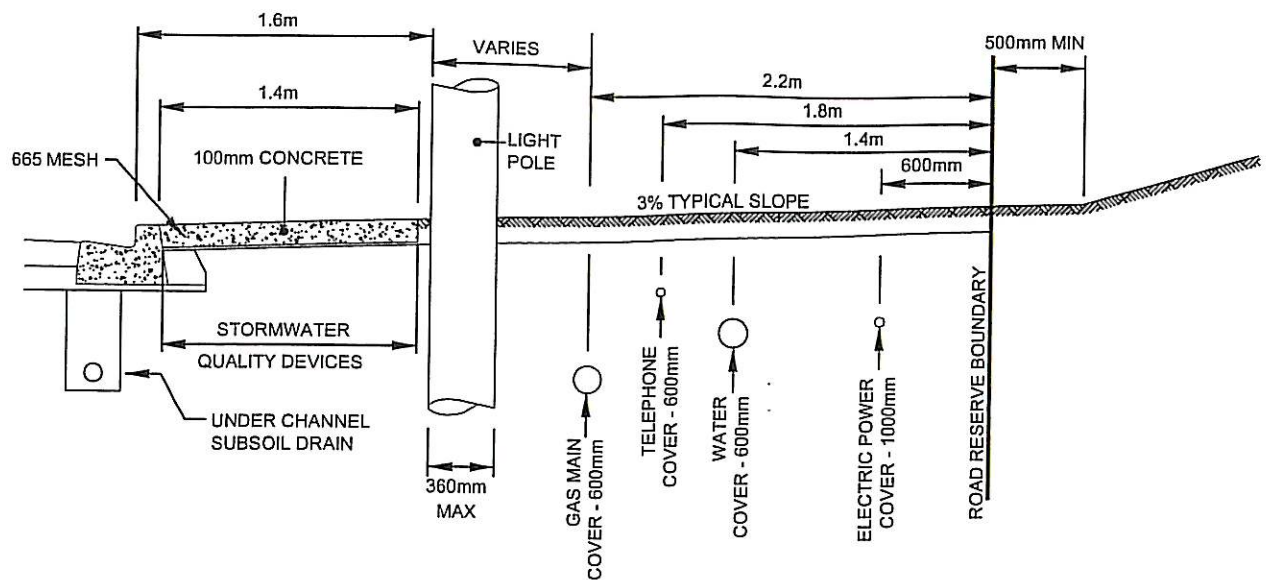
Franklin
DISTRICT COUNCIL

DATE: APRIL 2009

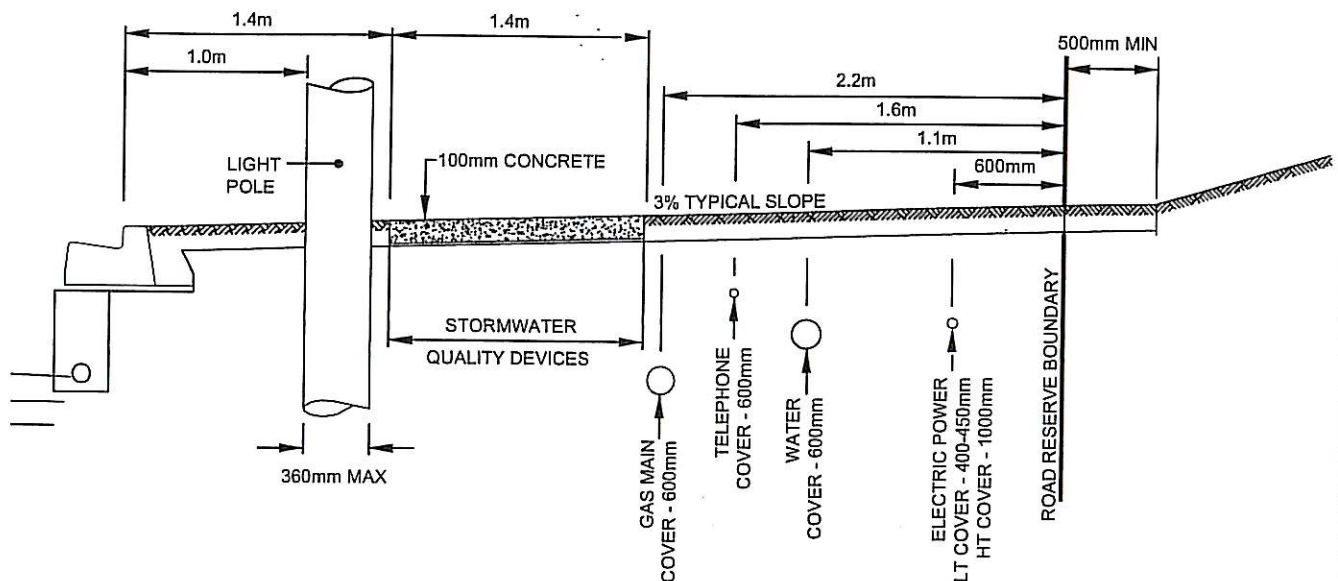
No: R1

STANDARD DETAIL

ROAD NAME SIGN



PATH NEXT TO KERB - IN MULTIPLE SINGLE CORE ELECTRICAL CABLE AREAS (e.g P.N.K)



PATH SEPARATED FROM KERB

NOTES:

1. THE FOOTPATH SEPARATED FROM THE KERB IS THE PREFERRED LOCATION
2. ALL TRENCHES CUT IN ROAD PAVEMENT SHALL BE BACKFILLED WITH TNZ M/4 BASECOURSE AGGREGATE. THE BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH NZUAG STANDARDS FOR BACKFILL AND SHALL BE CONSTRUCTED SUCH THAT WATER SHALL NOT POND IN THE BACKFILLED TRENCH. A SUBSOIL PIPE OUTLET MAY BE REQUIRED.
3. WHERE A MEDIUM DENSITY DEVELOPMENT IS PROPOSED, SERVICE LOCATIONS WILL BE SPECIFICALLY DESIGNED WITH REFERENCE TO SERVICE AUTHORITY REQUIREMENTS AND LOCAL CONSIDERATIONS AS APPROVED BY COUNCIL. THIS MAY INCLUDE SEWER AND STORMWATER SERVICES WITHIN THE ROAD CORRIDOR.
4. WHERE SPACE PERMITS THE LIGHT POLES MAY BE POSITIONED ON THE PROPERTY SIDE OF THE FOOTPATH.



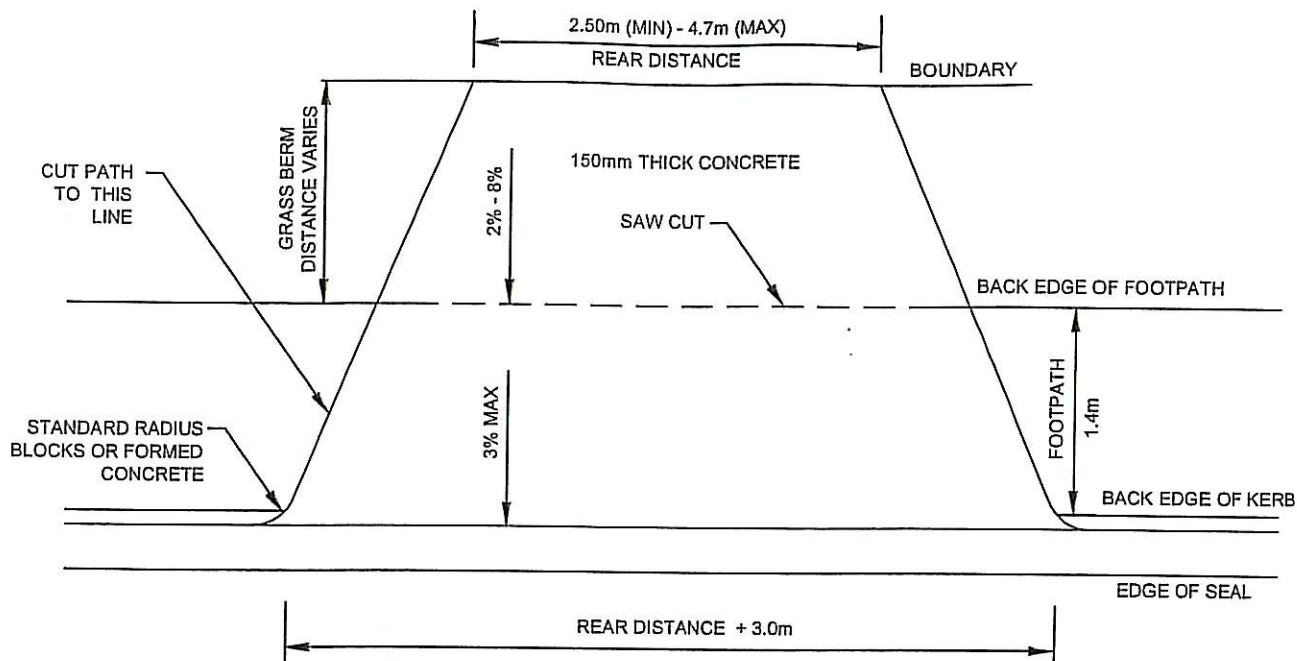
Franklin
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DATE: APRIL 2009

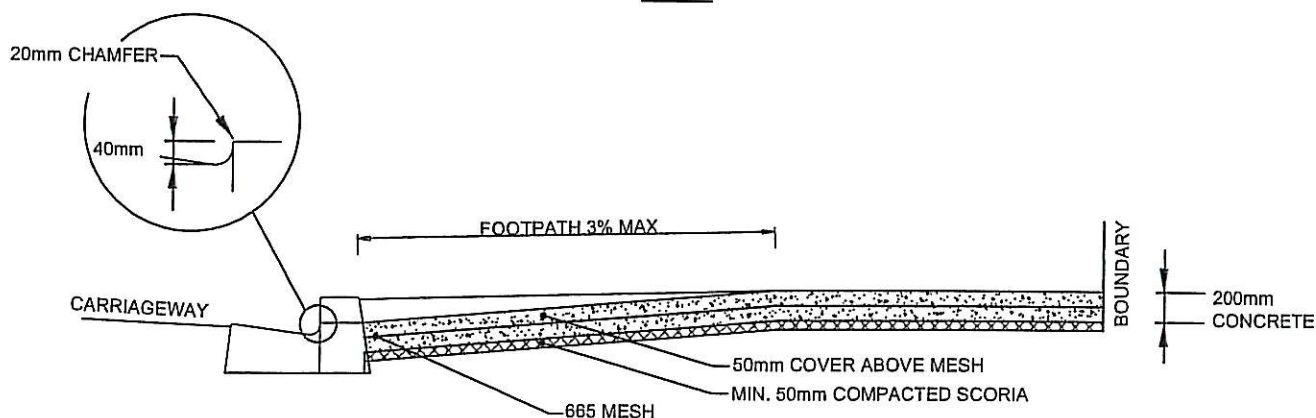
No: R 2

STANDARD DETAIL

SERVICES LAYOUT BERM CROSS-SECTION URBAN SITUATION



PLAN



SECTION

NOTES:

1. MAXIMUM REAR DISTANCE SHALL BE CONSISTENT WITH THE ACCESSWAY/CARRIAGEWAY WIDTHS SPECIFIED IN SCHEDULE 9A OF THE DISTRICT PLAN.
2. CONCRETE STRENGTH SHALL BE 20 MPa AT 28 DAYS.
3. EXCAVATION SHALL BE FENCED AND LIT AT NIGHT.
4. EXISTING CONCRETE TO BE CUT OUT NEATLY AND REMOVED.
5. COMMERCIAL CROSSING PLAN DIMENSIONS TO BE SPECIFICALLY DESIGNED (REFER TO FDC STANDARD R7).
6. RESIDENTIAL CROSSING TO BE MIN. 150mm THICK. ONE LAYER OF 665 MESH TO BE USED.
7. REFER ALSO TO FDC STANDARD DRAWING R9 - TYPICAL VEHICLE CROSSING SLOPE DETAILS (URBAN).



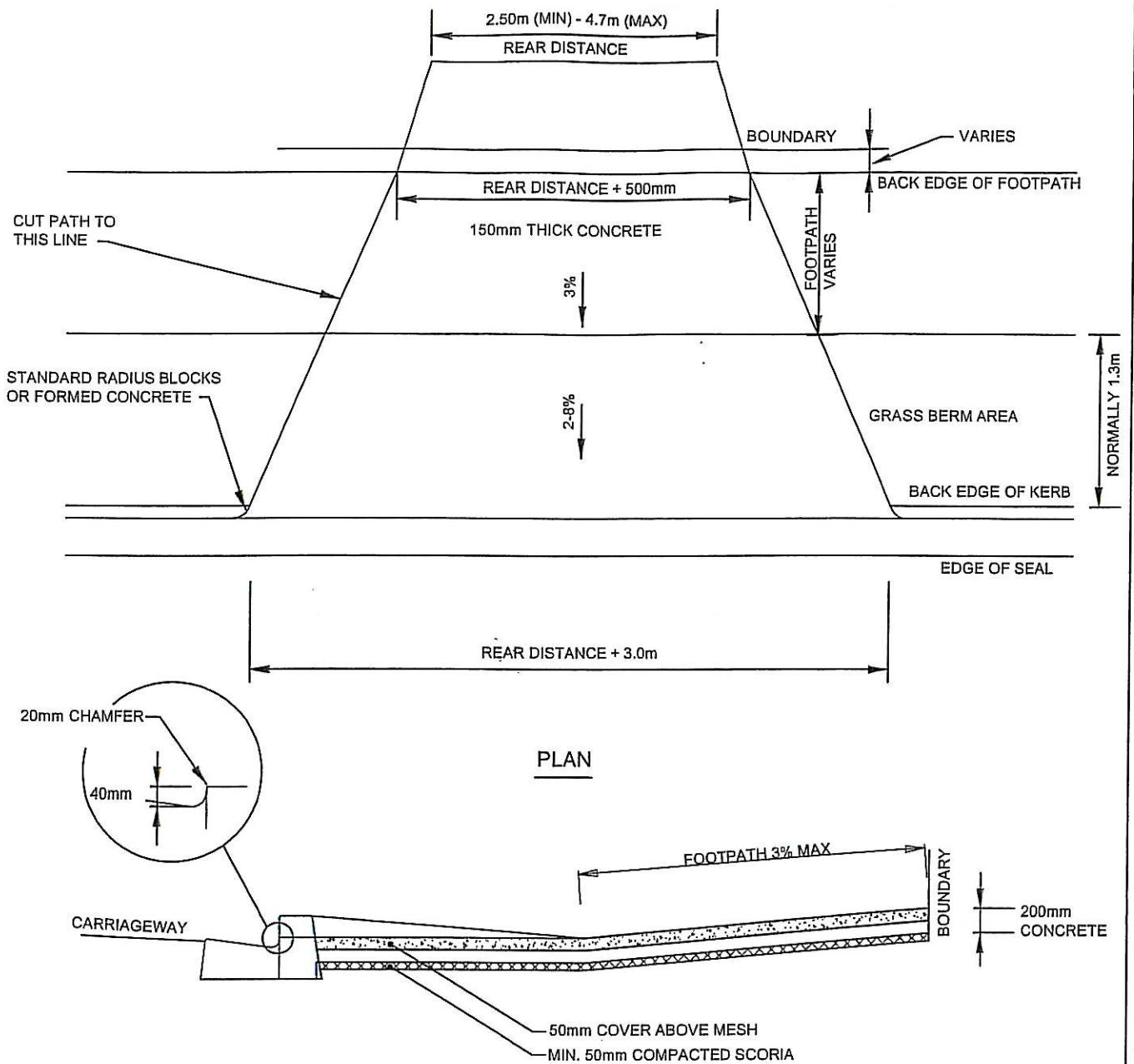
Franklin
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STANDARD DETAIL

VEHICLE CROSSING (URBAN) (FOOTPATH ADJACENT TO KERB)

DATE: APRIL 2009

No: R 4



NOTES:

1. MAXIMUM REAR DISTANCE SHALL BE CONSISTENT WITH THE ACCESSWAY/CARRIAGEWAY WIDTHS SPECIFIED IN SCHEDULE 9A OF THE DISTRICT PLAN.
2. CONCRETE STRENGTH SHALL BE 20 MPa AT 28 DAYS.
3. EXCAVATION SHALL BE FENCED AND LIT AT NIGHT.
4. EXISTING CONCRETE TO BE CUT OUT NEATLY AND REMOVED.
5. COMMERCIAL CROSSING PLAN DIMENSIONS TO BE SPECIFICALLY DESIGNED (REFER TO FDC STANDARD R7).
6. RESIDENTIAL CROSSING TO BE MIN. 150mm THICK. ONE LAYER OF 665 MESH TO BE USED.
7. REFER ALSO TO FDC STANDARD DRAWING R9 - TYPICAL VEHICLE CROSSING SLOPE DETAILS (URBAN).



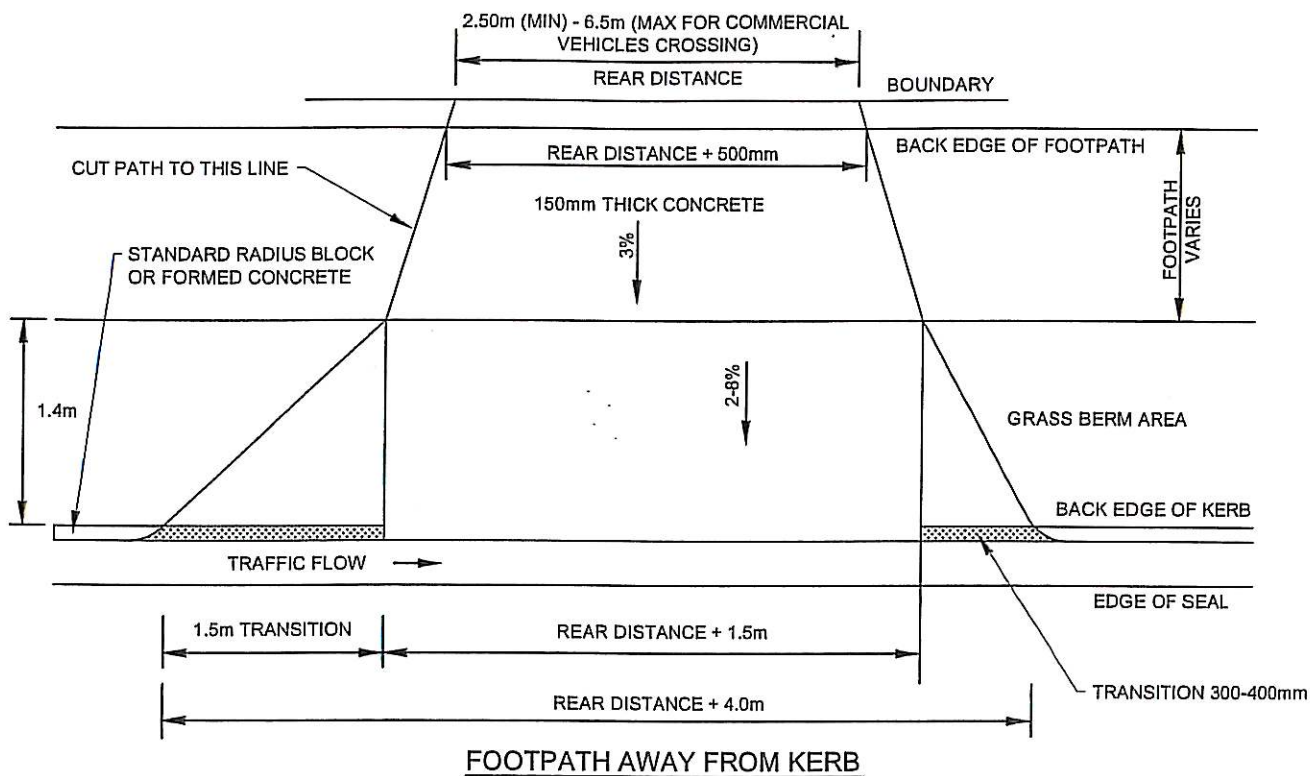
Franklin
DISTRICT COUNCIL

DATE: APRIL 2009

No: R 5

STANDARD DETAIL

VEHICLE CROSSING (URBAN)
(FOOTPATH AWAY FROM KERB)



NOTE

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH FDC STANDARD DRAWINGS R4, R5 & R9



Franklin
DISTRICT COUNCIL

DATE:

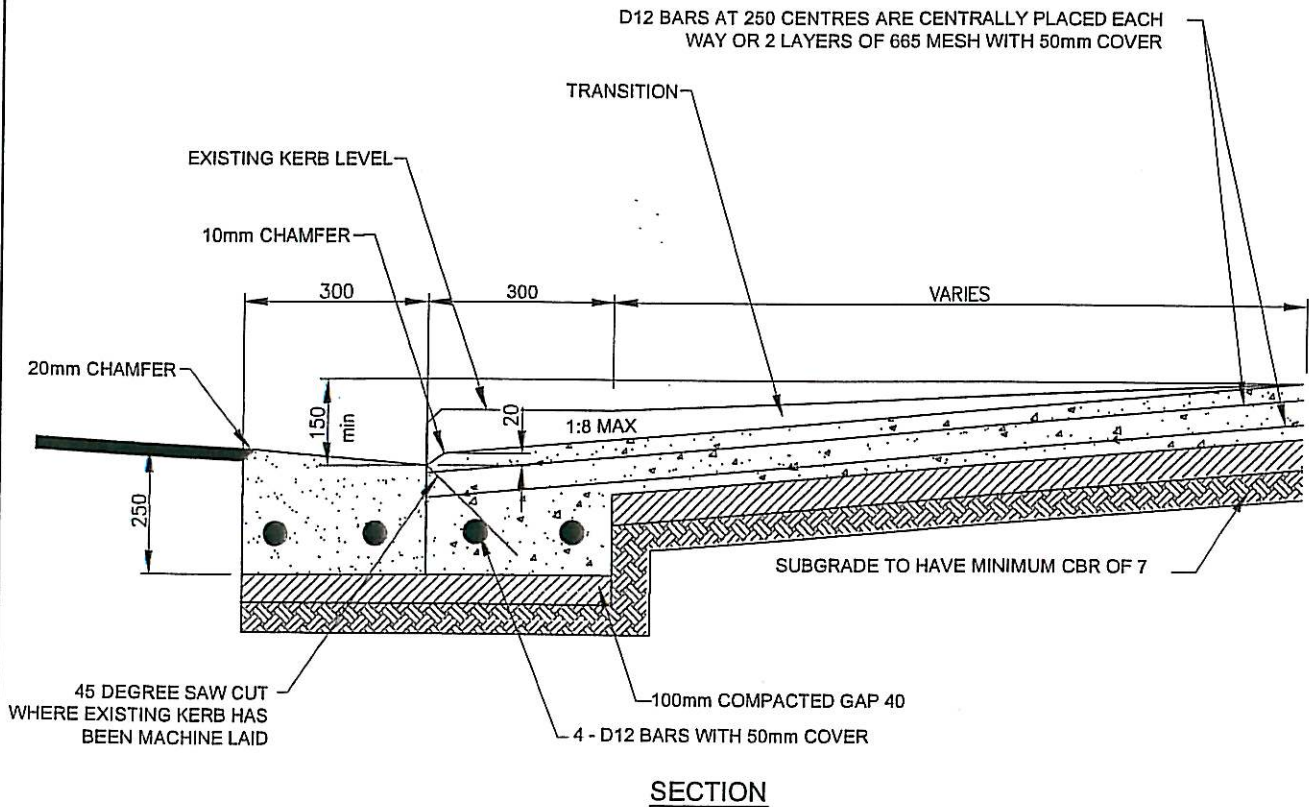
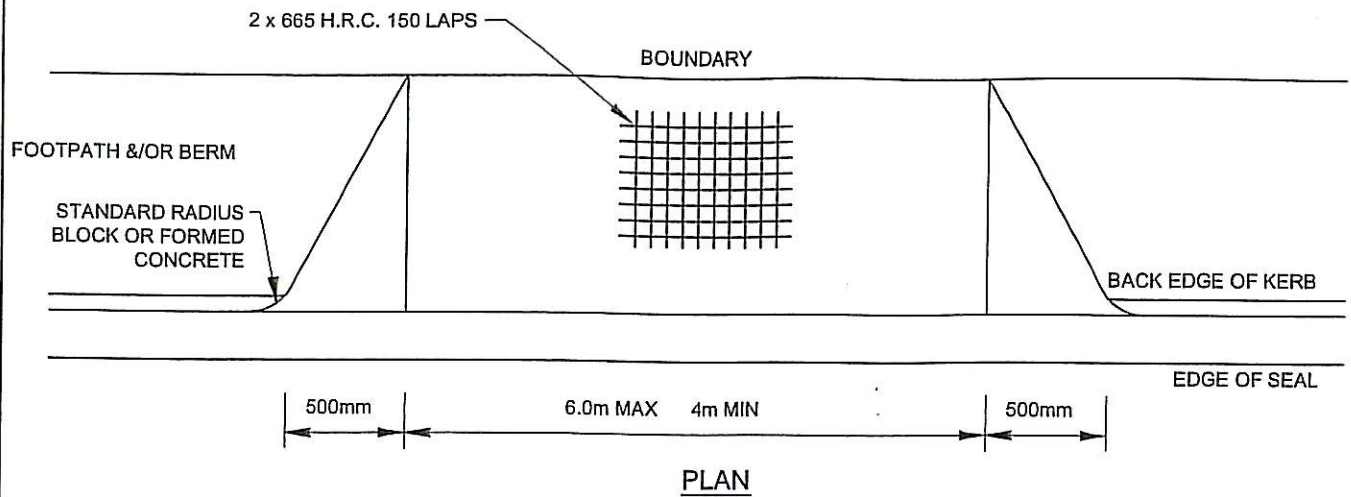
APR 2009

No:

R 6

STANDARD DETAIL

VEHICLE CROSSING (URBAN)
(FOR HIGH SPEED TURNOFF)



NOTES:

1. ALL CONCRETE TO BE 20 MPa AND CONSTRUCTED IN ACCORDANCE WITH NZS 3109 WITH A BROOM FINISH.
2. CONCRETE POUR MUST TAKE PLACE WITHIN 48 HRS OF EXCAVATION OF ROAD RESERVE & FOOTPATH AT INSPECTION TIME
3. SAW CUT EXPANSION JOINTS AT 4m CENTRES.
4. MOUNTABLE KERBS TO BE CUT OUT BEFORE CONCRETE PLACEMENT.
5. VEHICLE CROSSINGS SHALL BE DESIGNED TO ENABLE THE 90 PERCENTILE CAR TO USE THEM WITHOUT THE GROUNDING OF ANY PART OF THE VEHICLE.
6. THE PREFERRED FOOTPATH LOCATION IS SEPARATED FROM THE KERB AND CHANNEL.



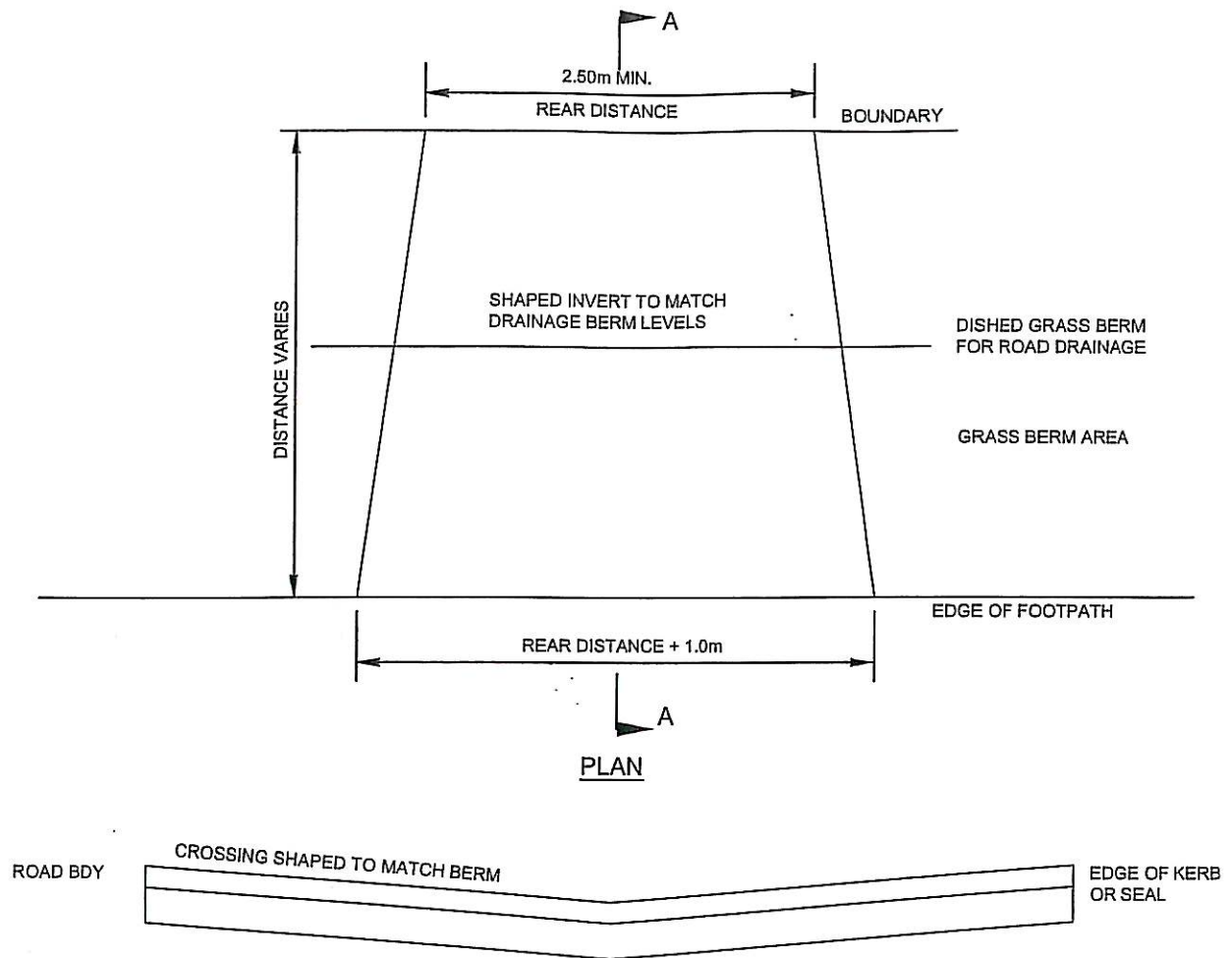
Franklin
DISTRICT COUNCIL

DATE: APRIL 2009

No: R 7

STANDARD DETAIL

**VEHICLE CROSSING
(COMMERCIAL)**



TYPICAL SECTION A - A

NOTES:-

1. WORK MUST BE INSPECTED BY THE COUNCIL REPRESENTATIVE BEFORE ANY CONCRETE IS POURED.
2. CONCRETE STRENGTH SHALL BE 20 MPA AT 28 DAYS.
3. EXCAVATION SHALL BE FENCED AND LIT AT NIGHT.
4. EXISTING CONCRETE TO BE CUT OUT NEATLY AND REMOVED.
5. COMMERCIAL CROSSING DIMENSIONS TO BE SPECIFICALLY DESIGNED.
6. RESIDENTIAL CROSSING TO BE MIN. 150MM THICK. ONE LAYER OF 665 MESH TO BE USED.
7. COMMERCIAL CROSSING SHALL BE MINIMUM OF 150MM WITH THICK 2 LAYERS 665 MESH.
8. REFER ALSO TO FDC STANDARD DRAWING R 9 - TYPICAL VEHICLE CROSSING SLOPE DETAILS.(URBAN)



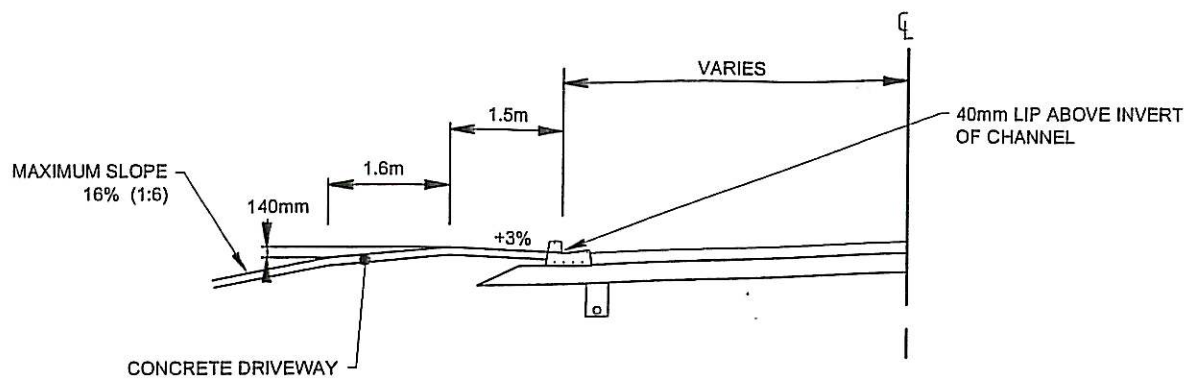
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DISTRICT COUNCIL

STANDARD DETAIL

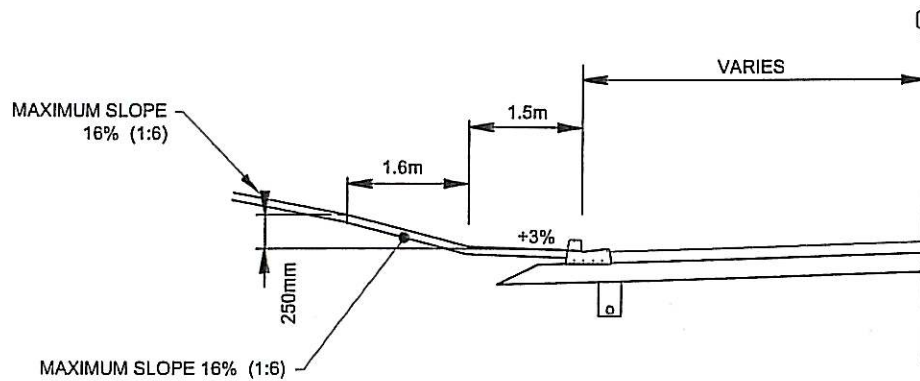
VEHICLE CROSSING (URBAN) FOR
USE WHERE ROAD DRAINAGE IS VIA
GRASS BERM

DATE: APRIL 2009

No: R 8



TYPICAL DRIVEWAY DETAIL - DESCENDING



TYPICAL DRIVEWAY DETAIL - ASCENDING

NOTES:-

1. THIS DESIGN IS THE ABSOLUTE LIMIT IN SLOPE SHAPE TO GIVE A 90 PERCENTILE VEHICLE ACCESS TO PROPERTY WITHOUT SCRAPING THE UNDERSIDE OF THE VEHICLE.



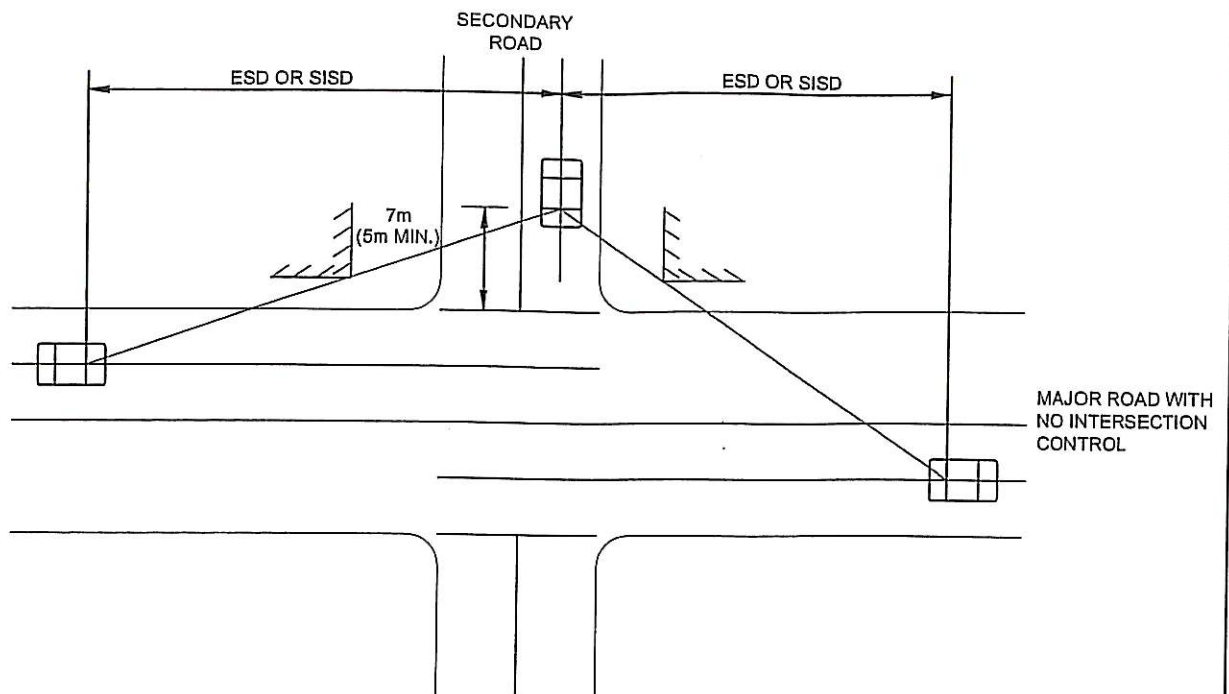
Franklin
DISTRICT COUNCIL

STANDARD DETAIL

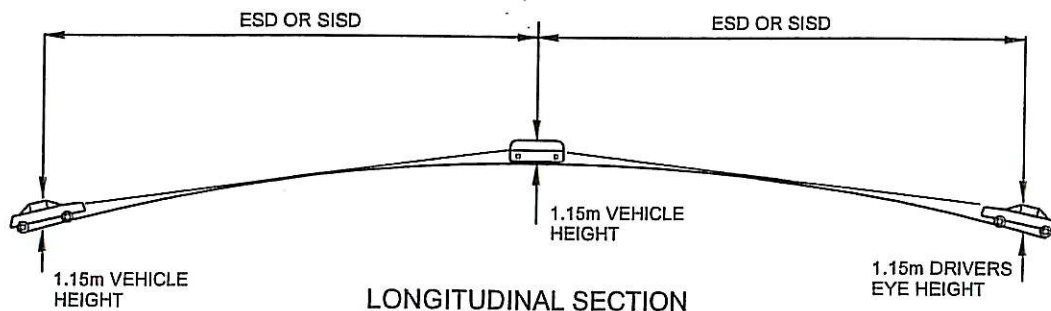
**TYPICAL VEHICLE CROSSING
SLOPE DETAILS (URBAN)
(NON STANDARD BERM)**

DATE: APR 2009

No: R 9



PLAN



LONGITUDINAL SECTION

DESIGN SPEED (Km/h)	ENTERING SIGHT DISTANCE (m)	SAFE INTERSECTION SIGHT (m)	
		RURAL	URBAN
40	100	70	60
50	125	90	80
60	160	115	105
70	220	140	130
80	305	175	165
90	400	210	
100	500	250	
110	500	290	
120	500	330	

NOTES

1. IT IS DESIRABLE THAT PLANTS ARE PLACED FAR ENOUGH BACK FROM THE INTERSECTION SO THAT EVEN WHEN MATURE THE ENTERING SIGHT DISTANCE (ESD) IS MAINTAINED.
2. IN ALL CASES SAFE INTERSECTION SIGHT DISTANCES (SISD) MUST BE MET.
3. SEE TRANSIT NEW ZEALAND'S GUIDELINES FOR PLANTING FOR ROAD SAFETY FOR MORE DETAILS.



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STANDARD DETAIL

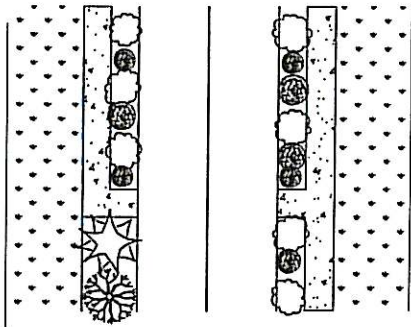
**INTERSECTION SIGHT
DISTANCE REQUIREMENTS**

DATE: APR 2009

No: R 11

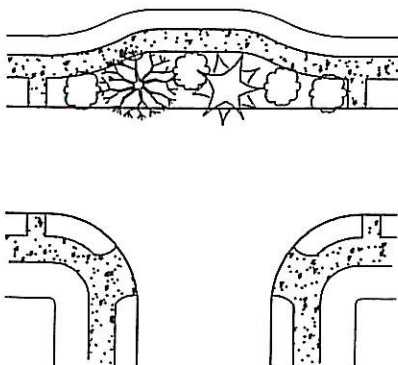
1. NORMAL LOCATION

Carriageway in centre of road reserve.
Width of berms and service strip varies with carriageway width. (Refer District Plan for minimum criteria).



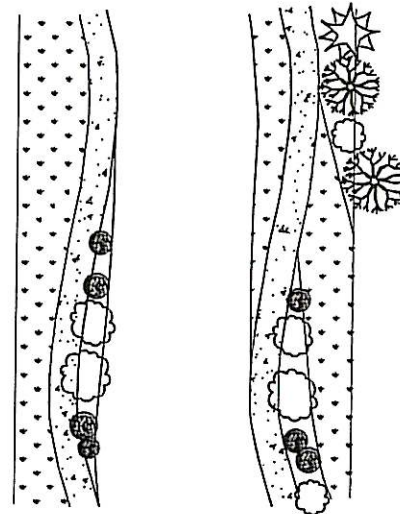
1.3m verge permits only small trees pruned up as standards.
Shrubs are unsuitable due to obstruction to vision.
Elimination of one footpath gives 2.7m width for normal growth of medium sized trees.

3. ROAD RESERVE WIDENED eg. AT INTERSECTION



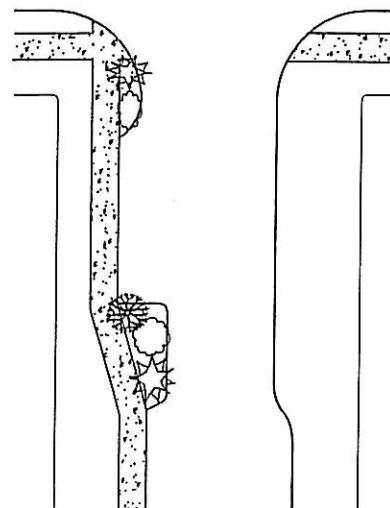
Increase in area may allow significant trees which give visual emphasis to the intersection, close view to houses beyond and screen these from headlights.

2.VARIATION OF CARRIAGEWAY LOCATION. Allows a planting area on one side of the road.



If alongside the boundary planting may join with that on private property. Footpath between trees and service strip reduces interference to services. Service strip adjacent to carriageway acts as a buffer between vehicles and pedestrians. Service strip alongside property boundary extends usable lawn and garden area. Footpaths adjoining carriageway are an advantage at points where pedestrians cross.

4. VARIATION OF WIDTH OF CARRIAGEWAY eg. with short cul-de-sac.



Widened road allows parking without restriction to heavy traffic. Road may be narrowed to 3.0m width as speed restricting device while also increasing planting area.



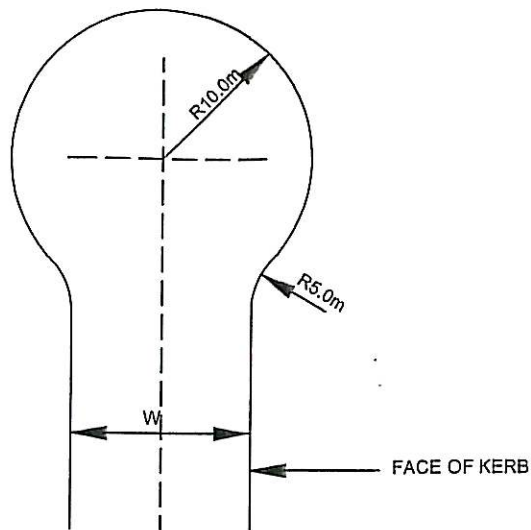
Franklin
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DATE: DEC 1999

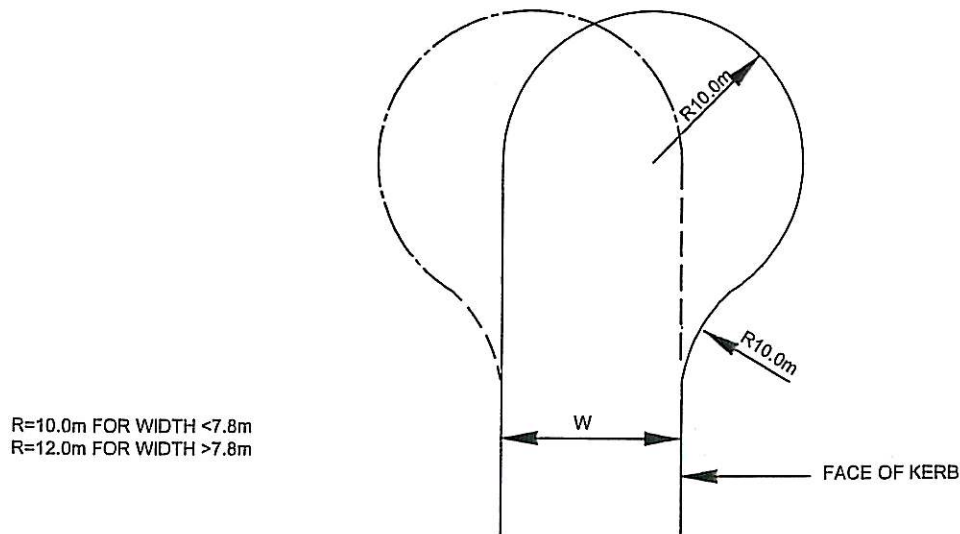
No: R 12

STANDARD DETAIL

VARIATION OF
CARRIAGEWAY LOCATION



CIRCULAR TURNING AREA FOR RESIDENTIAL CUL-DE-SAC



OFFSET CIRCULAR TURNING AREA FOR RESIDENTIAL CUL-DE-SAC

NOTES:-

1. THE TURNING AREA DIMENSIONS SHOWN ARE MINIMUM.
2. INDUSTRIAL OR COMMERCIAL AREAS, THE RADIUS OF THE CUL-DE-SAC TURNING AREAS SHALL BE 12.5m.
3. THE 10.0m RADIUS MAY INCLUDE THE FOOTPATH WIDTH IF THE FOOTPATH IS BUILT TO THE SAME STANDARDS AS COMMERCIAL CROSSINGS, AND MOUNTABLE KERBING IS USED.



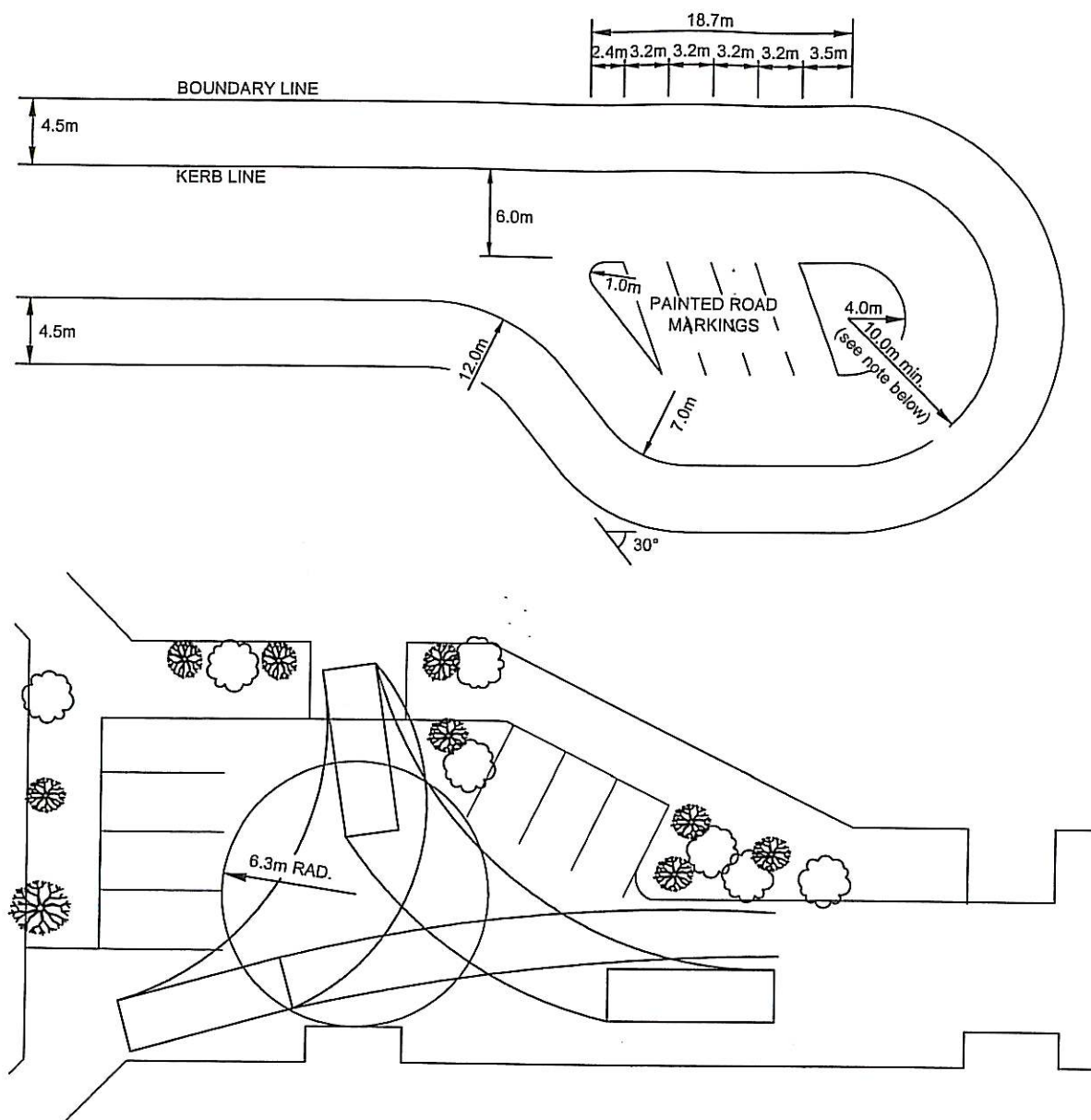
Franklin
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STANDARD DETAIL

URBAN STREET DIMENSION OF CUL-DE-SAC HEAD

DATE: APRIL 2009

No: R 13



EXAMPLE OF CUL-DE-SAC HEAD ILLUSTRATING:

- MINIMUM TURNING CIRCLE
- KERBSIDE CROSSING ALLOWING THREE POINT TURN FOR HEAVY VEHICLES
- REDUCED CARRIAGEWAY WHERE PARKING AND PASSING PROVISION SPECIFICALLY DESIGNED

NOTES:

1. THE 10.0M RADIUS MAY INCLUDE THE FOOTPATH WIDTH IF THE FOOTPATH IS BUILT TO THE SAME STANDARDS AS COMMERCIAL VEHICLE CROSSINGS, AND MOUNTABLE KERBING IS USED.
2. IF VEHICLE CROSSINGS ARE USED IN TURNING MOVEMENTS THEY SHALL BE CONSTRUCTED TO COMMERCIAL STANDARDS.



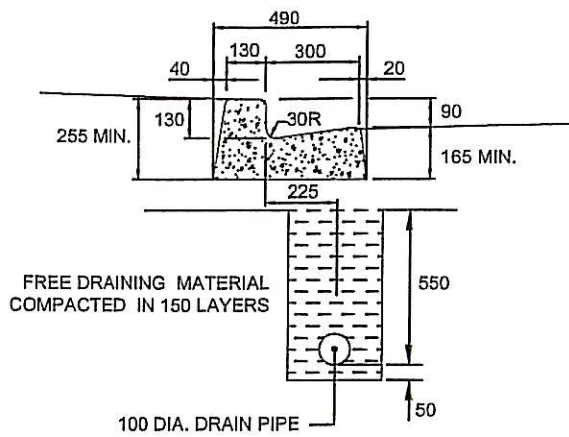
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STANDARD DETAIL

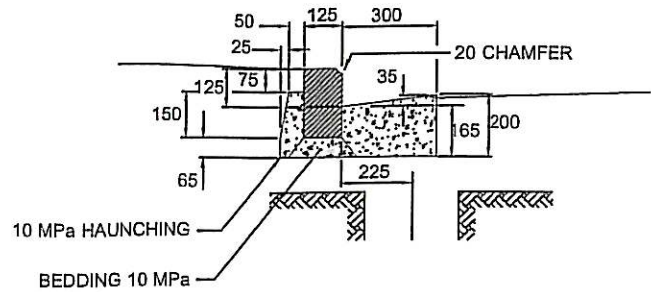
ALTERNATIVE CUL-DE-SAC HEADS

DATE: APRIL 2009

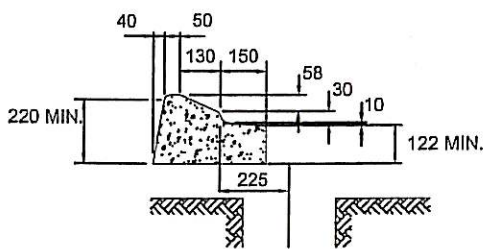
No: R 14



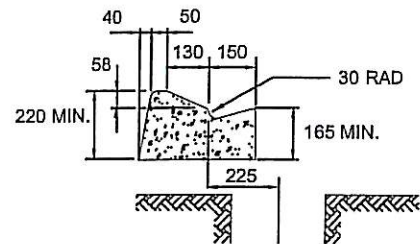
**SLIP-FORMED VERTICAL KERB AND CHANNEL
WITH UNDER CHANNEL DRAIN**



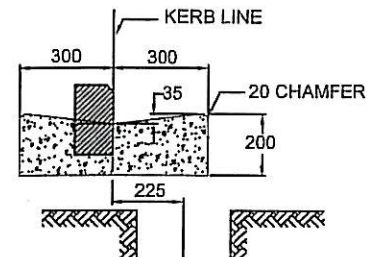
**PRE-CAST VERTICAL KERB AND
IN-SITU CHANNEL**



**SLIP-FORMED LOW PROFILE
KERB AND NIB**



**SLIP-FORMED LOW PROFILE
KERB AND CHANNEL**



DISH CHANNEL - PARKING BAYS

NOTES:-

1. CONCRETE GRADES: PRECAST KERB BLOCKS - 20 MPa; IN-SITU CHANNEL AND EDGING STRIP - 20 MPa; SLIP FORMED CONCRETE - 20 MPa
2. UNDER CHANNEL DRAINS SHALL BE APPROVED DRAIN PIPE OF 100mm INTERNAL DIAMETER UNLESS SPECIFIED OR SCHEDULED OTHERWISE. DEPTH BELOW SUB-GRADE 550mm OR TO SPECIFIC DESIGN.
3. JOINTING PRE-CAST KERBS - 10 mm MIN. NEATLY POINTED WITH CEMENT MORTAR. SLIP-FORMED KERBS - CRACKING CONTROL JOINTS SAW CUT AT MAX. 5m INTERVALS (WHERE FOOTPATH ADJOINS KERB, CONTROL JOINT TO COINCIDE WITH EVERY SECOND FOOTPATH JOINT).



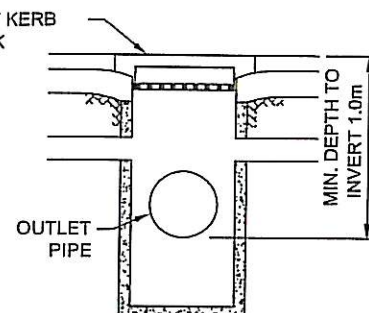
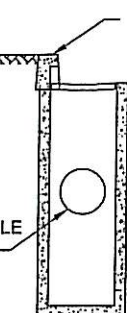
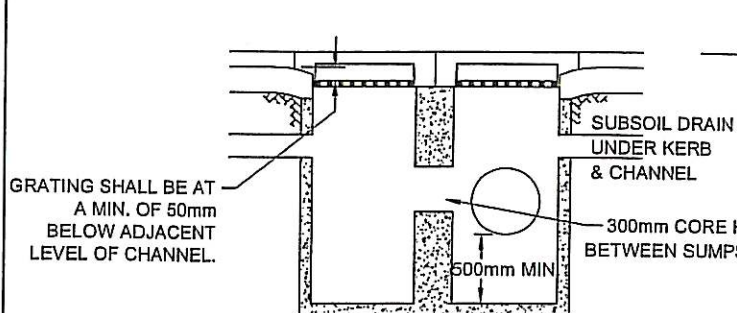
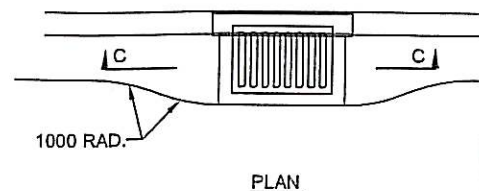
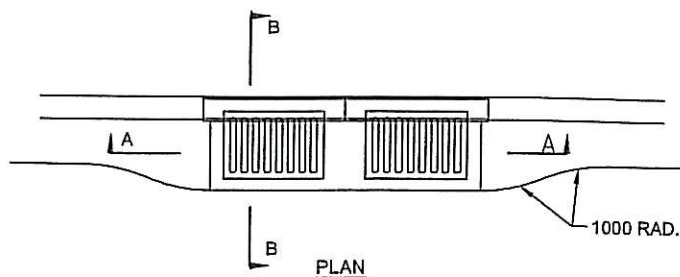
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DATE: APRIL 2009

No: R 16

STANDARD DETAIL

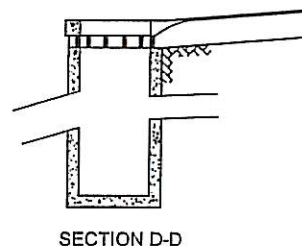
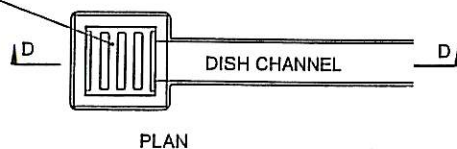
TYPICAL DIMENSIONS FOR KERB AND CHANNEL



DOUBLE SUMP WITH BACK
INLET KERB BLOCK

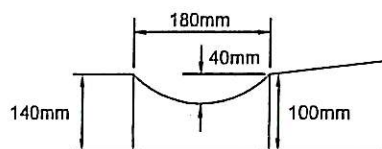
SINGLE SUMP WITH BACK INLET
KERB BLOCK

GRATING SIMILAR TO
THAT FOR ROADS,
HINGED TO OPEN INSIDE
FRAME. DIMENSIONS
450mm X 450mm



NOTES

1. CONCRETE TO BE 20 MPa. AT 28 DAYS



DISHED CHANNEL - FOOTPATH



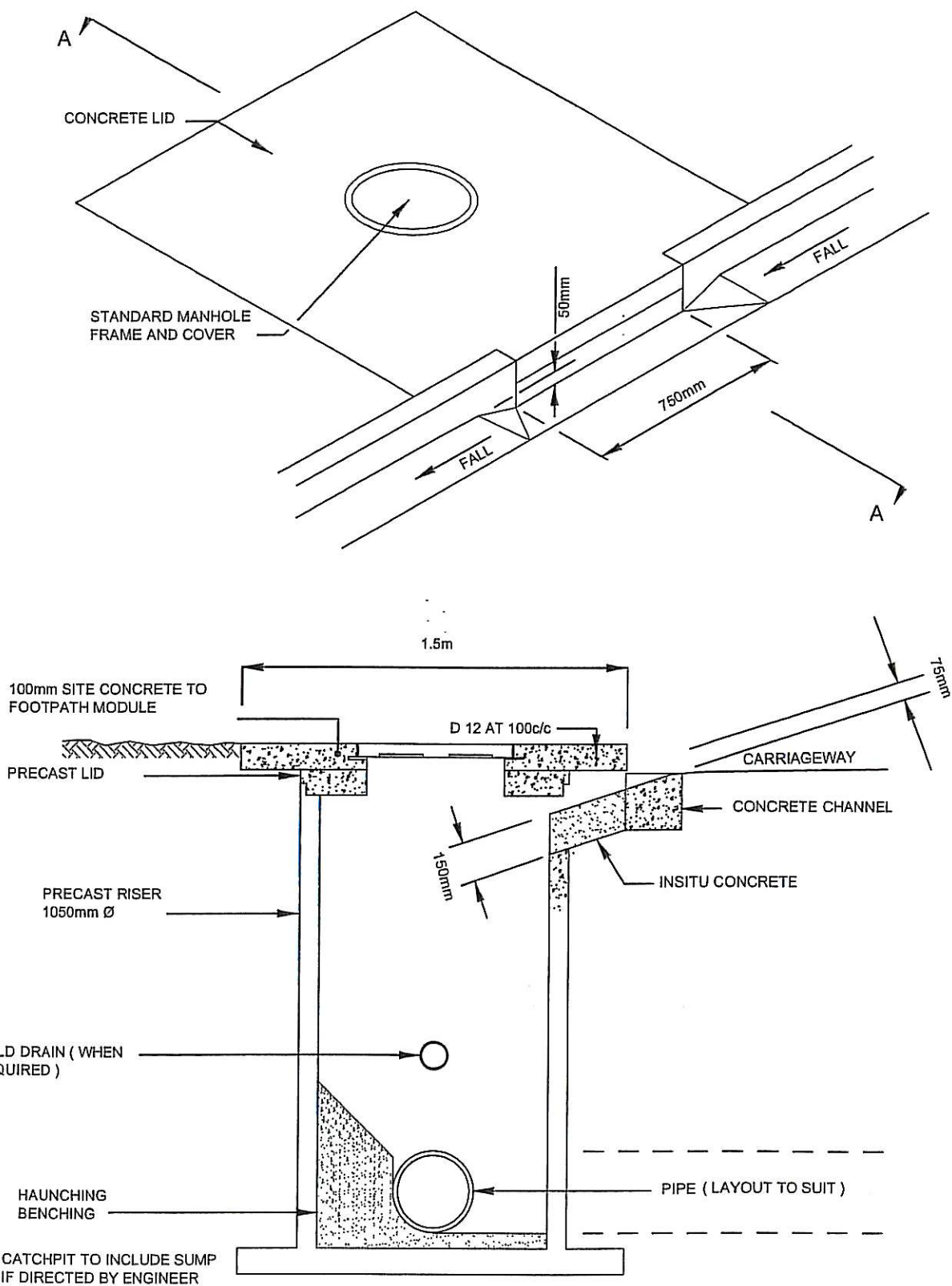
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DATE: APR 2009

No: R 17

STANDARD DETAIL

TYPICAL CATCHPIT DETAILS



SECTION A-A



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DATE:

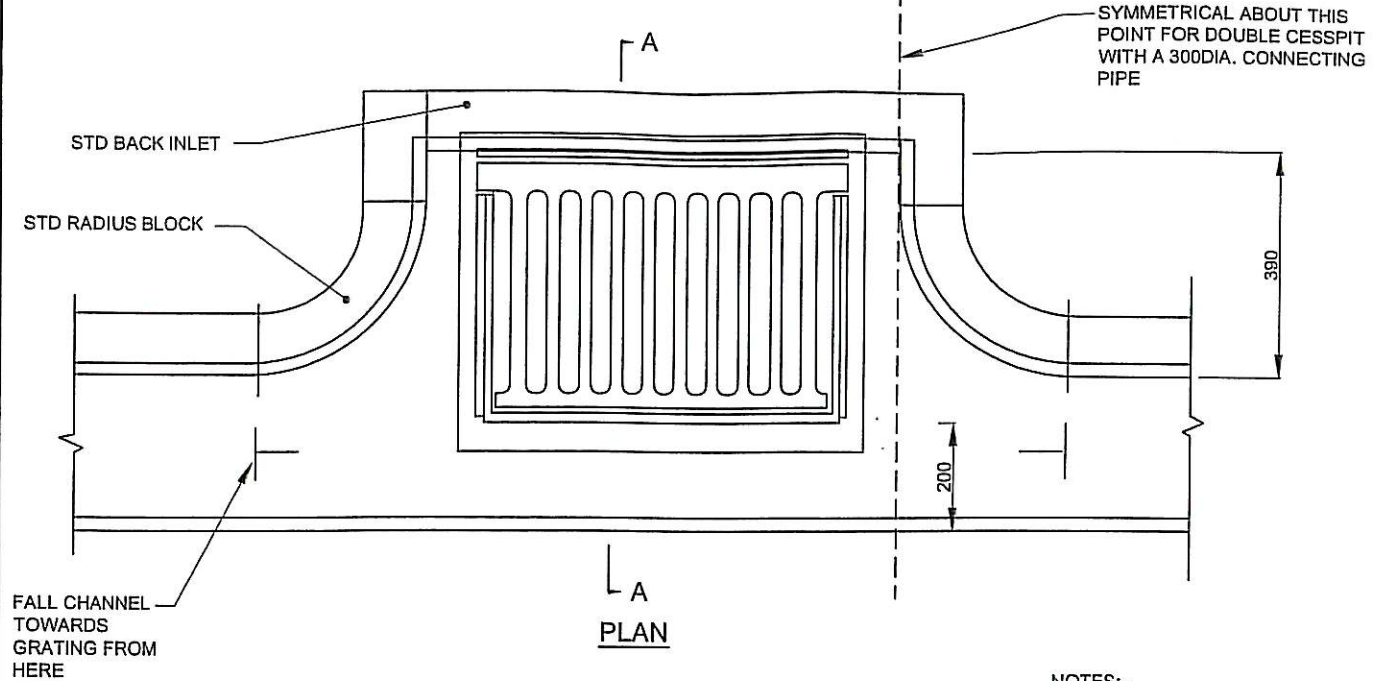
APRIL 2009

No:

R 18

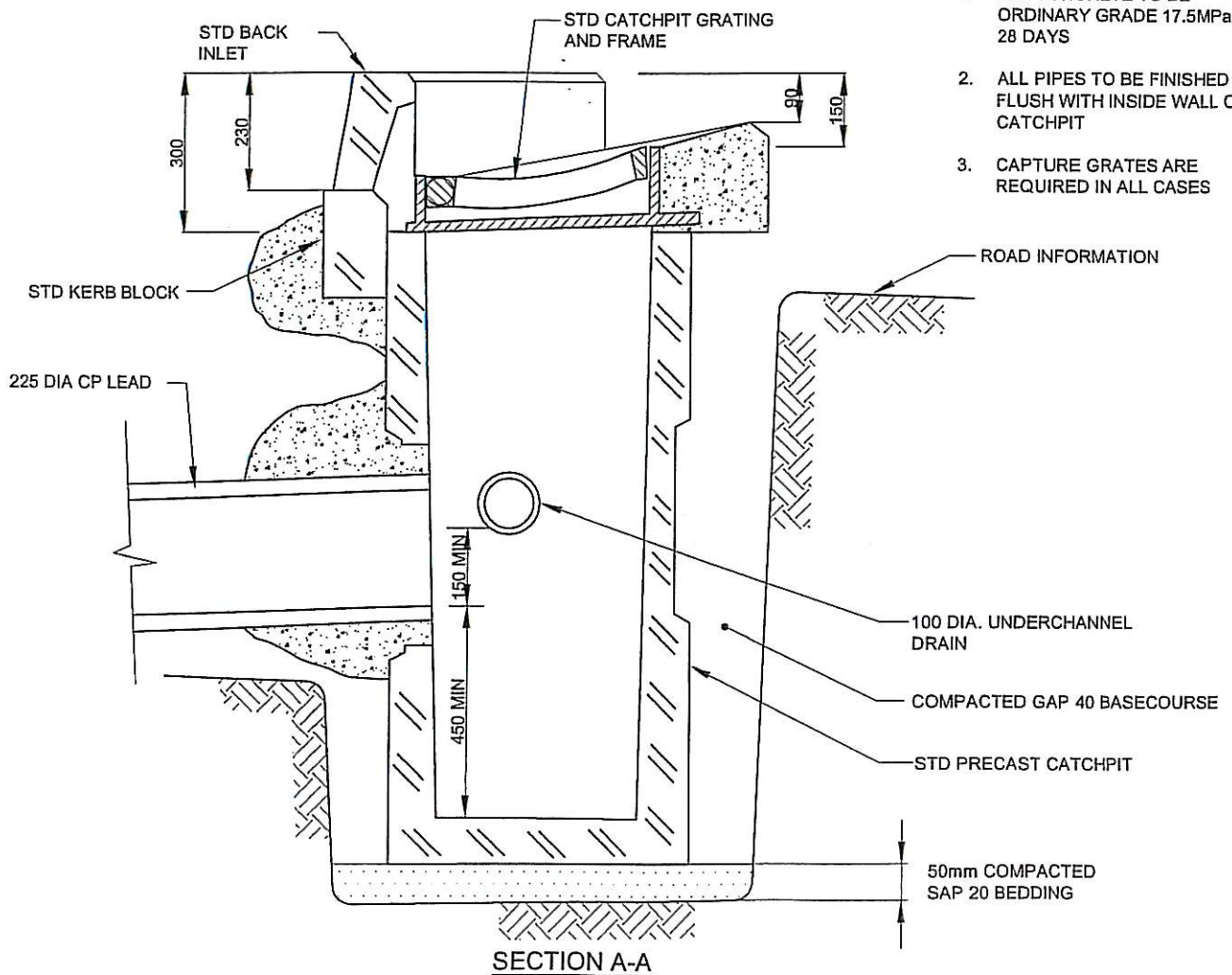
STANDARD DETAIL

BACK INLET CATCHPIT



NOTES:-

1. ALL CONCRETE TO BE ORDINARY GRADE 17.5MPa AT 28 DAYS
2. ALL PIPES TO BE FINISHED FLUSH WITH INSIDE WALL OF CATCHPIT
3. CAPTURE GRATES ARE REQUIRED IN ALL CASES



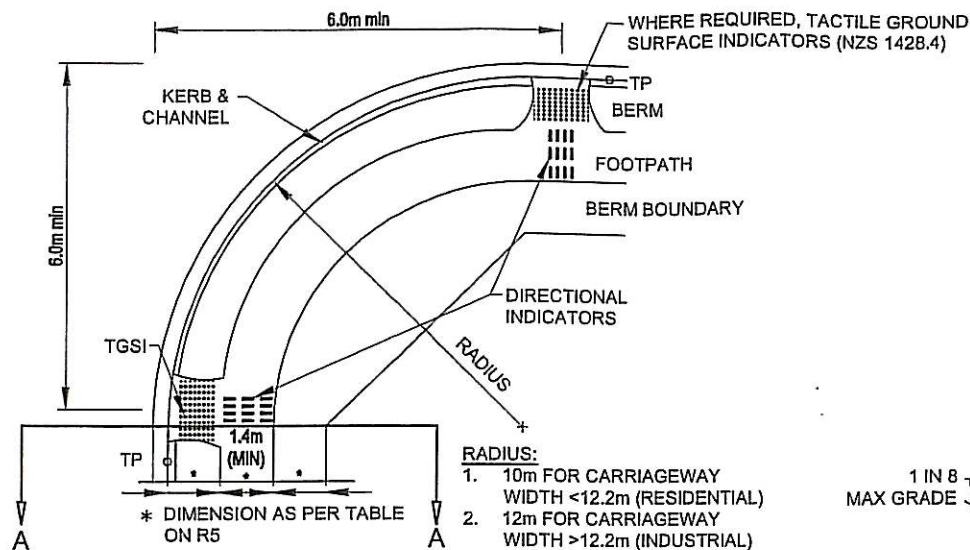
Franklin
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DATE: APRIL 2009

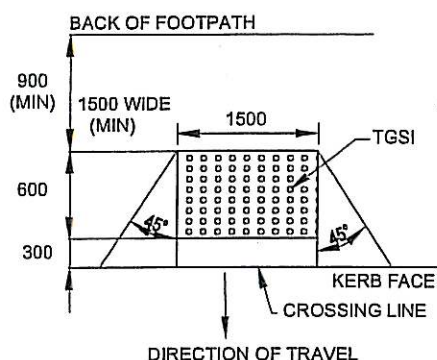
No: R 19

STANDARD DETAIL

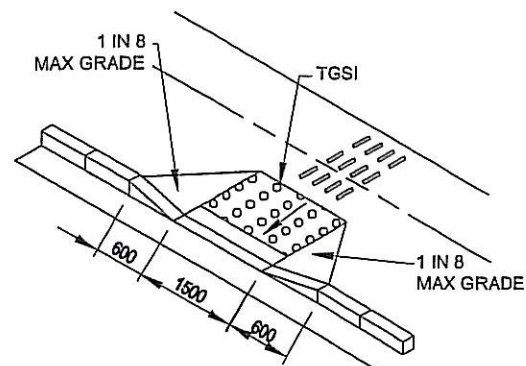
RECESS CATCHPIT



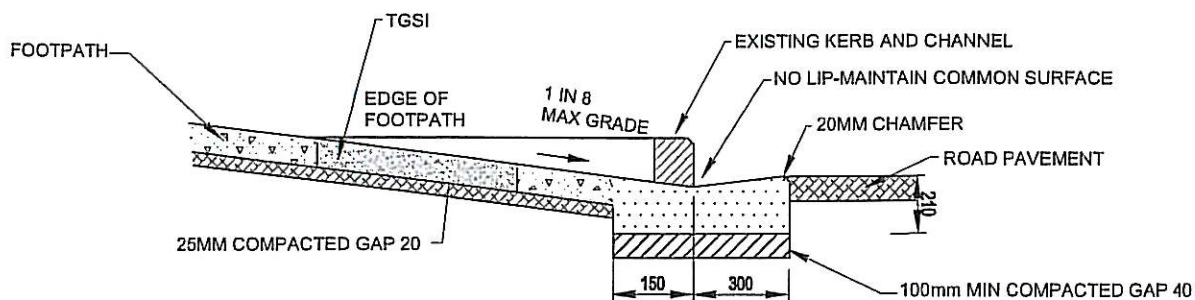
PLAN UNSIGNALISED INTERSECTIONS



PLAN



SURFACE FINISH TO KERB RAMPS



TYPICAL SECTION (A-A)

NOTES:

1. ALL CONCRETE TO BE 20MPa, CONSTRUCTED IN ACCORDANCE WITH NZS 3109 WITH U3 BROOM FINISH TO NZS 3114.
2. TACTILE GROUND SURFACE INDICATORS SHALL BE YELLOW IN COLOUR, MANUFACTURED AND INSTALLED IN ACCORDANCE WITH AS/NZS 1428.4 AND LTNZ RTS 14.
3. TACTILE GROUND SURFACE INDICATORS TO EXTEND FULL WIDTH OF DROP SECTION.
4. TACTILE GROUND SURFACE INDICATORS TO BE ALIGNED WITH DIRECTION OF TRAVEL.
5. DIRECTIONAL INDICATORS 600mm (MIN) USED WHERE CROSSING IS OFFSET FROM PATH OF TRAVEL.
6. CATCHPITS SHALL BE LOCATED A MINIMUM OF 1m CLEAR UPSTREAM OF PRAM CROSSINGS.



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DATE:

APRIL 2009

No:

R 21

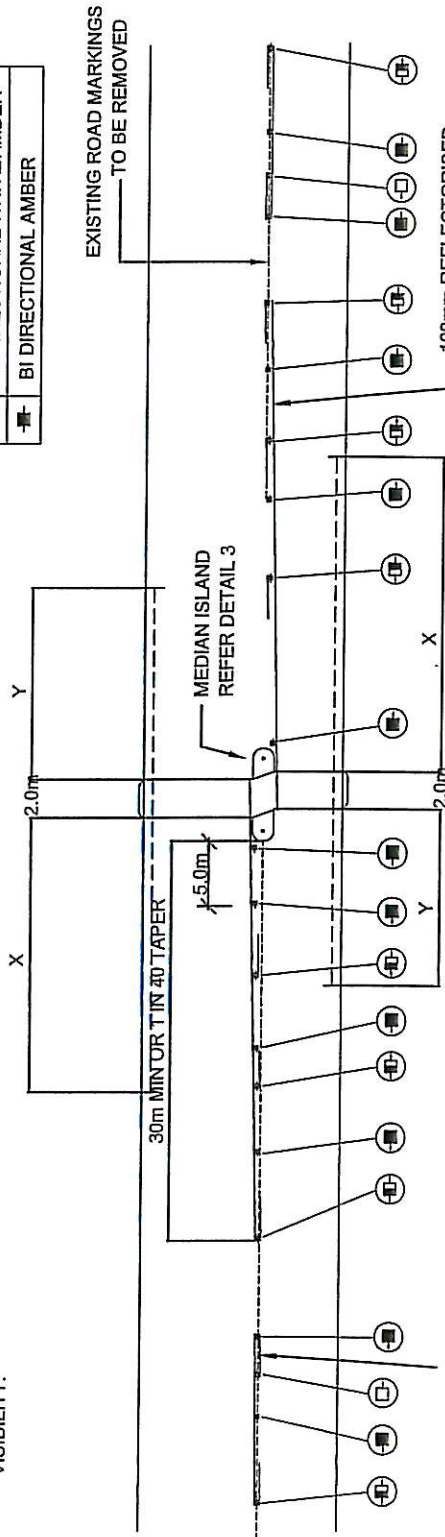
STANDARD DETAIL

CONCRETE FOOTPATH WHEELCHAIR RAMP KERB CROSSING

REFLECTORISED RAISED PAVEMENT MARKERS

NOTE: CONSIDERATION MUST BE GIVEN TO PARKING SITUATION AND IT MAY BE THAT LONGER NO STOPPING LENGTHS WOULD NEED TO BE PROVIDED TO ACCOMMODATE ADEQUATE VISIBILITY.

□	MONO DIRECTIONAL WHITE
■	MONO DIRECTIONAL AMBER
◻	BI DIRECTIONAL WHITE/AMBER
◼	BI DIRECTIONAL AMBER



3 - 13m x 100mm REFLECTORISED YELLOW ADVANCED NO OVERTAKING WARNING LINES 100mm TO LEFT OF 100mm INTERMITTENT WHITE LINES

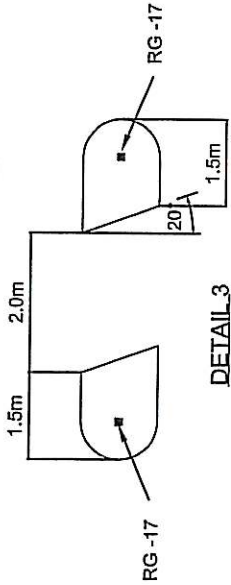
100mm REFLECTORISED YELLOW NO OVERTAKING LINE 100mm TO LEFT OF 100mm INTERMITTENT WHITE LINE.
FOR MULTI-LINE HIGHWAY SITUATION APPROACH SHOULD BE MARKED WITH DOUBLE YELLOW

NO STOPPING DISTANCES NECESSARY TO ACHIEVE MINIMUM AND DESIRABLE VISIBILITY DISTANCES.

ROADWAY	X		Y	
	MIN.	DES	MIN	DES
ROADS WITHOUT SIDE ISLANDS	19m	29m	5m	13m

MIN. DISTANCES SHOULD NOT BE USED IF THERE IS A HIGH INCIDENCE OF HEAVY GOODS VEHICLE PARKING.
ADDITIONAL LENGTHS OF 'NO STOPPING' MAY ALSO BE NECESSARY FOR ROADS OF LESS THAN 8m TO ALLOW FOR SAFE VEHICLE SIDE SHIFT AROUND MEDIAN ISLAND.

MIN RECOMMENDED WIDTH 1.4m. THIS SHOULD BE WIDER WHERE CARRIAGEWAY WIDTH PERMITS UP TO A MAX OF 2m.



DETAIL 3

REFER TRANSIT NEW ZEALAND MANUAL OF TRAFFIC SIGNS AND MARKINGS PART II



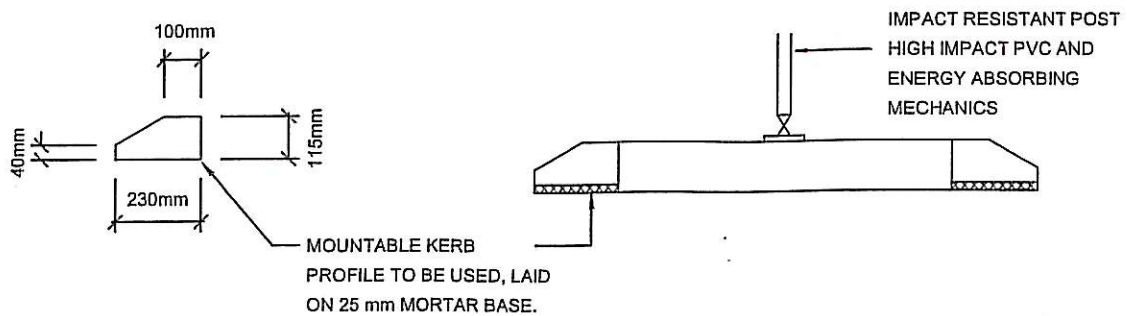
Franklin
DISTRICT COUNCIL

DATE: DEC 1999

No: R 22

STANDARD DETAIL

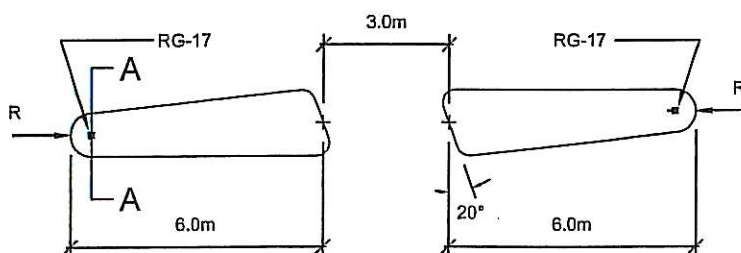
PEDESTRIAN CROSSING STANDARD REFUGE CROSSING POINT APPROACH DETAILS



NOTE
FOR ALL DETAILS KERBS
TO BE PAINTED WITH
REFLECTORISED WHITE PAINT

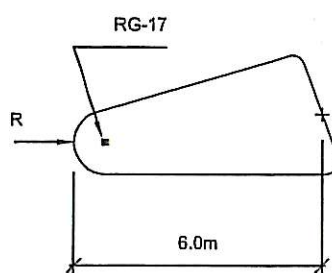
INFILL TRAFFIC ISLANDS WITH FINE McCALLUM'S
CONCRETE, EXPOSED SURFACE.
FOR LARGER ISLANDS IN EXCESS OF 2m³
INFILL WITH REGULAR CONCRETE AND SURFACE
WITH FINE McCALLUM'S CONCRETE, EXPOSED
SURFACE.

SECTION A - A



DIMENSION TO BE
ADJUSTED AS REQUIRED
TO ACCOMMODATE
ACCESSES AND PRIVATE
DRIVES ETC.

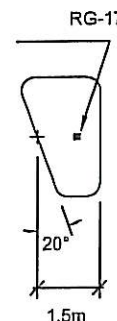
DETAIL 1



DETAIL 2

DETAIL 1 AND 2

MINIMUM RECOMMENDED WIDTH 1.4 m.
THIS SHOULD BE WIDER WHERE
CARRIAGEWAY WIDTH PERMITS UP TO A
MAX. OF 3 m, WHEN ASSOCIATED WITH A
RIGHT TURN POCKET MIN. WIDTH SHOULD
BE 2.5 m.



R = 0.5 m RADIUS UP
TO 2 m WIDE
ISLAND AND 0.8 m
ABOVE

NOTE:
PRECAST KERB BLOCKS MAY BE USED.



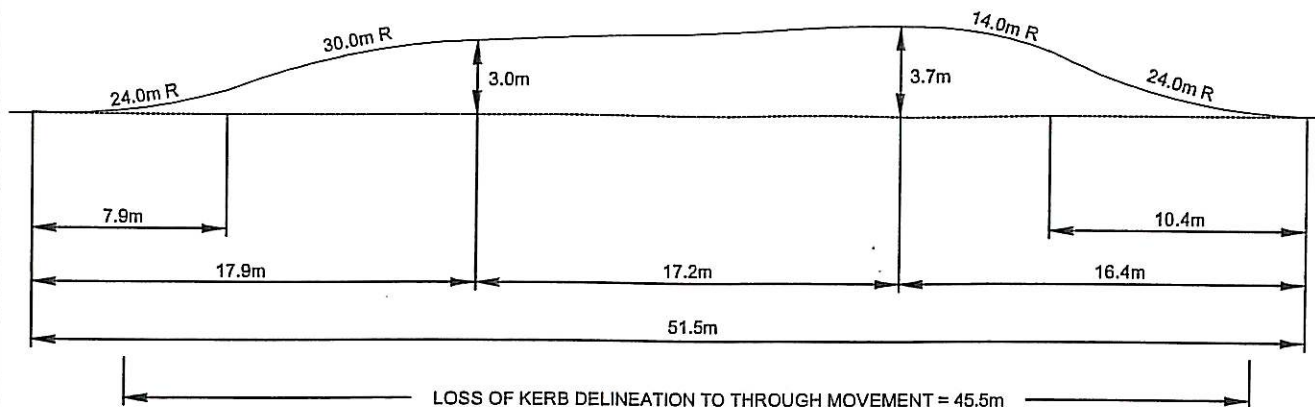
Franklin
DISTRICT COUNCIL

DATE: AUGUST 2010

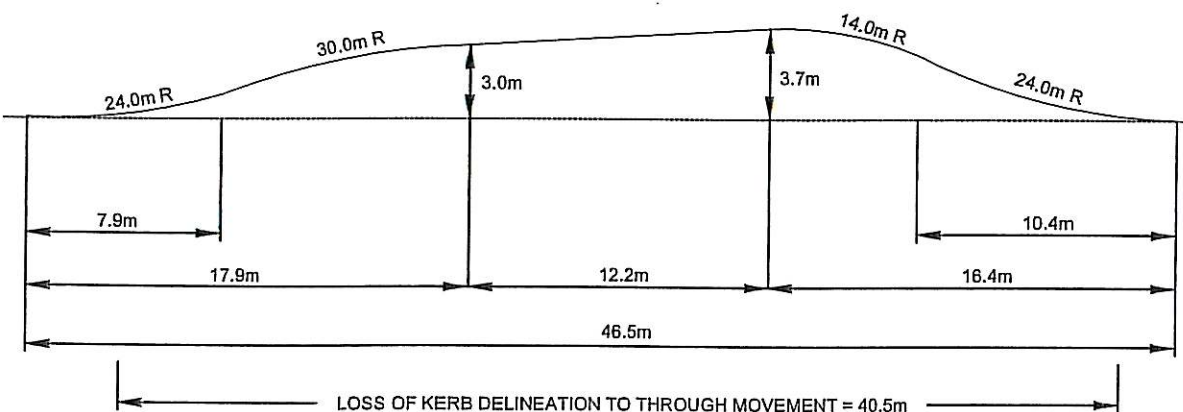
No: R 23

STANDARD DETAIL

PEDESTRIAN CROSSING STANDARD REFUGE ISLAND DETAILS



ARTICULATED BUS BAY



SINGLE BUS BAY

NOTES:-

1. FOR BUSES LOADING INDEPENDENTLY ADD 12.2M TO LENGTH OF 3.7M PARALLEL BAY.
2. BUS BAY TO BE OF CONCRETE CONSTRUCTION WITH A MINIMUM OF 225MM THICKNESS AND 2 LAYERS OF 665 MESH (75MM COVER TO UNDERSIDE AND 50MM COVER TO TOP).
3. CONCRETE STRENGTH SHALL BE 20 MPA AT 28 DAYS MINIMUM.



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STANDARD DETAIL

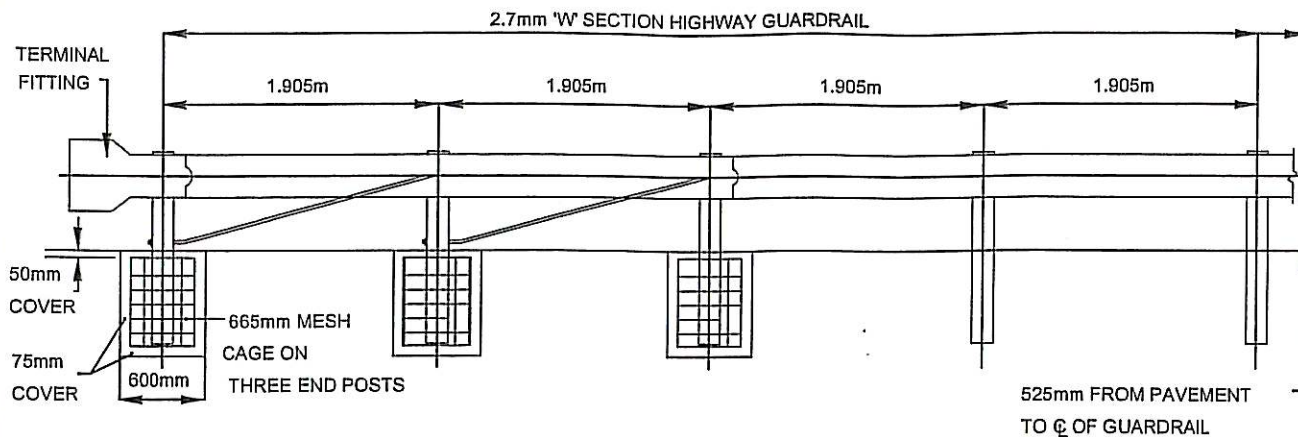
DATE:

DEC 1999

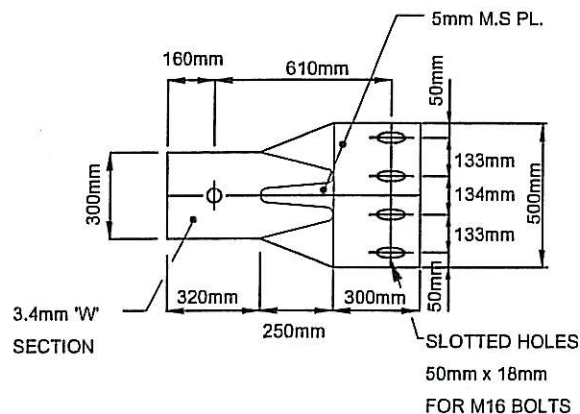
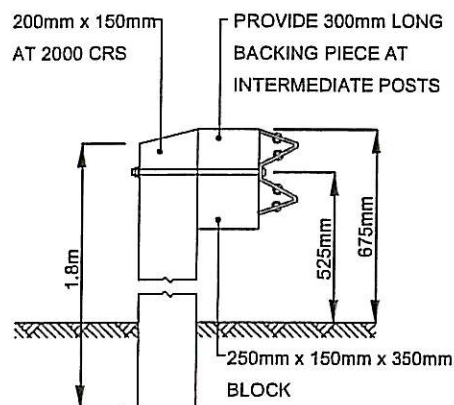
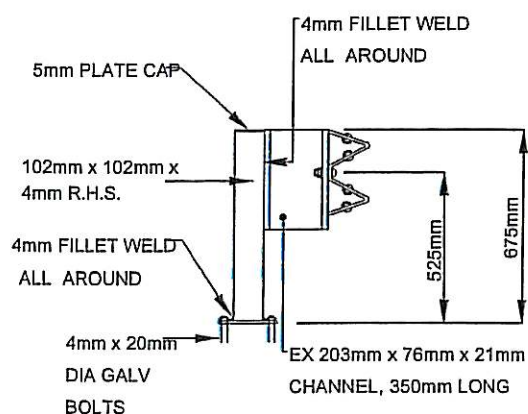
No:

R 24

INDENTED BUS BAYS



ELEVATION BREAKAWAY CABLE TERMINAL



BRIDGE END POST ATTACHMENT DETAIL

NOTES:-

1. WHERE SPECIFIED THE LAST 4.00m SECTION OF RAIL SHALL BE FACTORY BENT TO 10.50m RADIUS (TRAFFIC FACE CONVEX) TO PROVIDE APPROXIMATELY 750mm SET BACK ON END POST. STANDARD TERMINAL ENDS SHALL BE FITTED.
2. FOR FABRICATION AND ASSEMBLY OF STANDARD GUARDRAILS AND HANDRAILS FOR HIGHWAY BRIDGES AND BRIDGE APPROACHES SEE TNZ P/15P



Franklin
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DATE:

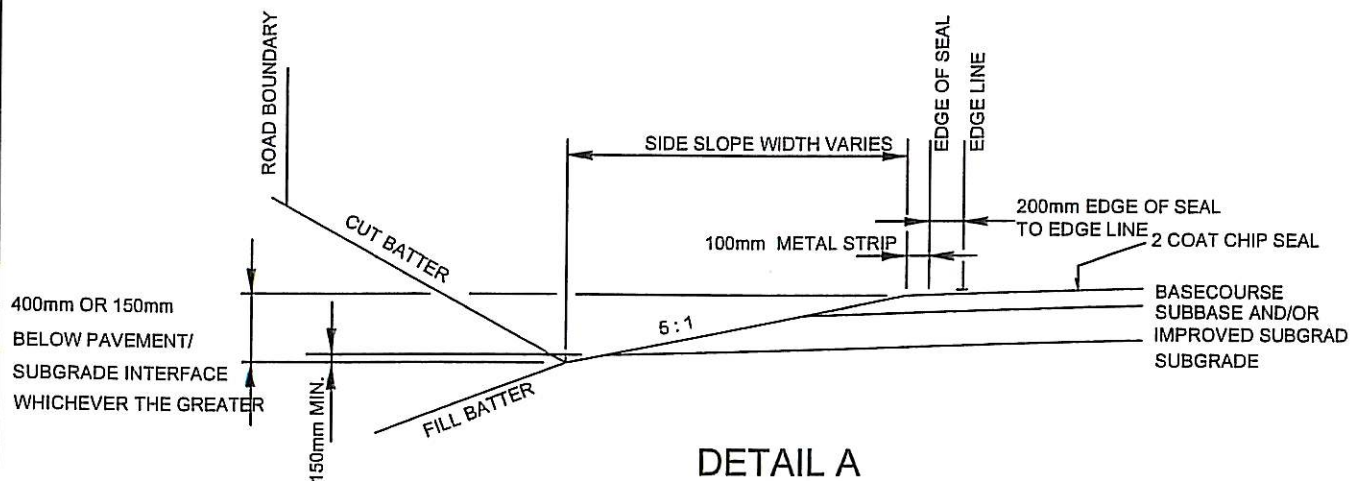
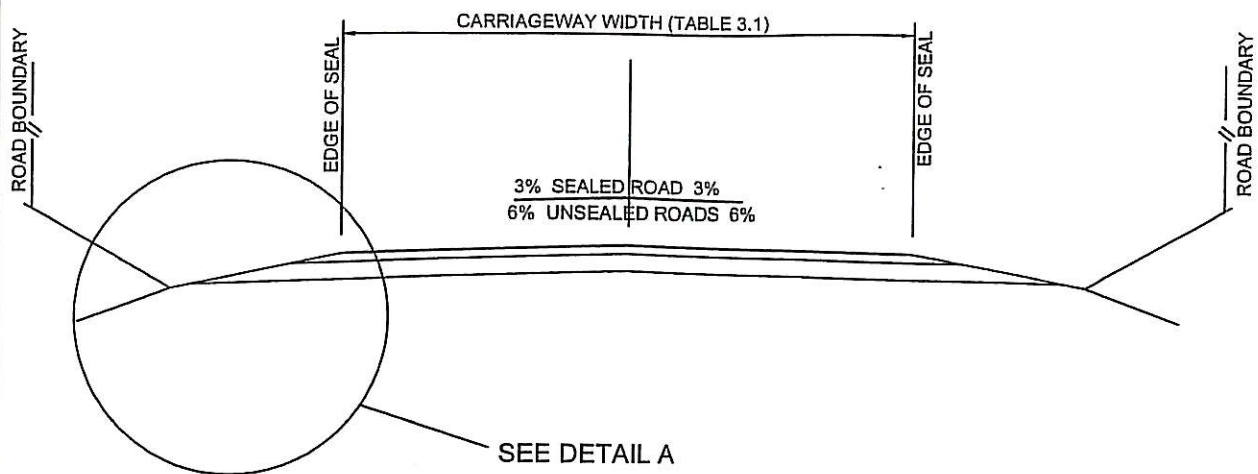
DEC 1999

No:

R 25

STANDARD DETAIL

ARMCO FLEXRAIL FIXING DETAILS



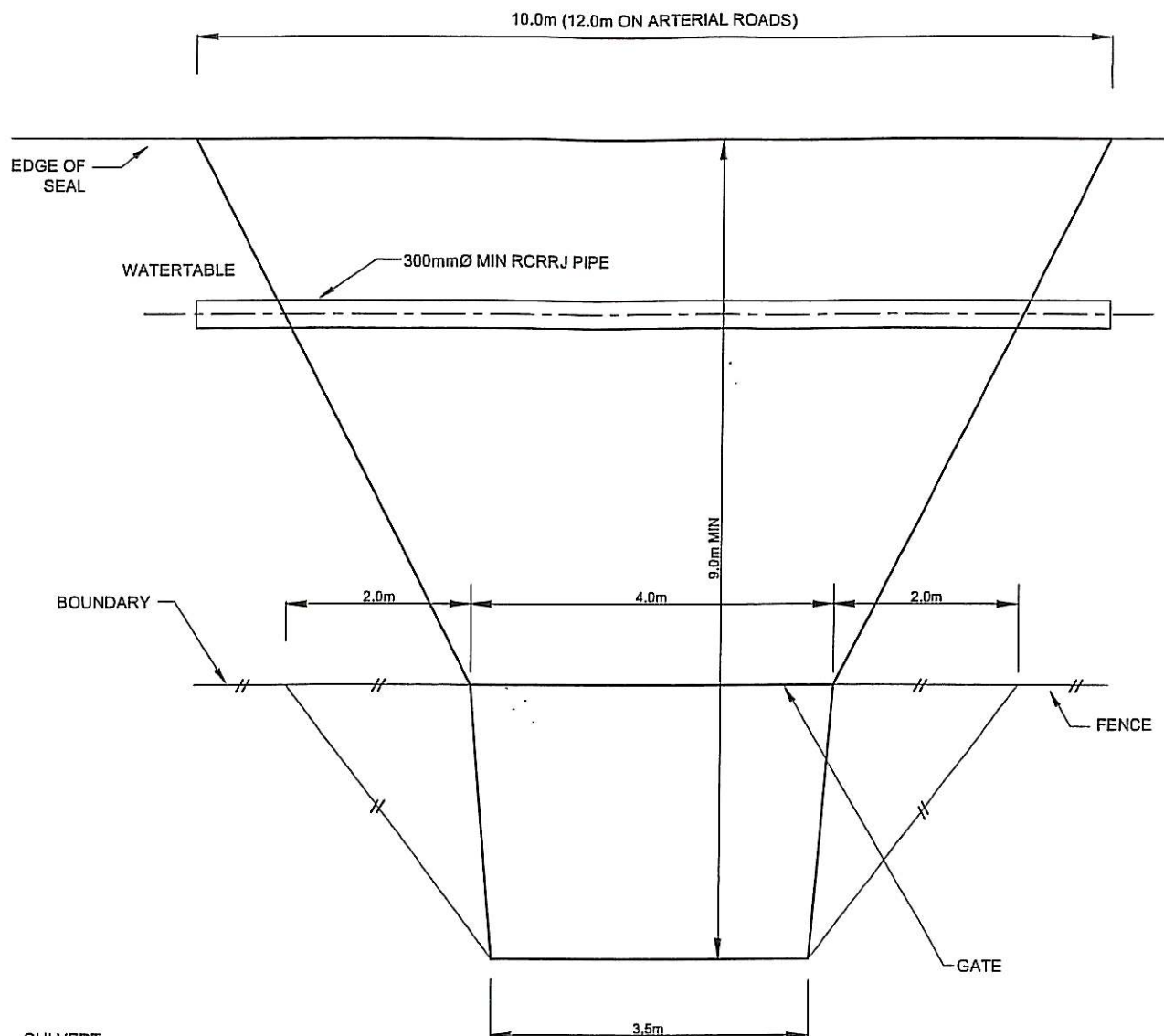
Franklin
DISTRICT COUNCIL

DATE: DEC 1999

No: R 28

STANDARD DETAIL

RURAL ROADING TYPICAL CROSS SECTION



1. CULVERT

- 1.1. IF THE PROPERTY ENTRANCE CROSSES A ROADSIDE WATERTABLE A CULVERT PIPE SHALL BE INSTALLED. THE CULVERT PIPE SHALL BE OF SUFFICIENT SIZE TO CARRY THE FLOWS ARISING FROM THE UPSTREAM CATCHMENT AND SHALL HAVE A MINIMUM DIAMETER OF 300mm. A RCRRJ CLASS X PIPE SHALL BE USED.
- 1.2. ANY UNSUITABLE BEDDING MATERIAL SHALL BE REMOVED AND REPLACED WITH SAND OR GAP 40.
- 1.3. ALL CULVERTS SHALL BE LAID STRAIGHT AND AT A CONSTANT GRADE WITH THE SOCKET END AT THE UPSTREAM INLET. THE ENDS OF THE CULVERT PIPE SHALL EXTEND A MINIMUM OF 0.5 METRES BEYOND THE METAL FORMATION.
- 1.4. THE APPLICANT SHALL BE RESPONSIBLE FOR ENSURING THAT THE CULVERT PIPE IS FULLY OPEN AT ALL TIMES.
- 1.5. IF THE PROPERTY ENTRANCE CROSSES A DRAIN OR WATERCOURSE THE APPLICANT SHALL OBTAIN APPROVAL FROM THE APPROPRIATE DRAINAGE BOARD OR REGIONAL COUNCIL PRIOR TO COMMENCING CONSTRUCTION.

2. PAVEMENT

- 2.1. A MINIMUM OF 100mm OF GOOD QUALITY GAP 40 BASECOURSE METAL SHALL BE PLACED, TRIMMED AND COMPACTED FROM THE EDGE OF SEAL TO THE GATE. A SUB-BASE LAYER MAY ALSO BE REQUIRED IF POOR SUB-GRADE CONDITIONS ARE ENCOUNTERED.
- 2.2. THE BASECOURSE METAL SHALL BE TRIMMED TO PROVIDE A CROWN IN THE CENTRE OF THE ENTRANCE TO ENSURE ADEQUATE SURFACE DRAINAGE TO PREVENT PONDING.
- 2.3. THE GRADE OF THE ENTRANCE SHALL NOT EXCEED 1 IN 8.

3. SURFACING

- 3.1. ALL NEW PROPERTY ENTRANCES ON ARTERIAL ROADS SHALL BE SEALED FROM THE EDGE OF THE SEALED CARRIAGEWAY TO THE GATE.
- 3.2. SEALING OF PROPERTY ENTRANCES ON OTHER ROADS MAY ALSO BE REQUIRED IF THERE IS A RISK OF AGGREGATE MIGRATION ONTO THE SEALED CARRIAGEWAY.

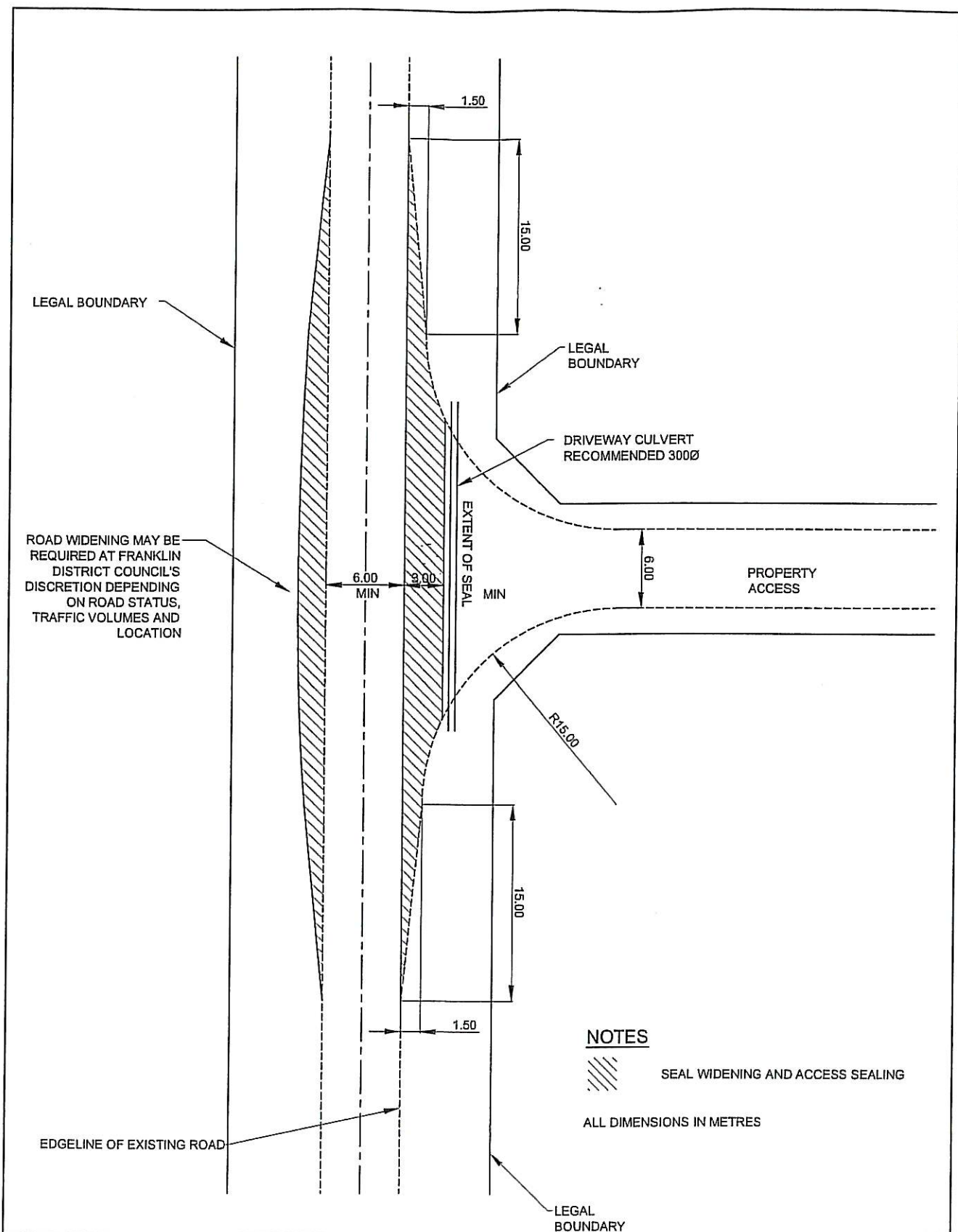


DATE: APRIL 2009

No: R 29

STANDARD DETAIL

STANDARD RURAL PROPERTY ENTRANCE (RESIDENTIAL USE)



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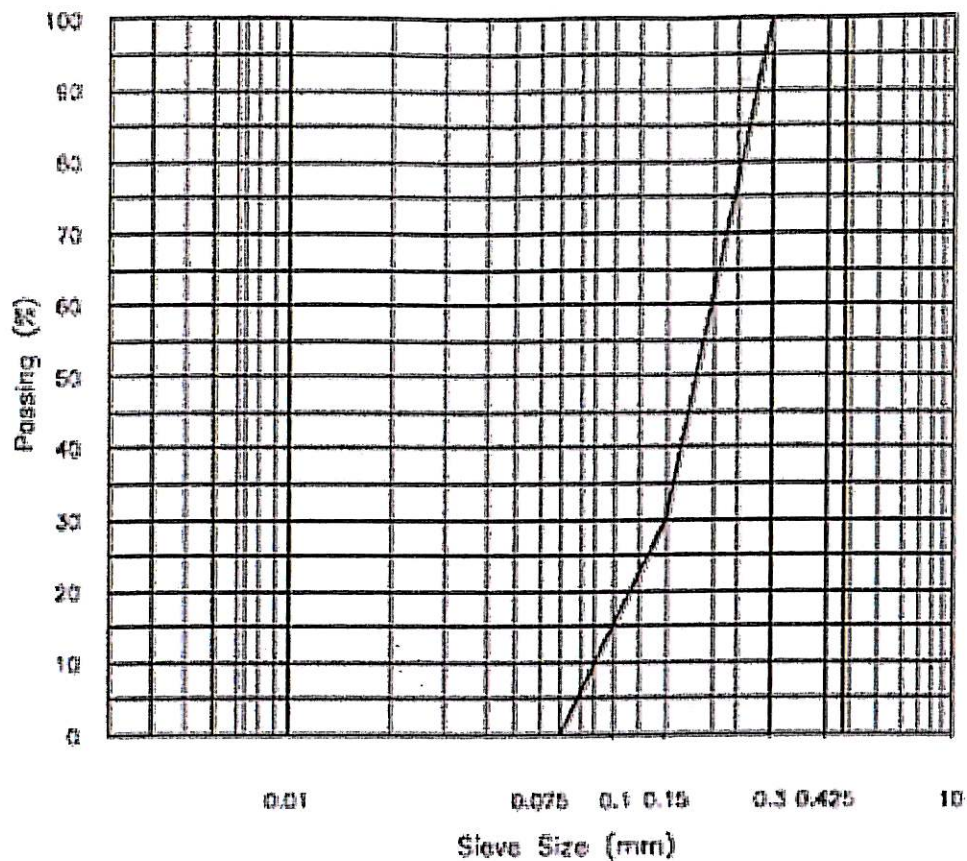
DATE: APRIL 2009

No: R 31

STANDARD DETAIL

PRIVATE ACCESS
HEAVY VEHICLES
(e.g. TANKERS)

GRADING ENVELOPE



NOTES:

1. THIS APPROVAL IS FOR WOODHILL SAND AS SUPPLIED BY WINSTONE AGGREGATES LTD.
2. THE SAND SHALL BE A FINE GRAINED SILTY BLACK SAND WITHOUT A CLAY FRACTION.
3. PROPERTIES OF SAMPLE TESTED ON 16 MARCH 1995

SIEVE SIZE (µm)	PERCENTAGE PASSING
425	100
300	99
150	32
75	0

4. CBR: 50% AT MAX, DENSITY OF 1.9t/m (TO ASTM D2049 - 69), PERMEABILITY: AVERAGE 1.337x10 m/sec TO BS 1377.



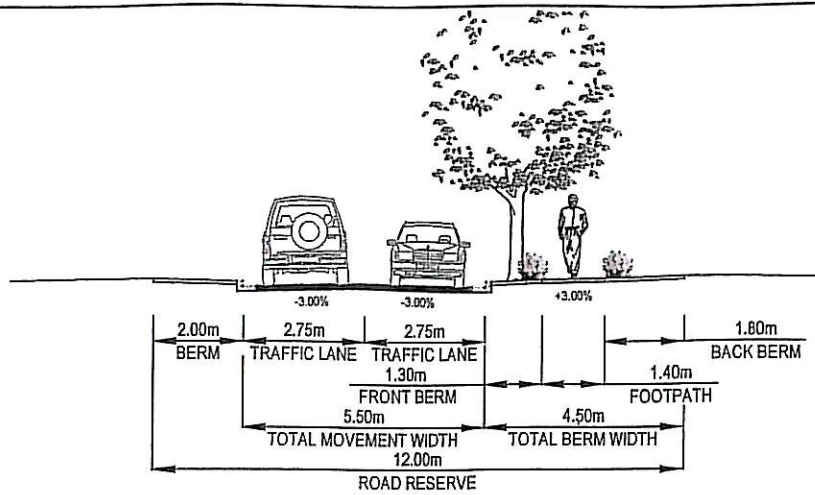
Franklin
DISTRICT COUNCIL

DATE: APRIL 2009

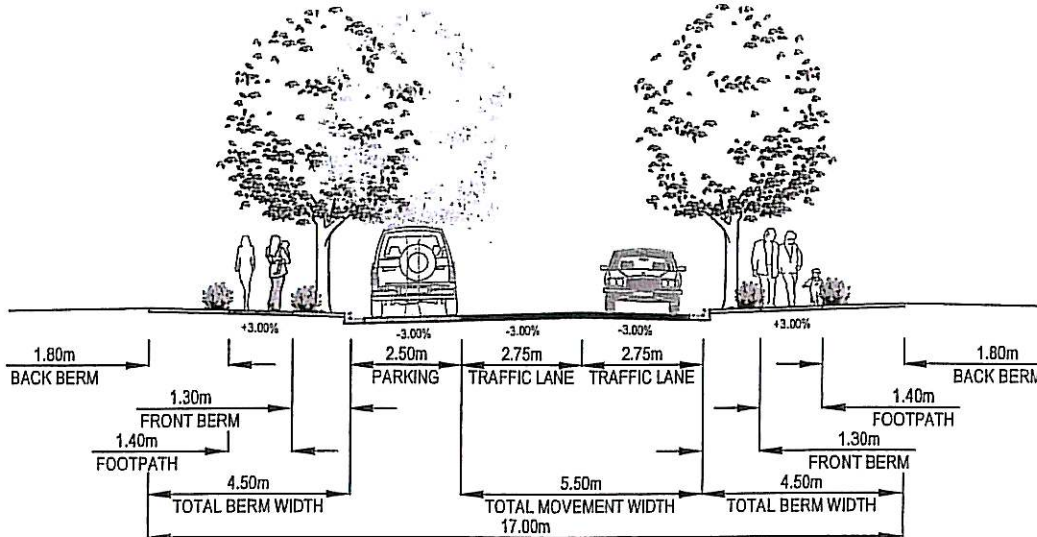
No: R 32

STANDARD DETAIL

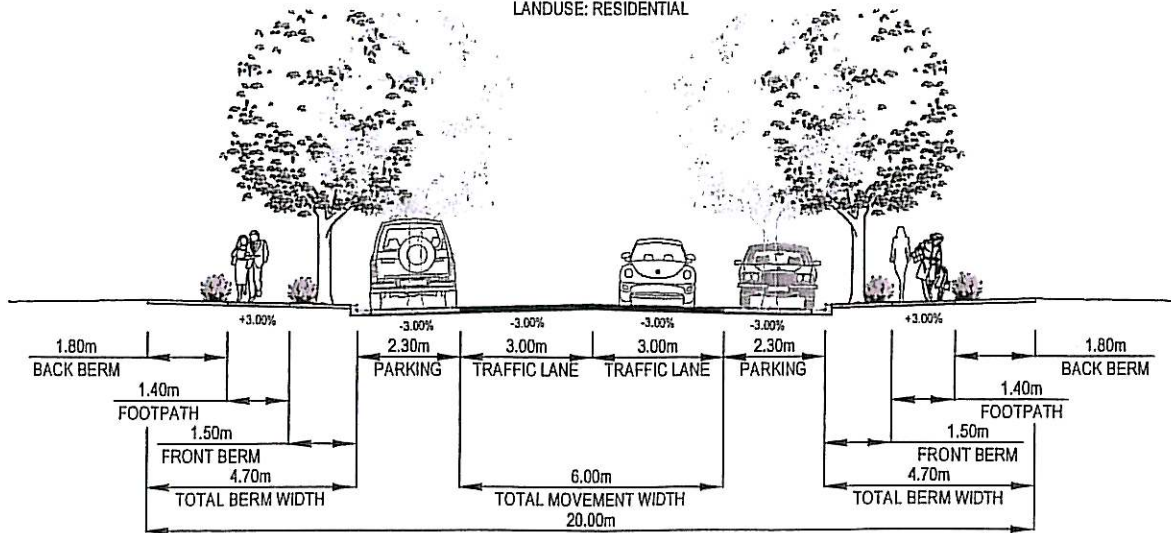
SAND FOR USE IN REPLACEMENT OF
UNDERCUTS IN ROADWORKS



A1: REAR LANE
LANDUSE: RESIDENTIAL



A2: CUL-DE-SAC
LANDUSE: RESIDENTIAL



A3: LINK ROAD
LANDUSE: RESIDENTIAL

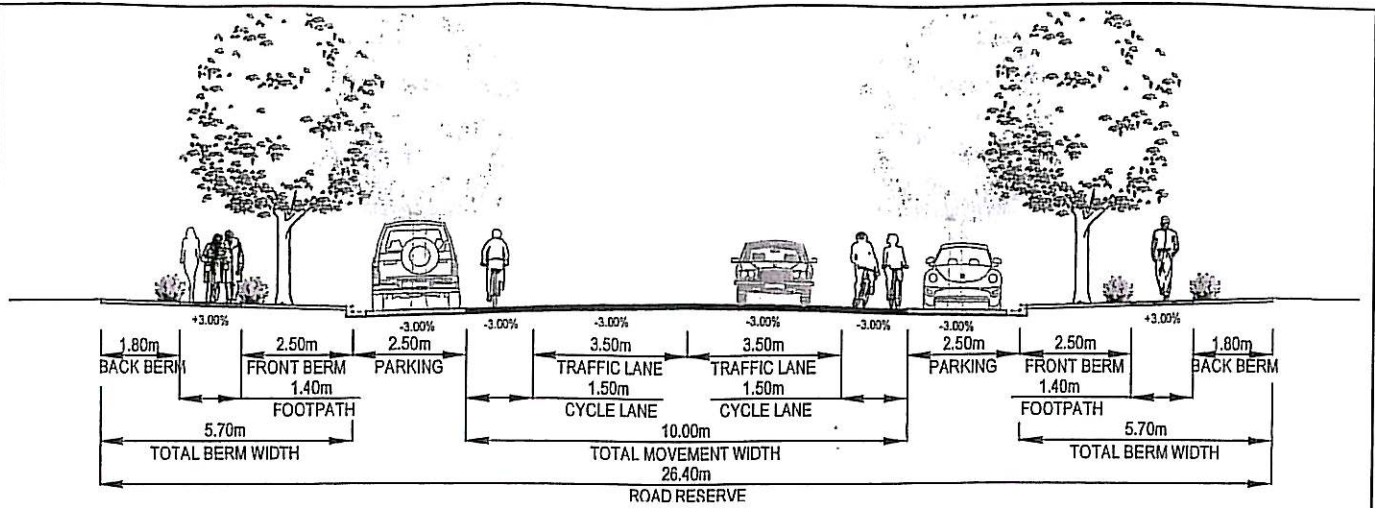


STANDARD DETAIL

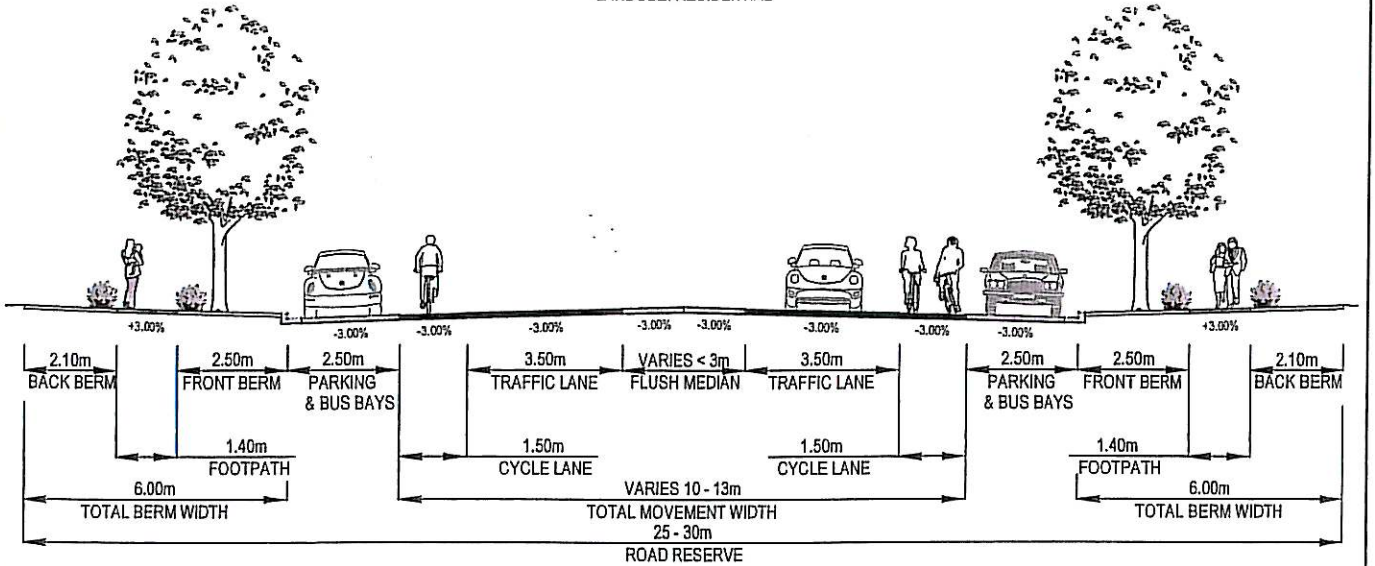
TYPICAL CROSS SECTIONS SHEET 1

DATE: AUGUST 2010

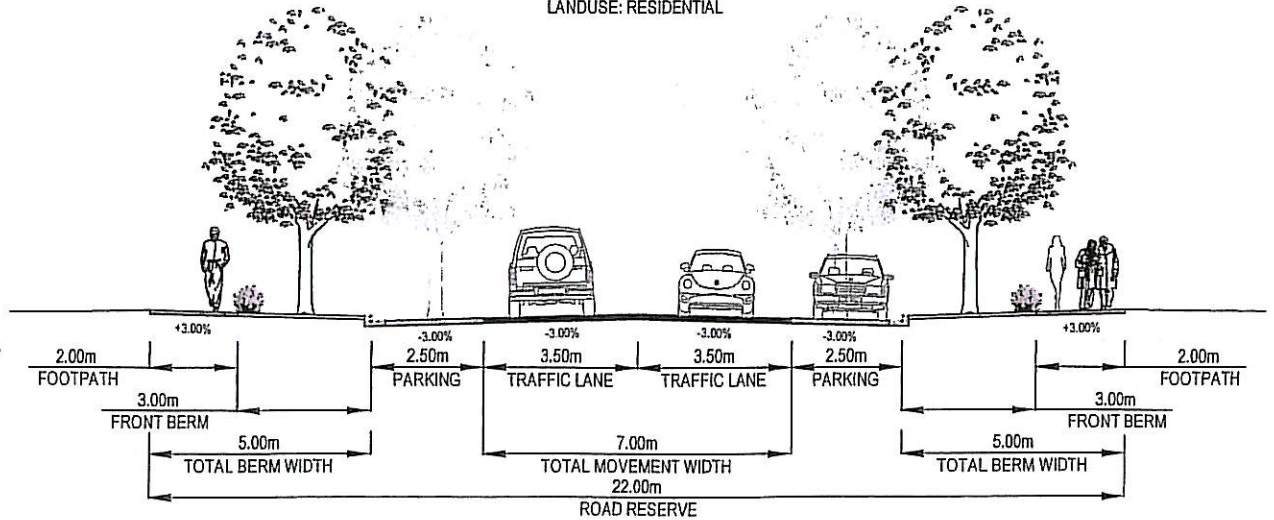
No: R33



A4: COLLECTOR
LANDUSE: RESIDENTIAL



A5: ARTERIAL
LANDUSE: RESIDENTIAL



B1: LINK ROAD
LANDUSE: BUSINESS (INDUSTRIAL)



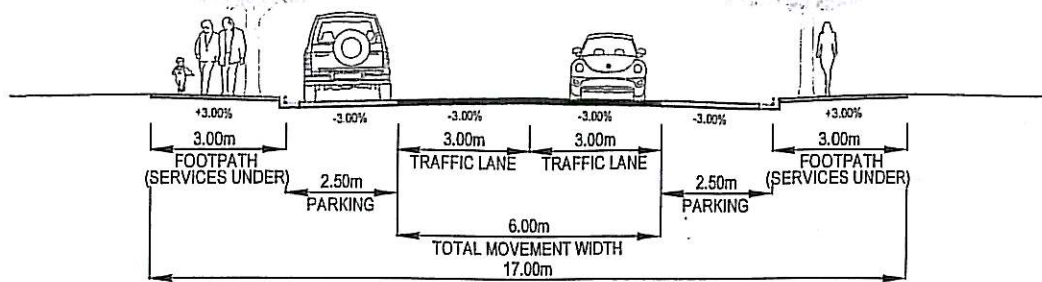
Franklin
DISTRICT COUNCIL

DATE: AUGUST 2010

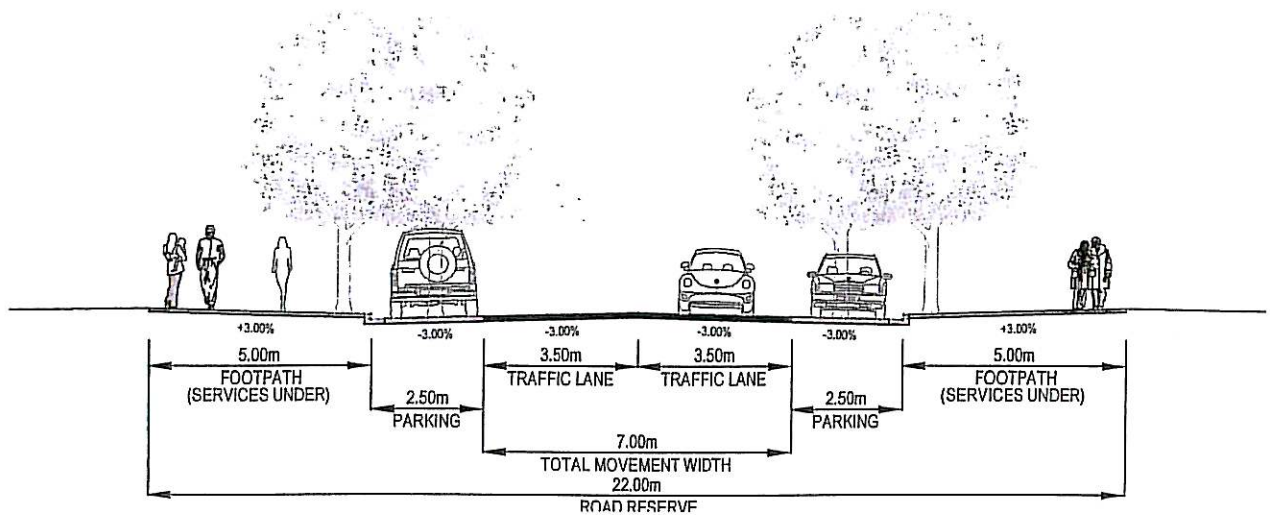
No: R34

STANDARD DETAIL

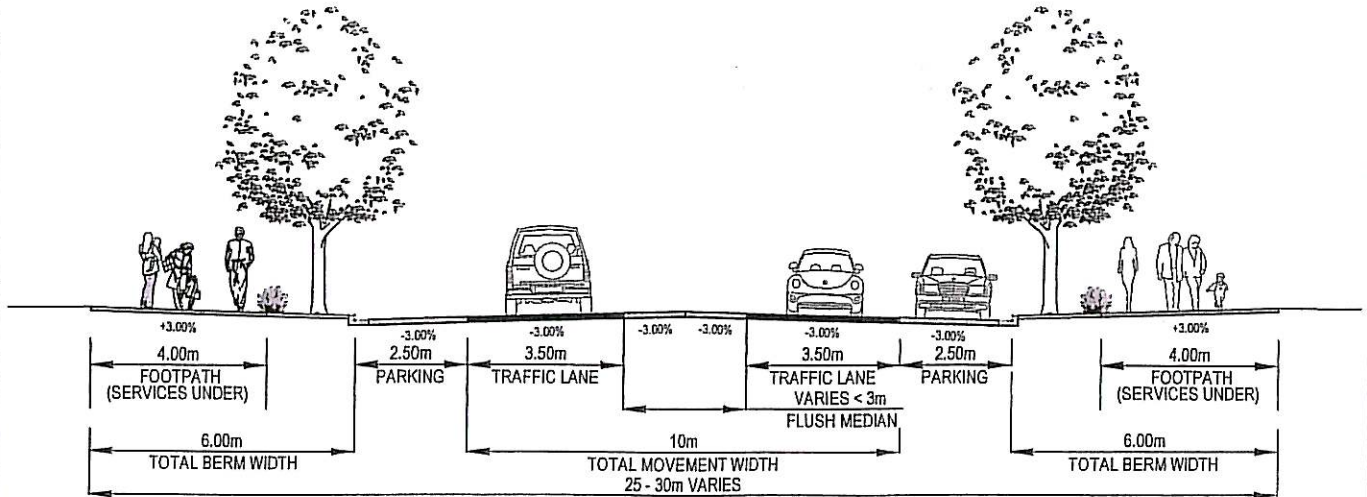
TYPICAL CROSS SECTIONS SHEET 2



ROAD RESERVE
C1: CUL-DE-SAC
 LANDUSE: BUSINESS (COMMERCIAL)



ROAD RESERVE
C2: LINK ROAD
 LANDUSE: BUSINESS (COMMERCIAL)



ROAD RESERVE
C3: COLLECTOR
 LANDUSE: BUSINESS (COMMERCIAL)



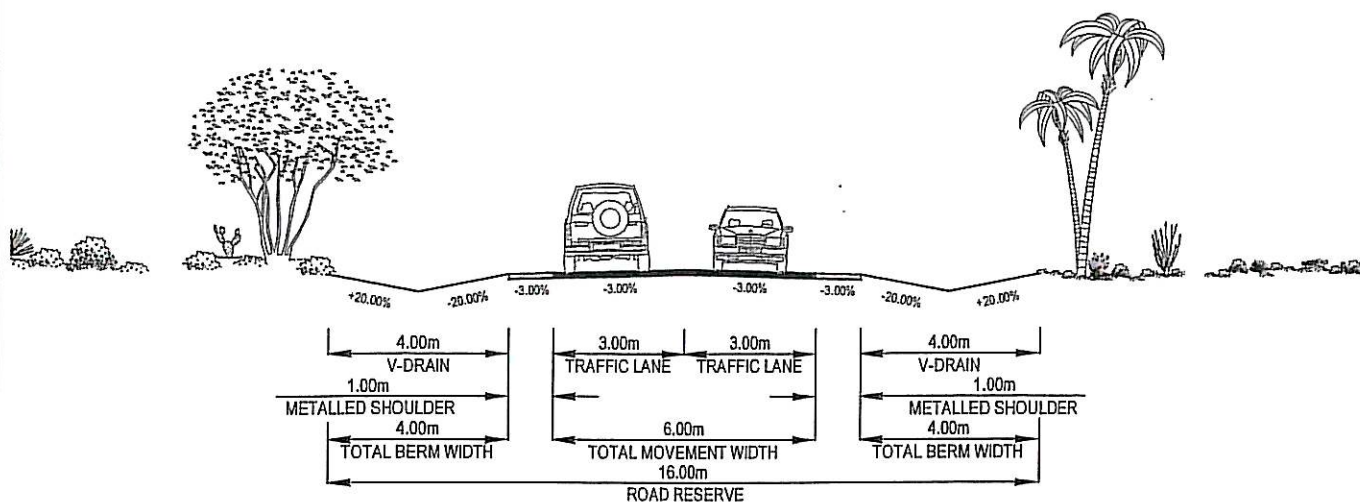
Franklin
 DISTRICT COUNCIL

DATE: AUGUST 2010

No: R35

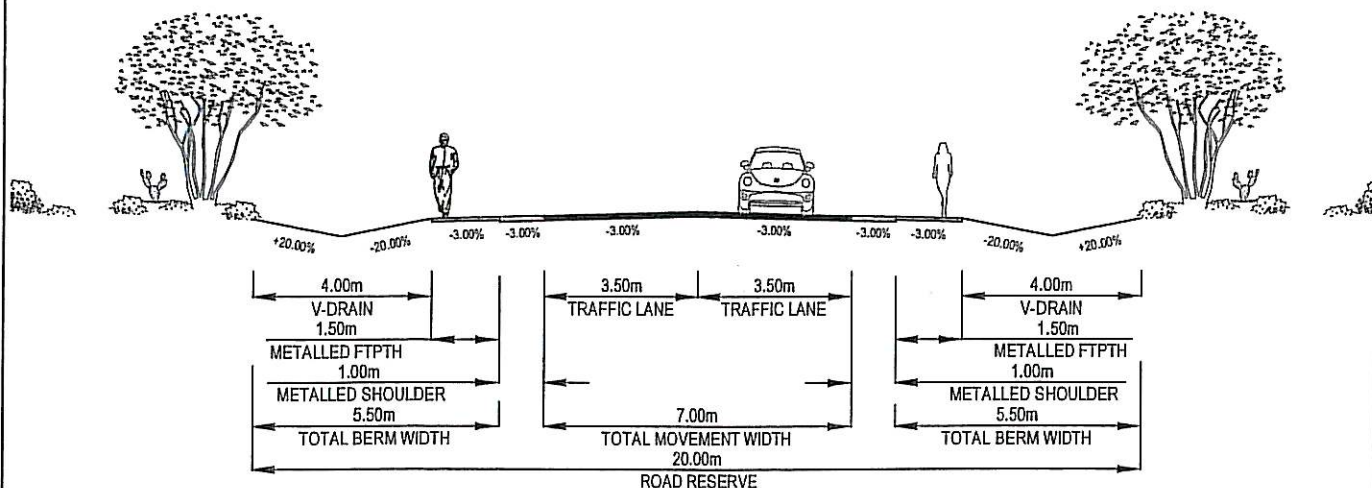
STANDARD DETAIL

TYPICAL CROSS SECTIONS SHEET 3



D1: CUL-DE-SAC

LANDUSE: RURAL



D2: LOCAL ROAD

LANDUSE: RURAL



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STANDARD DETAIL

TYPICAL CROSS SECTIONS SHEET 4

DATE: AUGUST 2010

No: R36