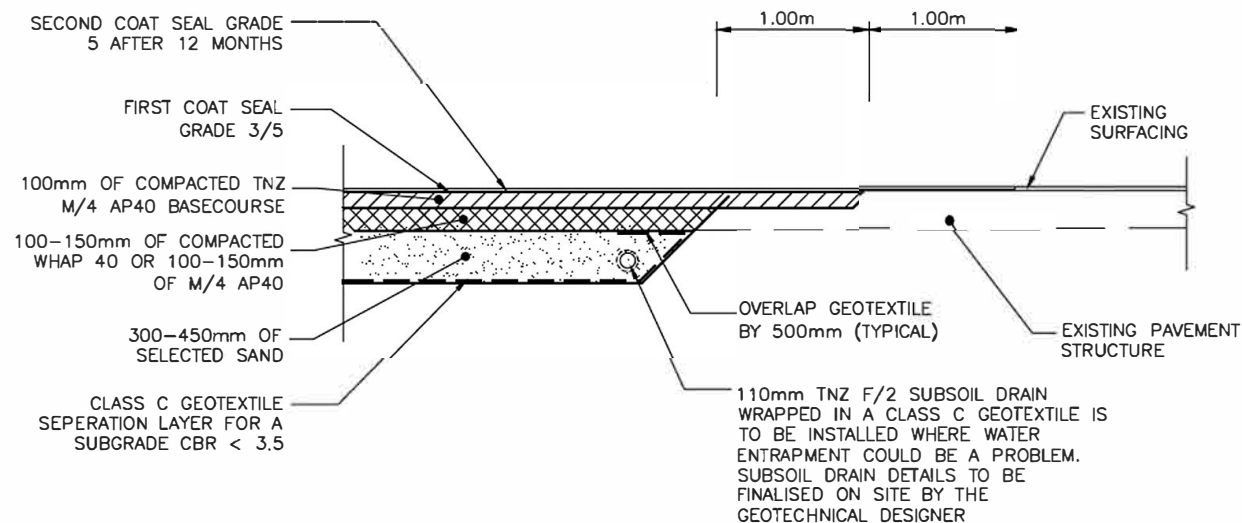
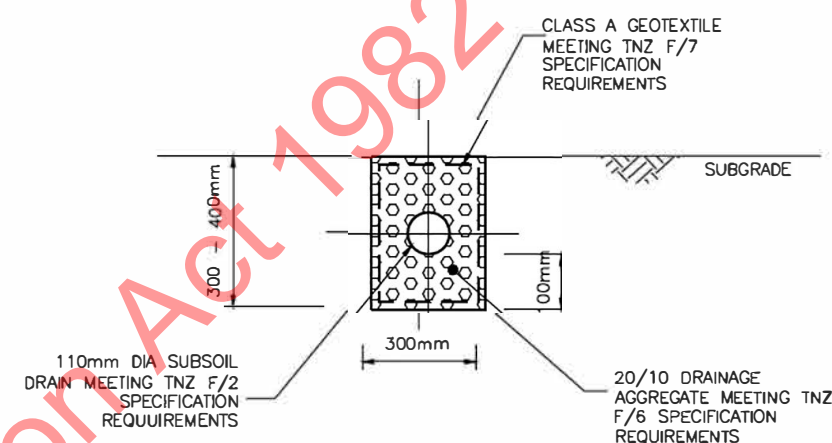


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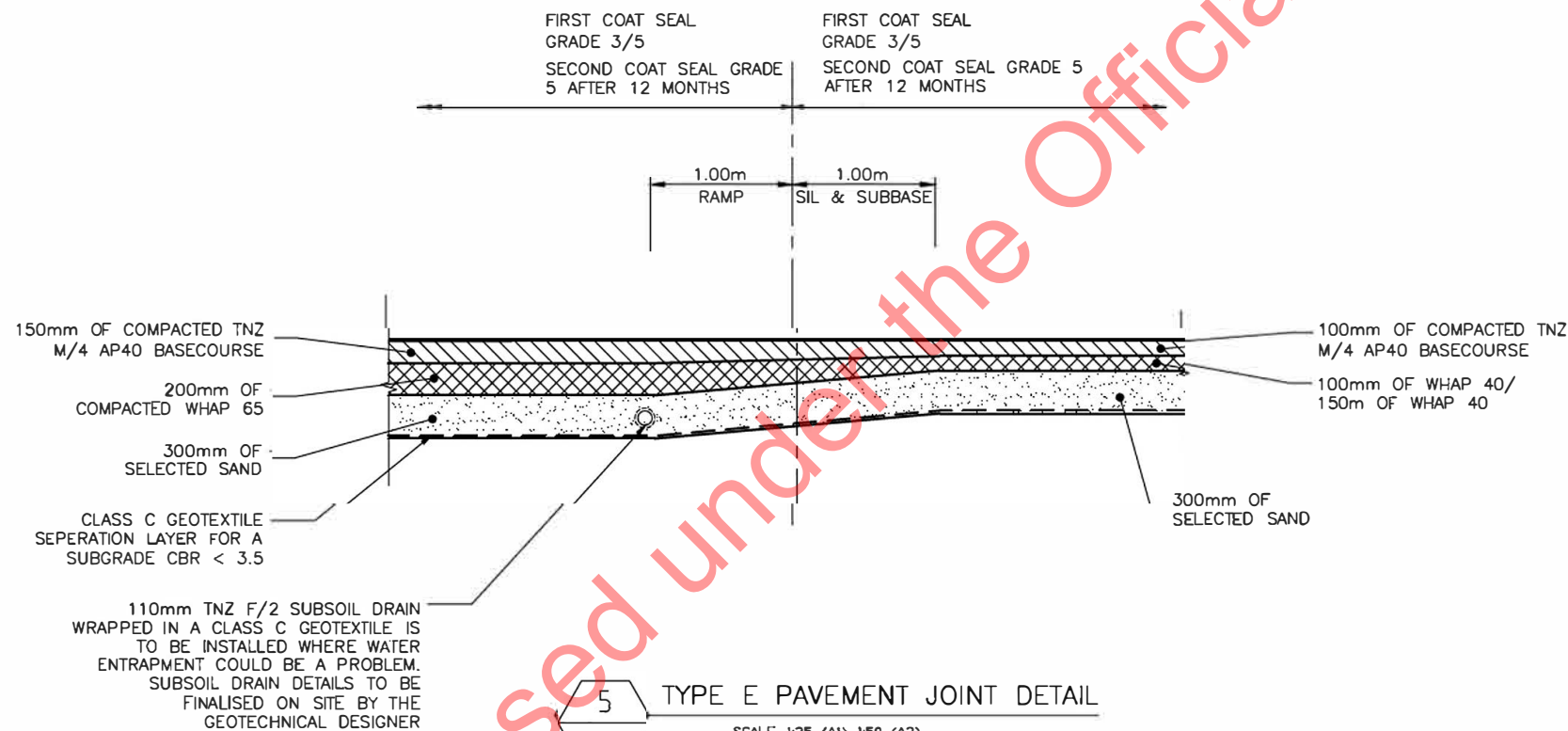
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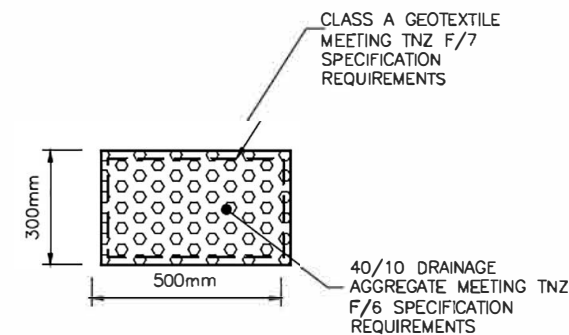
4 TYPE D PAVEMENT JOINT DETAIL  
SCALE 1:25 (A1) 1:50 (A3)



6 SUBSOIL DRAIN DETAIL  
SCALE 1:10 (A1) 1:20 (A3)



5 TYPE E PAVEMENT JOINT DETAIL  
SCALE 1:25 (A1) 1:50 (A3)



7 GEOTEXTILE WRAPPED AGGREGATE DRAIN DETAIL  
SCALE 1:10 (A1) 1:20 (A3)

Rev	Revision Description	Drawn	Designed	Design Checked	Approved	Date	Original Size
AB	AS-BUILT					16.09.15	A1

Tob 033  
Scales  
1:25 A1  
1:50 A3  
Original Size  
A1



WAIKATO EXPRESSWAY: TAMAHERE TO CAMBRIDGE SECTION

LOCAL ROADS  
TYPICAL DETAILS  
SHEET 2 OF 2

Approved for Issue

s 9(2)(a)

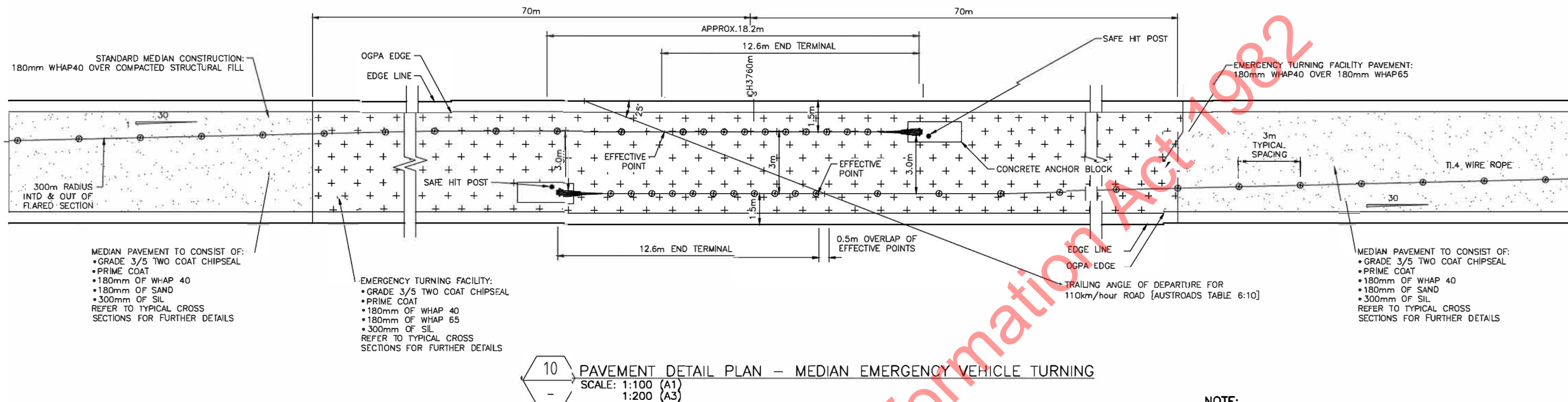
Status AS-BUILT

Drawing Number  
C-115-033

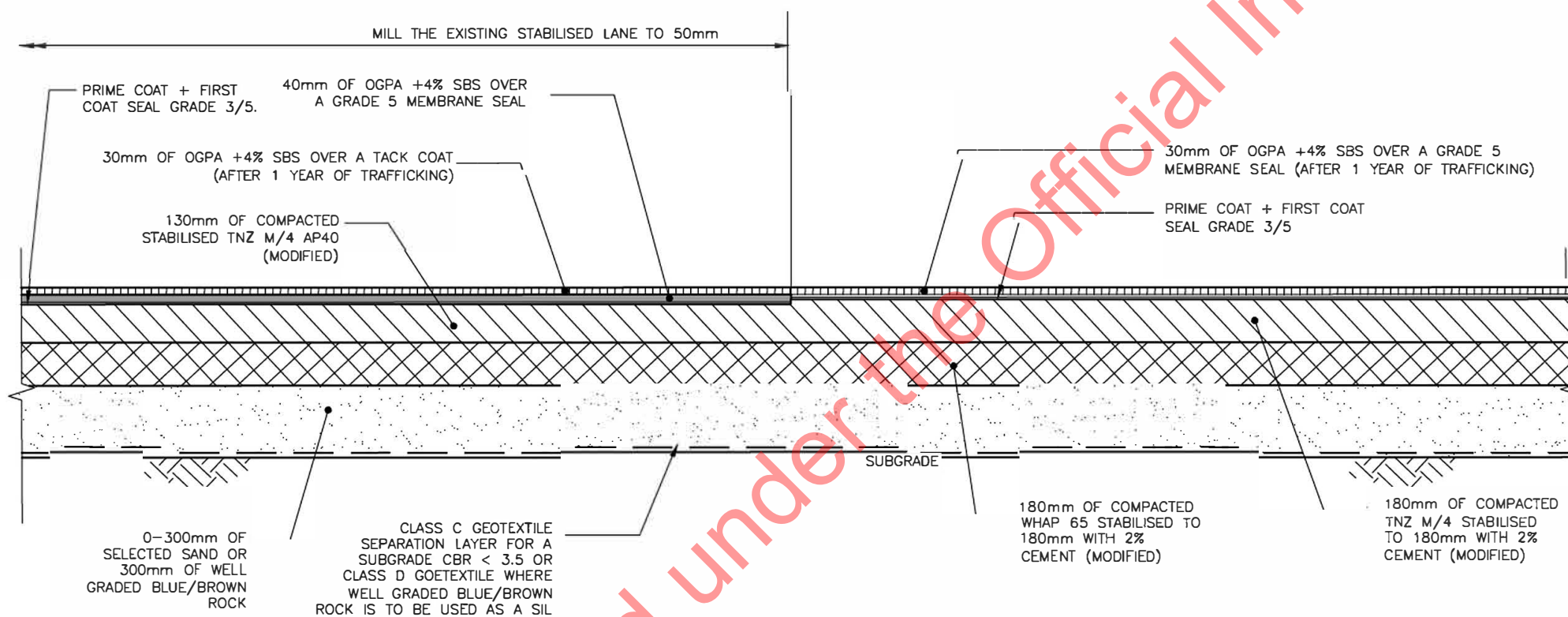
Revision  
AB



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10 PAVEMENT DETAIL PLAN - MEDIAN EMERGENCY VEHICLE TURNING  
SCALE: 1:100 (A1)  
1:200 (A3)



1 MAIN ALIGNMENT LONG SECTION THROUGH TRANSITION BETWEEN CHIPSEAL & OGPA SURFACING AT OPENING WHERE MITIGATION WFD GREATER THAN 4mm  
SCALE: 1:25 (A1)  
1:50 (A3)

**NOTE:**

1. THE 40mm OGPA IS TO BE TAKEN OUT TO THE SHOULDER EDGE.
2. WATERFILM MITIGATION LOCATIONS ARE SHOWN IN THE TABLE ON THIS SHEET. THE EXTENT OF WATER FILM MITIGATION FOR THESE SITES IS TO BE AGREED ON SITE WITH THE PRINCIPAL.
3. THE 180mm STABILISED SUBBASE IS TO CONSIST OF 230mm OF WHAP65 STABILISED TO 180mm OF BLUE/BROWN ROCK IS USED. ALTERNATIVELY THE 230mm OF WHAP65 CAN BE MADE UP OF 180mm OF WHAP65 & 50mm OF SAND.
4. A CEMENTED SUBBASE MAY BE ADOPTED AS A CONTINGENCY WHERE GROUND CONDITIONS DICTATE.
5. CEMENTED SUBBASES ARE TO BE PRECRACKED USING A 12 TONNE STEEL WHEEL ROLLER IN STATIC MODE PRIOR TO THE CONSTRUCTION OF THE OVERLYING BASE LAYERS.
6. IN ADDITION TO THE MITIGATION LOCATIONS LISTED IN TABLE 1 BELOW FURTHER INVESTIGATIONS ARE BEING CARRIED OUT RELATIVE TO POTENTIAL WATER FILM DEPTH ISSUES WHERE THE OGPA LAYER MAY ACT AS A BARRIER TO MEDIAN OR SHOULDER DRAINAGE. MITIGATION MEASURES MAY INCLUDE AN ADDITIONAL LAYER OF OGPA WHERE >4mm WATER FILM DEPTH OCCURS ON THE CARRIAGEWAY OR ADDITIONAL DRAINAGE FEATURES IN THE MEDIAN OR SHOULDERS. THESE WILL BE CONFIRMED WITH THE PRINCIPALS ADVISOR.

**WATER FILM MITIGATION LOCATIONS**

Ch. 1225-1230m Southbound
Ch. 1797-1802m Northbound
Ch. 4063-4073m Southbound
Ch. 4432-4437m Southbound
Ch. 5602-5612m Northbound
Ch. 6549-6554m Northbound
Ch. 11249-11264m Southbound
Ch. 12814-12824m Southbound

AS-BUILT					Tab 035
Revision Description					Scales AS SHOWN
Rev	Revision Description	Drawn	Checked	Designed	Original Size A1
1	AS-BUILT	s 9(2)(a)	s 9(2)(a)	16.09.15	Date



**WAIKATO EXPRESSWAY: TAMAHERE TO CAMBRIDGE SECTION**

MAIN ALIGNMENT  
TYPICAL DETAILS  
SHEET 1 OF 4

Approved for Issue

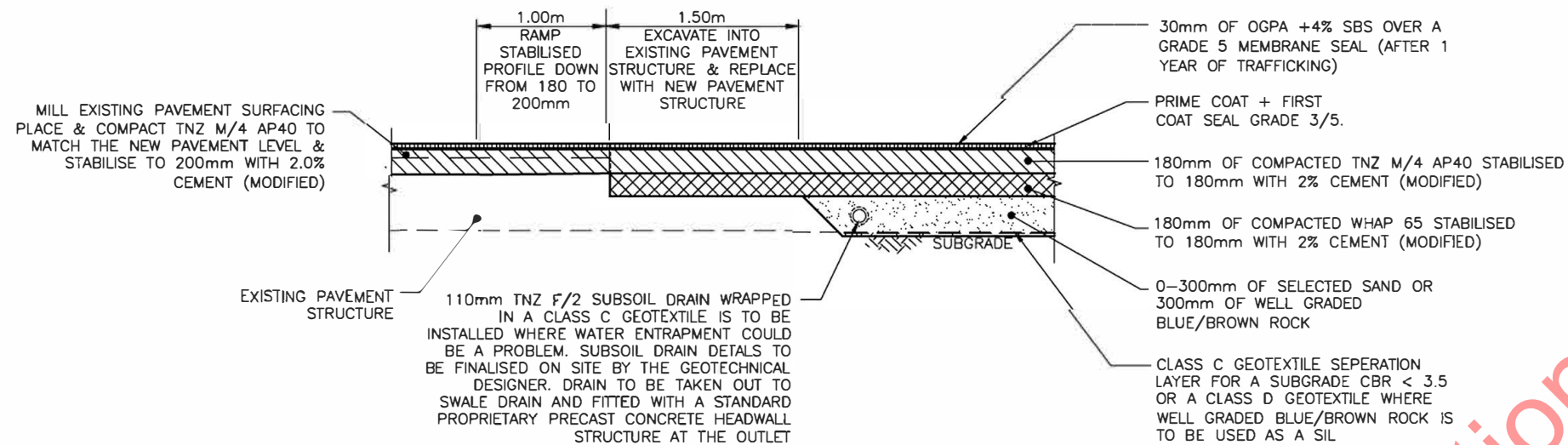
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Status AS-BUILT

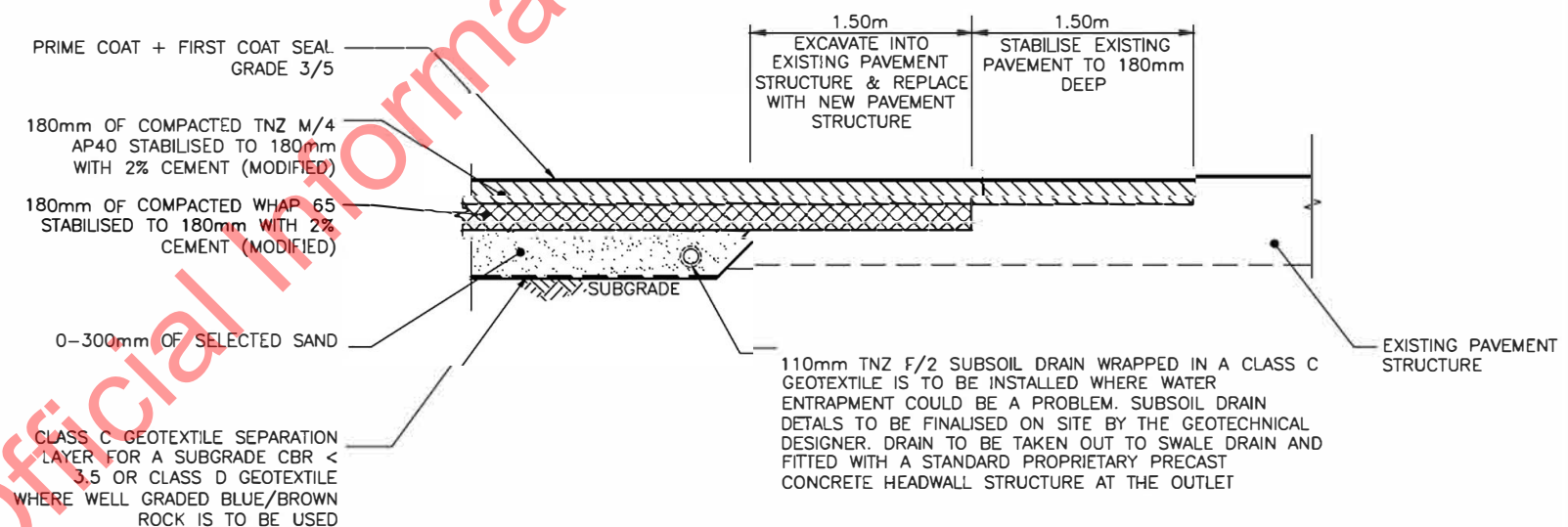
Drawing Number C-115-035

Revision AB

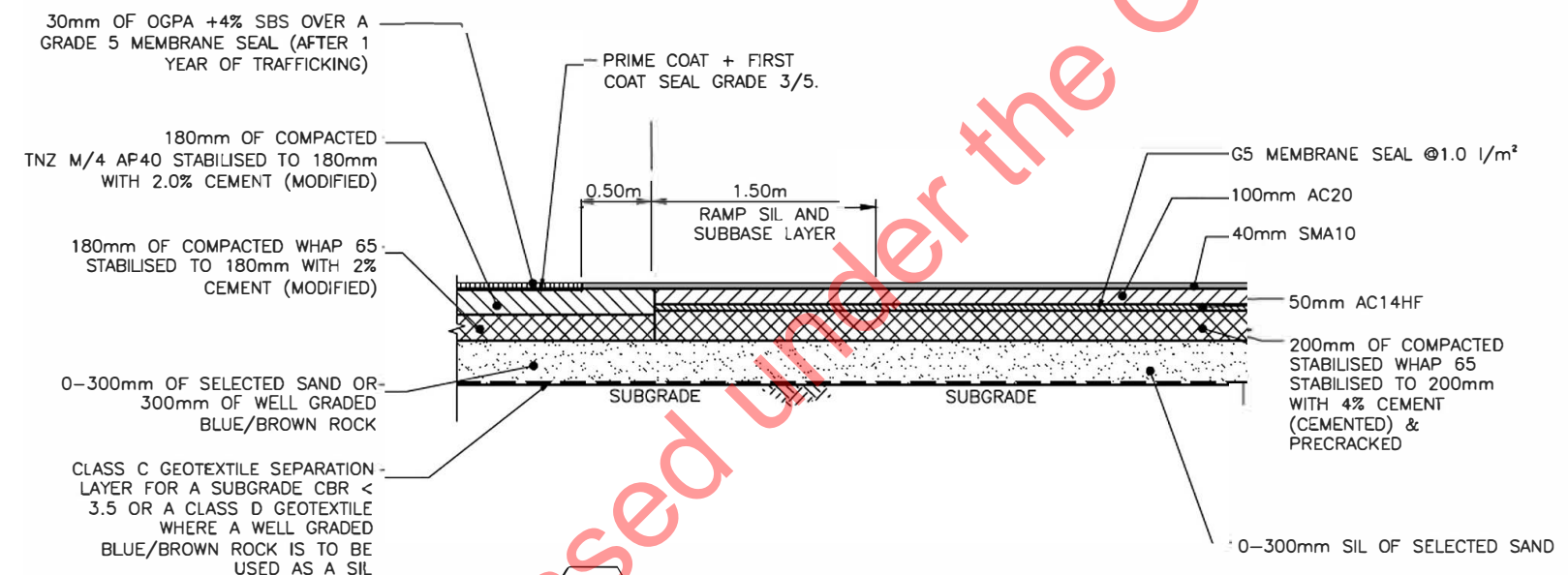
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2 TYPE A PAVEMENT JOINT DETAIL



3 TYPE B PAVEMENT JOINT DETAIL



4 TYPE C PAVEMENT JOINT DETAIL

- NOTES:**
1. THE 180mm STABILISED SUBBASE IS TO CONSIST OF 230mm OF WHAP65 MODIFIED TO 180mm IF BLUE/BROWN ROCK SIL IS USED. ALTERNATIVELY THE 230mm OF WHAP65 CAN BE MADE UP OF 180mm OF WHAP65 & 50mm OF SAND.
  2. A CEMENTED SUBBASE MAY BE ADOPTED AS A CONTINGENCY WHERE GROUND CONDITIONS DICTATE.
  3. CEMENTED SUBBASES ARE TO BE PRECRACKED USING A 12 TONNE ROLLER IN STATIC MODE PRIOR TO THE CONSTRUCTION OF THE OVERLYING BASE LAYERS.
  4. A TACK COAT IS TO BE APPLIED BETWEEN THE AC14HF & AC20 AT AN APPLICATION RATE OF 0.3 l/m².
  5. A TACK COAT IS TO BE APPLIED BETWEEN THE AC20 & SMA10 AT AN APPLICATION RATE OF 0.3 l/m².

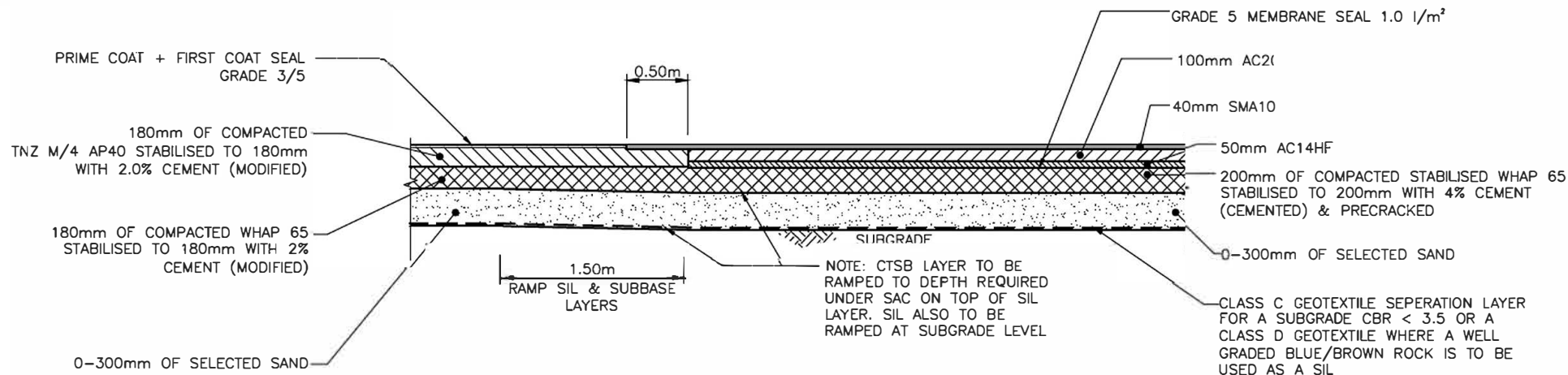
AS-BUILT					Tab 036
Revision Description					Scales 1:25 A1 1:50 A3
Rev	Revision Description	Drawn	Designed	Design Checked	Approved
1					16.09.15
U:\CAD\CAMBRIDGE-ASBUILT\2017-08\Drawings\C-115-032-038.dwg					Original Size A1
PRINTED BY: s 9(2)(a)					Date 21-Aug-17 5:01 p.m.



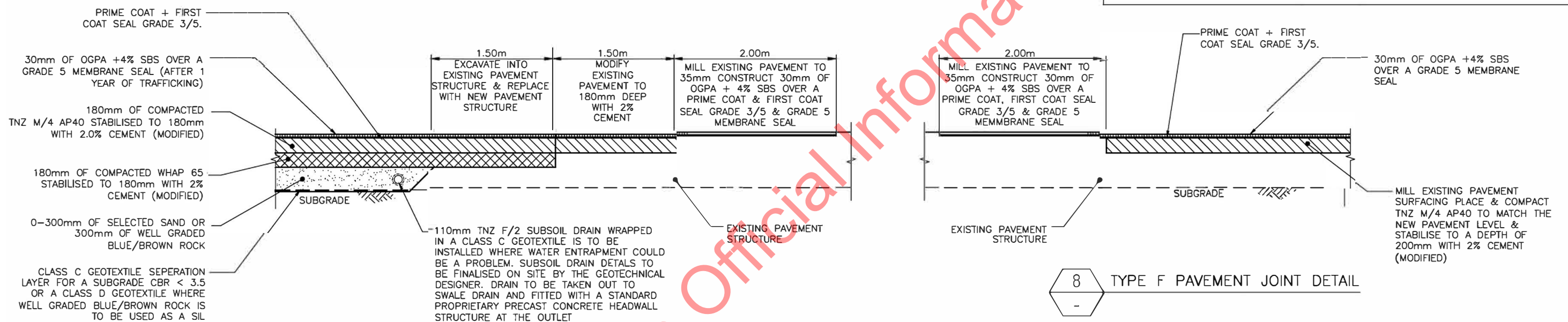
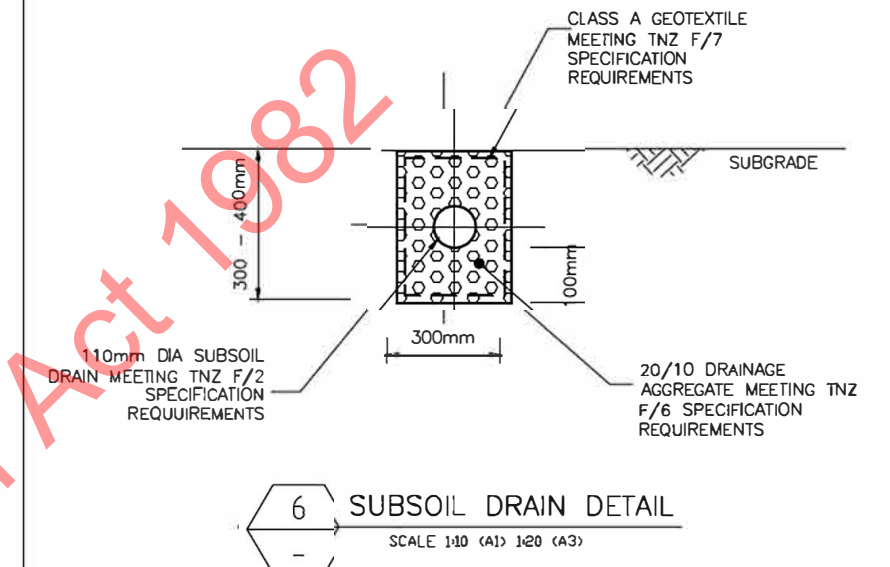
Approved for Issue s 9(2)(a)	
WAIKATO EXPRESSWAY: TAMAHERE TO CAMBRIDGE SECTION	
MAIN ALIGNMENT/ VICTORIA ROAD/ RAMPS	Status AS-BUILT
TYPICAL DETAILS SHEET 2 OF 4	Drawing Number C-115-036
	Revision AB



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5 TYPE D PAVEMENT JOINT DETAIL



7 TYPE E PAVEMENT JOINT DETAIL

8 TYPE F PAVEMENT JOINT DETAIL

NOTES:

1. THE 180mm STABILISED SUBBASE IS TO CONSIST OF 230mm OF WHAP65 MODIFIED TO 180mm IF BLUE/BROWN ROCK SIL IS USED. ALTERNATIVELY THE 230mm OF WHAP6 CAN BE MADE UP OF 180mm OF WHAP65 & 50mm OF SAND.
2. A CEMENTED SUBBASE MAY BE ADOPTED AS A CONTINGENCY WHERE GROUND CONDITIONS DICTATE.
3. CEMENTED SUBBASES ARE TO BE PRECRACKED USING A 12 TONNE ROLLER IN STATIC MODE PRIOR TO THE CONSTRUCTION OF THE OVERLYING BASE LAYERS.
4. A TACK COAT IS TO BE APPLIED BETWEEN THE AC14HF & AC20 AT AN APPLICATION RATE OF 0.3 l/m<sup>2</sup>.
5. A TACK COAT IS TO BE APPLIED BETWEEN THE AC20 & SMA10 AT AN APPLICATION RATE OF 0.3 l/m<sup>2</sup>.

DETAIL 9 TRANSFERRED TO SHEET C-115-038

AS-BUILT					Tab 037
Revision Description					Scales 1:25 A1 1:50 A3
Rev	Revision Description	Drawn	Checked	Designed	Original Size A1
1					Date 16.09.15
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WAIKATO EXPRESSWAY: TAMAHERE TO CAMBRIDGE SECTION

MAIN ALIGNMENT/ VICTORIA ROAD/ RAMPS

TYPICAL DETAILS

SHEET 3 OF 4

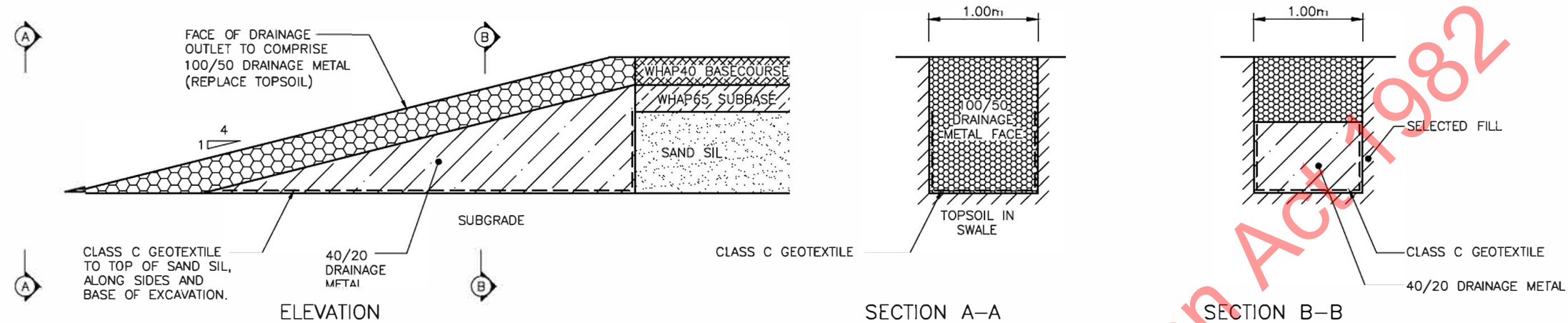
Approved for Issue

s 9(2)(a)

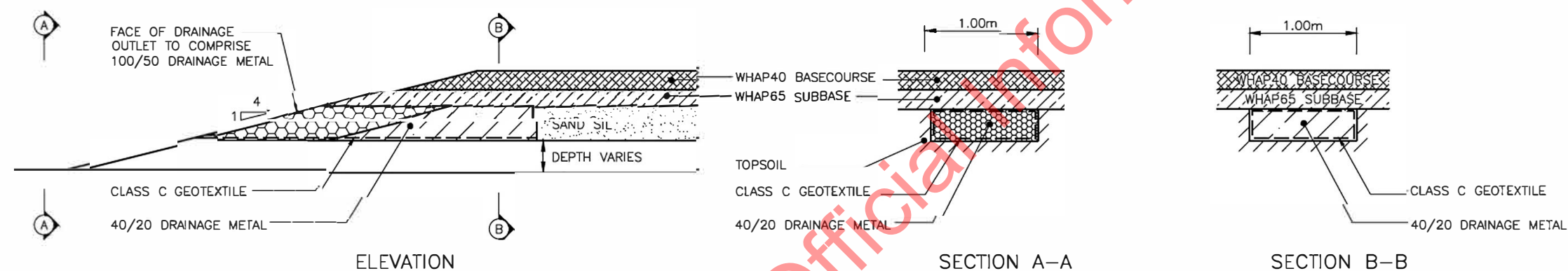
Status AS-BUILT

Drawing Number C-115-037

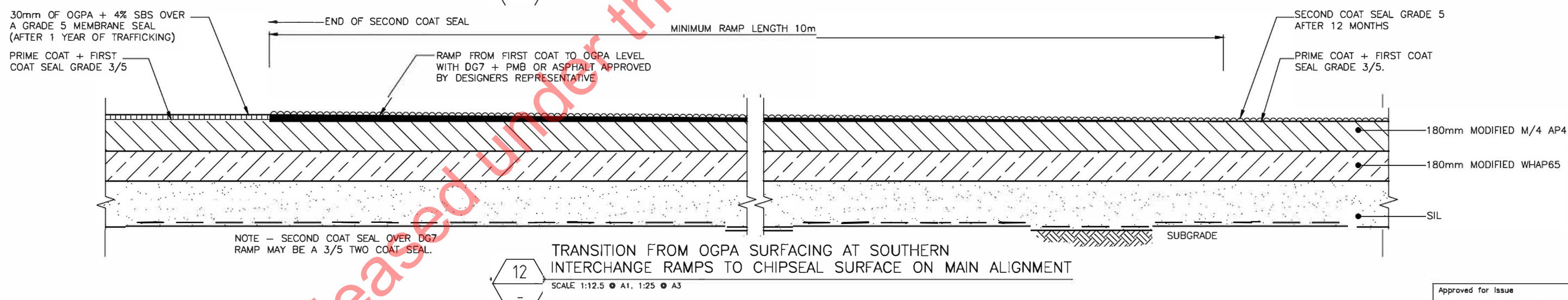
Revision AB



SIL DRAINAGE OUTLET DETAIL FOR RETROFITTING TO PAVEMENT  
ALREADY CONSTRUCTED AND AREAS WITH INFILTRATION SWALES



SIL DRAINAGE OUTLET DETAIL FOR PAVEMENT  
CONSTRUCTION IN AREAS WITH CONVEYANCY SWALES



s 9(2)(a)

										 				<b>WAIKATO EXPRESSWAY: TAMAHERE TO CAMBRIDGE SECTION</b>	
										  		<b>MAIN ALIGNMENT/ VICTORIA ROAD/ RAMPS</b>		<b>Status AS-BUILT</b>	
										<b>Original Size A1</b>		<b>TYPICAL DETAILS</b> <b>SHEET 4 OF 4</b>		<b>Drawing Number C-115-038</b>	
										<b>Date 16.09.15</b>		<b>Revision AB</b>			