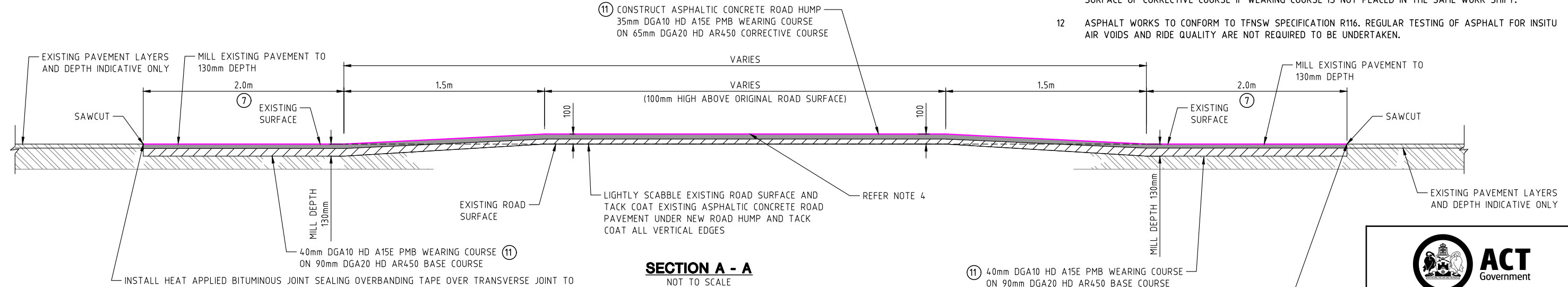


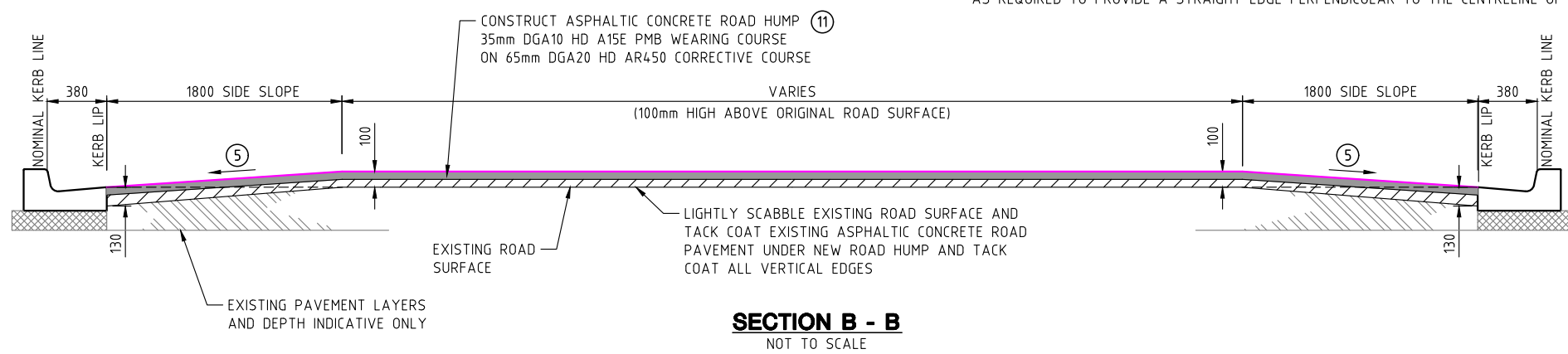
**TYPICAL PLAN**  
NOT TO SCALE

**NOTES**


- 1 ALL DIMENSIONS SHOWN ARE IN mm UNLESS SHOWN OTHERWISE.
- 2 REFER MIS13 FOR VERTICAL DEFLECTION DEVICE REQUIREMENTS.
- 3 REFER TO ACTSD-3532 FOR LAYOUT REQUIREMENTS FOR TRAFFIC CONTROL DEVICES, AND FOR ALTERNATIVE RAISED PLATFORM LAYOUTS AND DETAILS TO BE ADOPTED WHERE ONE OR BOTH SIDES OF THE RAISED PLATFORM IS FLUSH WITH THE VERGE/MEDIAN.
- 4 PLATFORM RAMP GRADES WILL VARY DEPENDING ON THE EXISTING PAVEMENT GRADES AND CROSSFALLS. THE CROSS SECTION PROFILE OF THE RAISED PLATFORM PORTION OF THE ROAD HUMP IS TO FOLLOW THE AVERAGE CROSSFALL GRADES OF THE UNDERLYING ROAD. THE LONGITUDINAL GRADE OF THE RAISED PLATFORM SHALL BE A SINGLE UNIFORM GRADE ACROSS THE RAISED SECTION UNLESS WHERE PLACED ON A SAG OR CREST, THE GRADES ACROSS THE RAISED SECTION SHALL FOLLOW THE GEOMETRY OF THE EXISTING ROAD.
- 5 THE DESIGNER SHALL ENSURE THAT THE GRADE DIFFERENCE BETWEEN THE ROAD HUMP SIDE SLOPE AND KERB RAMP SLOPE IS NOT LESS THAN 166 DEGREES IN ACCORDANCE WITH AS 1428.1 CLAUSE 7.7.2. REGARDLESS, THE GRADIENT OF THE SIDE SLOPE OF THE ROAD HUMP SHALL BE NO GREATER THAN 1:8 (12.5%).
- 6 WHERE LONGITUDINAL GRADES OF THE EXISTING ROAD EXCEED 3%, THE DESIGNER SHALL SEEK APPROVAL FROM THE ROAD AUTHORITY.
- 7 FOR EXISTING ROADS WHERE THERE IS A LARGE DIFFERENCE IN CROSSFALL BETWEEN THE EDGE OF PAVEMENT AND THE CENTRE OF THE TRAFFIC LANE, THE EXTENT OF PAVEMENT REPLACEMENT SHALL BE EXTENDED TO TRANSITION AND ACHIEVE A MORE CONSISTENT CROSSFALL AT THE LOCATION OF THE ROAD HUMP. TRANSITIONS FROM UNEVEN TO CONSISTENT CROSSFALL SHALL MEET THE SUPERELEVATION RATE OF ROTATION REQUIREMENTS FOR 30km/h.
- 8 FINISHED SURFACE LEVEL TOLERANCE FOR ROAD HUMP:  
- 5mm ABOVE SPECIFIED LEVEL  
- 5mm BELOW SPECIFIED LEVEL
- 9 WHERE THE AUTHORISED PERSON DEEMS BY VISUAL INSPECTION THAT THE RAISED PLATFORM DOES NOT HAVE THE CORRECT FINISHED SURFACE LEVELS, THE AUTHORISED PERSON MAY REQUEST THAT SURVEY BE UNDERTAKEN TO VERIFY FINISHED SURFACE LEVELS COMPLY WITH THE TOLERANCE REQUIREMENTS IN NOTE 8.
- 10 DGA20 CORRECTIVE COURSE MUST BE PLACED AT A THICKNESS OF NO LESS THAN 55mm AND DGA10 WEARING COURSE MUST BE PLACED AT A THICKNESS OF NO LESS THAN 30mm. THIS IS TO ENSURE MECHANICAL INTERLOCK OF AGGREGATES AND PREVENT TEARING OR SEGREGATION OF THE ASPHALT MIXES.
- 11 ALLOW ADEQUATE TIME FOR CORRECTIVE COURSE TO COOL TO A STABLE MASS WITH NO MOVEMENT UNDER CONSTRUCTION PLANT BEFORE PLACING WEARING COURSE. TACK COAT MUST BE APPLIED ON SURFACE OF CORRECTIVE COURSE IF WEARING COURSE IS NOT PLACED IN THE SAME WORK SHIFT.
- 12 ASPHALT WORKS TO CONFORM TO TNSW SPECIFICATION R116. REGULAR TESTING OF ASPHALT FOR INSITU AIR VOIDS AND RIDE QUALITY ARE NOT REQUIRED TO BE UNDERTAKEN.



**SECTION A - A**  
NOT TO SCALE



**SECTION B - B**  
NOT TO SCALE

  
**ACT**  
Government

**STANDARD DRAWING**

**ASPHALTIC CONCRETE ROAD HUMP DETAILS**

Authorised: *TRoy*

Latest Revision Details

1	VARIOUS REVISIONS	02-06-26
0	FIRST ISSUE	19-12-18
Rev	Amendment	Date
Drawing No. <b>ACTSD-3533</b>		Revision <b>1</b>