

NOTE. THIS HUMP SHALL BE USED FOR CARPARK AND RESERVE ACCESS ROAD LOCATIONS WHERE VEHICLE SPEEDS ARE VERY LOW. NOT TO BE USED IN RESIDENTIAL STREETS.

CHECKED

Jan Stanny

KNOX CITY COUNCIL

DATE

18-10-2004

APPROVED

[Signature]

SPEED CONTROL HUMP
RESERVES AND CARPARKS

REVISION

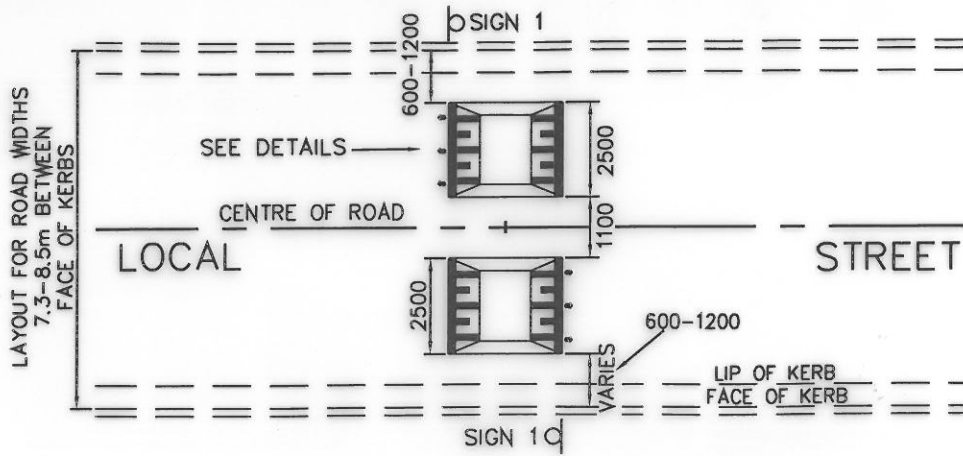
B

SCALE

N.T.S.

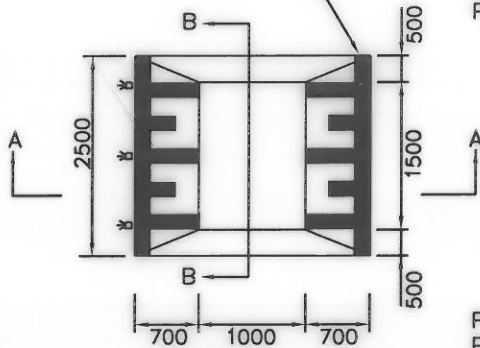
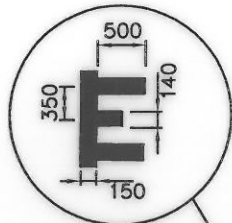
CAD FILE NAME

S 240.1



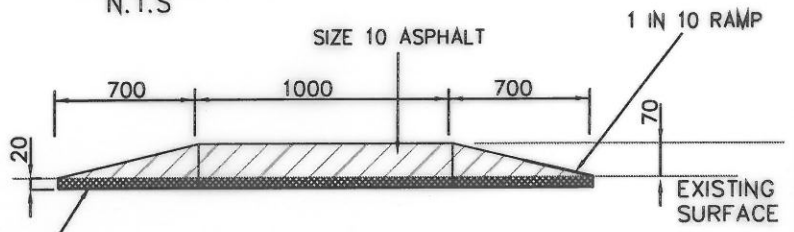
LAYOUT PLAN

N.T.S



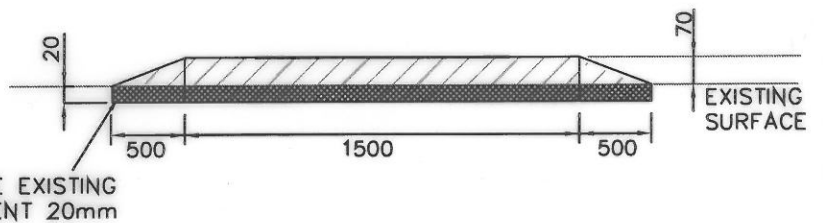
DETAILS

N.T.S.



SECTION A-A

N.T.S.



SECTION B-B

N.T.S.

NOTES:

1. WARNING ROAD HUMP SIGN (W5-10A) WITH ADVISORY SPEED SIGN OF 20km/h (W8-2A) ON EITHER SIDE OF TRAFFIC DEVICE.
2. 20m CENTRELINE TO BE INSTALLED BETWEEN SPEED CUSHIONS.
3. ROAD HUMP LINE MARKING AS SHOWN ON ABOVE DETAILS.
4. RAISED REFLECTIVE PAVEMENT MARKERS PLACED ON BOTH SIDES OF SPEED CUSHION.
5. ISLANDS AND/OR KERBS OUTSTANDS MAY BE REQUIRED TO REDUCE THE ROAD WIDTH FOR ROADS WIDER THAN 8.5m BETWEEN FACE OF KERBS.
6. SPEED CUSHIONS FOR USE ON BUS ROUTES ONLY.
7. ASPHALT TYPE N, SIZE 10mm, BITUMEN CLASS 320.



SIGN 1

W5-10A (600x600)
W8-2A (600x400)

CHECKED <i>Whiting</i>
APPROVED <i>Mohr</i>
SCALE N.T.S.

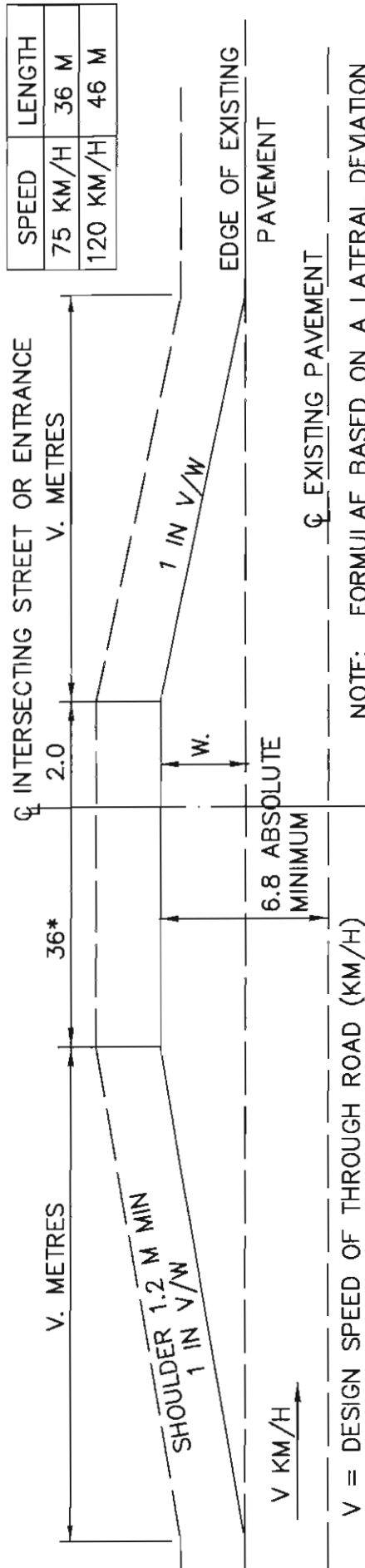
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ASPHALT SPEED CUSHION

DATE 7-09-2016
REVISION A
CAD FILE NAME S240.2

* SUITABLE FOR SPEEDS UP TO 75 KM/H. FOR HIGHER SPEEDS INTERPOLATE USING THE TABLE BELOW.

SPEED	LENGTH
75 KM/H	36 M
120 KM/H	46 M

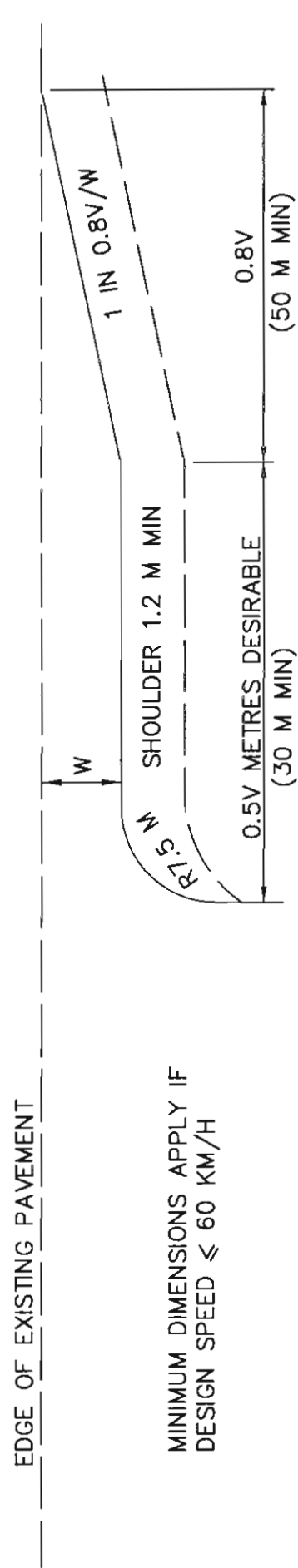


NOTE: FORMULAE BASED ON A LATERAL DEVIATION OF 1 M/S AS PER THE VC ROADS ROAD DESIGN MANUAL.

PASSING LANE

NOT TO SCALE

IF $V < 60$ KM/H TAPER LENGTH IS 60 METRES AND DEVIATION IS 1 IN $60/W$



MINIMUM DIMENSIONS APPLY IF DESIGN SPEED ≤ 60 KM/H

DECELERATION LANE

NOT TO SCALE

NOTE: $W = 3.5$ M DESIRABLE
3.1 M MINIMUM

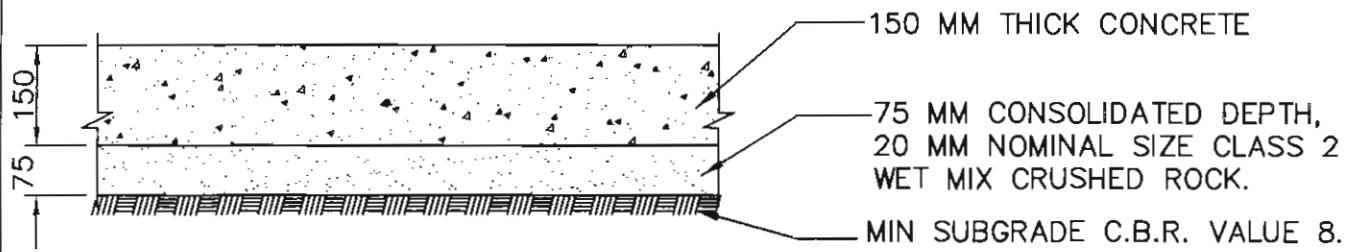
CHECKED <i>Jan Stacey</i>
APPROVED <i>Jim Corbett</i>
SCALE N.T.S.

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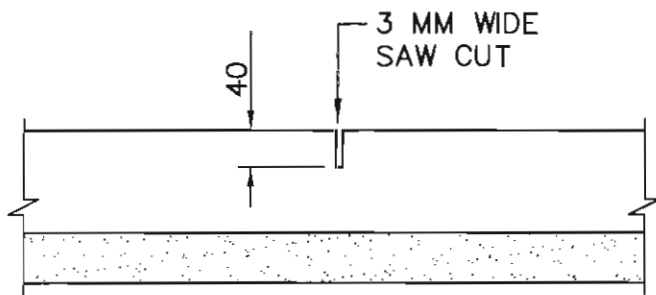
DECELERATION AND PASSING LANE LAYOUT

MAIN ROADS ONLY

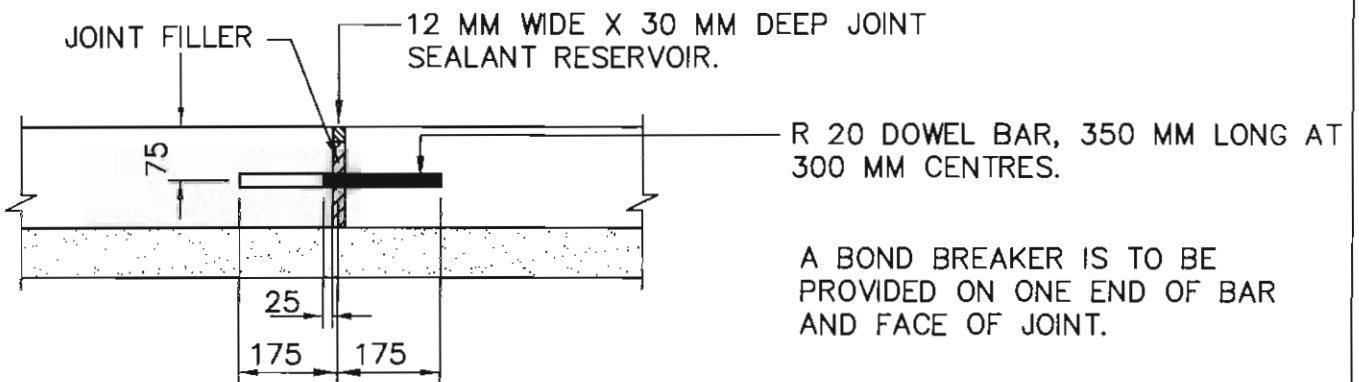
DATE 1-8-2001
REVISION
CAD FILE NAME S 241.1



ROAD PAVEMENT

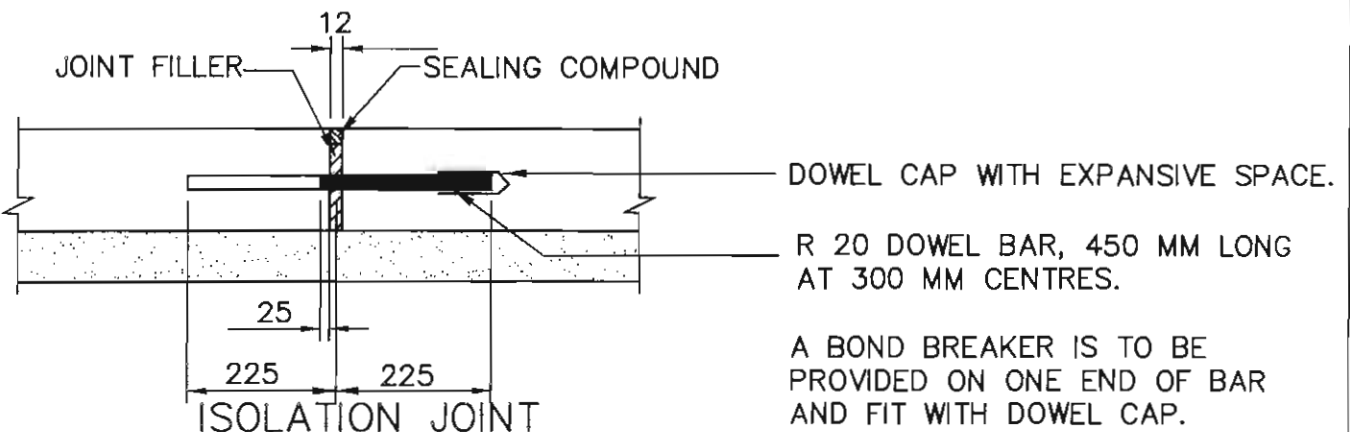


CONTRACTION JOINT



A BOND BREAKER IS TO BE PROVIDED ON ONE END OF BAR AND FACE OF JOINT.

CONSTRUCTION JOINT



A BOND BREAKER IS TO BE PROVIDED ON ONE END OF BAR AND FIT WITH DOWEL CAP.

ISOLATION JOINT

REFER TO SHEET 2 FOR DETAILS.

CHECKED <i>Jan Stacey</i>
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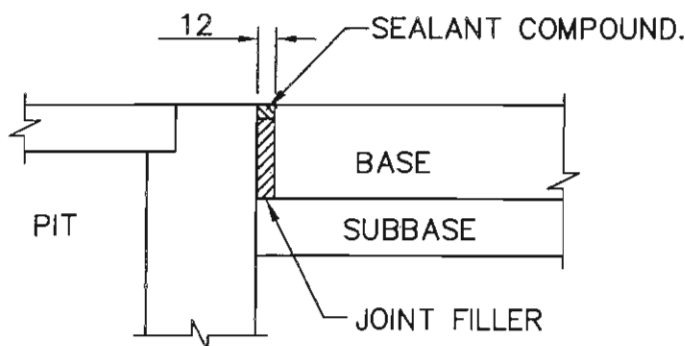
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CONCRETE ROAD PAVEMENT DETAIL

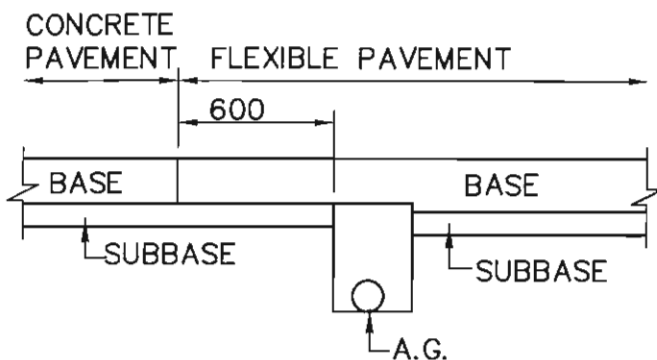
DATE 1-8-2001
REVISION
CAD FILE NAME S 242.1

NOTES

1. JOINT LOCATIONS - CONTRACTION JOINTS TO BE SAW CUT EVERY 5 METRES.
CONSTRUCTION JOINTS TO BE PROVIDED AT THE END OF CONTINUOUS CONCRETE POURS AND AT A MAXIMUM SPACING OF 5 METRES.
ISOLATION JOINTS TO BE PROVIDED AT INTERSECTION OF WHERE THE PAVEMENT ABUTS A FIXED OBJECT SUCH AS A DRAINAGE STRUCTURE OR SERVICE PIT.
2. CONCRETE MIN. COMPRESSIVE STRENGTH 320 KG/M³
3. JOINT FILLER TO BE OF ONE OF THE FOLLOWING PLIABLE MATERIALS: FIBREBOARD, CORK, MASTIC, PLASTIC OR RUBBER.
4. SAW CUT JOINTS TO BE PERFORMED WITHIN 24 HOURS OF CONCRETE PLACEMENT.
5. FINISHED SURFACE TO BE BROOMED, PERPENDICULAR TO THE DIRECTION OF THE TRAFFIC.
6. CONSTRUCTION JOINTS NOT REQUIRED FOR PAVEMENT TO KERB IF POURED AND FORMED AS ONE.
7. REINFORCING F72 MESH WITH 50 MM COVER FROM TOP TO BE PROVIDED FOR ODD SHAPED SLABS, RE-ENTRANT CORNERS AND OPPOSITE SLAB JOINTS (MISMATCHED JOINTS).
8. IF KERB TO BE AN INTEGRAL PART OF PAVEMENT, SUBBASE TO EXTEND TO AT LEAST THE BACK OF KERB LINE.



ISOLATION JOINT DETAIL FOR DRAINAGE STRUCTURE OR SERVICE PIT.



REQUIREMENT FOR WHERE CONCRETE PAVEMENT ABUTS A FLEXIBLE PAVEMENT.

REFER TO SHEET 1 FOR PAVEMENT

CHECKED <i>Jan Stacey</i>	<h1>KNOX CITY COUNCIL</h1>	DATE 1-8-2001
APPROVED <i>Jan Stacey</i>	CONCRETE ROAD PAVEMENT DETAIL	REVISION
SCALE N.T.S.		CAD FILE NAME S 242.2