

Geometric Design Index

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Review 1

DATE: February 14, 2020

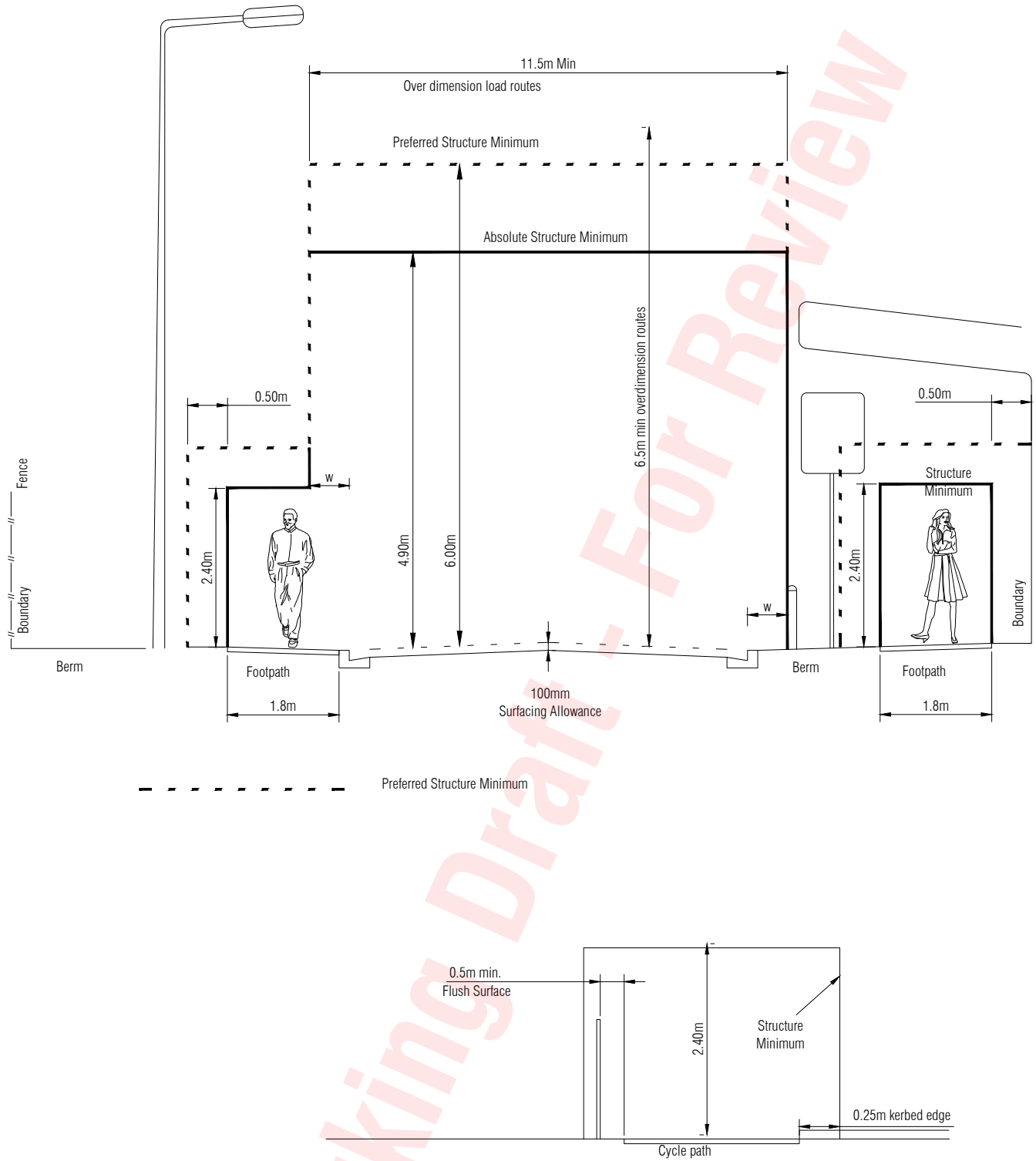
TDM TECHNICAL STANDARDS

Geometric Design index

Date: **Document in Review**

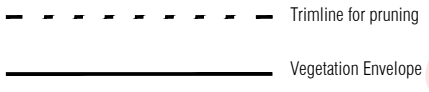
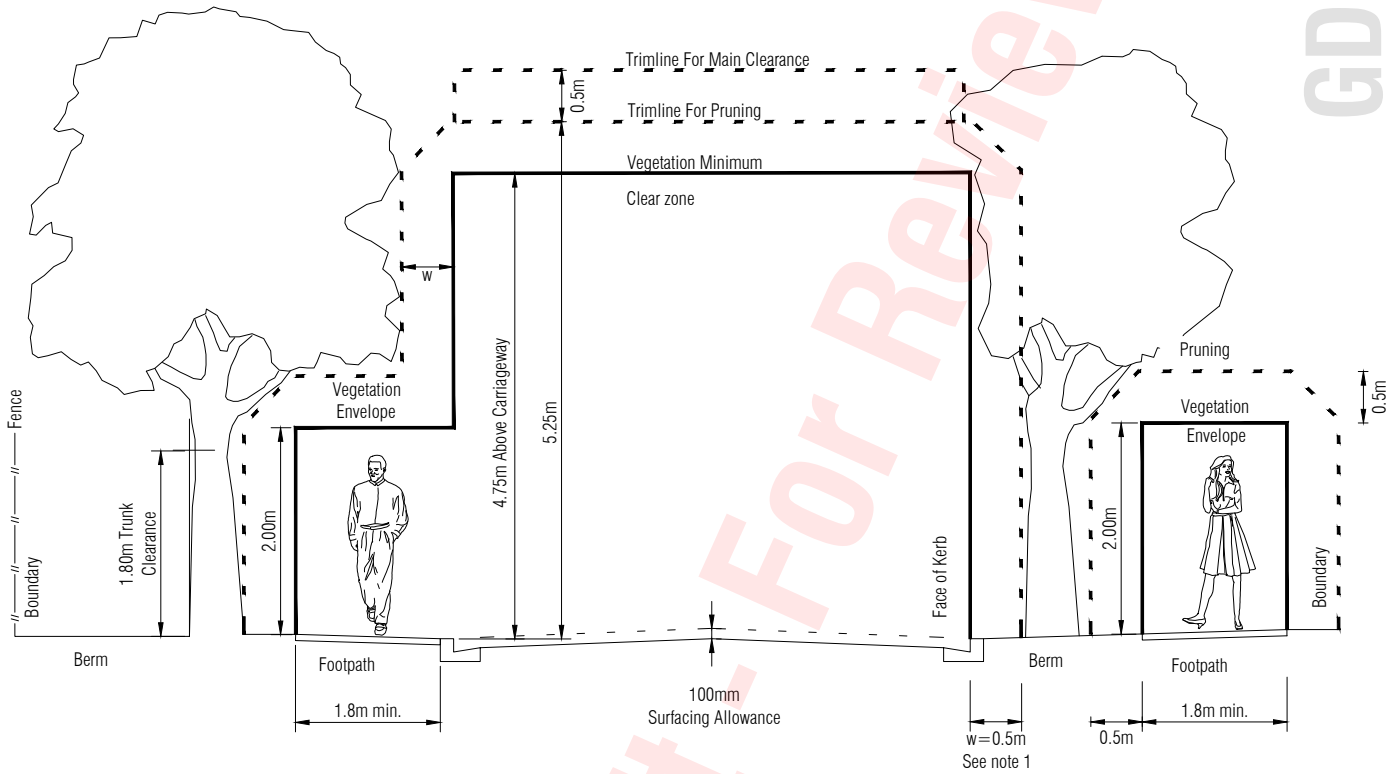
SED No. Version

GD0000 A



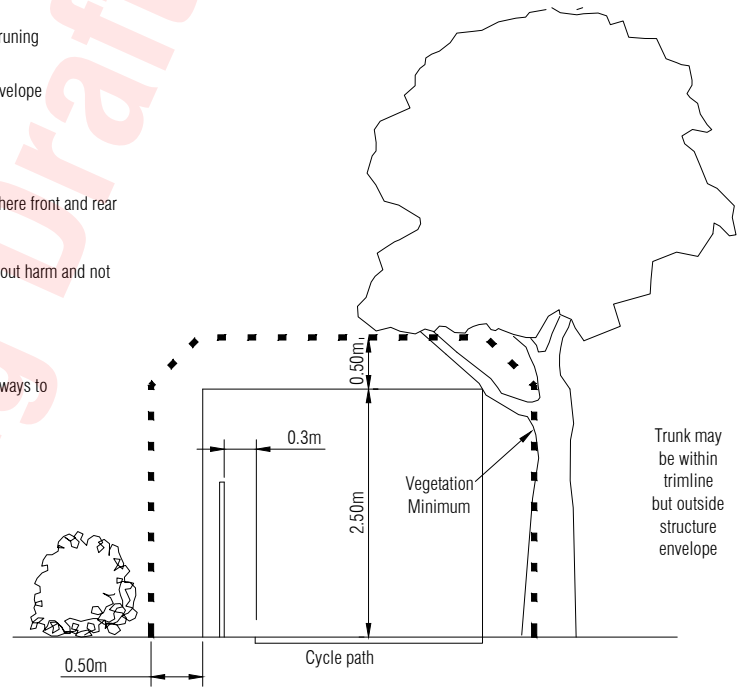
NOTES

1. For safety of vehicles, pedestrians and cyclists.
2. Any exceptions shall be approved in writing by the Transport Asset Manager



NOTES

1. Width w increased to 1.0m at bus stops and 15m either side, and at intersections where front and rear of bus or HCV may overhang kerblines
2. New planting is to be clear of the preferred trimline for pruning when installed.
3. Trees should be capable of being trimmed to the preferred trim line for pruning without harm and not to encroach on the vegetation envelope before further trimming.
4. Any exceptions shall be approved in writing by the Transport Asset Manager.
5. Preferred trimline for pruning is 0.5m above vegetation envelope.
6. Over dimension routes preferred clear zone height 4.9m.
7. Preference for fastigate cultivars for very narrow berms directly adjacent to carriageways to minimise unsightly pruning.



Review 1

DATE: February 14, 2020

TDM TECHNICAL STANDARDS
Clearance envelope for vegetation

Date: **Document in Review**

SED No. **GD0002** Version **A**

MARKUPS

Working Draft - For Review

GD0003

Transport Design Manual | Standard Engineering Details

Review

1



DATE: February 14, 2020

TDM TECHNICAL STANDARDS

Clearance envelope for OD routes

Date:

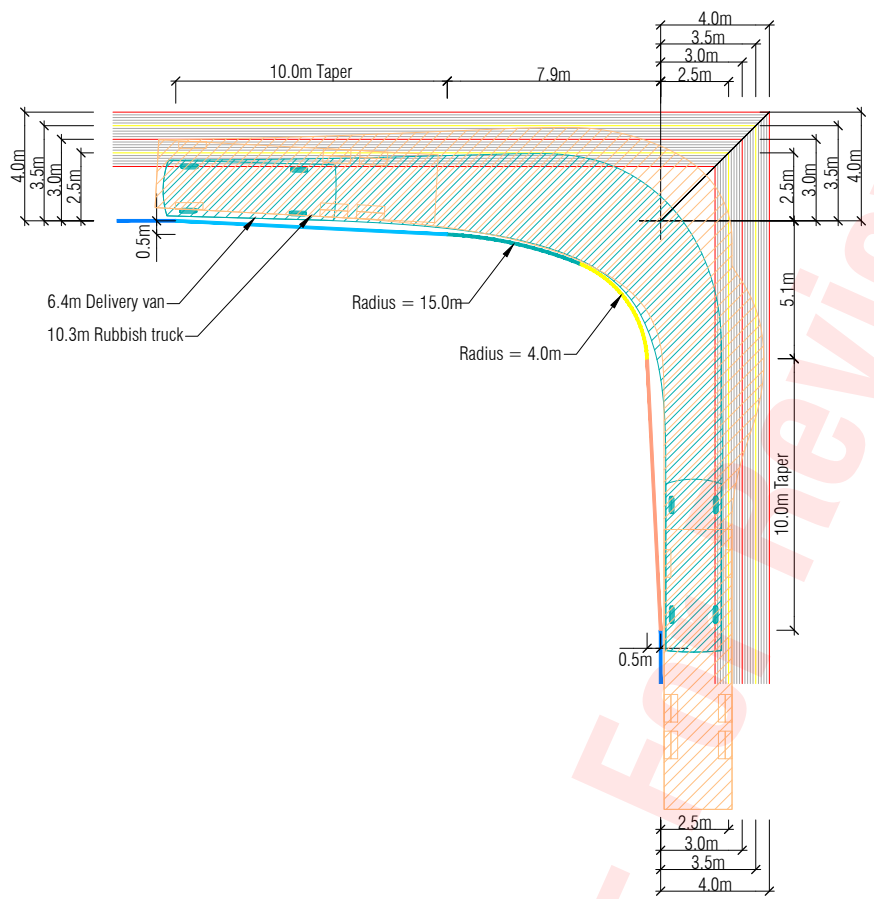
Document in Review

SED No.

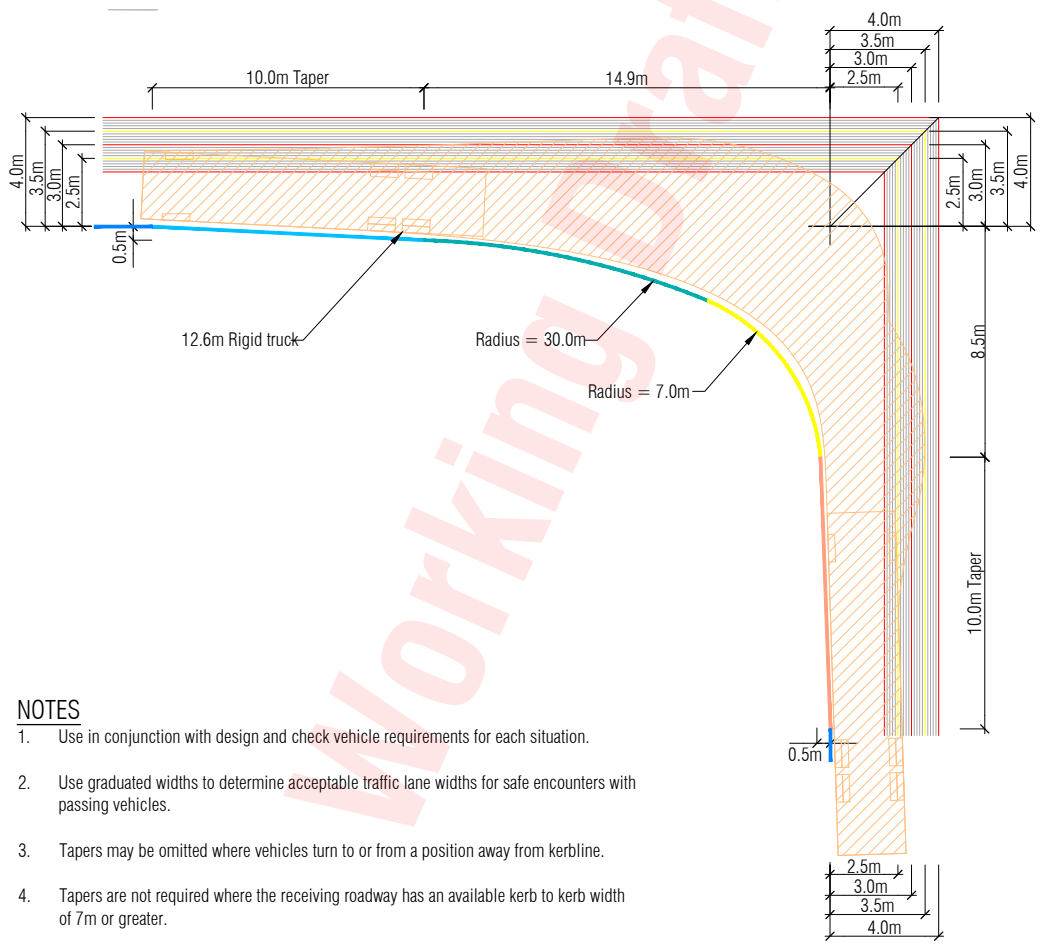
GD0003

Version

A



RESIDENTIAL COMPOUND CURVE



COMMERCIAL COMPOUND CURVE

NOTES

1. Use in conjunction with design and check vehicle requirements for each situation.
2. Use graduated widths to determine acceptable traffic lane widths for safe encounters with passing vehicles.
3. Tapers may be omitted where vehicles turn to or from a position away from kerbline.
4. Tapers are not required where the receiving roadway has an available kerb to kerb width of 7m or greater.

Review 1

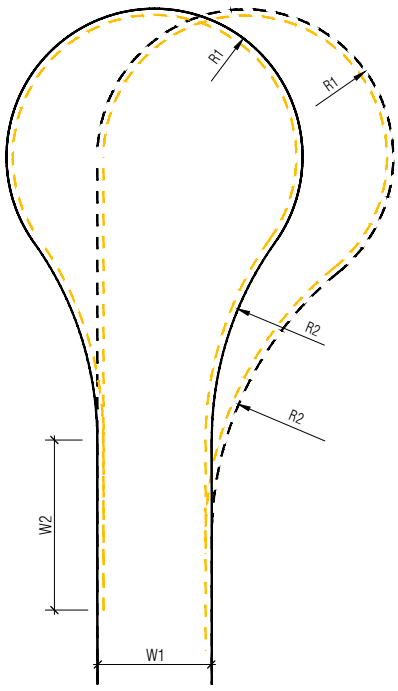
DATE: February 14, 2020

TDM TECHNICAL STANDARDS

Compound corner templates

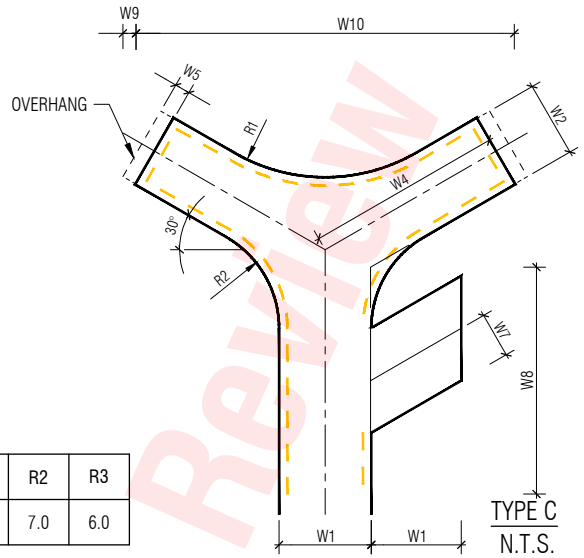
Date: **Document in Review**

SED No. **GD0004** Version **A**



Design Vehicle	R1	R2	W1	W2
10.3m Rigid Truck (Residential)	11.0	7.0	6.0	9.0
12.6m Rigid Truck (Commercial)	13.0	15.0	10.0	15.0
Semi-Trailer (Industrial)	13.0	30.0	10.0	15.0

TYPE A (SYMMETRICAL) & TYPE B
N.T.S.

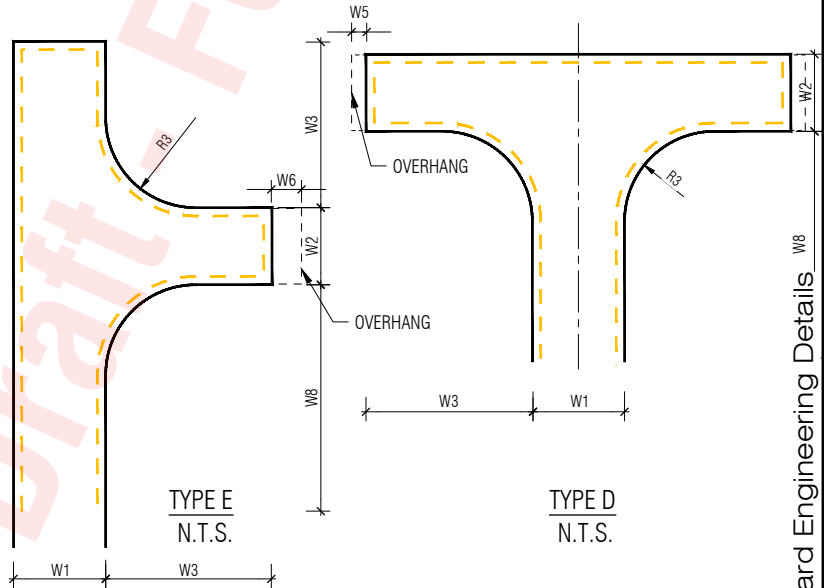


R1	R2	R3
12.0	7.0	6.0

TYPE C
N.T.S.

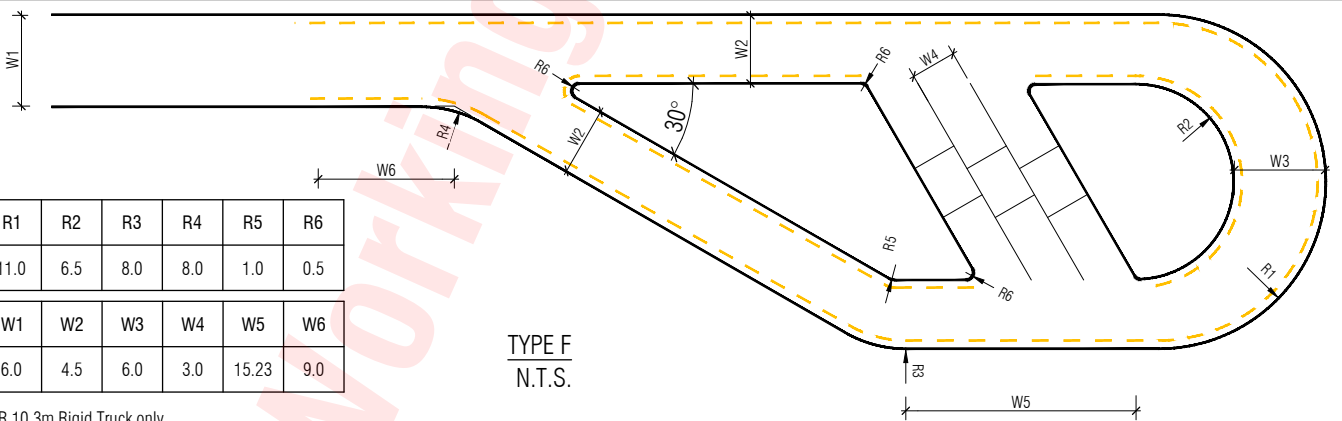
W1	W2	W3	W4	W5	W6	W7	W8	W9	W10
6.0	5.0	11.0	13.0	1.0	2.0	3.0	15.0	0.87	25.02

FOR 10.3m Rigid Truck only



TYPE E
N.T.S.

TYPE D
N.T.S.



R1	R2	R3	R4	R5	R6
11.0	6.5	8.0	8.0	1.0	0.5

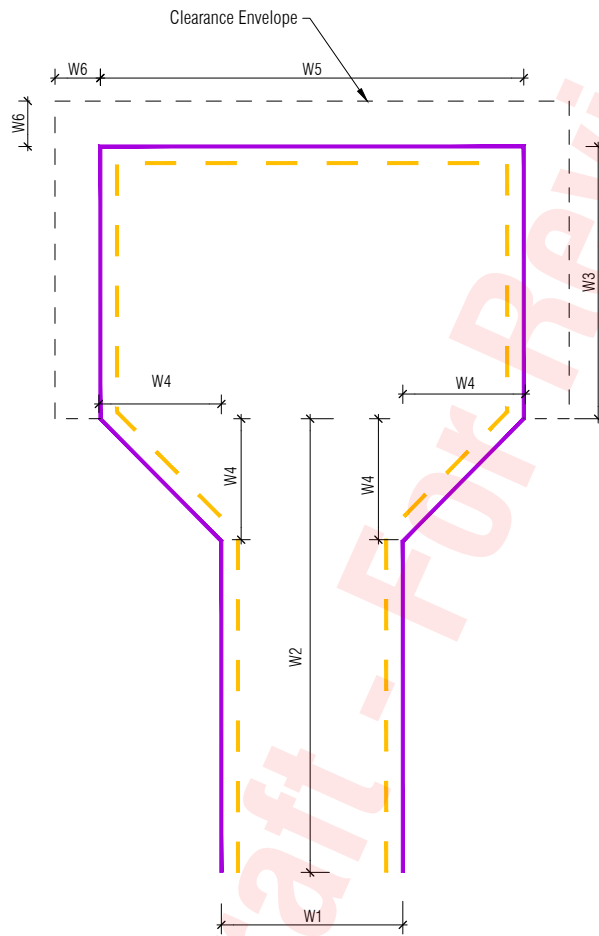
W1	W2	W3	W4	W5	W6
6.0	4.5	6.0	3.0	15.23	9.0

TYPE F
N.T.S.

FOR 10.3m Rigid Truck only

NOTES:

- Variations to the above layouts may be permitted providing designs meet Land Transport Safety Authority tracking curves for: 10.3m rigid truck, 12.6m rigid truck, semi-trailer as appropriate. The 10.3m rigid truck will generally be acceptable for $W < 8m$.
- Design drawings must clearly indicate the tracking path of the design vehicle.
- The Layout must satisfy the relevant tracking curve.
- No Stopping At Any Time road-markings must be provided at all turning heads to extent shown for turning movement but not across driveways or parking bays.



Minimum dimensions					
W1	W2	W3	W4	W5	W6
6.0	15.0	9.0	4.0	14.0	1.5

For 10.3m Rigid Truck only

NOTES:

1. This interim layout is to be used for planned staged development only. If extension of the road is not planned, then a permanent cul-de-sac must be provided
2. Pavement must be designed for the maximum period before road extension will be open for public use.
3. These dimensions can be accepted without supplying specific vehicle tracking.
4. The clearance envelop must be protected against obstruction by a temporary easement or agreement.
5. No Stopping At Any Time road-markings must be provided at all turning heads to extent shown for turning movement but not across driveways or parking bays.