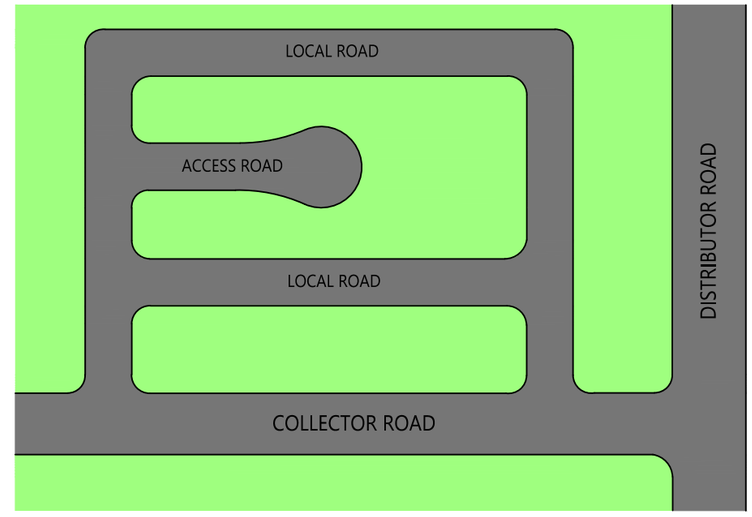
FUNCTIONAL RESIDENTIAL ROAD HIERARCHY AND PAVEMENT WIDTH SCHEDULE FOR ROAD RECONSTRUCTION IN EXISTING ESTABLISHED AREAS				
ROAD TYPE	ADT VOLUME (AVERAGE DAILY TRAFFIC)	PAVEMENT WIDTH (m) TWO-LANE TWO-WAY ≤50km/h SPEED LIMIT		
		MINIMUM WIDTH	BUS ROUTE	BUS AND ON ROAD[5] CYCLE ROUTE
ACCESS ROAD[8]	< 150	8[8] 2+4+2	-	-
LOCAL ROAD	150 - 1,000	10 2+3+3+2	11 2.5+3+3+2.5	12 3+3+3+3
COLLECTOR ROAD[9]	1,000 - 5,000	11 2.5+3+3+2.5	11 2.5+3+3+2.5	12 3+3+3+3
DISTRIBUTOR ROAD[9]	3,000 - 5,000+[7]	11 2.5+3+3+2.5	11 2.5+3+3+2.5	12[7] 3+3+3+3
INDUSTRIAL AREA	400+	13 3+3.5+3.5+3	13 3+3.5+3.5+3	13 3+3.5+3.5+3

FUNCTIONAL RESIDENTIAL ROAD HIERARCHY AND PAVEMENT WIDTH SCHEDULE FOR ROAD RECONSTRUCTION IN EXISTING ESTABLISHED AREAS				
ROAD TYPE	ADT VOLUME (AVERAGE DAILY TRAFFIC)	PAVEMENT WIDTH (m) TWO-LANE TWO-WAY ≤50km/h SPEED LIMIT		
		MINIMUM WIDTH	BUS ROUTE	BUS AND ON ROAD[5] CYCLE ROUTE
RURAL ROAD	≤1,000	8 1+3+3+1	8 1+3+3+1	9 1.5+3+3+1.5
RURAL ROAD	1,000 - 10,000+ REFER TO AUSTROADS GUIDES	9 - 13 3-3.5 LANES 1.5-3 SHOULDER	9 - 13	9 - 13

NOTES:

1. PAVEMENT WIDTHS (EXCEPT RURAL ROADS) APPLY TO EXISTING ESTABLISHED AREAS WITH A 20m ROAD RESERVE, ON-STREET PARKING AND BARRIER (SA) KERB.
2. WIDENING MAY BE REQUIRED ON CURVED RURAL ROAD ALIGNMENTS. URBAN ROAD WIDTHS SHOWN ARE MEASURED BETWEEN INVERTS OF KERB.
3. RURAL ROAD WIDTHS ARE BETWEEN EDGES OF BITUMEN.
4. EDGE LINES AND CENTRE LINES TO BE INCLUDED ON ALL URBAN ROADS ≥ 11m WIDE TO DEFINE PARKING LANES/TRAFFIC LANES, IRRESPECTIVE OF TRAFFIC VOLUME.
5. ON-ROAD ADVISORY TREATMENT FOR CYCLISTS ON DISTRIBUTOR/COLLECTOR ROADS ONLY, USING EDGE LINES AND BICYCLE SYMBOLS. LOCAL ROAD CYCLISTS CAN BE EXPECTED TO SHARE THE ROAD SPACE WITH MOTORISTS. CYCLISTS ON RURAL ROADS TO USE 1.5 TO 3m WIDE ROAD SHOULDERS WITH BICYCLE SYMBOL MARKINGS (ADVISORY TREATMENT).
6. BICYCLE/CAR PARKING LANES AND EXCLUSIVE BICYCLE LANES REQUIRE GREATER PAVEMENT WIDTHS AND BICYCLE LANE SIGNS TO GIVE THE LANES LEGAL STATUS.
7. CONSIDER INCREASING PAVEMENT WIDTH TO 12.6m, OR PROVIDING AN ALTERNATIVE TREATMENT, SUCH AS BICYCLE/CAR PARKING LANES, WHERE THE ADT VOLUME IS SIGNIFICANTLY GREATER THAN 5,000 VEHICLES/DAY.
8. CONSIDER 8m URBAN ROAD WIDTH ONLY FOR VERY SHORT LENGTHS OF ACCESS ROAD (< 100m) DUE TO POTENTIAL ADVERSE IMPACT ON AVAILABILITY OF ON-STREET PARKING ON BOTH SIDES OF ROAD; OR WHERE ROAD RESERVE IS < 20m.
9. TRAFFIC LANE WIDTHS ON HIGHER VOLUME AND SPEED COLLECTOR/DISTRIBUTOR ROADS WHICH ARE BUS ROUTES SHALL BE 3.5m MINIMUM WIDE.
10. REFER TO SHEETS 2 AND 3 FOR TYPICAL SECTIONS SHOWING THE MOST COMMONLY USED ROAD WIDTHS IN EXISTING ESTABLISHED AREAS.



FUNCTIONAL RESIDENTIAL ROAD HIERARCHY

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

NOT TO SCALE

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

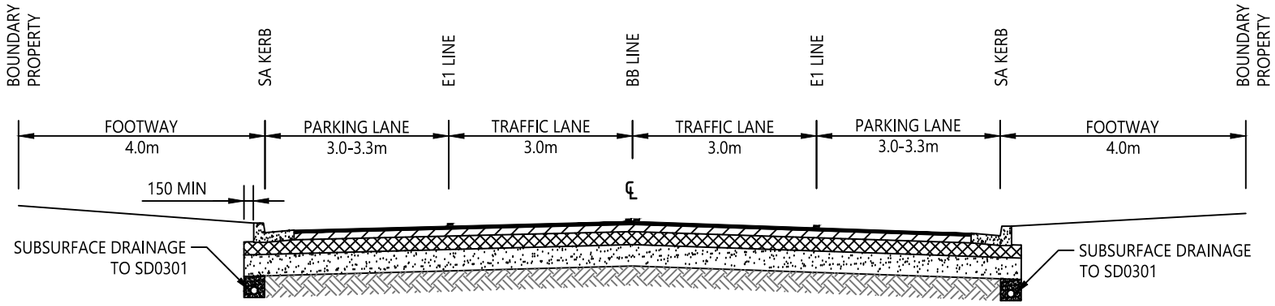
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
PAVEMENT WIDTH SCHEDULE

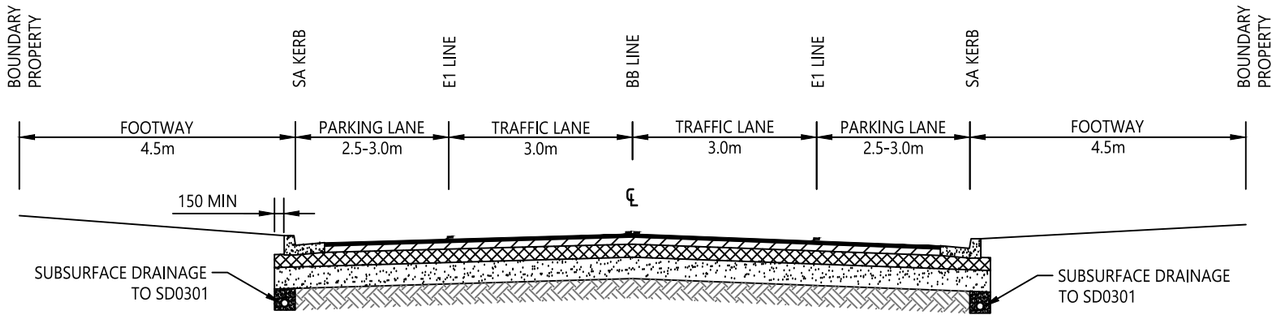
STANDARD DRAWING

DRAWING NUMBER	REV
SD0901	-
SHEET 1 OF 3	A3



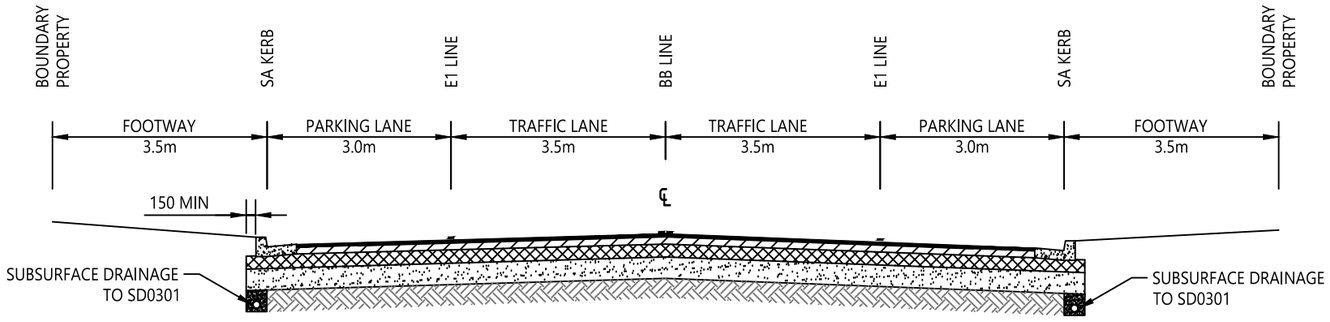
DISTRIBUTOR ROAD CROSS SECTION - 12-12.6m WIDE CARRIAGEWAY
TYPICAL ADT VOLUME 3,000 - 5,000+ VEHICLES

SCALE 1:100



COLLECTOR ROAD CROSS SECTION - 11-12m WIDE CARRIAGEWAY TYPICAL ADT VOLUME 1,000 - 5,000 VEHICLES

SCALE 1:100



INDUSTRIAL AREA ROAD CROSS SECTION - 13m WIDE CARRIAGEWAY TYPICAL ADT VOLUME 400+ VEHICLES

SCALE 1:100

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 1000 2000 3000 4000 5000

1:100

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

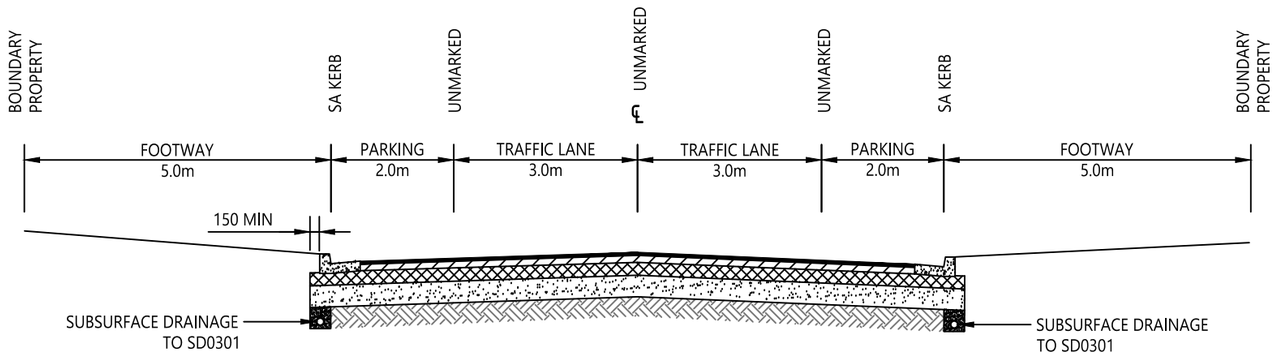
TRAFFIC MANAGEMENT SERIES
PAVEMENT WIDTH SCHEDULE

STANDARD DRAWING

DRAWING NUMBER	REV
SD0901	-
SHEET 2 OF 3	A3

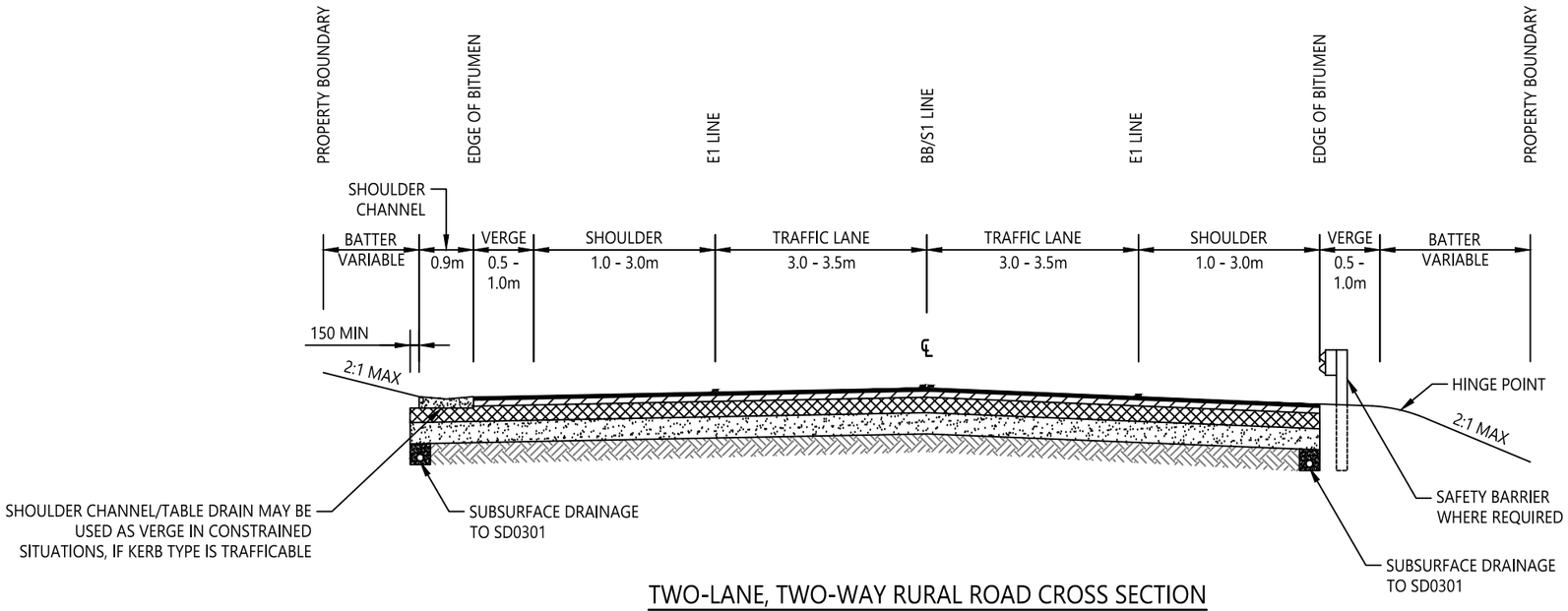
NOTES:

1. GUIDE POSTS AND SAFETY BARRIER TO BE INSTALLED AS REQUIRED.
2. BICYCLE SYMBOLS TO BE MARKED ON ROAD SHOULDERS AS AN ADVISORY TREATMENT WHERE WARRANTED, OR ON DESIGNATED CYCLE ROUTES.



LOCAL ROAD CROSS SECTION - 10m WIDE CARRIAGEWAY TYPICAL ADT VOLUME 150 - 1,000 VEHICLES

SCALE 1:100



TWO-LANE, TWO-WAY RURAL ROAD CROSS SECTION
8-13m WIDE CARRIAGEWAY
TYPICAL ADT VOLUME 150 - 10,000+ VEHICLES

SCALE 1:100

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 1000 2000 3000 4000 5000

1:100

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

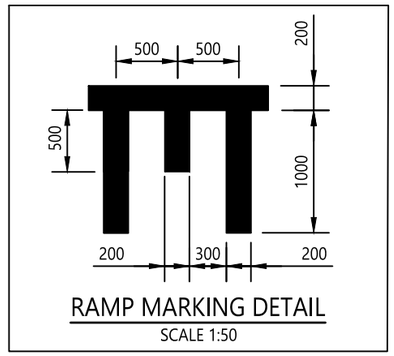
TRAFFIC MANAGEMENT SERIES
PAVEMENT WIDTH SCHEDULE

STANDARD DRAWING

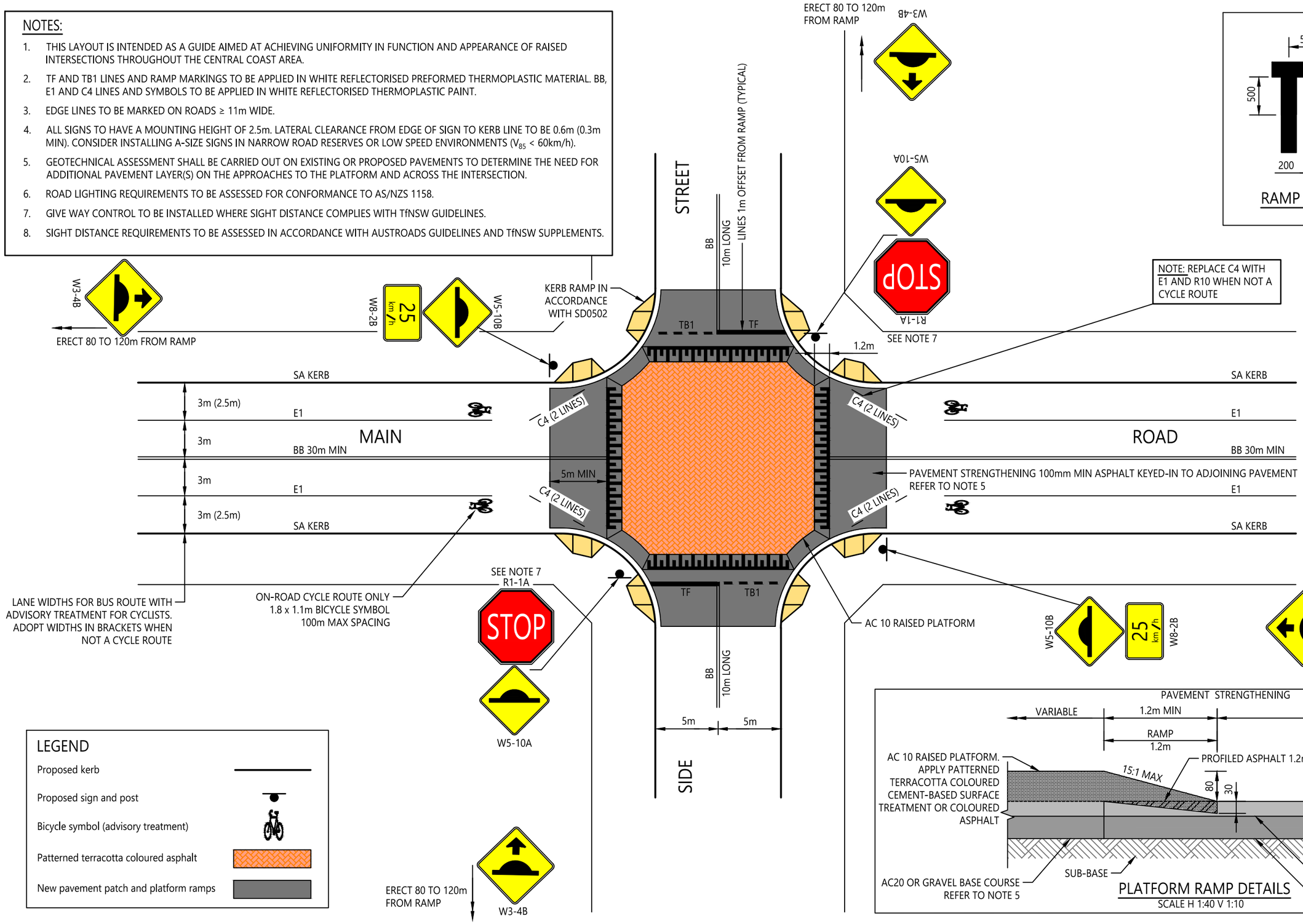
DRAWING NUMBER	REV
SD0901	-
SHEET 3 OF 3	A3

NOTES:

1. THIS LAYOUT IS INTENDED AS A GUIDE AIMED AT ACHIEVING UNIFORMITY IN FUNCTION AND APPEARANCE OF RAISED INTERSECTIONS THROUGHOUT THE CENTRAL COAST AREA.
2. TF AND TB1 LINES AND RAMP MARKINGS TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL. BB, E1 AND C4 LINES AND SYMBOLS TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT.
3. EDGE LINES TO BE MARKED ON ROADS ≥ 11m WIDE.
4. ALL SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m. LATERAL CLEARANCE FROM EDGE OF SIGN TO KERB LINE TO BE 0.6m (0.3m MIN). CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS (V_{85} < 60km/h).
5. GEOTECHNICAL ASSESSMENT SHALL BE CARRIED OUT ON EXISTING OR PROPOSED PAVEMENTS TO DETERMINE THE NEED FOR ADDITIONAL PAVEMENT LAYER(S) ON THE APPROACHES TO THE PLATFORM AND ACROSS THE INTERSECTION.
6. ROAD LIGHTING REQUIREMENTS TO BE ASSESSED FOR CONFORMANCE TO AS/NZS 1158.
7. GIVE WAY CONTROL TO BE INSTALLED WHERE SIGHT DISTANCE COMPLIES WITH TfNSW GUIDELINES.
8. SIGHT DISTANCE REQUIREMENTS TO BE ASSESSED IN ACCORDANCE WITH AUSTROADS GUIDELINES AND TfNSW SUPPLEMENTS.



RAMP MARKING DETAIL
SCALE 1:50



LEGEND

- Proposed kerb
- Proposed sign and post
- Bicycle symbol (advisory treatment)
- Patterned terracotta coloured asphalt
- New pavement patch and platform ramps

PLATFORM RAMP DETAILS
SCALE H 1:40 V 1:10

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING
0 3000 6000 9000 12000 15000
1:300
ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL
ASSETS PLANNING AND DESIGN

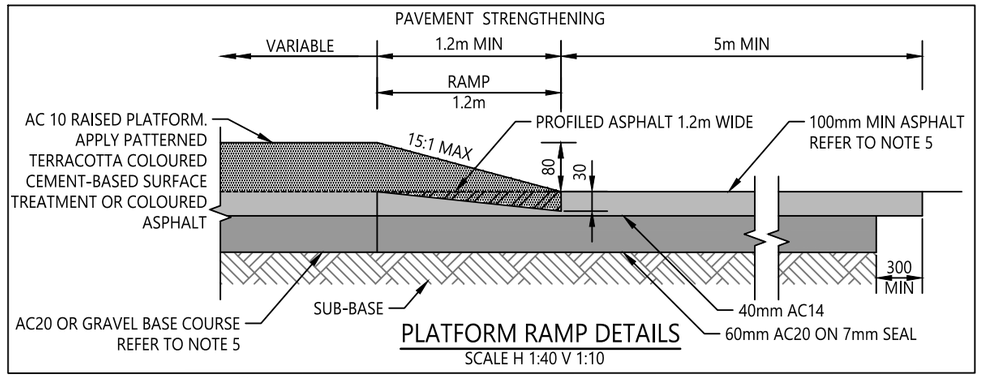
Central Coast Council
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
RAISED INTERSECTION

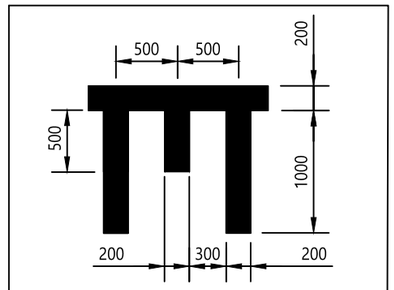
STANDARD DRAWING

DRAWING NUMBER	REV
SD0902	-
SHEET 1 OF 3	A3



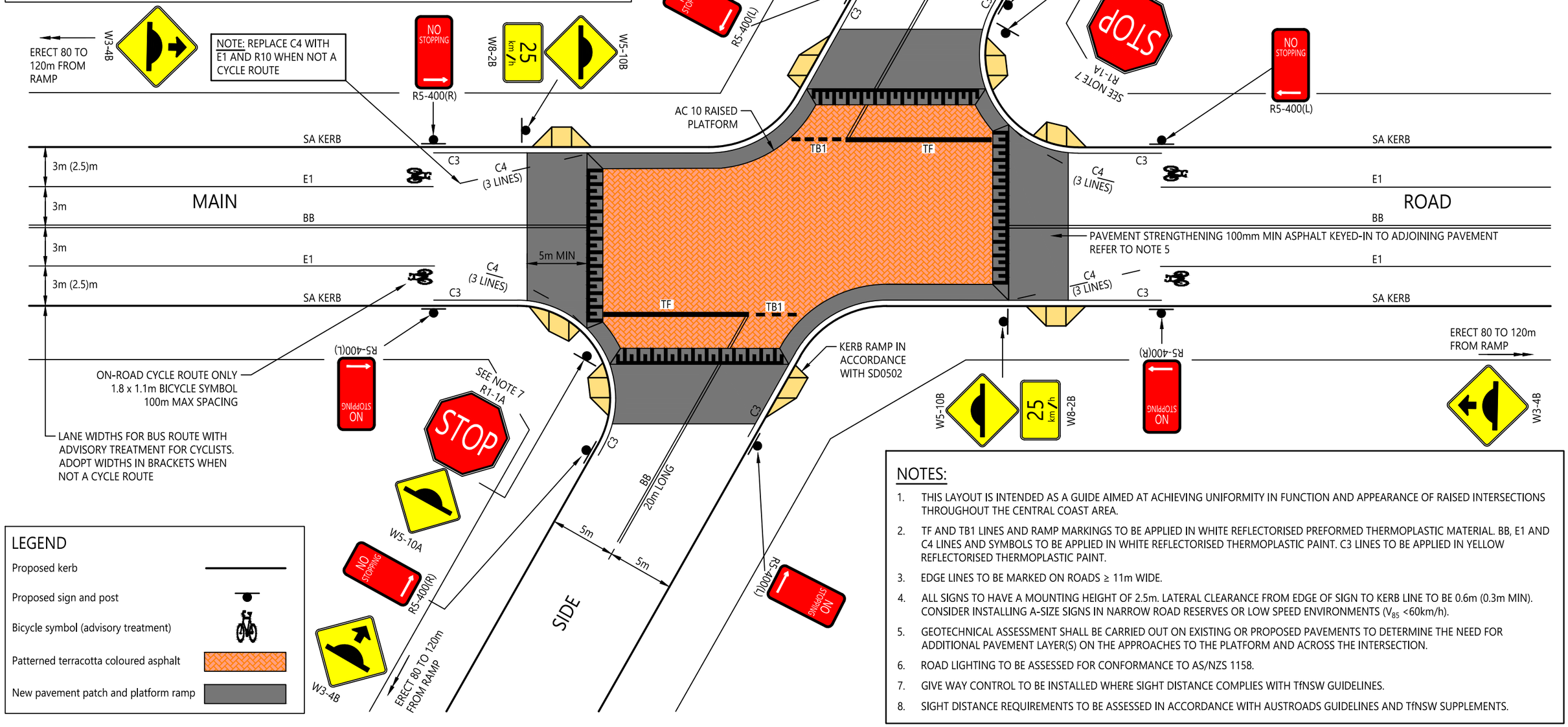
PLATFORM RAMP DETAILS

SCALE H 1:40 V 1:10



RAMP MARKING DETAIL

SCALE 1:50



LEGEND

- Proposed kerb
- Proposed sign and post
- Bicycle symbol (advisory treatment)
- Patterned terracotta coloured asphalt
- New pavement patch and platform ramp

NOTES:

1. THIS LAYOUT IS INTENDED AS A GUIDE AIMED AT ACHIEVING UNIFORMITY IN FUNCTION AND APPEARANCE OF RAISED INTERSECTIONS THROUGHOUT THE CENTRAL COAST AREA.
2. TF AND TB1 LINES AND RAMP MARKINGS TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL. BB, E1 AND C4 LINES AND SYMBOLS TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT. C3 LINES TO BE APPLIED IN YELLOW REFLECTORISED THERMOPLASTIC PAINT.
3. EDGE LINES TO BE MARKED ON ROADS ≥ 11m WIDE.
4. ALL SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m. LATERAL CLEARANCE FROM EDGE OF SIGN TO KERB LINE TO BE 0.6m (0.3m MIN). CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS (V_{85} <60km/h).
5. GEOTECHNICAL ASSESSMENT SHALL BE CARRIED OUT ON EXISTING OR PROPOSED PAVEMENTS TO DETERMINE THE NEED FOR ADDITIONAL PAVEMENT LAYER(S) ON THE APPROACHES TO THE PLATFORM AND ACROSS THE INTERSECTION.
6. ROAD LIGHTING TO BE ASSESSED FOR CONFORMANCE TO AS/NZS 1158.
7. GIVE WAY CONTROL TO BE INSTALLED WHERE SIGHT DISTANCE COMPLIES WITH TfNSW GUIDELINES.
8. SIGHT DISTANCE REQUIREMENTS TO BE ASSESSED IN ACCORDANCE WITH AUSTROADS GUIDELINES AND TfNSW SUPPLEMENTS.

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 3000 6000 9000 12000 15000

1:300

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

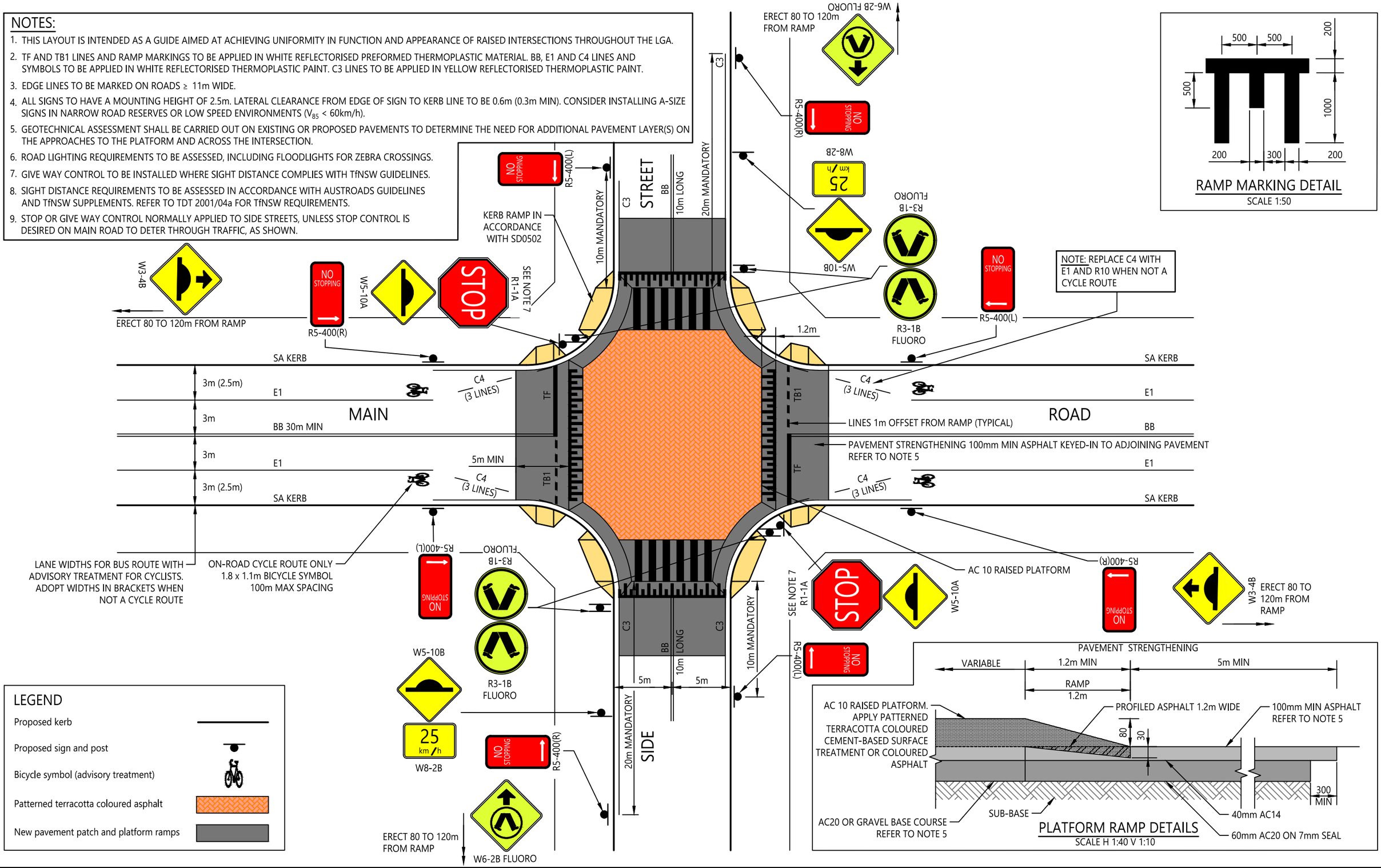
STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
RAISED INTERSECTION

DRAWING NUMBER	REV
SD0902	-
SHEET 2 OF 3	A3

NOTES:

1. THIS LAYOUT IS INTENDED AS A GUIDE AIMED AT ACHIEVING UNIFORMITY IN FUNCTION AND APPEARANCE OF RAISED INTERSECTIONS THROUGHOUT THE LGA.
2. TF AND TB1 LINES AND RAMP MARKINGS TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL. BB, E1 AND C4 LINES AND SYMBOLS TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT. C3 LINES TO BE APPLIED IN YELLOW REFLECTORISED THERMOPLASTIC PAINT.
3. EDGE LINES TO BE MARKED ON ROADS ≥ 11m WIDE.
4. ALL SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m. LATERAL CLEARANCE FROM EDGE OF SIGN TO KERB LINE TO BE 0.6m (0.3m MIN). CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS (V_{85} < 60km/h).
5. GEOTECHNICAL ASSESSMENT SHALL BE CARRIED OUT ON EXISTING OR PROPOSED PAVEMENTS TO DETERMINE THE NEED FOR ADDITIONAL PAVEMENT LAYER(S) ON THE APPROACHES TO THE PLATFORM AND ACROSS THE INTERSECTION.
6. ROAD LIGHTING REQUIREMENTS TO BE ASSESSED, INCLUDING FLOODLIGHTS FOR ZEBRA CROSSINGS.
7. GIVE WAY CONTROL TO BE INSTALLED WHERE SIGHT DISTANCE COMPLIES WITH TfNSW GUIDELINES.
8. SIGHT DISTANCE REQUIREMENTS TO BE ASSESSED IN ACCORDANCE WITH AUSTROADS GUIDELINES AND TfNSW SUPPLEMENTS. REFER TO TDT 2001/04a FOR TfNSW REQUIREMENTS.
9. STOP OR GIVE WAY CONTROL NORMALLY APPLIED TO SIDE STREETS, UNLESS STOP CONTROL IS DESIRED ON MAIN ROAD TO DETER THROUGH TRAFFIC, AS SHOWN.



RAMP MARKING DETAIL
SCALE 1:50

LEGEND

- Proposed kerb
- Proposed sign and post
- Bicycle symbol (advisory treatment)
- Patterned terracotta coloured asphalt
- New pavement patch and platform ramps

PLATFORM RAMP DETAILS
SCALE H 1:40 V 1:10

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING
0 3000 6000 9000 12000 15000
1:300
ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL
ASSETS PLANNING AND DESIGN

Central Coast Council
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
RAISED INTERSECTION

STANDARD DRAWING

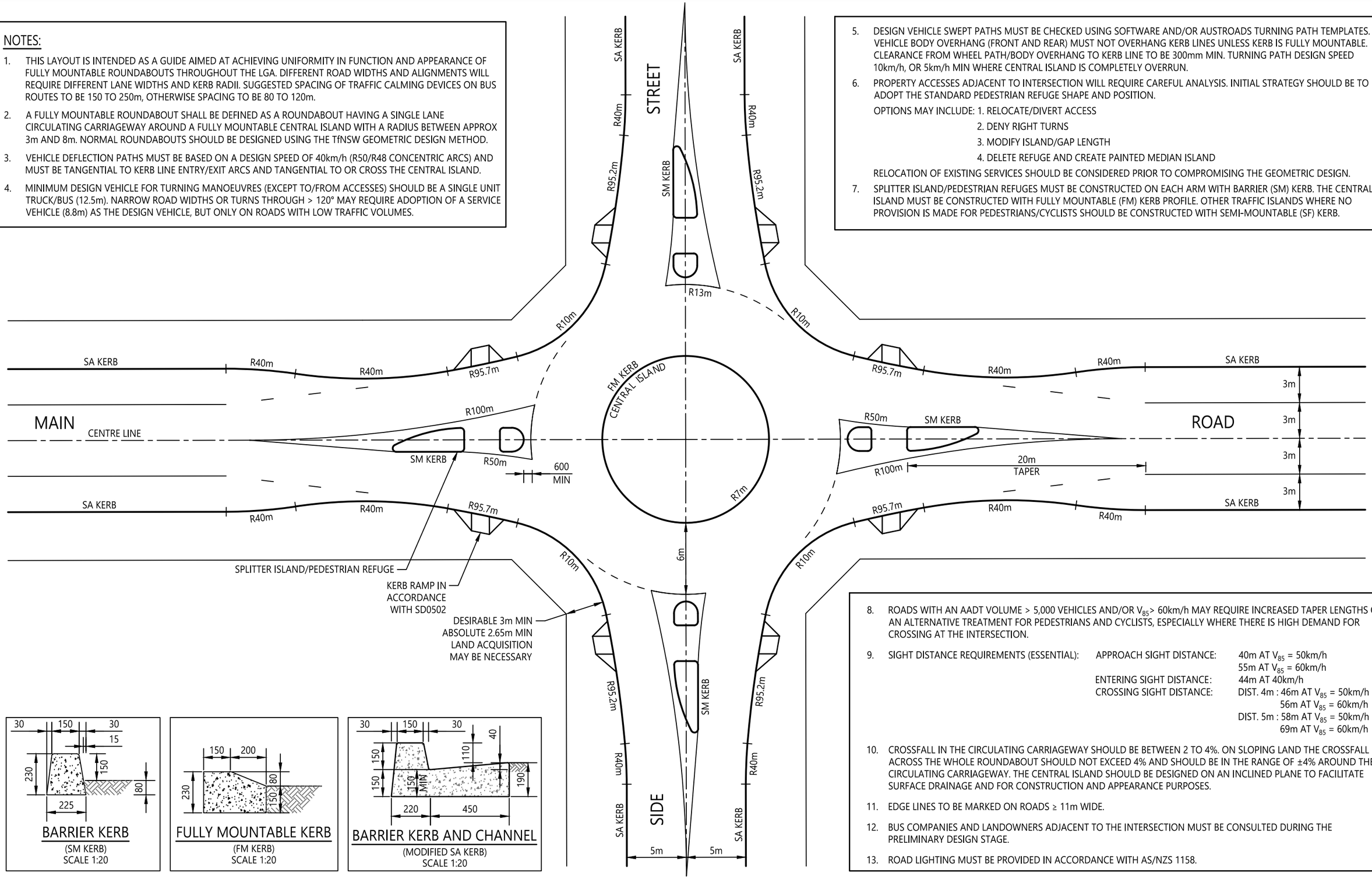
DRAWING NUMBER	REV
SD0902	-
SHEET 3 OF 3	A3

NOTES:

1. THIS LAYOUT IS INTENDED AS A GUIDE AIMED AT ACHIEVING UNIFORMITY IN FUNCTION AND APPEARANCE OF FULLY MOUNTABLE ROUNDABOUTS THROUGHOUT THE LGA. DIFFERENT ROAD WIDTHS AND ALIGNMENTS WILL REQUIRE DIFFERENT LANE WIDTHS AND KERB RADII. SUGGESTED SPACING OF TRAFFIC CALMING DEVICES ON BUS ROUTES TO BE 150 TO 250m, OTHERWISE SPACING TO BE 80 TO 120m.
2. A FULLY MOUNTABLE ROUNDABOUT SHALL BE DEFINED AS A ROUNDABOUT HAVING A SINGLE LANE CIRCULATING CARRIAGEWAY AROUND A FULLY MOUNTABLE CENTRAL ISLAND WITH A RADIUS BETWEEN APPROX 3m AND 8m. NORMAL ROUNDABOUTS SHOULD BE DESIGNED USING THE TfNSW GEOMETRIC DESIGN METHOD.
3. VEHICLE DEFLECTION PATHS MUST BE BASED ON A DESIGN SPEED OF 40km/h (R50/R48 CONCENTRIC ARCS) AND MUST BE TANGENTIAL TO KERB LINE ENTRY/EXIT ARCS AND TANGENTIAL TO OR CROSS THE CENTRAL ISLAND.
4. MINIMUM DESIGN VEHICLE FOR TURNING MANOEUVRES (EXCEPT TO/FROM ACCESSES) SHOULD BE A SINGLE UNIT TRUCK/BUS (12.5m). NARROW ROAD WIDTHS OR TURNS THROUGH > 120° MAY REQUIRE ADOPTION OF A SERVICE VEHICLE (8.8m) AS THE DESIGN VEHICLE, BUT ONLY ON ROADS WITH LOW TRAFFIC VOLUMES.
5. DESIGN VEHICLE SWEPT PATHS MUST BE CHECKED USING SOFTWARE AND/OR AUSTROADS TURNING PATH TEMPLATES. VEHICLE BODY OVERHANG (FRONT AND REAR) MUST NOT OVERHANG KERB LINES UNLESS KERB IS FULLY MOUNTABLE. CLEARANCE FROM WHEEL PATH/BODY OVERHANG TO KERB LINE TO BE 300mm MIN. TURNING PATH DESIGN SPEED 10km/h, OR 5km/h MIN WHERE CENTRAL ISLAND IS COMPLETELY OVERRUN.
6. PROPERTY ACCESSES ADJACENT TO INTERSECTION WILL REQUIRE CAREFUL ANALYSIS. INITIAL STRATEGY SHOULD BE TO ADOPT THE STANDARD PEDESTRIAN REFUGE SHAPE AND POSITION.

   OPTIONS MAY INCLUDE: 1. RELOCATE/DIVERT ACCESS
   2. DENY RIGHT TURNS
   3. MODIFY ISLAND/GAP LENGTH
   4. DELETE REFUGE AND CREATE PAINTED MEDIAN ISLAND

   RELOCATION OF EXISTING SERVICES SHOULD BE CONSIDERED PRIOR TO COMPROMISING THE GEOMETRIC DESIGN.
7. SPLITTER ISLAND/PEDESTRIAN REFUGES MUST BE CONSTRUCTED ON EACH ARM WITH BARRIER (SM) KERB. THE CENTRAL ISLAND MUST BE CONSTRUCTED WITH FULLY MOUNTABLE (FM) KERB PROFILE. OTHER TRAFFIC ISLANDS WHERE NO PROVISION IS MADE FOR PEDESTRIANS/CYCLISTS SHOULD BE CONSTRUCTED WITH SEMI-MOUNTABLE (SF) KERB.



BARRIER KERB
(SM KERB)
SCALE 1:20

FULLY MOUNTABLE KERB
(FM KERB)
SCALE 1:20

BARRIER KERB AND CHANNEL
(MODIFIED SA KERB)
SCALE 1:20

8. ROADS WITH AN AADT VOLUME > 5,000 VEHICLES AND/OR V_{85}> 60km/h MAY REQUIRE INCREASED TAPER LENGTHS OR AN ALTERNATIVE TREATMENT FOR PEDESTRIANS AND CYCLISTS, ESPECIALLY WHERE THERE IS HIGH DEMAND FOR CROSSING AT THE INTERSECTION.
9. SIGHT DISTANCE REQUIREMENTS (ESSENTIAL):

APPROACH SIGHT DISTANCE:	40m AT V_{85} = 50km/h 55m AT V_{85} = 60km/h
ENTERING SIGHT DISTANCE:	44m AT 40km/h
CROSSING SIGHT DISTANCE:	DIST. 4m : 46m AT V_{85} = 50km/h 56m AT V_{85} = 60km/h DIST. 5m : 58m AT V_{85} = 50km/h 69m AT V_{85} = 60km/h

10. CROSSFALL IN THE CIRCULATING CARRIAGEWAY SHOULD BE BETWEEN 2 TO 4%. ON SLOPING LAND THE CROSSFALL ACROSS THE WHOLE ROUNDABOUT SHOULD NOT EXCEED 4% AND SHOULD BE IN THE RANGE OF ±4% AROUND THE CIRCULATING CARRIAGEWAY. THE CENTRAL ISLAND SHOULD BE DESIGNED ON AN INCLINED PLANE TO FACILITATE SURFACE DRAINAGE AND FOR CONSTRUCTION AND APPEARANCE PURPOSES.
11. EDGE LINES TO BE MARKED ON ROADS ≥ 11m WIDE.
12. BUS COMPANIES AND LANDOWNERS ADJACENT TO THE INTERSECTION MUST BE CONSULTED DURING THE PRELIMINARY DESIGN STAGE.
13. ROAD LIGHTING MUST BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 3000 6000 9000 12000 15000

1:300

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

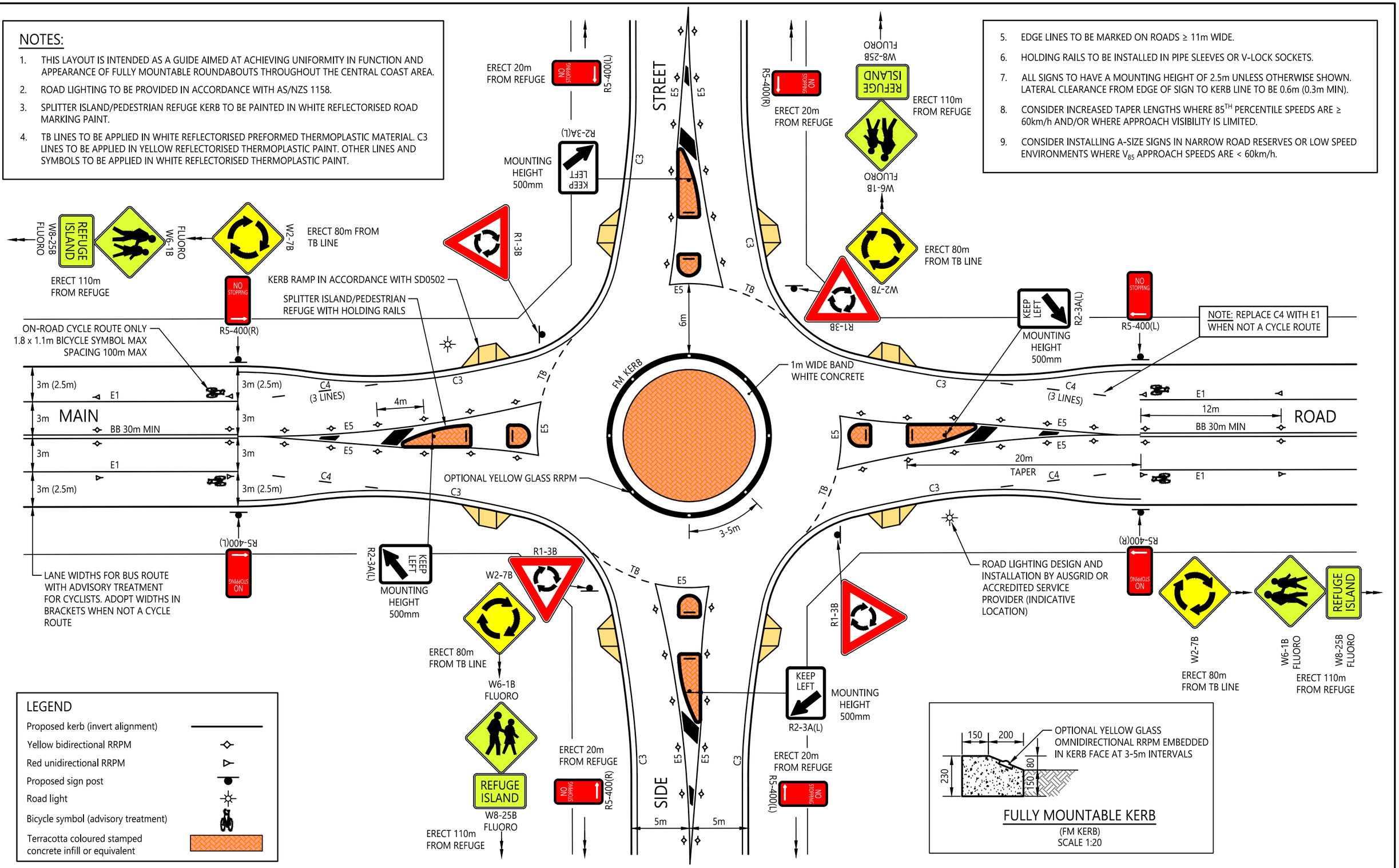
STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
FULLY MOUNTABLE ROUNDABOUT

DRAWING NUMBER	REV
SD0903	-
SHEET 1 OF 9	A3

NOTES:

1. THIS LAYOUT IS INTENDED AS A GUIDE AIMED AT ACHIEVING UNIFORMITY IN FUNCTION AND APPEARANCE OF FULLY MOUNTABLE ROUNDABOUTS THROUGHOUT THE CENTRAL COAST AREA.
2. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
3. SPLITTER ISLAND/PEDESTRIAN REFUGE KERB TO BE PAINTED IN WHITE REFLECTORISED ROAD MARKING PAINT.
4. TB LINES TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL. C3 LINES TO BE APPLIED IN YELLOW REFLECTORISED THERMOPLASTIC PAINT. OTHER LINES AND SYMBOLS TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT.
5. EDGE LINES TO BE MARKED ON ROADS ≥ 11m WIDE.
6. HOLDING RAILS TO BE INSTALLED IN PIPE SLEEVES OR V-LOCK SOCKETS.
7. ALL SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m UNLESS OTHERWISE SHOWN. LATERAL CLEARANCE FROM EDGE OF SIGN TO KERB LINE TO BE 0.6m (0.3m MIN).
8. CONSIDER INCREASED TAPER LENGTHS WHERE 85TH PERCENTILE SPEEDS ARE ≥ 60km/h AND/OR WHERE APPROACH VISIBILITY IS LIMITED.
9. CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS WHERE V_{85} APPROACH SPEEDS ARE < 60km/h.



LEGEND

- Proposed kerb (invert alignment)
- Yellow bidirectional RRPM
- Red unidirectional RRPM
- Proposed sign post
- Road light
- Bicycle symbol (advisory treatment)
- Terracotta coloured stamped concrete infill or equivalent

FULLY MOUNTABLE KERB
(FM KERB)
SCALE 1:20

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING
0 3000 6000 9000 12000 15000
1:300
ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL
ASSETS PLANNING AND DESIGN

Central Coast Council
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
FULLY MOUNTABLE ROUNDABOUT

STANDARD DRAWING

DRAWING NUMBER	REV
SD0903	-
SHEET 2 OF 9	A3

GEOMETRIC DESIGN METHOD

STEP 1: DRAW INSCRIBED CIRCLE

STEP 2: DRAW LAYOUT CIRCLE

STEP 3: DRAW SPLITTER ISLAND ENTRY ARC

STEP 4: DRAW ENTRY KERBLINE ARC

STEP 5: DRAW SPLITTER ISLAND EXIT ARC

STEP 6: DRAW EXIT KERB LINE ARC

STEP 7: DRAW CENTRAL ISLAND (BASED ON DEFLECTION PATHS)

STEP 8: COMPLETE DESIGN LAYOUT

a) DRAW SPLITTER ISLANDS

b) ADJUST SIDE STREET SPLITTER ISLAND ENTRY/EXIT ARCS

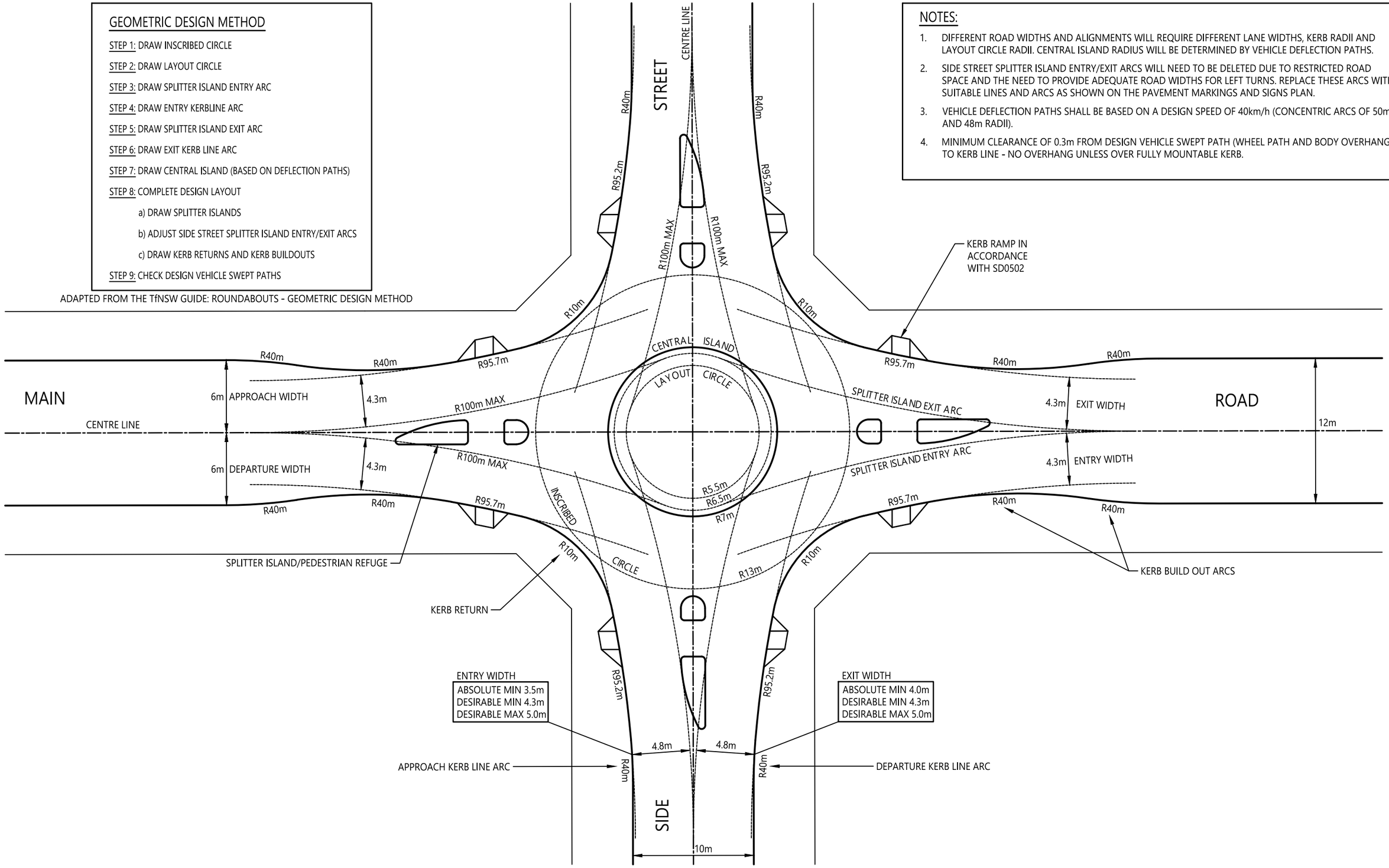
c) DRAW KERB RETURNS AND KERB BUILDOUTS

STEP 9: CHECK DESIGN VEHICLE SWEPT PATHS

ADAPTED FROM THE TfNSW GUIDE: ROUNDABOUTS - GEOMETRIC DESIGN METHOD

NOTES:

1. DIFFERENT ROAD WIDTHS AND ALIGNMENTS WILL REQUIRE DIFFERENT LANE WIDTHS, KERB RADII AND LAYOUT CIRCLE RADII. CENTRAL ISLAND RADIUS WILL BE DETERMINED BY VEHICLE DEFLECTION PATHS.
2. SIDE STREET SPLITTER ISLAND ENTRY/EXIT ARCS WILL NEED TO BE DELETED DUE TO RESTRICTED ROAD SPACE AND THE NEED TO PROVIDE ADEQUATE ROAD WIDTHS FOR LEFT TURNS. REPLACE THESE ARCS WITH SUITABLE LINES AND ARCS AS SHOWN ON THE PAVEMENT MARKINGS AND SIGNS PLAN.
3. VEHICLE DEFLECTION PATHS SHALL BE BASED ON A DESIGN SPEED OF 40km/h (CONCENTRIC ARCS OF 50m AND 48m RADII).
4. MINIMUM CLEARANCE OF 0.3m FROM DESIGN VEHICLE SWEPT PATH (WHEEL PATH AND BODY OVERHANG) TO KERB LINE - NO OVERHANG UNLESS OVER FULLY MOUNTABLE KERB.



REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 3000 6000 9000 12000 15000

1:300

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
FULLY MOUNTABLE ROUNDABOUT

STANDARD DRAWING

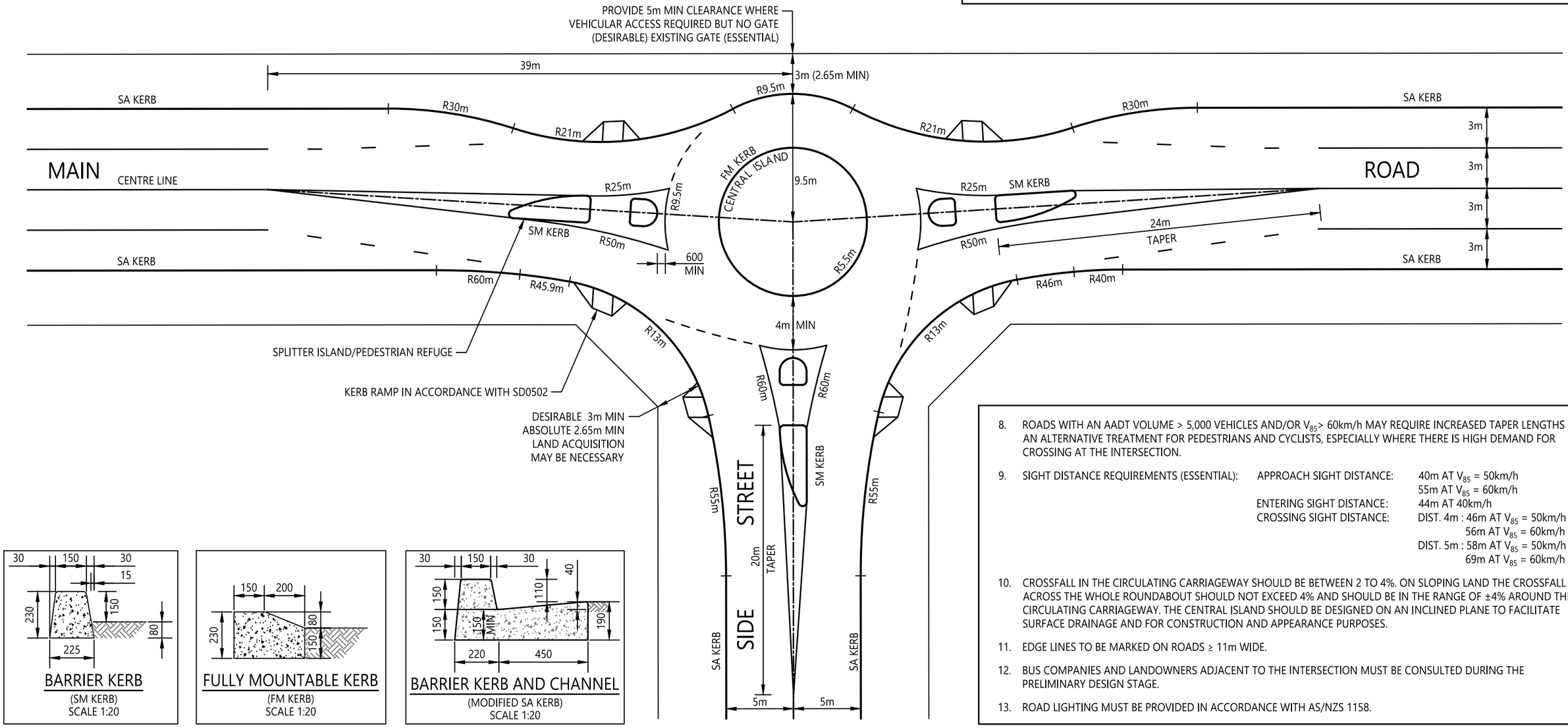
DRAWING NUMBER	REV
SD0903	-
SHEET 3 OF 9	A3

NOTES:

1. THIS LAYOUT IS INTENDED AS A GUIDE AIMED AT ACHIEVING UNIFORMITY IN FUNCTION AND APPEARANCE OF FULLY MOUNTABLE ROUNDABOUTS THROUGHOUT THE LGA. DIFFERENT ROAD WIDTHS AND ALIGNMENTS WILL REQUIRE DIFFERENT LANE WIDTHS AND KERB RADII. SUGGESTED SPACING OF TRAFFIC CALMING DEVICES ON BUS ROUTES TO BE 150 TO 250m, OTHERWISE SPACING TO BE 80 TO 120m.
2. A FULLY MOUNTABLE ROUNDABOUT SHALL BE DEFINED AS A ROUNDABOUT HAVING A SINGLE LANE CIRCULATING CARRIAGEWAY AROUND A FULLY MOUNTABLE CENTRAL ISLAND WITH A RADIUS BETWEEN APPROX 3m AND 8m. NORMAL ROUNDABOUTS SHOULD BE DESIGNED USING THE TfNSW GEOMETRIC DESIGN METHOD.
3. VEHICLE DEFLECTION PATHS MUST BE BASED ON A DESIGN SPEED OF 40km/h (R50/R48 CONCENTRIC ARCS) AND MUST BE TANGENTIAL TO KERB LINE ENTRY/EXIT ARCS AND TANGENTIAL TO OR CROSS THE CENTRAL ISLAND.
4. MINIMUM DESIGN VEHICLE FOR TURNING MANOEUVRES (EXCEPT TO/FROM ACCESSES) SHOULD BE A SINGLE UNIT TRUCK/BUS (12.5m). NARROW ROAD WIDTHS OR TURNS THROUGH > 120° MAY REQUIRE ADOPTION OF A SERVICE VEHICLE (8.8m) AS THE DESIGN VEHICLE, BUT ONLY ON ROADS WITH LOW TRAFFIC VOLUMES.
5. DESIGN VEHICLE SWEPT PATHS MUST BE CHECKED USING SOFTWARE AND/OR AUSTROADS TURNING PATH TEMPLATES. VEHICLE BODY OVERHANG (FRONT AND REAR) MUST NOT OVERHANG KERB LINES UNLESS KERB IS FULLY MOUNTABLE. CLEARANCE FROM WHEEL PATH/BODY OVERHANG TO KERB LINE TO BE 300mm MIN. TURNING PATH DESIGN SPEED 10km/h, OR 5km/h MIN WHERE CENTRAL ISLAND IS COMPLETELY OVERRUN.
6. PROPERTY ACCESSES ADJACENT TO INTERSECTION WILL REQUIRE CAREFUL ANALYSIS. INITIAL STRATEGY SHOULD BE TO ADOPT THE STANDARD PEDESTRIAN REFUGE SHAPE AND POSITION.

   OPTIONS MAY INCLUDE: 1. RELOCATE/DIVERT ACCESS
   2. DENY RIGHT TURNS
   3. MODIFY ISLAND/GAP LENGTH
   4. DELETE REFUGE AND CREATE PAINTED MEDIAN ISLAND

   RELOCATION OF EXISTING SERVICES SHOULD BE CONSIDERED PRIOR TO COMPROMISING THE GEOMETRIC DESIGN.
7. SPLITTER ISLAND/PEDESTRIAN REFUGES MUST BE CONSTRUCTED ON EACH ARM WITH BARRIER (SM) KERB. THE CENTRAL ISLAND MUST BE CONSTRUCTED WITH FULLY MOUNTABLE (FM) KERB PROFILE. OTHER TRAFFIC ISLANDS WHERE NO PROVISION IS MADE FOR PEDESTRIANS/CYCLISTS SHOULD BE CONSTRUCTED WITH SEMI-MOUNTABLE (SF) KERB.



BARRIER KERB
(SM KERB)
SCALE 1:20

FULLY MOUNTABLE KERB
(FM KERB)
SCALE 1:20

BARRIER KERB AND CHANNEL
(MODIFIED SA KERB)
SCALE 1:20

8. ROADS WITH AN AADT VOLUME > 5,000 VEHICLES AND/OR V_{85}> 60km/h MAY REQUIRE INCREASED TAPER LENGTHS OR AN ALTERNATIVE TREATMENT FOR PEDESTRIANS AND CYCLISTS, ESPECIALLY WHERE THERE IS HIGH DEMAND FOR CROSSING AT THE INTERSECTION.
9. SIGHT DISTANCE REQUIREMENTS (ESSENTIAL):

APPROACH SIGHT DISTANCE:	40m AT V_{85} = 50km/h 55m AT V_{85} = 60km/h
ENTERING SIGHT DISTANCE:	44m AT 40km/h
CROSSING SIGHT DISTANCE:	DIST. 4m : 46m AT V_{85} = 50km/h 56m AT V_{85} = 60km/h DIST. 5m : 58m AT V_{85} = 50km/h 69m AT V_{85} = 60km/h

10. CROSSFALL IN THE CIRCULATING CARRIAGEWAY SHOULD BE BETWEEN 2 TO 4%. ON SLOPING LAND THE CROSSFALL ACROSS THE WHOLE ROUNDABOUT SHOULD NOT EXCEED 4% AND SHOULD BE IN THE RANGE OF ±4% AROUND THE CIRCULATING CARRIAGEWAY. THE CENTRAL ISLAND SHOULD BE DESIGNED ON AN INCLINED PLANE TO FACILITATE SURFACE DRAINAGE AND FOR CONSTRUCTION AND APPEARANCE PURPOSES.
11. EDGE LINES TO BE MARKED ON ROADS ≥ 11m WIDE.
12. BUS COMPANIES AND LANDOWNERS ADJACENT TO THE INTERSECTION MUST BE CONSULTED DURING THE PRELIMINARY DESIGN STAGE.
13. ROAD LIGHTING MUST BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 3000 6000 9000 12000 15000

1:300

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

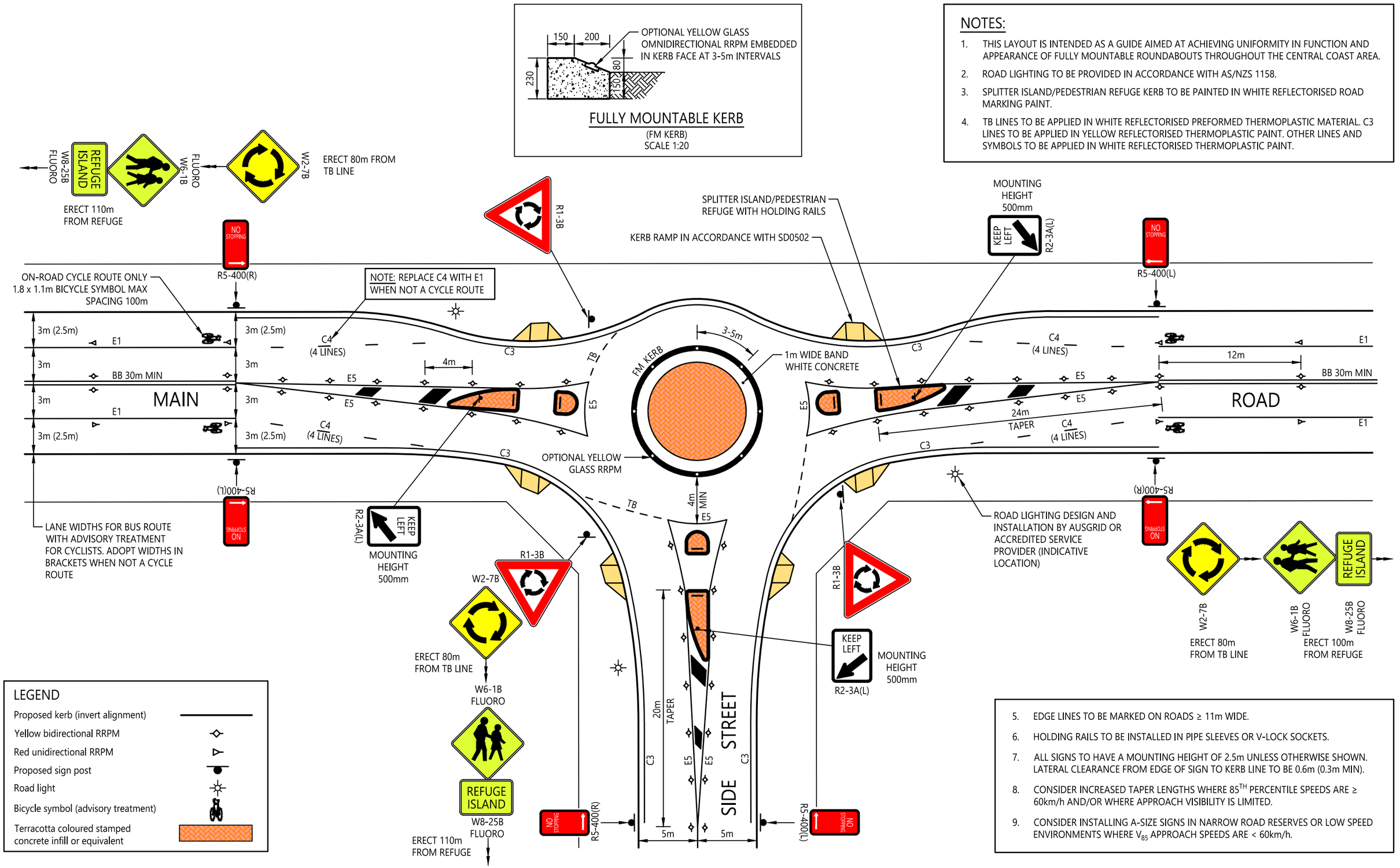
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
FULLY MOUNTABLE ROUNDABOUT

DRAWING NUMBER	REV
SD0903	-
SHEET 4 OF 9	A3



5. EDGE LINES TO BE MARKED ON ROADS ≥ 11m WIDE.
6. HOLDING RAILS TO BE INSTALLED IN PIPE SLEEVES OR V-LOCK SOCKETS.
7. ALL SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m UNLESS OTHERWISE SHOWN. LATERAL CLEARANCE FROM EDGE OF SIGN TO KERB LINE TO BE 0.6m (0.3m MIN).
8. CONSIDER INCREASED TAPER LENGTHS WHERE 85TH PERCENTILE SPEEDS ARE ≥ 60km/h AND/OR WHERE APPROACH VISIBILITY IS LIMITED.
9. CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS WHERE V_{85} APPROACH SPEEDS ARE < 60km/h.

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 3000 6000 9000 12000 15000

1:300

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

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CHECKED	M BAMBER
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UNIT MANAGER APPROVAL

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Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
FULLY MOUNTABLE ROUNDABOUT

STANDARD DRAWING

DRAWING NUMBER	REV
SD0903	-
SHEET 5 OF 9	A3

NOTES:

1. DIFFERENT ROAD WIDTHS AND ALIGNMENTS WILL REQUIRE DIFFERENT LANE WIDTHS, KERB RADII AND LAYOUT CIRCLE RADII. CENTRAL ISLAND RADIUS WILL BE DETERMINED BY VEHICLE DEFLECTION PATHS.
2. SIDE STREET SPLITTER ISLAND ENTRY/EXIT ARCS WILL NEED TO BE DELETED DUE TO RESTRICTED ROAD SPACE AND THE NEED TO PROVIDE ADEQUATE ROAD WIDTHS FOR LEFT TURNS. REPLACE THESE ARCS WITH SUITABLE LINES AND ARCS AS SHOWN ON THE PAVEMENT MARKINGS AND SIGNS PLAN.
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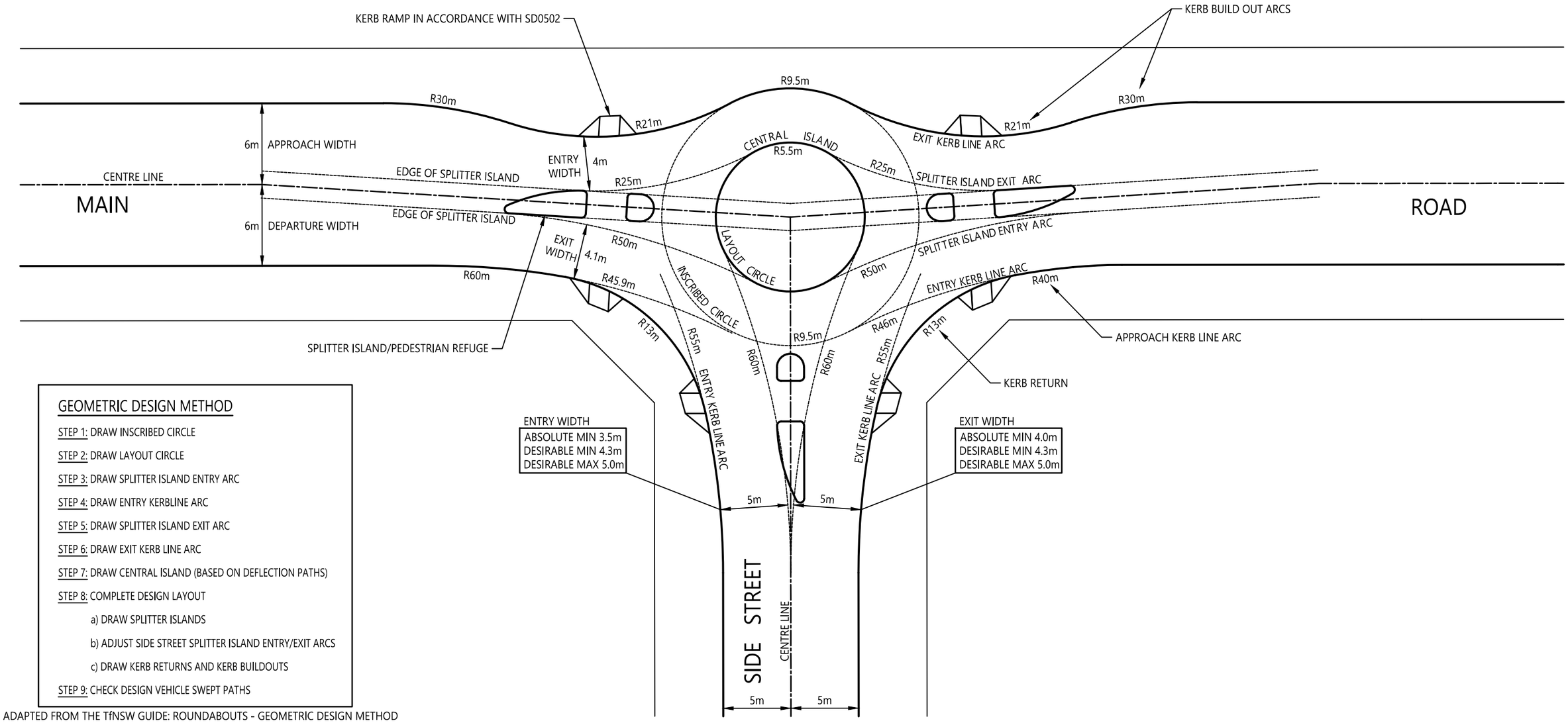

GEOMETRIC DESIGN METHOD

STEP 1: DRAW INSCRIBED CIRCLE

STEP 2: DRAW LAYOUT CIRCLE

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STEP 4: DRAW ENTRY KERBLINE ARC

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STEP 9: CHECK DESIGN VEHICLE SWEPT PATHS

ADAPTED FROM THE TfNSW GUIDE: ROUNDABOUTS - GEOMETRIC DESIGN METHOD

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 3000 6000 9000 12000 15000

1:300

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
FULLY MOUNTABLE ROUNDABOUT

STANDARD DRAWING

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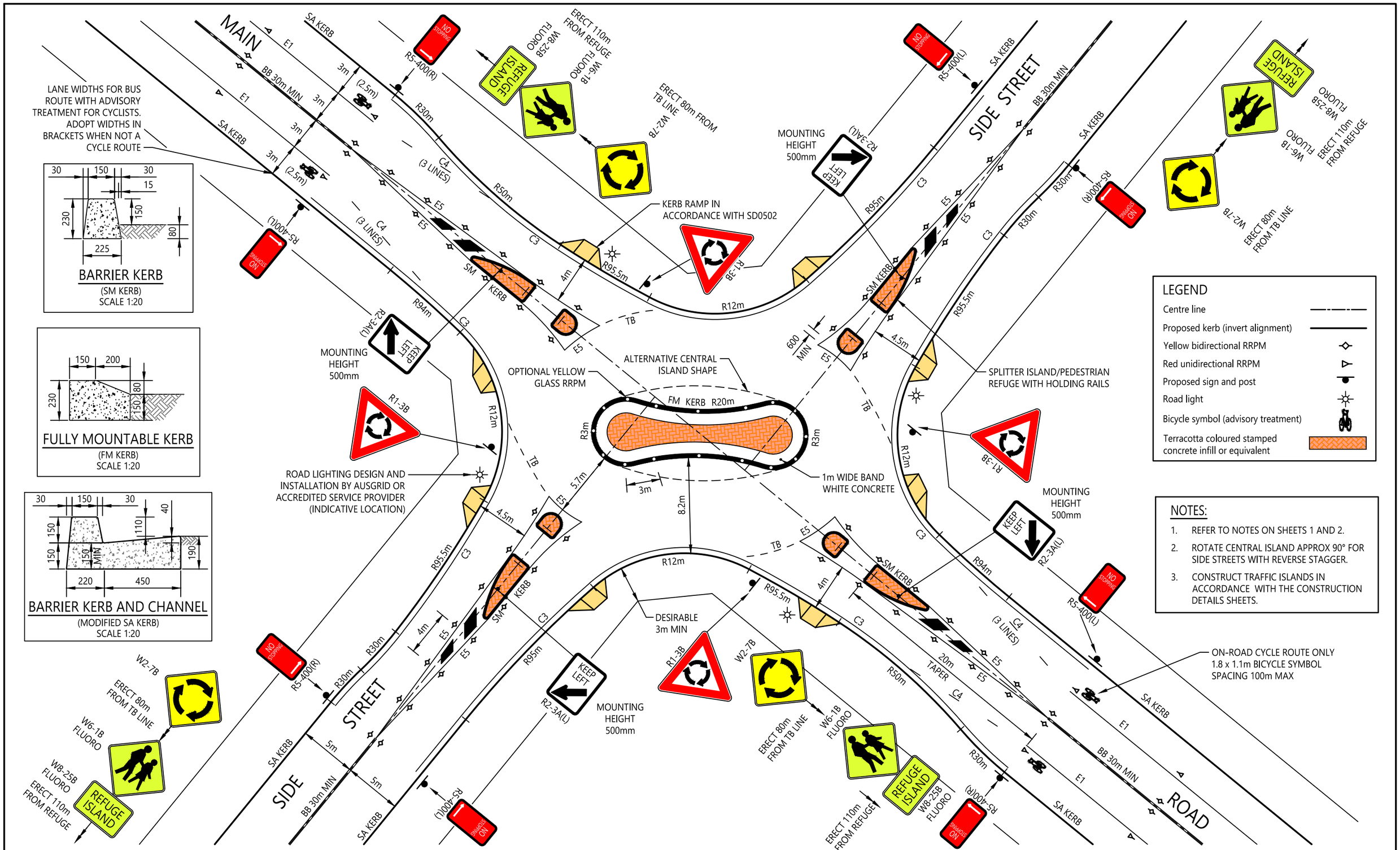

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING
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1:300
ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL
ASSETS PLANNING AND DESIGN

Central Coast Council
ROADS TRANSPORT DRAINAGE AND WASTE

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TRAFFIC MANAGEMENT SERIES
FULLY MOUNTABLE ROUNDABOUT

STANDARD DRAWING

DRAWING NUMBER	REV
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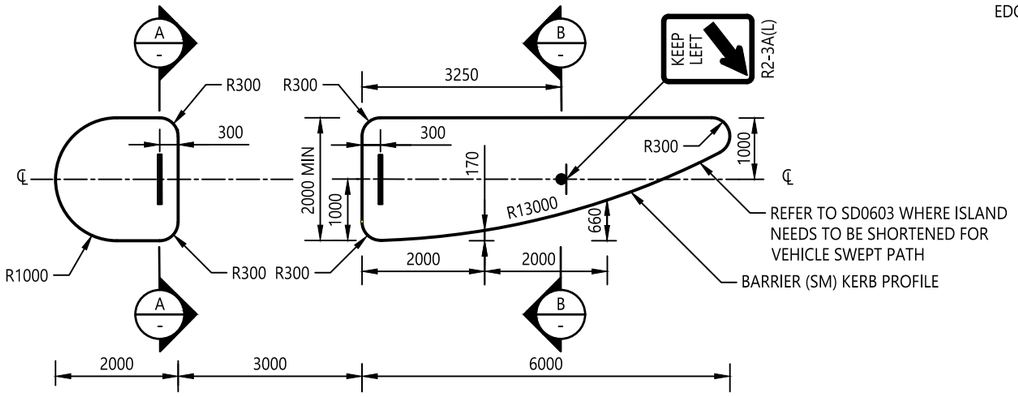
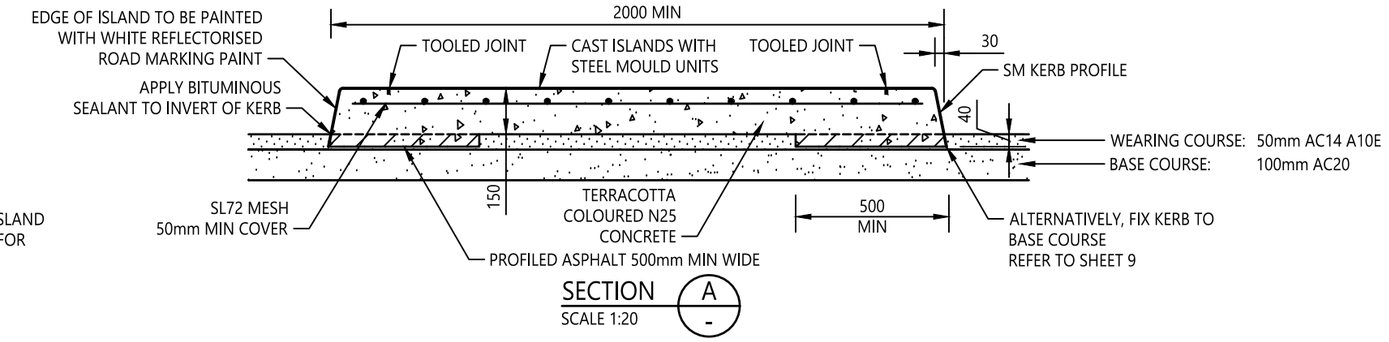
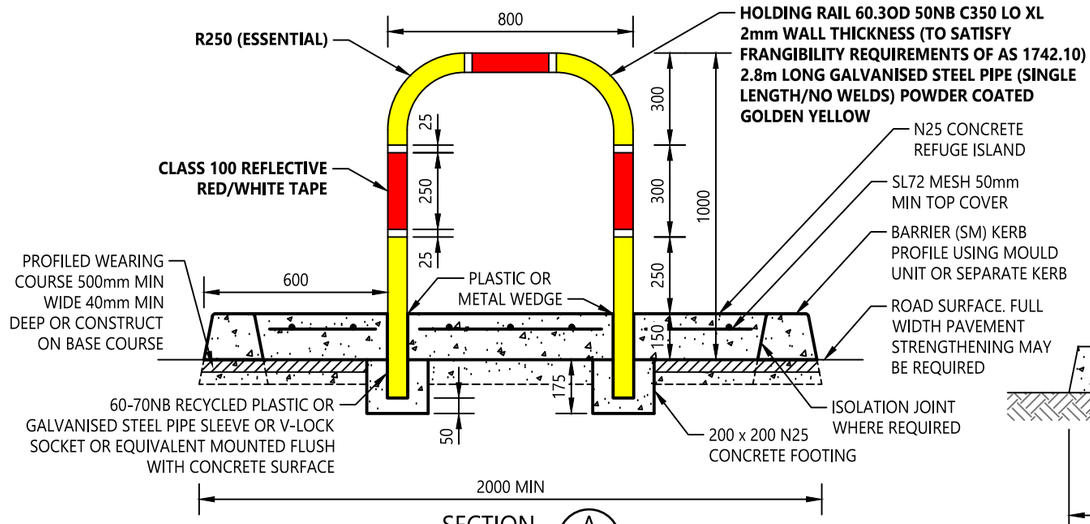


PEDESTRIAN REFUGE ISLAND DETAILS

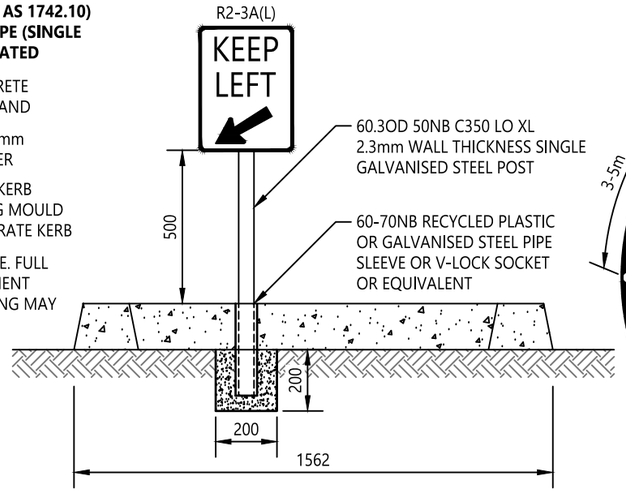
SCALE 1:100



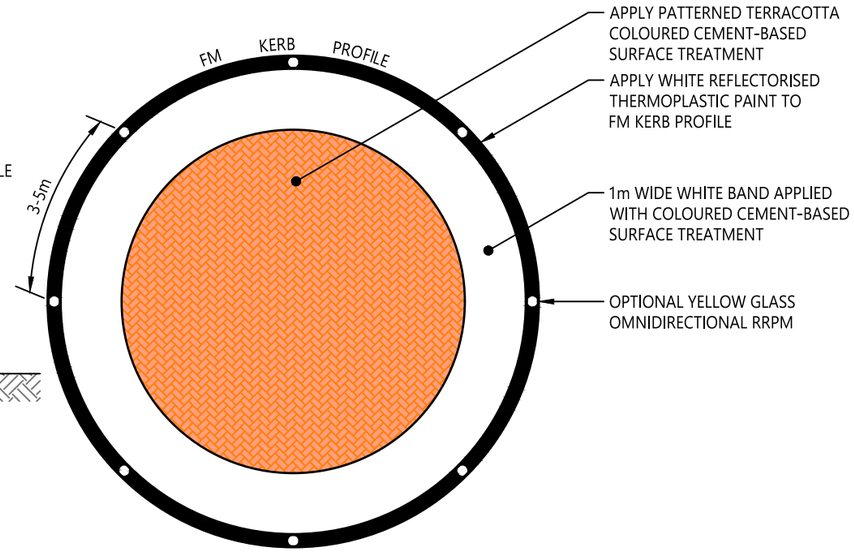
PEDESTRIAN REFUGE ISLAND ON WEARING COURSE DETAIL



HOLDING RAIL DETAIL

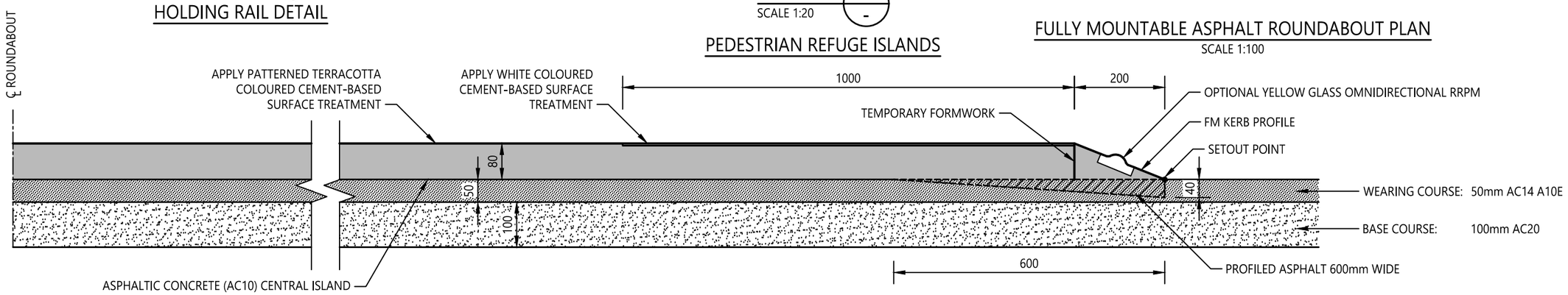


PEDESTRIAN REFUGE ISLANDS



FULLY MOUNTABLE ASPHALT ROUNDABOUT PLAN

SCALE 1:100



FULLY MOUNTABLE ROUNDABOUT - ASPHALT CENTRAL ISLAND DETAIL

SCALE 1:10

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING: AS SHOWN

DRAWN	C SHEPPEARD/T WILLIS
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

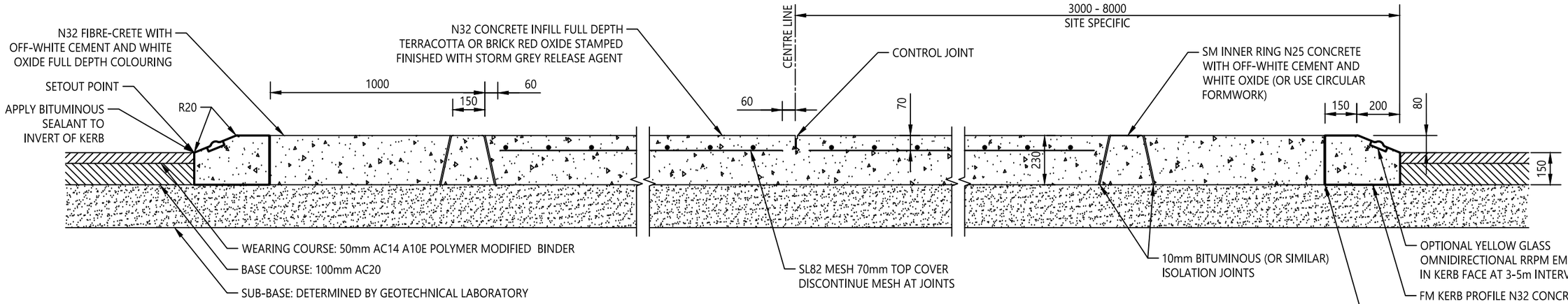
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

STANDARD DRAWING

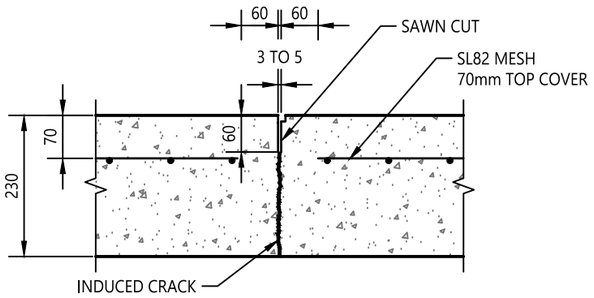
TRAFFIC MANAGEMENT SERIES
FULLY MOUNTABLE ROUNDABOUT

DRAWING NUMBER	REV
SD0903	-
SHEET 8 OF 9	A3



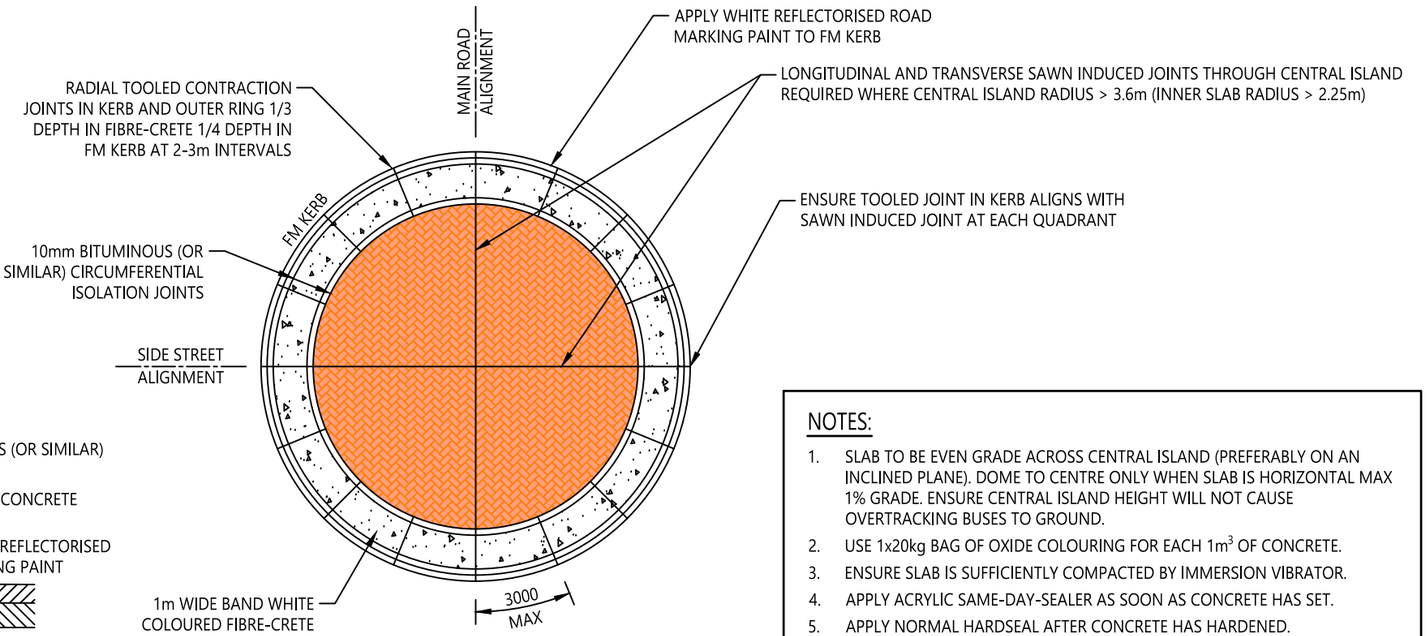
FULLY MOUNTABLE ROUNDABOUT - CONCRETE CENTRAL ISLAND DETAIL

SCALE 1:20



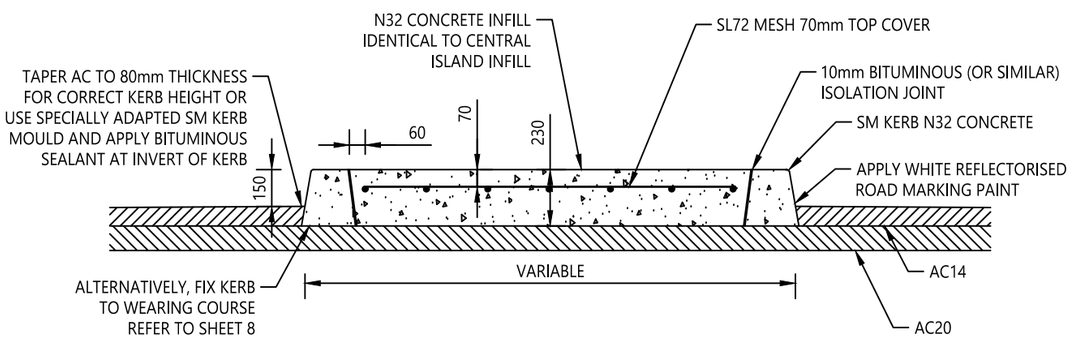
CONTROL JOINT

SCALE 1:10



JOINT DIAGRAM

SCALE 1:20



TYPICAL PEDESTRIAN REFUGE ISLAND ON BASE COURSE DETAIL

SCALE 1:25

NOTES:

1. SLAB TO BE EVEN GRADE ACROSS CENTRAL ISLAND (PREFERABLY ON AN INCLINED PLANE). DOME TO CENTRE ONLY WHEN SLAB IS HORIZONTAL MAX 1% GRADE. ENSURE CENTRAL ISLAND HEIGHT WILL NOT CAUSE OVERTRACKING BUSES TO GROUND.
2. USE 1x20kg BAG OF OXIDE COLOURING FOR EACH $1m^3$ OF CONCRETE.
3. ENSURE SLAB IS SUFFICIENTLY COMPACTED BY IMMERSION VIBRATOR.
4. APPLY ACRYLIC SAME-DAY-SEALER AS SOON AS CONCRETE HAS SET.
5. APPLY NORMAL HARDSEAL AFTER CONCRETE HAS HARDENED.
6. SAWN INDUCED JOINTS SHOULD BE CUT AS SOON AS SURFACE IS HARD ENOUGH THAT IT WILL NOT CHIP, SPALL AND COLLAPSE ON THE CUTTING BLADE. GENERALLY, THIS SHOULD BE WITHIN 24 HOURS OF CONCRETE PLACEMENT.
7. MAXIMUM UNJOINTED SLAB DIMENSION TO BE 4.5m.
8. PREVENT VEHICULAR OVERRUN OF CENTRAL ISLAND FOR AT LEAST 7 DAYS.
9. SLAB SURFACE SHOULD BE RESEALED EVERY 1 TO 2 YEARS.
10. ENSURE COMPACTED AC WEARING COURSE MATCHES THE FM KERB INVERT LEVEL (SETOUT POINT) FOR AN ISLAND HEIGHT OF 80mm (ESSENTIAL).

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING: AS SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

ROADS TRANSPORT DRAINAGE AND WASTE

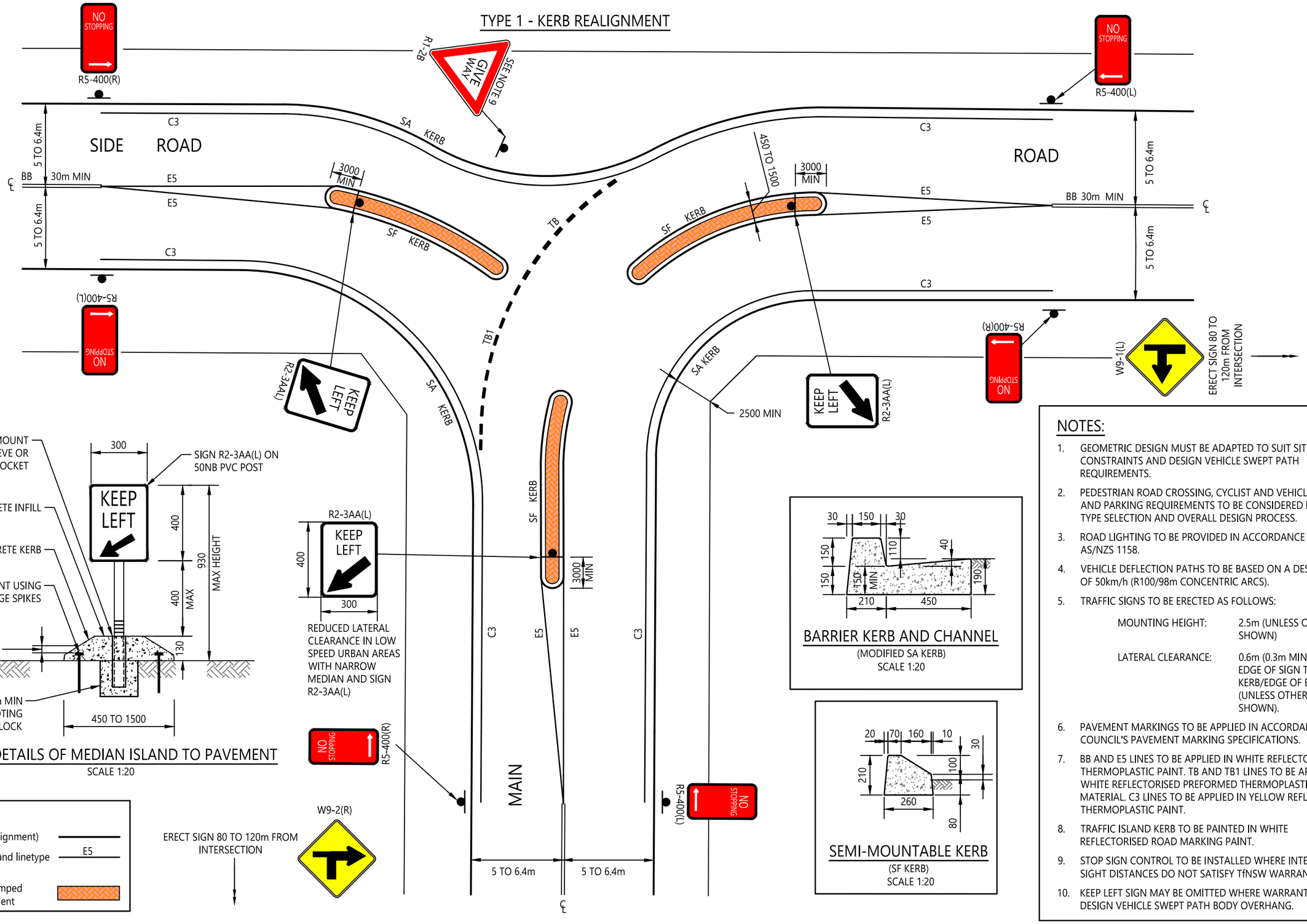
Central Coast Council

STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
FULLY MOUNTABLE ROUNDABOUT

DRAWING NUMBER	REV
SD0903	-
SHEET 9 OF 9	A3

TYPE 1 - KERB REALIGNMENT



FIXING DETAILS OF MEDIAN ISLAND TO PAVEMENT

SCALE 1:20

REDUCED LATERAL CLEARANCE IN LOW SPEED URBAN AREAS WITH NARROW MEDIAN AND SIGN R2-3AA(L)

ERECT SIGN 80 TO 120m FROM INTERSECTION

BARRIER KERB AND CHANNEL

(MODIFIED SA KERB)
SCALE 1:20

SEMI-MOUNTABLE KERB

(SF KERB)
SCALE 1:20

LEGEND

- Proposed kerb (invert alignment)
- Proposed line marking and linetype code — E5
- Terracotta coloured stamped concrete infill or equivalent

NOTES:

1. GEOMETRIC DESIGN MUST BE ADAPTED TO SUIT SITE CONSTRAINTS AND DESIGN VEHICLE SWEPT PATH REQUIREMENTS.
2. PEDESTRIAN ROAD CROSSING, CYCLIST AND VEHICLE ACCESS AND PARKING REQUIREMENTS TO BE CONSIDERED IN DEVICE TYPE SELECTION AND OVERALL DESIGN PROCESS.
3. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
4. VEHICLE DEFLECTION PATHS TO BE BASED ON A DESIGN SPEED OF 50km/h (R100/98m CONCENTRIC ARCS).
5. TRAFFIC SIGNS TO BE ERECTED AS FOLLOWS:
   - MOUNTING HEIGHT: 2.5m (UNLESS OTHERWISE SHOWN)
   - LATERAL CLEARANCE: 0.6m (0.3m MIN) FROM EDGE OF SIGN TO KERB/EDGE OF BITUMEN (UNLESS OTHERWISE SHOWN).
6. PAVEMENT MARKINGS TO BE APPLIED IN ACCORDANCE WITH COUNCIL'S PAVEMENT MARKING SPECIFICATIONS.
7. BB AND E5 LINES TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT. TB AND TB1 LINES TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL. C3 LINES TO BE APPLIED IN YELLOW REFLECTORISED THERMOPLASTIC PAINT.
8. TRAFFIC ISLAND KERB TO BE PAINTED IN WHITE REFLECTORISED ROAD MARKING PAINT.
9. STOP SIGN CONTROL TO BE INSTALLED WHERE INTERSECTION SIGHT DISTANCES DO NOT SATISFY TfNSW WARRANTS.
10. KEEP LEFT SIGN MAY BE OMITTED WHERE WARRANTED BY DESIGN VEHICLE SWEPT PATH BODY OVERHANG.

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 2500 5000 7500 10000 12500

1:250

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

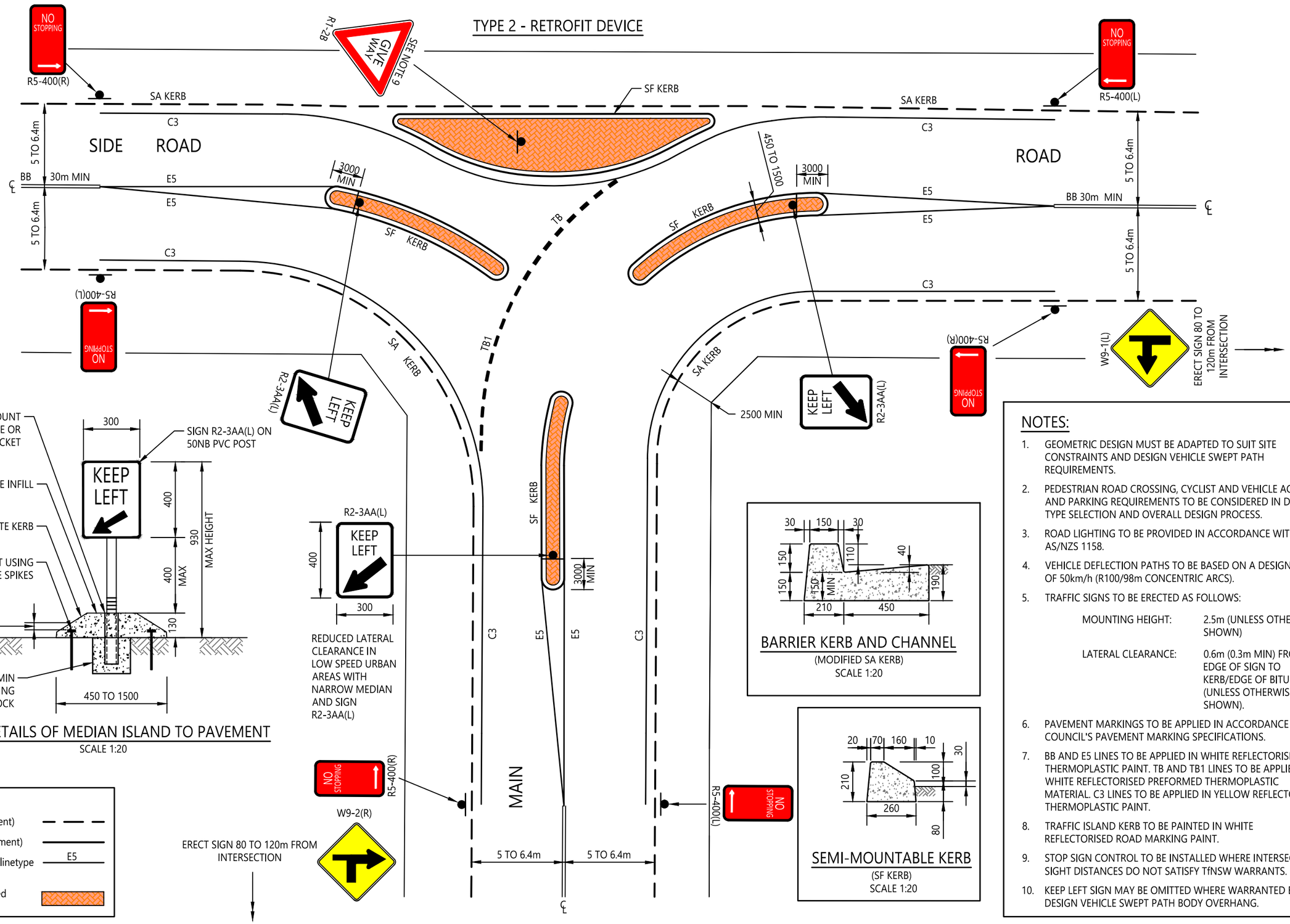
Central Coast Council

STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
MODIFIED T-INTERSECTION

DRAWING NUMBER	REV
SD0904	-
SHEET 1 OF 2	A3

TYPE 2 - RETROFIT DEVICE



FIXING DETAILS OF MEDIAN ISLAND TO PAVEMENT

SCALE 1:20

BARRIER KERB AND CHANNEL

(MODIFIED SA KERB)
SCALE 1:20

SEMI-MOUNTABLE KERB

(SF KERB)
SCALE 1:20

LEGEND

- Existing kerb (invert alignment)
- Proposed kerb (invert alignment)
- Proposed line marking and linetype code — E5
- Terracotta coloured stamped concrete infill or equivalent

NOTES:

1. GEOMETRIC DESIGN MUST BE ADAPTED TO SUIT SITE CONSTRAINTS AND DESIGN VEHICLE SWEPT PATH REQUIREMENTS.
2. PEDESTRIAN ROAD CROSSING, CYCLIST AND VEHICLE ACCESS AND PARKING REQUIREMENTS TO BE CONSIDERED IN DEVICE TYPE SELECTION AND OVERALL DESIGN PROCESS.
3. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
4. VEHICLE DEFLECTION PATHS TO BE BASED ON A DESIGN SPEED OF 50km/h (R100/98m CONCENTRIC ARCS).
5. TRAFFIC SIGNS TO BE ERECTED AS FOLLOWS:
   - MOUNTING HEIGHT: 2.5m (UNLESS OTHERWISE SHOWN)
   - LATERAL CLEARANCE: 0.6m (0.3m MIN) FROM EDGE OF SIGN TO KERB/EDGE OF BITUMEN (UNLESS OTHERWISE SHOWN).
6. PAVEMENT MARKINGS TO BE APPLIED IN ACCORDANCE WITH COUNCIL'S PAVEMENT MARKING SPECIFICATIONS.
7. BB AND E5 LINES TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT. TB AND TB1 LINES TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL. C3 LINES TO BE APPLIED IN YELLOW REFLECTORISED THERMOPLASTIC PAINT.
8. TRAFFIC ISLAND KERB TO BE PAINTED IN WHITE REFLECTORISED ROAD MARKING PAINT.
9. STOP SIGN CONTROL TO BE INSTALLED WHERE INTERSECTION SIGHT DISTANCES DO NOT SATISFY TfNSW WARRANTS.
10. KEEP LEFT SIGN MAY BE OMITTED WHERE WARRANTED BY DESIGN VEHICLE SWEPT PATH BODY OVERHANG.

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 2500 5000 7500 10000 12500

1:250

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
MODIFIED T-INTERSECTION

DRAWING NUMBER	REV
SD0904	-
SHEET 2 OF 2	A3

NOTES:

1. CONSIDER INSTALLATION OF STOP OR GIVE WAY CONTROL, WHERE WARRANTED AT COLLECTOR/DISTRIBUTOR ROAD INTERSECTIONS.
2. ROAD LIGHTING TO COMPLY WITH AS/NZS 1158.

ON-ROAD CYCLE ROUTE ONLY
1.8 x 1.1m BICYCLE SYMBOL
100m MAX SPACING

ERECT SIGN
80m FROM
INTERSECTION

W2-3A

SEE NOTE 1

R10m
C4

SA KERB

SIDE STREET

SA KERB

KERB RAMP IN ACCORDANCE
WITH SD0502

R10m
C4

NOTE: REPLACE C4 WITH E1 AND R10 WHEN NOT A CYCLE ROUTE

SA KERB

E1 BB E1

ROAD

12m 10m 10m 6.4m 10m 12m

MAIN

E1 BB E1

SA KERB

SA KERB

2 x D4-1-1A

D4-5

SA KERB

R7.5m (TYPICAL)

SIDE STREET

SA KERB

ERECT SIGN
AT NEAREST
INTERSECTION

NO THROUGH ROAD
G9-18

RIP AND REMOVE EXISTING PAVEMENT, REHABILITATE
WITH TOP SOIL, TURF AND LANDSCAPING AND
ALLOW SUITABLE FOOTWAY WIDTH FOR PEDESTRIANS

LEGEND

- Proposed kerb (invert alignment)
- Yellow bidirectional RRPM
- Red unidirectional RRPM

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 2500 5000 7500 10000 12500

1:250

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

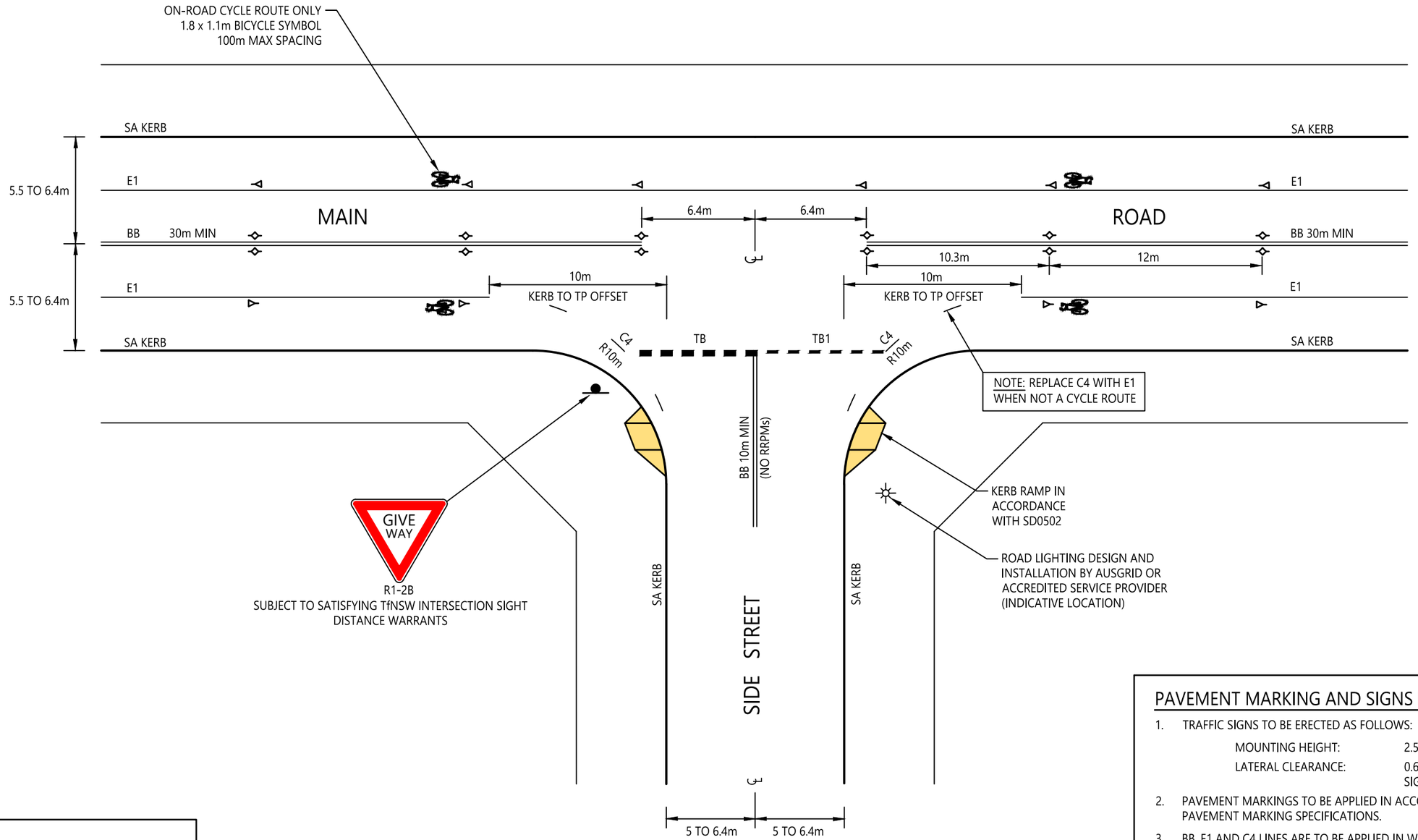
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
RECONFIGURATION OF 4-WAY INTERSECTION

STANDARD DRAWING

DRAWING NUMBER	REV
SD0905	-
SHEET 1 OF 1	A3



TYPICAL URBAN T-INTERSECTION LAYOUT
GIVE WAY CONTROL OPTION

LEGEND

- Proposed kerb (invert alignment)
- Yellow bidirectional RRPM
- Red unidirectional RRPM
- Road light (indicative location)
- Bicycle symbol (advisory treatment)

PAVEMENT MARKING AND SIGNS NOTES:

1. TRAFFIC SIGNS TO BE ERECTED AS FOLLOWS:
   - MOUNTING HEIGHT: 2.5m (UNLESS OTHERWISE SHOWN)
   - LATERAL CLEARANCE: 0.6m (0.3m MIN) FROM EDGE OF SIGN TO KERB/EDGE OF BITUMEN
2. PAVEMENT MARKINGS TO BE APPLIED IN ACCORDANCE WITH COUNCIL'S PAVEMENT MARKING SPECIFICATIONS.
3. BB, E1 AND C4 LINES ARE TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT. TB, TB1 LINES AND SYMBOLS ARE TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL.
4. CONSIDER INSTALLING NO STOPPING SIGNS AND YELLOW C3 LINES WHERE STANDARD ROAD RULES NEED REINFORCEMENT.
5. APPLY SAME TRAFFIC SIGN AND PAVEMENT MARKINGS ON OPPOSITE SIDE OF ROAD FOR 4-WAY INTERSECTIONS.
6. CONSIDER INSTALLING DUPLICATE CONTROL SIGN ON OPPOSITE SIDE OF SIDE STREET TO REINFORCE CONTROL, WHERE WARRANTED BY SITE SPECIFIC REQUIREMENTS.

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING
0 2500 5000 7500 10000 12500
1:250
ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL
ASSETS PLANNING AND DESIGN

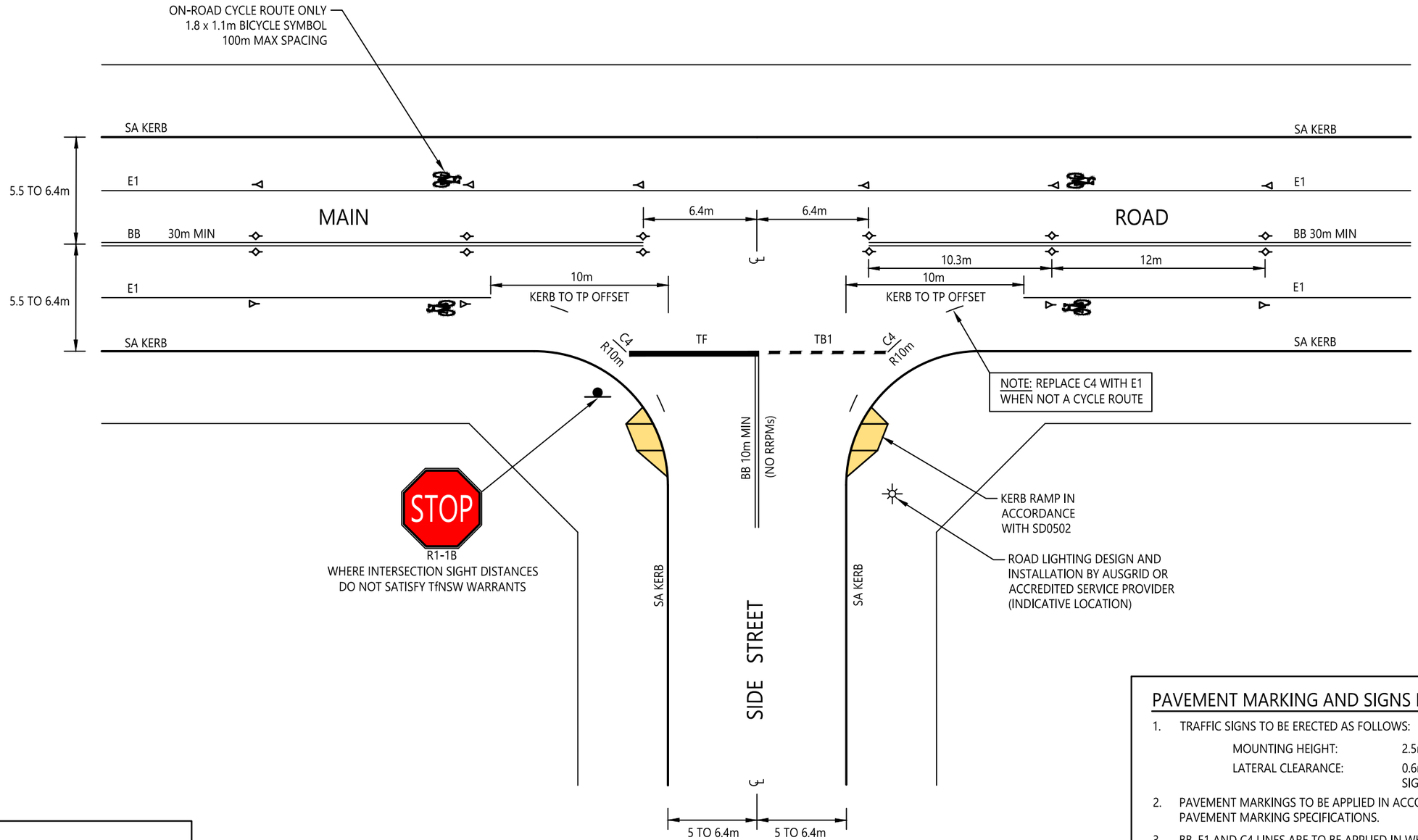
Central Coast Council
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
T-INTERSECTION LAYOUT

STANDARD DRAWING

DRAWING NUMBER	REV
SD0906	-
SHEET 1 OF 4	A3



TYPICAL URBAN T-INTERSECTION LAYOUT
STOP CONTROL OPTION

LEGEND

- Proposed kerb (invert alignment)
- Yellow bidirectional RRPM
- Red unidirectional RRPM
- Road light (indicative location)
- Bicycle symbol (advisory treatment)

PAVEMENT MARKING AND SIGNS NOTES:

1. TRAFFIC SIGNS TO BE ERECTED AS FOLLOWS:
   - MOUNTING HEIGHT: 2.5m (UNLESS OTHERWISE SHOWN)
   - LATERAL CLEARANCE: 0.6m (0.3m MIN) FROM EDGE OF SIGN TO KERB/EDGE OF BITUMEN
2. PAVEMENT MARKINGS TO BE APPLIED IN ACCORDANCE WITH COUNCIL'S PAVEMENT MARKING SPECIFICATIONS.
3. BB, E1 AND C4 LINES ARE TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT. TB, TB1 LINES AND SYMBOLS ARE TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL.
4. CONSIDER INSTALLING NO STOPPING SIGNS AND YELLOW C3 LINES WHERE STANDARD ROAD RULES NEED REINFORCEMENT.
5. APPLY SAME TRAFFIC SIGN AND PAVEMENT MARKINGS ON OPPOSITE SIDE OF ROAD FOR 4-WAY INTERSECTIONS.
6. CONSIDER INSTALLING DUPLICATE CONTROL SIGN ON OPPOSITE SIDE OF SIDE STREET TO REINFORCE CONTROL, WHERE WARRANTED BY SITE SPECIFIC REQUIREMENTS.

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING
0 2500 5000 7500 10000 12500
1:250
ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL
ASSETS PLANNING AND DESIGN

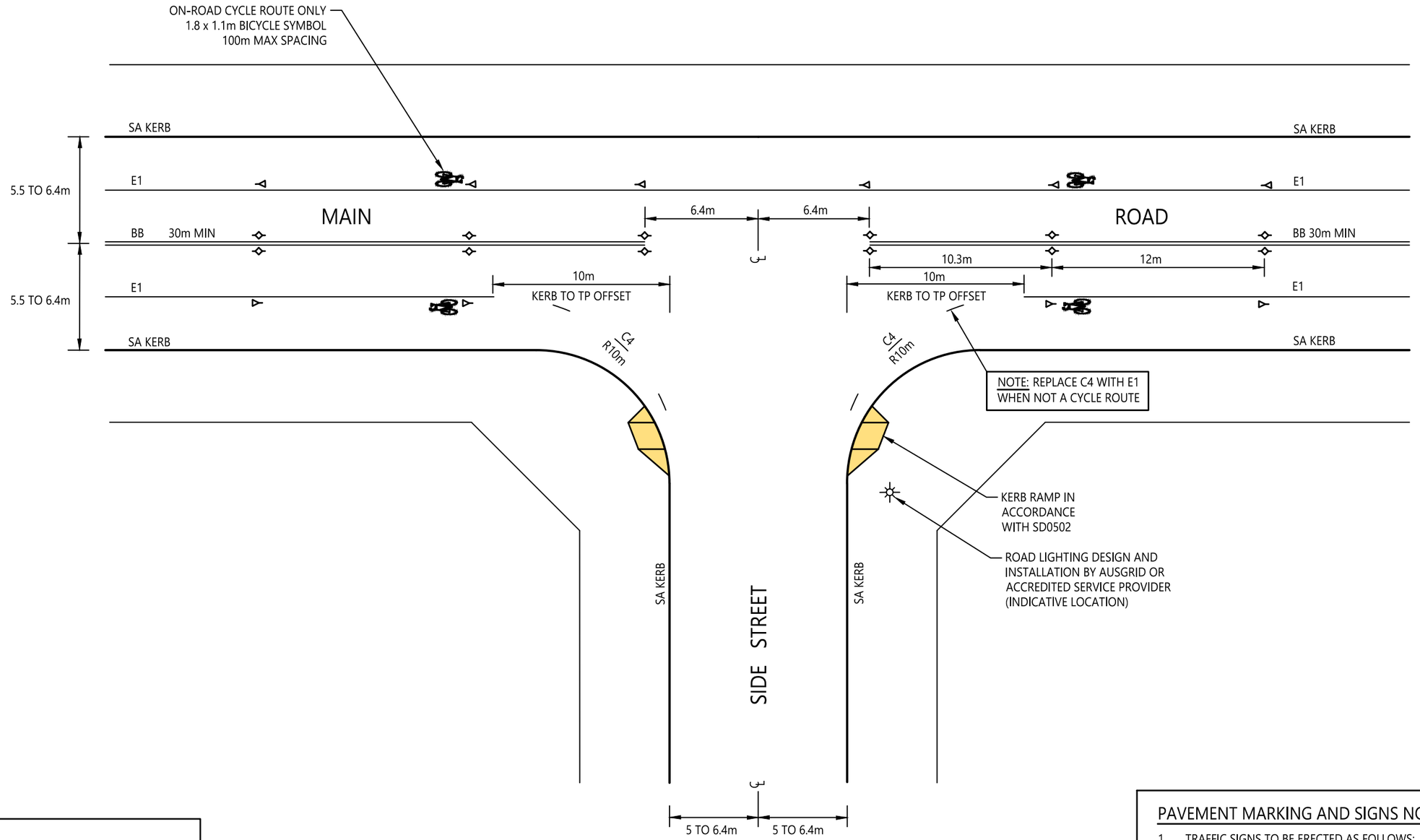
Central Coast Council
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
T-INTERSECTION LAYOUT

STANDARD DRAWING

DRAWING NUMBER	REV
SD0906	-
SHEET 2 OF 4	A3



TYPICAL URBAN T-INTERSECTION LAYOUT
STANDARD ROAD RULES OPTION (NO CONTROL SIGNS)

LEGEND

- Proposed kerb (invert alignment)
- Yellow bidirectional RRPM
- Red unidirectional RRPM
- Road light (indicative location)
- Bicycle symbol (advisory treatment)

PAVEMENT MARKING AND SIGNS NOTES:

1. TRAFFIC SIGNS TO BE ERECTED AS FOLLOWS:
   - MOUNTING HEIGHT: 2.5m (UNLESS OTHERWISE SHOWN)
   - LATERAL CLEARANCE: 0.6m (0.3m MIN) FROM EDGE OF SIGN TO KERB/EDGE OF BITUMEN
2. PAVEMENT MARKINGS TO BE APPLIED IN ACCORDANCE WITH COUNCIL'S PAVEMENT MARKING SPECIFICATIONS.
3. BB, E1 AND C4 LINES ARE TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT.
4. CONSIDER INSTALLING A 10m LONG BB LINE AT CENTRE LINE OF SIDE STREET WHERE WARRANTED BY SITE SPECIFIC REQUIREMENTS.

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 2500 5000 7500 10000 12500

1:250

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

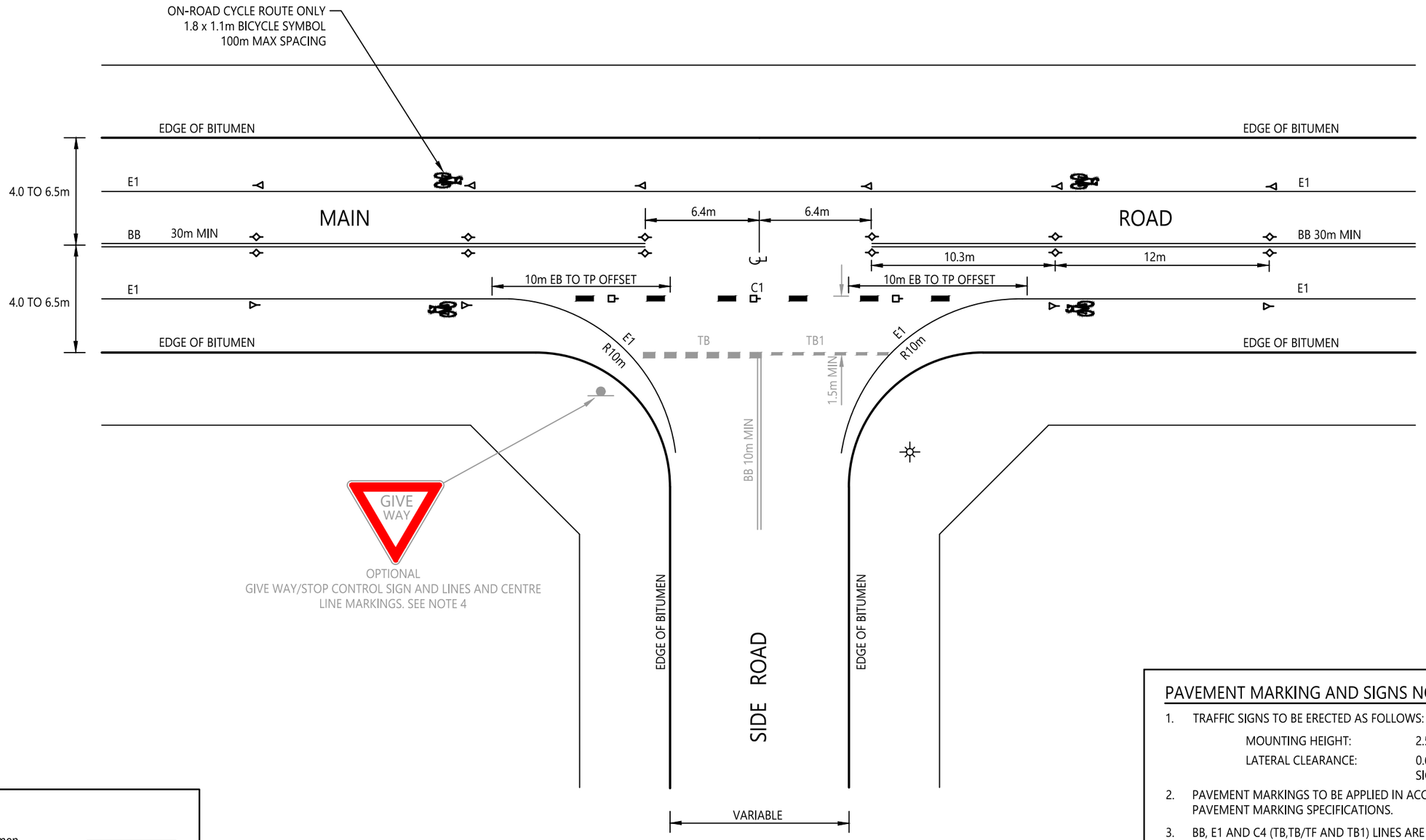
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
T-INTERSECTION LAYOUT

STANDARD DRAWING

DRAWING NUMBER	REV
SD0906	-
SHEET 3 OF 4	A3



LEGEND

- Proposed edge of bitumen
- Yellow bidirectional RRPM
- Red unidirectional RRPM
- White unidirectional RRPM
- Road light (indicative location)
- Bicycle symbol (advisory treatment)

TYPICAL RURAL T-INTERSECTION LAYOUT
STANDARD ROAD RULES AND OPTIONAL CONTROL SIGNS

PAVEMENT MARKING AND SIGNS NOTES:

1. TRAFFIC SIGNS TO BE ERECTED AS FOLLOWS:
   - MOUNTING HEIGHT: 2.5m (UNLESS OTHERWISE SHOWN)
   - LATERAL CLEARANCE: 0.6m (0.3m MIN) FROM EDGE OF SIGN TO KERB/EDGE OF BITUMEN
2. PAVEMENT MARKINGS TO BE APPLIED IN ACCORDANCE WITH COUNCIL'S PAVEMENT MARKING SPECIFICATIONS.
3. BB, E1 AND C4 (TB,TB/TF AND TB1) LINES ARE TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC ROAD MARKING PAINT.
4. CONSIDER INSTALLING STOP OR GIVE WAY CONTROL SIGN AND LINES AND A 10m LONG BB LINE AT CENTRE LINE OF SIDE ROAD WHERE WARRANTED BY SITE SPECIFIC REQUIREMENTS. TYPE OF CONTROL TO BE DICTATED BY SIGHT DISTANCE REQUIREMENTS .
5. APPLY SAME TRAFFIC SIGN AND PAVEMENT MARKINGS ON OPPOSITE SIDE OF ROAD FOR 4-WAY INTERSECTIONS.
6. CONSIDER INSTALLING DUPLICATE CONTROL SIGN ON OPPOSITE SIDE OF SIDE ROAD TO REINFORCE CONTROL, WHERE WARRANTED BY SITE SPECIFIC REQUIREMENTS.

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 2500 5000 7500 10000 12500

1:250

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

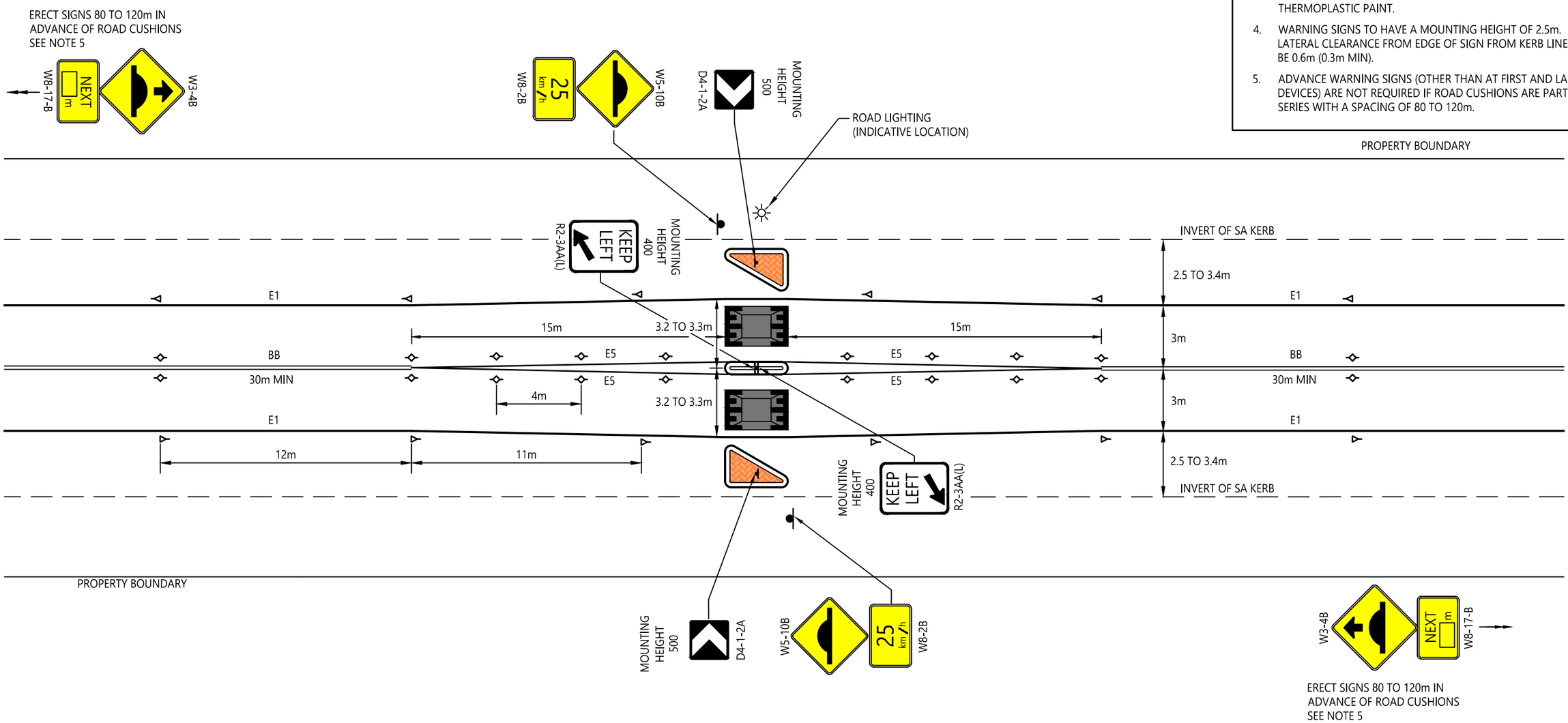
TRAFFIC MANAGEMENT SERIES
T-INTERSECTION LAYOUT

STANDARD DRAWING

DRAWING NUMBER	REV
SD0906	-
SHEET 4 OF 4	A3

NOTES:

1. ROAD CUSHIONS TO BE POSITIONED ADJACENT TO EXISTING ROAD LIGHTING, WHERE PRACTICABLE.
2. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158, WHERE APPLICABLE.
3. PAVEMENT MARKINGS TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT.
4. WARNING SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m. LATERAL CLEARANCE FROM EDGE OF SIGN FROM KERB LINE TO BE 0.6m (0.3m MIN).
5. ADVANCE WARNING SIGNS (OTHER THAN AT FIRST AND LAST DEVICES) ARE NOT REQUIRED IF ROAD CUSHIONS ARE PART OF A SERIES WITH A SPACING OF 80 TO 120m.



ROAD CUSHIONS
WITH PAVEMENT MARKINGS AND SIGNS PLAN
TYPICAL LAYOUT

SCALE 1:200

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 2000 4000 6000 8000 10000

1:200

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

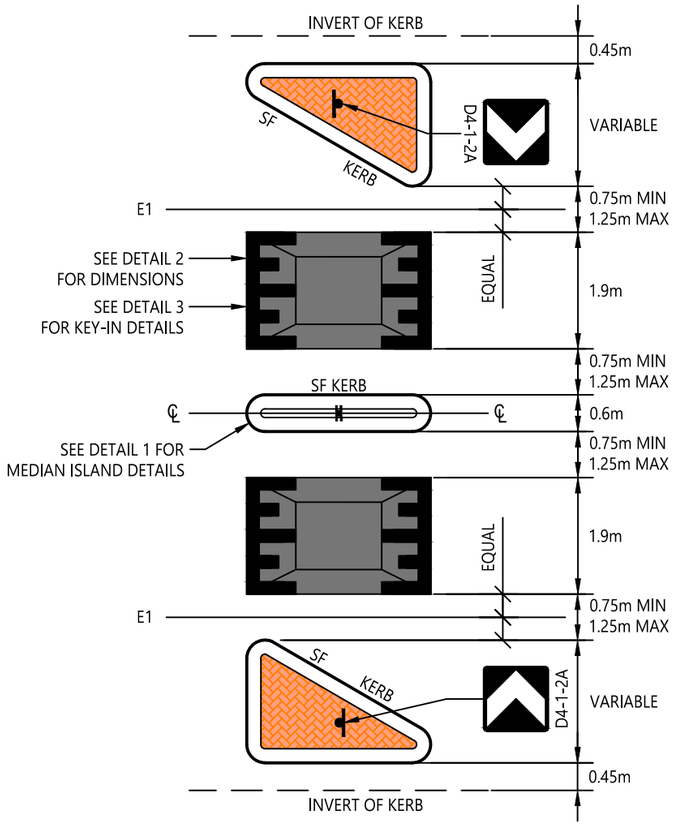
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

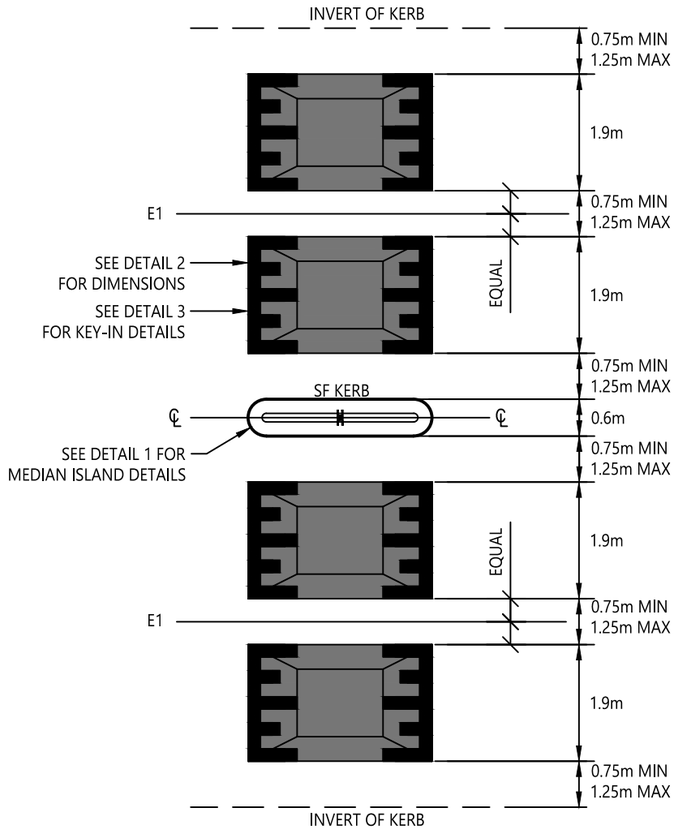
TRAFFIC MANAGEMENT SERIES
ASPHALT ROAD CUSHIONS

STANDARD DRAWING

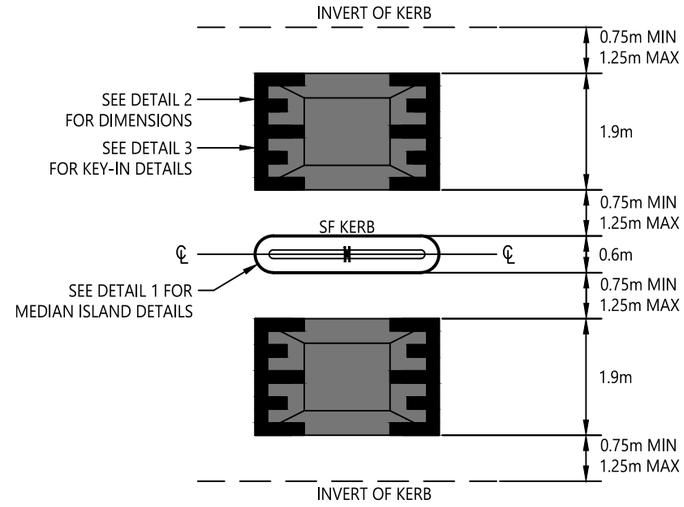
DRAWING NUMBER	REV
SD0907	-
SHEET 1 OF 3	A3



ROAD CUSHIONS WITH KERB BLISTERS AND MEDIAN ISLAND
TYPICAL LAYOUT
SCALE 1:100



ROAD CUSHIONS WITH MEDIAN ISLAND TYPICAL LAYOUT 1
SCALE 1:100



ROAD CUSHIONS WITH MEDIAN ISLAND
TYPICAL LAYOUT 2
SCALE 1:100

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 1000 2000 3000 4000 5000

1:100

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

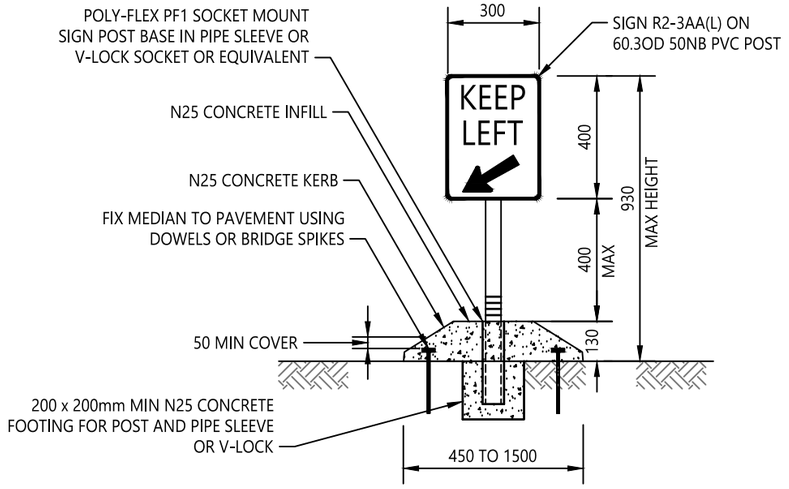
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
ASPHALT ROAD CUSHIONS

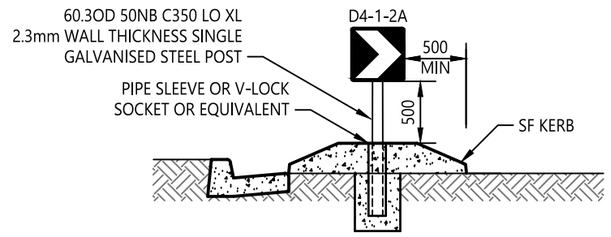
STANDARD DRAWING

DRAWING NUMBER	REV
SD0907	-
SHEET 2 OF 3	A3



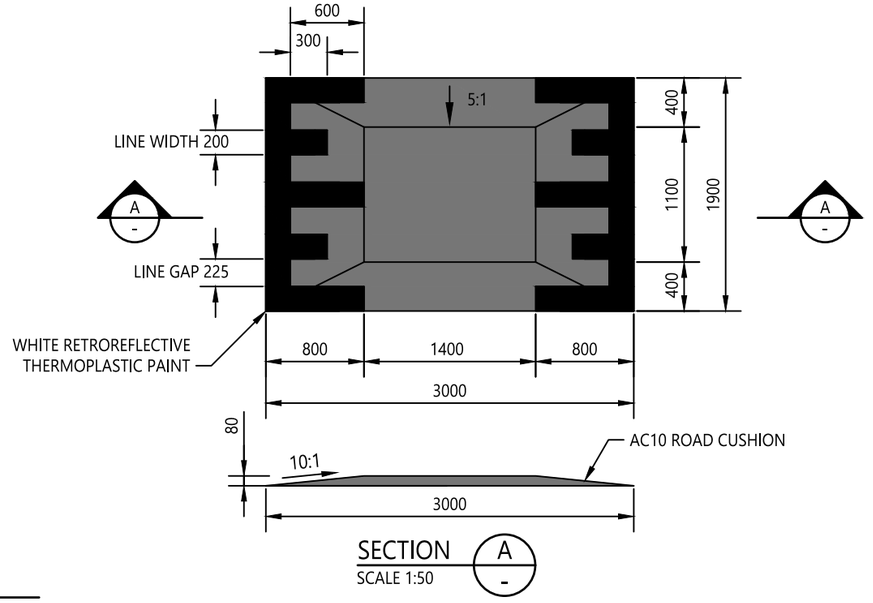
FIXING DETAILS OF MEDIAN ISLAND TO PAVEMENT

SECTION B - SCALE 1:20



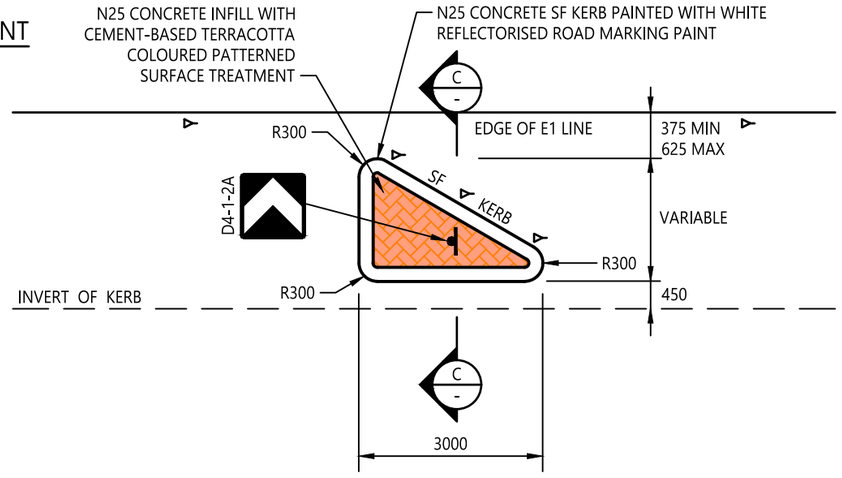
HAZARD SIGN CONFIGURATION

SECTION C - SCALE 1:50



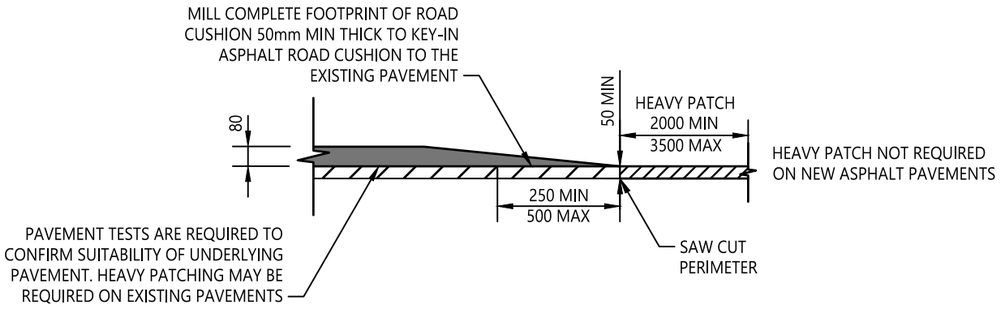
SECTION A - SCALE 1:50

1.9m WIDE ASPHALT ROAD CUSHION DETAIL 2



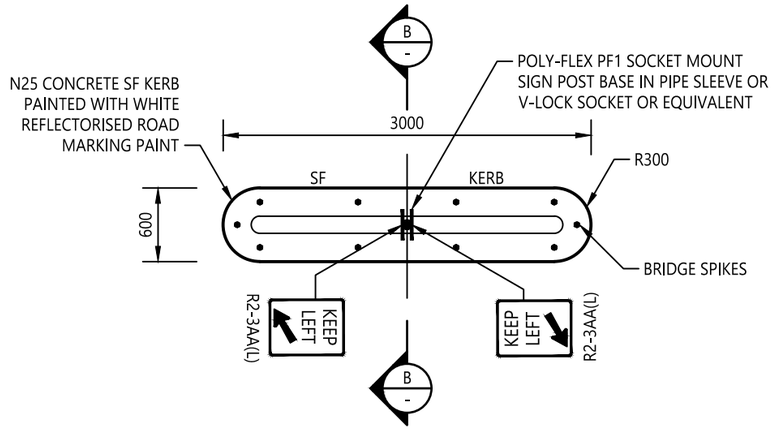
KERB BLISTER DETAIL

SCALE 1:100



ROAD CUSHION KEY-IN DETAIL 3

SCALE 1:25



MEDIAN ISLAND DETAIL 1

SCALE 1:50

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING: AS SHOWN

DRAWN	C SHEPPEARD/T WILLIS
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

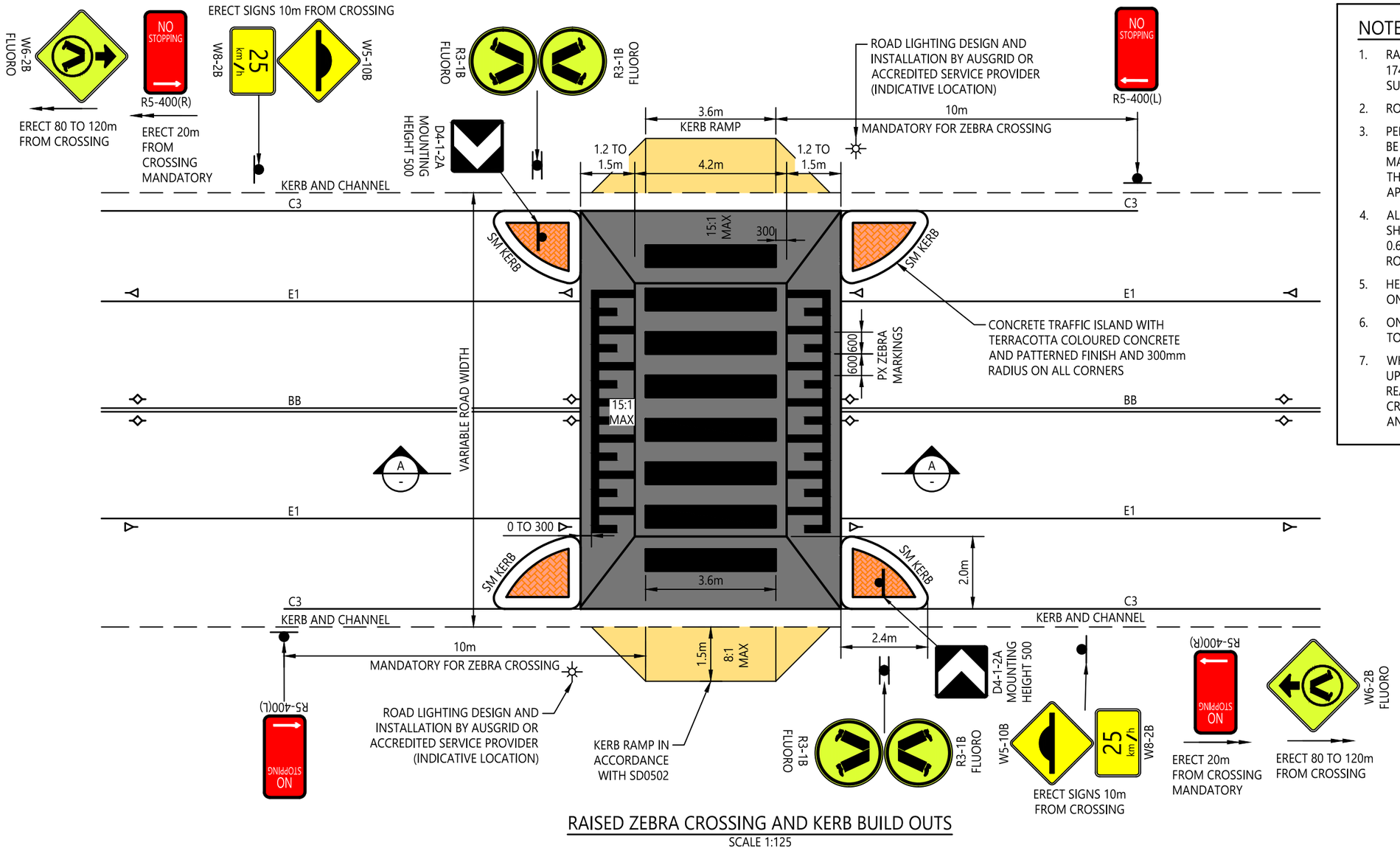
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
ASPHALT ROAD CUSHIONS

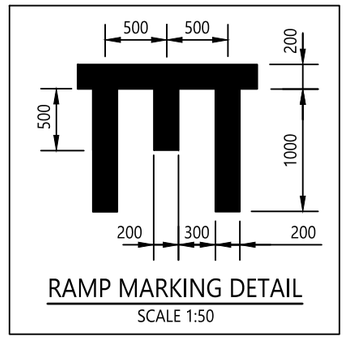
DRAWING NUMBER	REV
SD0907	-
SHEET 3 OF 3	A3



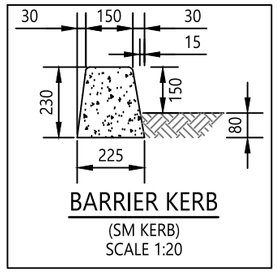
RAISED ZEBRA CROSSING AND KERB BUILD OUTS
SCALE 1:125

NOTES:

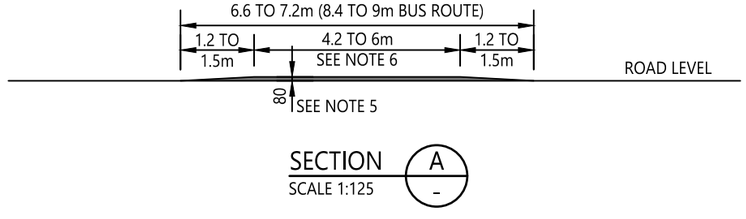
1. RAISED PEDESTRIAN (ZEBRA) CROSSINGS SHALL COMPLY WITH AS 1742.10 AND THE RELEVANT AUSTROADS GUIDELINES AND TfNSW SUPPLEMENTS.
2. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
3. PEDESTRIAN (ZEBRA) CROSSING AND RAMP PAVEMENT MARKINGS TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL. C3 LINES ARE TO BE APPLIED IN YELLOW REFLECTORISED THERMOPLASTIC PAINT. ALL OTHER PAVEMENT MARKINGS ARE TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT.
4. ALL SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m UNLESS OTHERWISE SHOWN. LATERAL CLEARANCE FROM EDGE OF SIGN TO KERBLINE TO BE 0.6m (0.3m MIN). CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS (V_{85} < 60km/h).
5. HEIGHT OF RAISED ZEBRA CROSSING MAY BE INCREASED TO 100mm ON ROADS NOT USED BY BUSES.
6. ON BUS ROUTES, LENGTHEN THE RAISED PLATFORM AREA FROM 4.2m TO 6m.
7. WHERE RAISED PEDESTRIAN CROSSINGS ARE INCLUDED IN ROAD UPGRADE PROJECTS, KERB BUILD OUTS SHOULD BE CREATED BY REALIGNING THE KERB, CREATING AN AT-GRADE FOOTWAY/RAISED CROSSING INTERFACE AND INCLUSION OF A DRAINAGE SYSTEM AT ANY SUBSEQUENT TRAPPED LOW POINTS IN THE KERB.



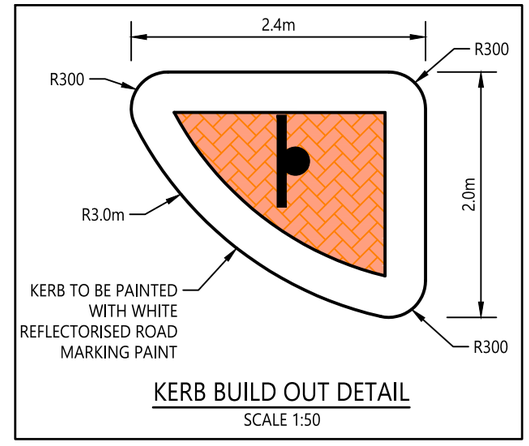
RAMP MARKING DETAIL
SCALE 1:50



BARRIER KERB
(SM KERB)
SCALE 1:20



SECTION A
SCALE 1:125



KERB BUILD OUT DETAIL
SCALE 1:50

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING: AS SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

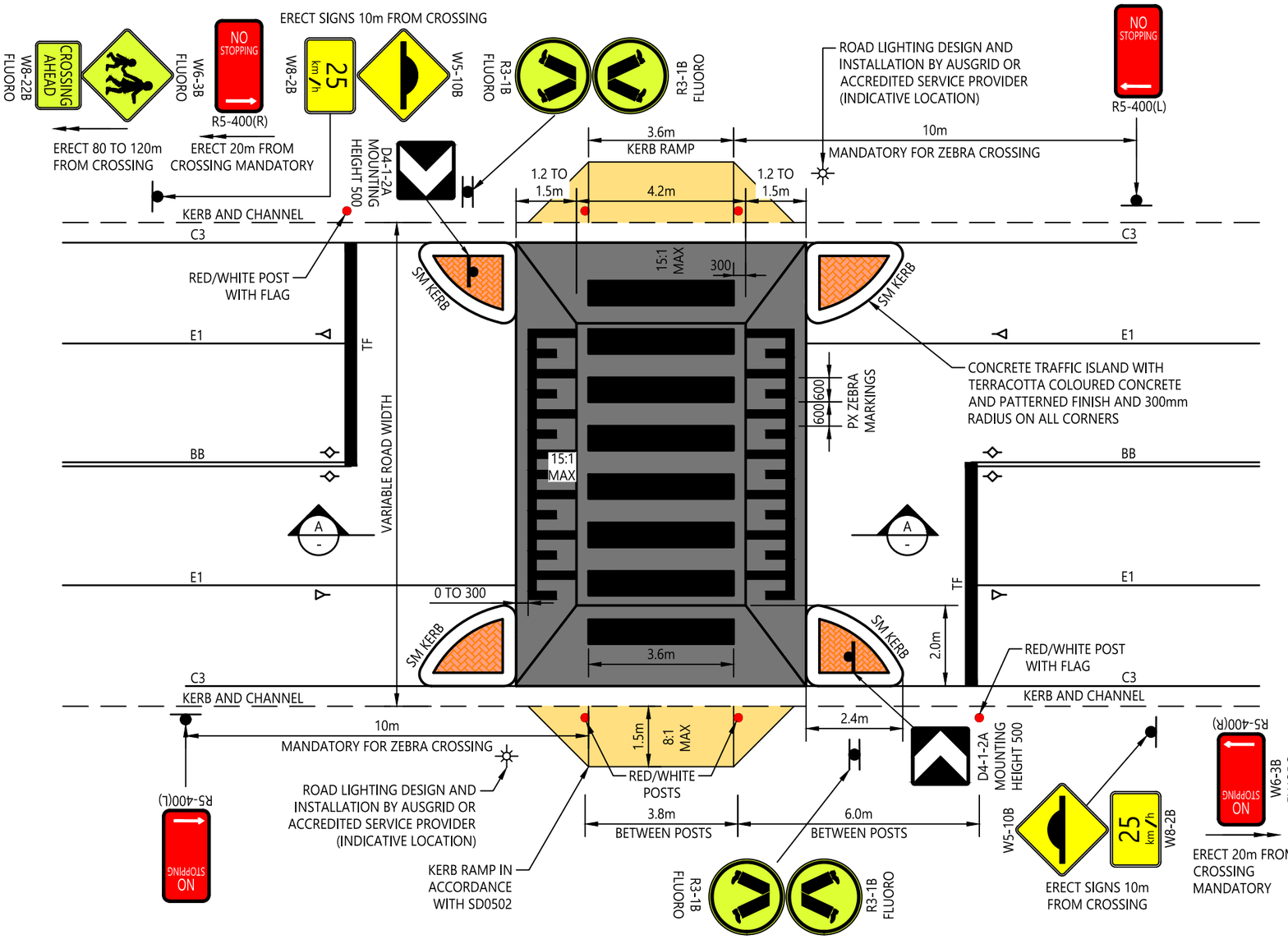
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
ROAD HUMPS

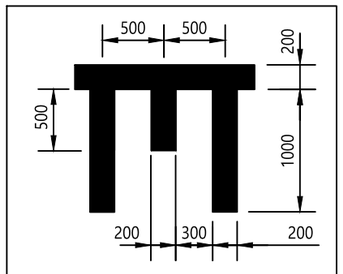
STANDARD DRAWING

DRAWING NUMBER	REV
SD0908	-
SHEET 1 OF 6	A3



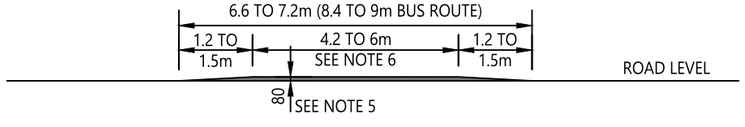
NOTES:

1. COMBINED RAISED ZEBRA/CHILDREN'S CROSSING SHALL COMPLY WITH AS 1742.10 AND THE RELEVANT AUSTROADS GUIDELINES AND TfNSW SUPPLEMENTS.
2. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
3. PEDESTRIAN (ZEBRA) CROSSING AND RAMP PAVEMENT MARKINGS TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL. C3 LINES ARE TO BE APPLIED IN YELLOW REFLECTORISED THERMOPLASTIC PAINT. ALL OTHER PAVEMENT MARKINGS ARE TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT.
4. ALL SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m UNLESS OTHERWISE SHOWN. LATERAL CLEARANCE FROM EDGE OF SIGN TO KERB LINE TO BE 0.6m (0.3m MIN). CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS (V_{85} < 60km/h).
5. HEIGHT OF ZEBRA CROSSING MAY BE INCREASED TO 100mm ON ROADS NOT USED BY BUSES.
6. ON BUS ROUTES, LENGTHEN THE RAISED PLATFORM AREA FROM 4.2m TO 6m.
7. WHERE RAISED PEDESTRIAN CROSSINGS ARE INCLUDED IN ROAD UPGRADE PROJECTS, KERB BUILD OUTS SHOULD BE CREATED BY REALIGNING THE KERB, CREATING AN AT-GRADE FOOTWAY/RAISED CROSSING INTERFACE AND INCLUSION OF A DRAINAGE SYSTEM AT ANY SUBSEQUENT TRAPPED LOW POINTS IN THE KERB.

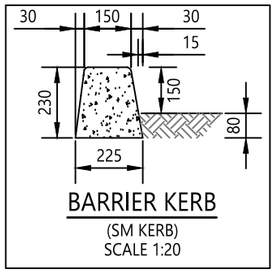


RAMP MARKING DETAIL
SCALE 1:50

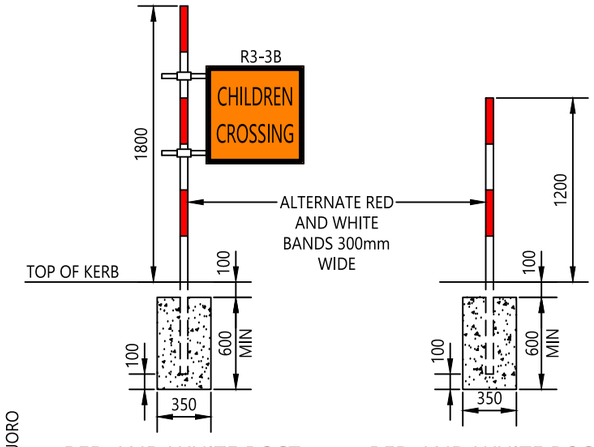
COMBINED RAISED ZEBRA/CHILDREN'S CROSSING AND KERB BUILD OUTS
SCALE 1:125



SECTION A - A
SCALE 1:125

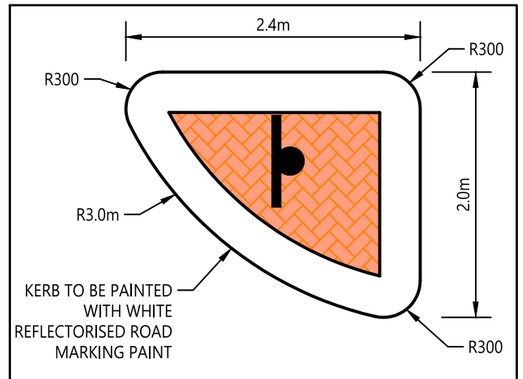


BARRIER KERB
(SM KERB)
SCALE 1:20



RED AND WHITE POST WITH FLAG
SCALE 1:40

RED AND WHITE POST
SCALE 1:40



KERB BUILD OUT DETAIL
SCALE 1:50

REV	AMENDMENT	DATE	DRAWN	APRVD	ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN
					SCALE ON ORIGINAL A3 SIZE DRAWING: AS SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

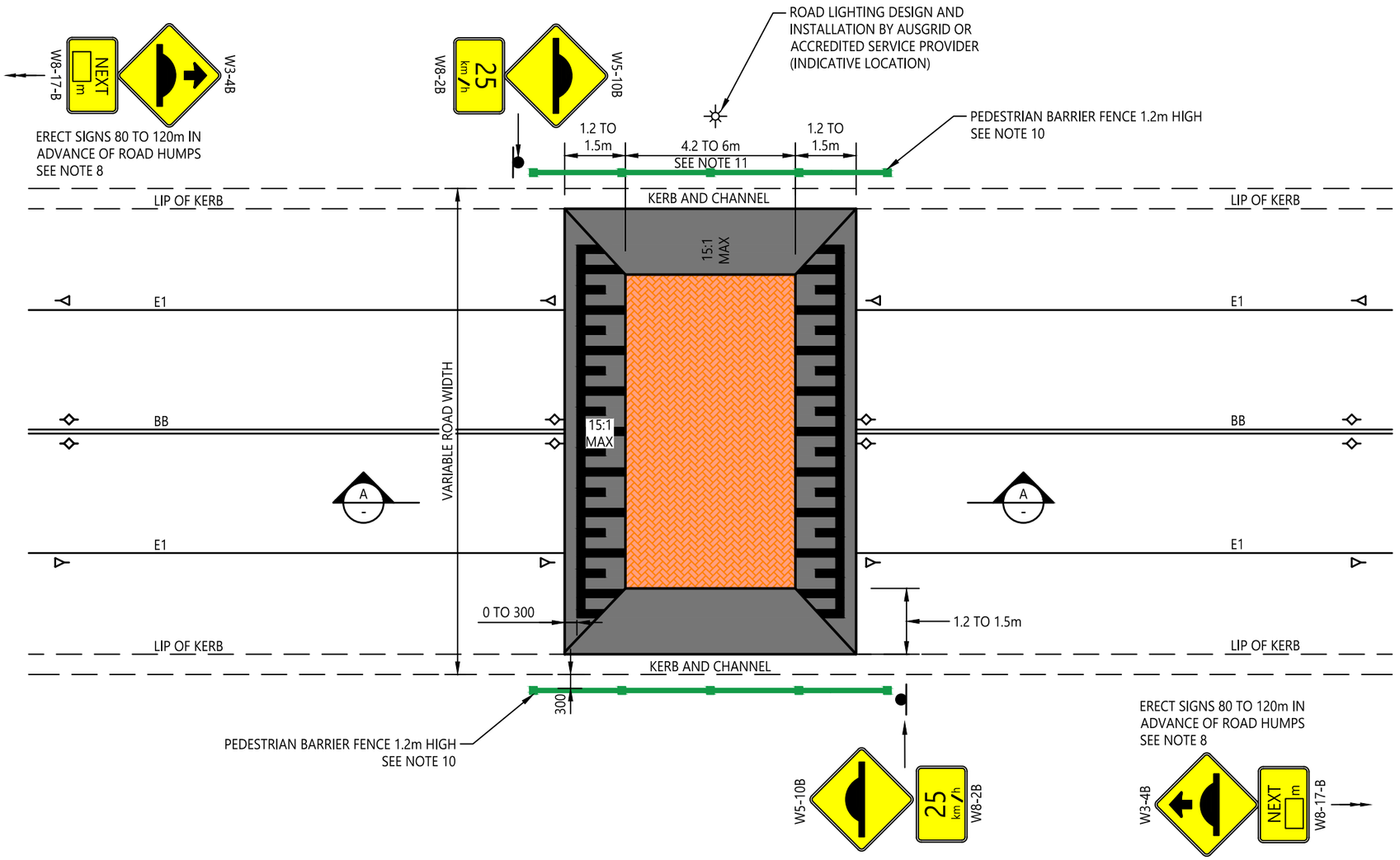
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

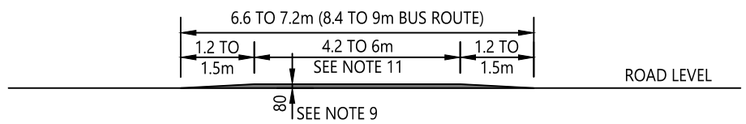
TRAFFIC MANAGEMENT SERIES
ROAD HUMPS

STANDARD DRAWING

DRAWING NUMBER	REV
SD0908	-
SHEET 2 OF 6	A3



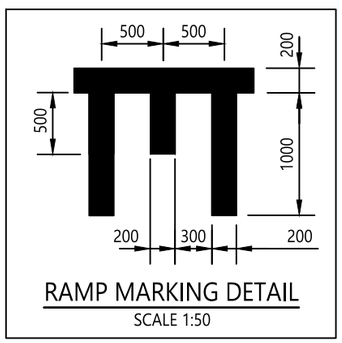
ASPHALT FLAT-TOP ROAD HUMP
SCALE 1:125



SECTION A
SCALE 1:125

NOTES:

1. FLAT-TOP ROAD HUMPS SHALL COMPLY WITH AS1742.13 AND USED ONLY ON ROADS WHERE A SPEED LIMIT OF 50km/h OR LESS APPLIES.
2. ROAD HUMPS TO BE POSITIONED ADJACENT TO EXISTING ROAD LIGHTING, WHERE PRACTICABLE.
3. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
4. REFER TO COUNCIL'S STANDARD DRAWING SD0803 FOR ASPHALT HEAVY PATCHING DETAILS IF ROAD PAVEMENT AND SUBGRADE IS NOT SUITABLE FOR ROAD HUMP INSTALLATION. GEOTECHNICAL TESTING REQUIRED TO DETERMINE IF THIS IS REQUIRED.
5. CONSIDER USE OF ASPHALT ROAD CUSHIONS AS A LESS HARSH TRAFFIC CALMING TREATMENT ON COUNCIL ROADS. REFER TO SD0907 FOR DETAILS.
6. RAMP MARKINGS TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL.
7. ALL SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m. LATERAL CLEARANCE FROM EDGE OF SIGN TO KERB LINE TO BE 0.6m (0.3m MIN). CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS (V_{85} < 60km/h).
8. ADVANCE WARNING SIGNS (W3-4B AND W8-17-2) ARE TO BE INSTALLED 80 TO 120m FROM THE FIRST HUMP IN A SERIES. W3-4B AND W8-17-2 ADVANCE WARNING SIGNS (OTHER THAN AT FIRST AND LAST DEVICES) ARE NOT REQUIRED IF ROAD HUMPS ARE PART OF A SERIES WITH A SPACING OF 80 TO 120m.
9. HEIGHT OF FLAT-TOP ROAD HUMP MAY BE INCREASED TO 100mm ON ROADS NOT USED BY BUSES.
10. PEDESTRIAN BARRIER FENCE TO BE INSTALLED ON EACH KERB SIDE OF ROAD HUMPS TO DETER PEDESTRIAN CROSSING MOVEMENTS. REFER TO COUNCIL'S STANDARD DRAWINGS SD0701 AND SD0702.
11. ON BUS ROUTES, LENGTHEN THE RAISED PLATFORM AREA FROM 4.2m TO 6m.



RAMP MARKING DETAIL
SCALE 1:50

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING
0 500 1000 1500 2000 2500 1:50
0 1250 2500 3750 5000 6250 1:125
ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL
ASSETS PLANNING AND DESIGN

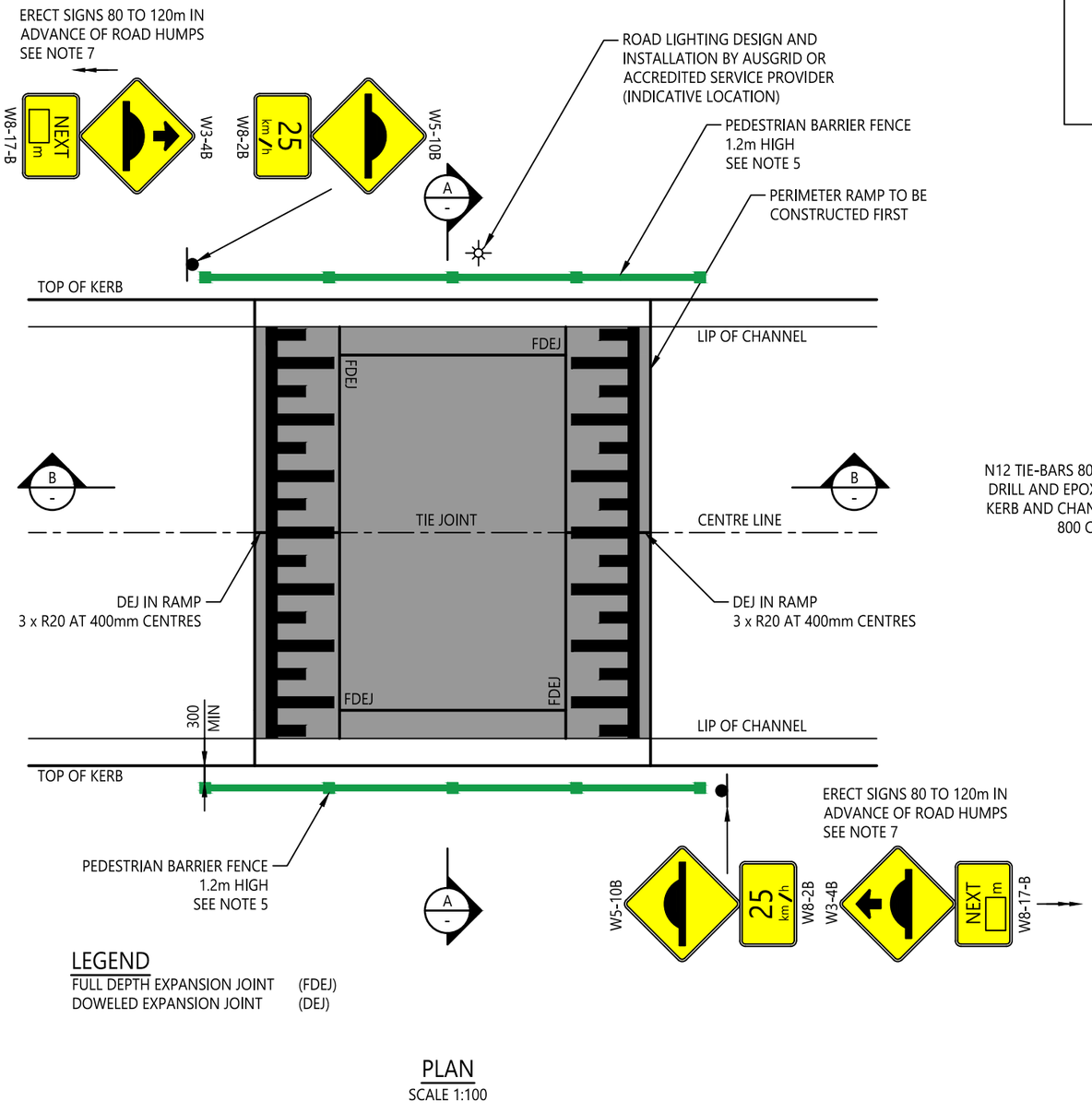
Central Coast Council
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
ROAD HUMPS

STANDARD DRAWING

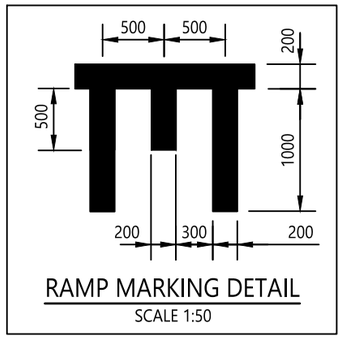
DRAWING NUMBER	REV
SD0908	-
SHEET 3 OF 6	A3



LEGEND

FULL DEPTH EXPANSION JOINT (FDEJ)
DOWELED EXPANSION JOINT (DEJ)

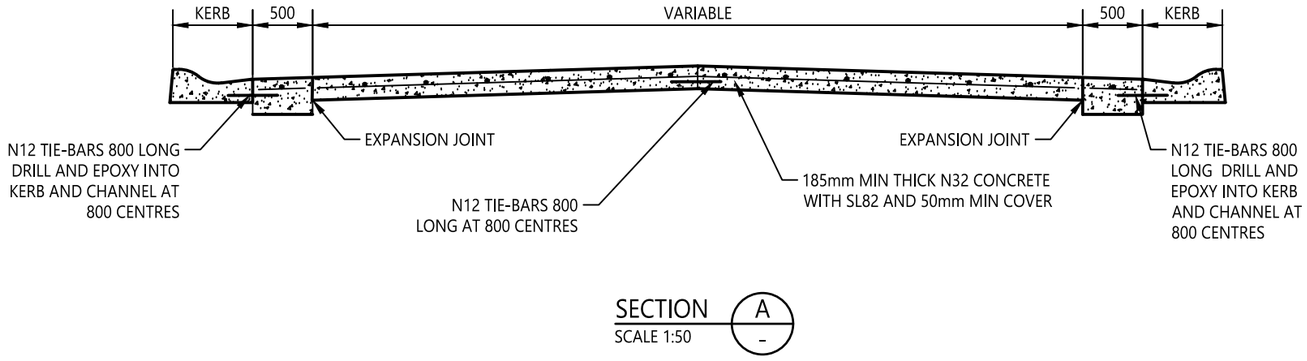
PLAN
SCALE 1:100



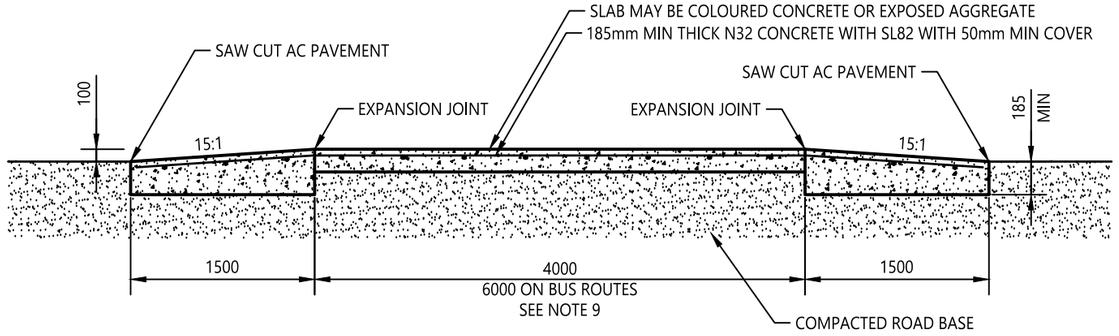
RAMP MARKING DETAIL
SCALE 1:50

NOTES:

1. CONCRETE STRENGTH GRADE TO BE N32 UNLESS OTHERWISE SPECIFIED.
2. ASPHALTIC CONCRETE (AC) TO BE PLACED PRIOR TO CONSTRUCTION OF RAISED DEVICE.
3. AN ALTERNATIVE ASPHALT STRUCTURE MAY BE CONSTRUCTED, SUBJECT TO COUNCIL APPROVAL.
4. ALL SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m. LATERAL CLEARANCE FROM EDGE OF SIGN TO KERB LINE TO BE 0.6m (0.3m MIN). CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS (V_{85} < 60km/h).
5. PEDESTRIAN BARRIER FENCE TO BE INSTALLED ON EACH KERB SIDE OF ROAD HUMPS TO DETER PEDESTRIAN CROSSING MOVEMENTS. REFER TO COUNCIL'S STANDARD DRAWINGS SD0701 AND SD0702.
6. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
7. ERECT SIGNS W3-4B AND W8-17-2 80 TO 120m IN ADVANCE OF ROAD HUMP AS REQUIRED BY AS 1742.13.
8. PAVEMENT MARKINGS TO BE PROVIDED AS REQUIRED. STANDARD ROAD HUMP PAVEMENT MARKINGS ON APPROACH AND DEPARTURE RAMPS SHOULD BE APPLIED WITH WHITE REFLECTORISED ROAD MARKING PAINT. IF THERMOPLASTIC PAINT IS APPLIED TO THE RAMPS, THE CONCRETE SURFACE SHALL BE PRIMED PRIOR TO APPLICATION OF PAVEMENT MARKINGS.
9. ON BUS ROUTES, LENGTHEN THE RAISED PLATFORM AREA FROM 4m TO 6m.



SECTION A
SCALE 1:50



SECTION B
SCALE 1:50

CONCRETE FLAT TOP ROAD HUMP

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING
0 500 1000 1500 2000 2500 1:50
0 1000 2000 3000 4000 5000 1:100
ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL
ASSETS PLANNING AND DESIGN

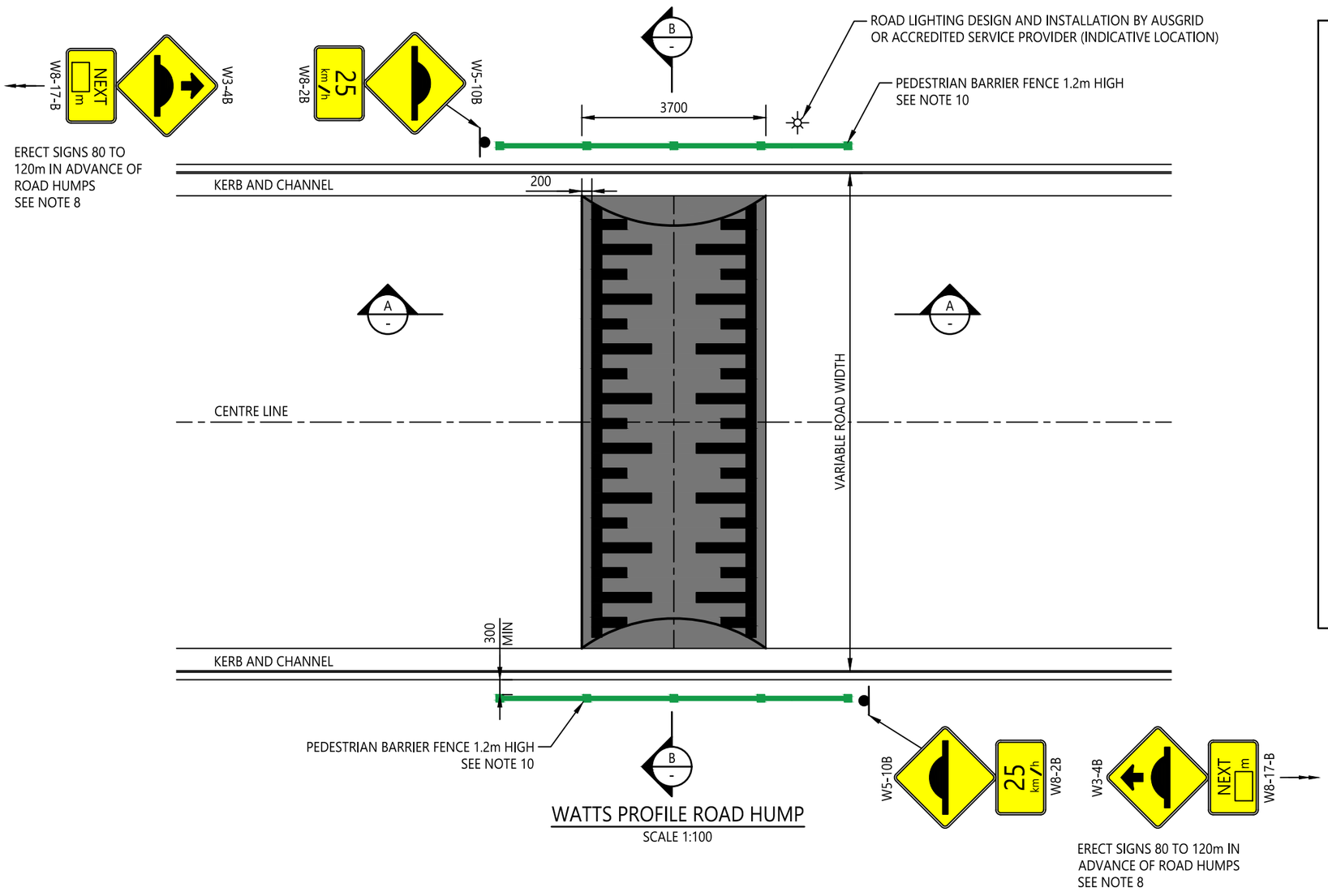
Central Coast Council
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
ROAD HUMPS

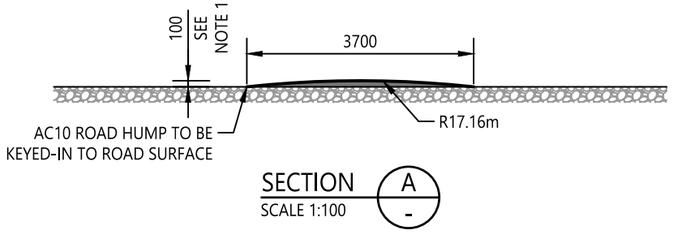
STANDARD DRAWING

DRAWING NUMBER	REV
SD0908	-
SHEET 4 OF 6	A3



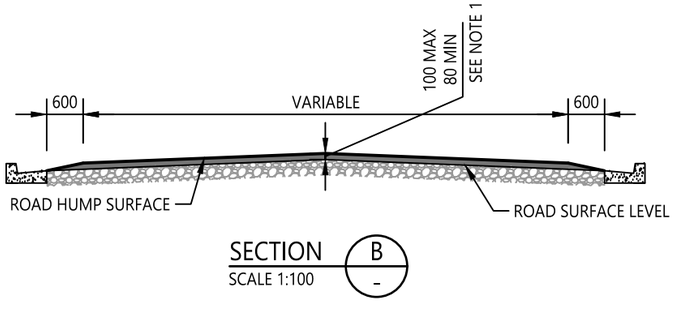
WATTS PROFILE ROAD HUMP

SCALE 1:100



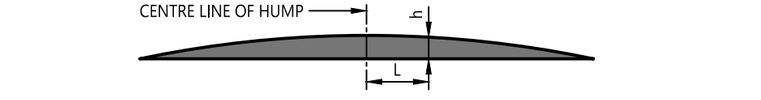
SECTION A

SCALE 1:100



SECTION B

SCALE 1:100



L (m)	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.85
h (mm)	100	100	99	97	95	93	90	86	81	76	71	65	58	51	43	34	25	16	5	0

100mm HIGH WATTS PROFILE ROAD HUMP SETOUT

NOT TO SCALE

NOTES:

1. WATTS PROFILE ROAD HUMPS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH AS 1742.13 ONLY ON ROADS WHERE A SPEED LIMIT OF 50km/h OR LESS APPLIES. ROAD HUMP TO BE 100mm MAX HIGH AND SHALL NOT BE USED ON BUS ROUTES.
2. ROAD HUMPS TO BE POSITIONED ADJACENT TO EXISTING ROAD LIGHTING, WHERE PRACTICABLE.
3. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
4. REFER TO COUNCIL'S STANDARD DRAWING SD0803 FOR ASPHALT HEAVY PATCHING DETAILS IF ROAD PAVEMENT AND SUBGRADE IS NOT SUITABLE FOR ROAD HUMP INSTALLATION. GEOTECHNICAL TESTING REQUIRED TO DETERMINE IF THIS IS REQUIRED.
5. CONSIDER USE OF ASPHALT ROAD CUSHIONS AS A LESS HARSH TRAFFIC CALMING TREATMENT ON COUNCIL ROADS. REFER TO SD0907 FOR DETAILS.
6. RAMP MARKINGS TO BE APPLIED IN WHITE REFLECTORISED PREFORMED THERMOPLASTIC MATERIAL.
7. ALL SIGNS TO HAVE A MOUNTING HEIGHT OF 2.5m. LATERAL CLEARANCE FROM EDGE OF SIGN TO KERB LINE TO BE 0.6m (0.3m MIN). CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS (V_{85} < 60km/h).
8. ADVANCE WARNING SIGNS (W3-4B AND W8-17-2) ARE TO BE INSTALLED 80 TO 120m FROM THE FIRST HUMP IN A SERIES. W3-4B AND W8-17-2 ADVANCE WARNING SIGNS (OTHER THAN AT FIRST AND LAST DEVICES) ARE NOT REQUIRED IF ROAD HUMPS ARE PART OF A SERIES WITH A SPACING OF 80 TO 120m.
9. KERB BUILDOUTS SHOULD BE INCLUDED ON ROADS ≥ 11m WIDE, WITH APPROPRIATE PAVEMENT MARKINGS AND HAZARD SIGN DELINEATION.
10. PEDESTRIAN BARRIER FENCE TO BE INSTALLED ON EACH KERB SIDE OF ROAD HUMPS TO DETER PEDESTRIAN CROSSING MOVEMENTS. REFER TO COUNCIL'S STANDARD DRAWINGS SD0701 AND SD0702.
11. FIRST ROAD HUMP IN A SERIES OR AN ISOLATED ROAD HUMP SHOULD BE BETWEEN 50m AND 100m FROM THE START OF A STREET.
12. ROAD HUMP SPACING SHOULD BE BETWEEN 80m AND 120m.

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 1000 2000 3000 4000 5000

1:100

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

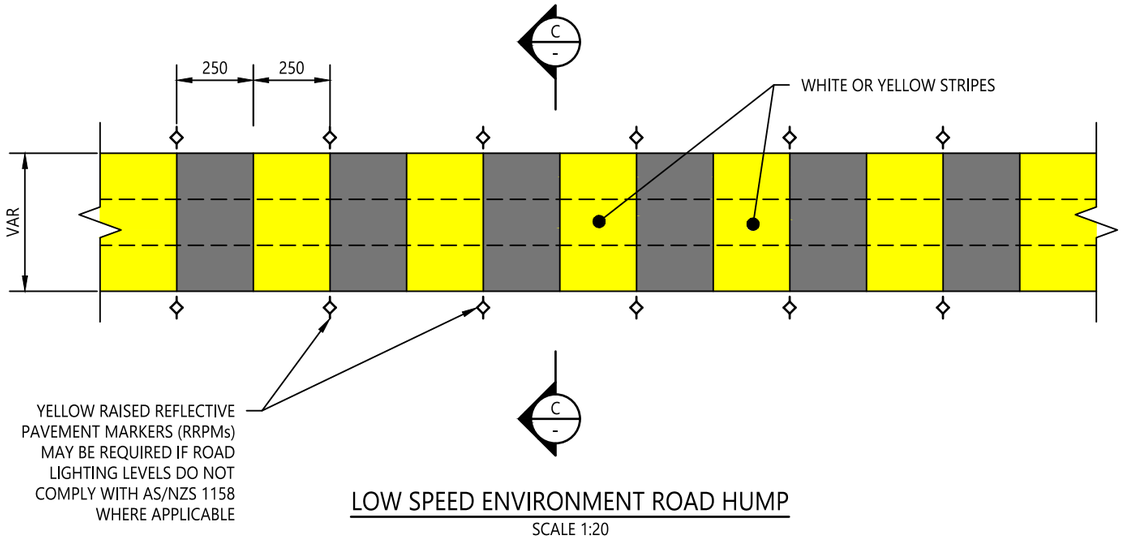
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
ROAD HUMPS

DRAWING NUMBER	REV
SD0908	-
SHEET 5 OF 6	A3



LOW SPEED ENVIRONMENT ROAD HUMP

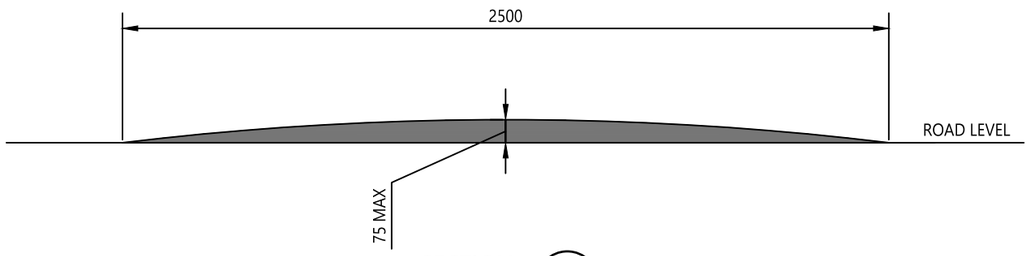
SCALE 1:20

NOTES:

1. LOW SPEED ENVIRONMENT ROAD HUMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH AS 2890. UPON WHICH THIS STANDARD DRAWING IS BASED.
2. ROAD HUMPS TO BE POSITIONED ADJACENT TO EXISTING ROAD LIGHTING, WHERE PRACTICABLE.
3. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
4. LOW SPEED ENVIRONMENT ROAD HUMPS ARE FOR USE IN AREAS WHERE SPEED IS RESTRICTED TO 30km/h OR LESS, SUCH AS IN CAR PARKS.

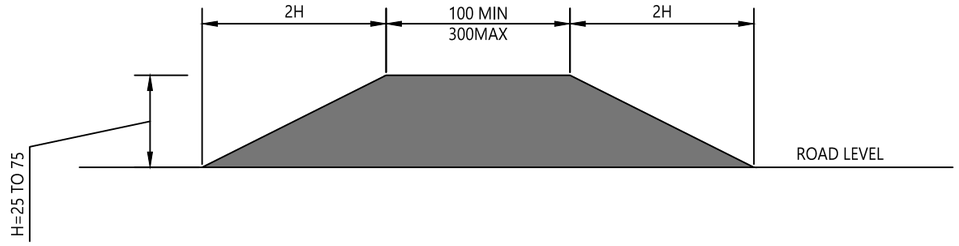
   TYPE 1: APPROPRIATE FOR USE ON LONG AISLES AND CIRCULATING ROADWAYS, SUCH AS LARGE OUTDOOR SURFACE CAR PARKS.

   TYPE 2: APPROPRIATE FOR USE IN CONFINED AREAS OF COVERED AND MULTI-STOREY CAR PARKS.



SECTION C - SCALE 1:20

LOW SPEED ENVIRONMENT ROAD HUMP
TYPE 1



SECTION C - SCALE 1:5

LOW SPEED ENVIRONMENT ROAD HUMP
TYPE 2

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 50 100 150 200 250 1:5

0 200 400 600 800 1000 1:20

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

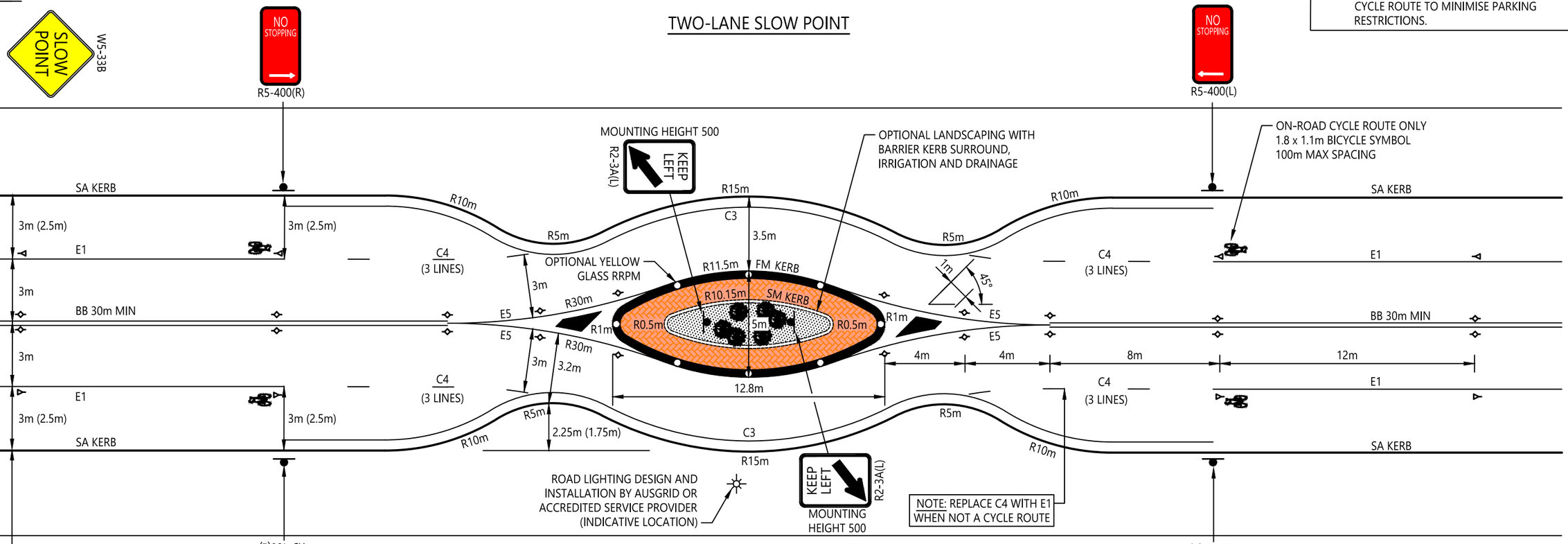
TRAFFIC MANAGEMENT SERIES
ROAD HUMPS

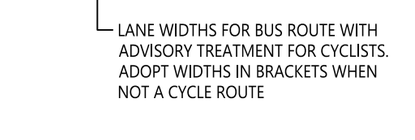
STANDARD DRAWING

DRAWING NUMBER	REV
SD0908	-
SHEET 6 OF 6	A3

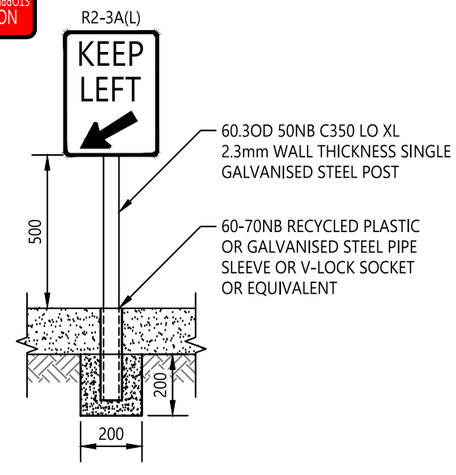
TWO-LANE SLOW POINT

NOTE: MOVE EACH NO STOPPING SIGN TO NEAREST BUILD OUT TANGENT POINT WHEN NOT A CYCLE ROUTE TO MINIMISE PARKING RESTRICTIONS.





FULLY MOUNTABLE KERB
(FM KERB)
SCALE 1:20



KEEP LEFT SIGN AT TWO-LANE SLOW POINT

NOTES:

1. THIS LAYOUT IS INTENDED AS A GUIDE. DIFFERENT ROAD WIDTHS AND ACCESS LOCATIONS WILL DICTATE THE FINAL CONFIGURATION. SUGGESTED SPACING OF TRAFFIC CALMING DEVICES ON BUS ROUTES TO BE 150 TO 250m.
2. CONSIDER ALTERNATIVE TREATMENT FOR CYCLISTS (CYCLE LANES/BYPASS) WHERE AADT VOLUME IS > 5,000 VEHICLES.
3. VEHICLE DEFLECTION PATHS BASED ON DESIGN SPEED OF 40km/h.
4. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
5. C3 LINES TO BE MARKED IN YELLOW RELECTORISED THERMOPLASTIC PAINT. TRAFFIC ISLAND KERB FACES TO BE MARKED IN WHITE REFLECTORISED ROAD MARKING PAINT. OTHER PAVEMENT MARKINGS TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT.
6. INSTALL W5-33B SIGNS WHERE DEVICE IS NOT PART OF AN AREA-WIDE LATM SCHEME OR IF DEVICE SPACING IS > 120m.
7. EDGE LINES TO BE MARKED ON ROADS ≥ 11m WIDE.
8. ENSURE ADEQUATE APPROACH SIGHT DISTANCE: 40m AT 50km/h.
9. ENSURE VEHICLE TURNING PATH CHECKS MADE FOR APPROPRIATE DESIGN VEHICLE (INCLUDING IN/OUT OF ACCESSES).
10. CONSULT BUS COMPANIES AND ADJACENT LANDOWNERS DURING PRELIMINARY DESIGN STAGE.
11. ROADS < 11m WIDE MAY REQUIRE LOCALISED WIDENING AND E1 TAPERS ON KERB BUILDOUT APPROACHES.
12. CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS WHERE V_{85} APPROACH SPEEDS ARE < 60km/h.

ERECT SIGN 50m FROM DEVICE
SEE NOTE 6

LEGEND

- Proposed kerb (invert alignment)
- Yellow bidirectional RRPM
- Red unidirectional RRPM
- Proposed sign and post
- Road light
- Bicycle symbol (advisory treatment)
- Terracotta coloured stamped concrete infill or equivalent

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 2000 4000 6000 8000 10000

1:200

DRAWN	C SHEPPEARD/T WILLIS
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

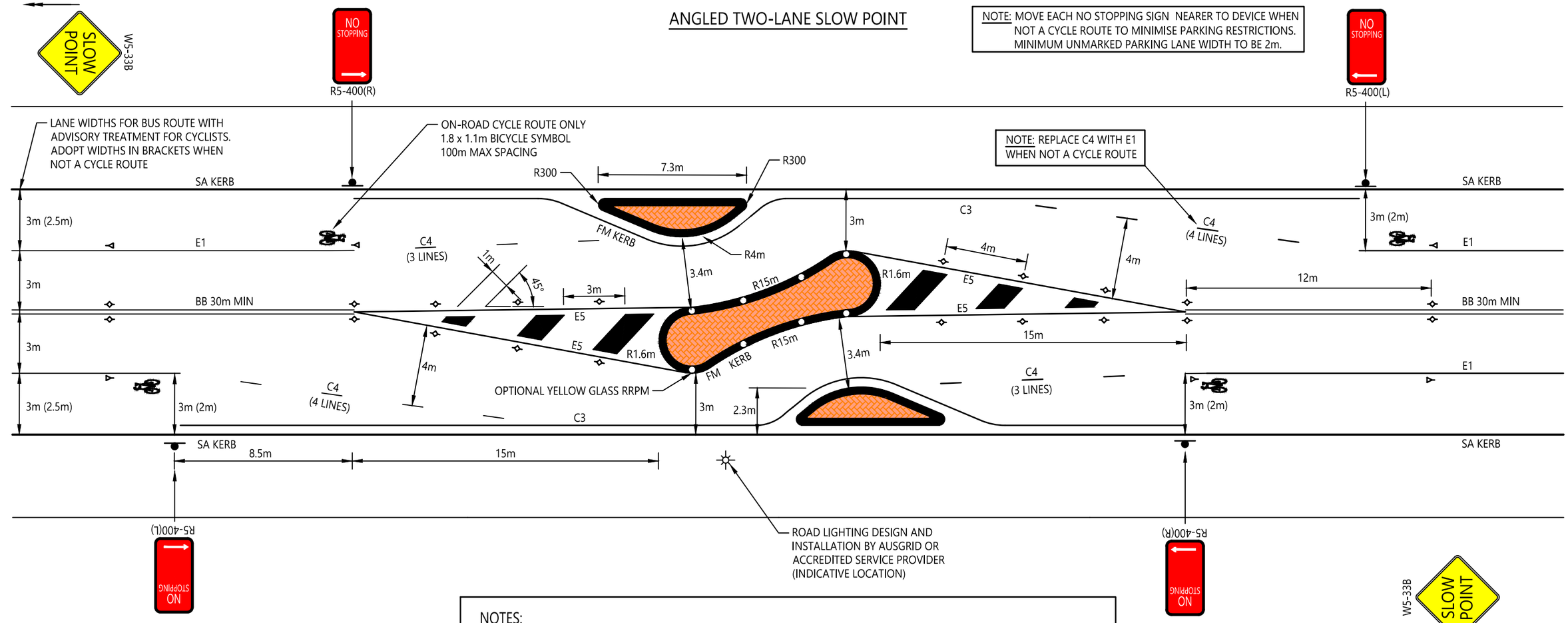
TRAFFIC MANAGEMENT SERIES
TWO-LANE SLOW POINT

STANDARD DRAWING

DRAWING NUMBER	REV
SD0909	-
SHEET 1 OF 2	A3

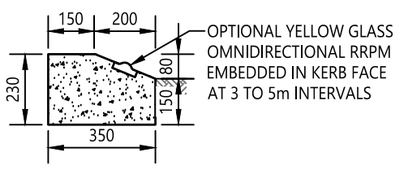
ANGLED TWO-LANE SLOW POINT

NOTE: MOVE EACH NO STOPPING SIGN NEARER TO DEVICE WHEN NOT A CYCLE ROUTE TO MINIMISE PARKING RESTRICTIONS. MINIMUM UNMARKED PARKING LANE WIDTH TO BE 2m.



NOTES:

1. THIS LAYOUT IS INTENDED AS A GUIDE. DIFFERENT ROAD WIDTHS AND ACCESS LOCATIONS WILL DICTATE THE FINAL CONFIGURATION. SUGGESTED SPACING OF TRAFFIC CALMING DEVICES ON BUS ROUTES TO BE 150 TO 250m.
2. CONSIDER ALTERNATIVE TREATMENT FOR CYCLISTS (CYCLE LANES/BYPASS) WHERE AADT VOLUME IS > 5,000 VEHICLES.
3. VEHICLE DEFLECTION PATHS BASED ON DESIGN SPEED OF 40km/h.
4. ROAD LIGHTING TO BE PROVIDED IN ACCORDANCE WITH AS/NZS 1158.
5. C3 LINES TO BE MARKED IN YELLOW RELECTORISED THERMOPLASTIC PAINT. TRAFFIC ISLAND KERB FACES TO BE MARKED IN WHITE REFLECTORISED ROAD MARKING PAINT. OTHER PAVEMENT MARKINGS TO BE APPLIED IN WHITE REFLECTORISED THERMOPLASTIC PAINT.
6. INSTALL W5-33B SIGNS WHERE DEVICE IS NOT PART OF AN AREA-WIDE LATM SCHEME OR IF DEVICE SPACING IS > 120m.
7. EDGE LINES TO BE MARKED ON ROADS ≥ 11m WIDE.
8. ENSURE ADEQUATE APPROACH SIGHT DISTANCE: 40m AT 50km/h.
9. ENSURE VEHICLE TURNING PATH CHECKS MADE FOR APPROPRIATE DESIGN VEHICLE (INCLUDING IN/OUT OF ACCESSES).
10. CONSULT BUS COMPANIES AND ADJACENT LANDOWNERS DURING PRELIMINARY DESIGN STAGE.
11. ROADS < 11m WIDE MAY REQUIRE LOCALISED WIDENING AND E1 TAPERS ON KERB BUILDOUT APPROACHES.
12. CONSIDER INSTALLING A-SIZE SIGNS IN NARROW ROAD RESERVES OR LOW SPEED ENVIRONMENTS WHERE V_{85} APPROACH SPEEDS ARE < 60km/h.



FULLY MOUNTABLE KERB
(FM KERB)
SCALE 1:20

LEGEND

- Proposed kerb (invert alignment)
- Yellow bidirectional RRPM
- Red unidirectional RRPM
- Proposed sign and post
- Road light
- Bicycle symbol (advisory treatment)
- Terracotta coloured stamped concrete infill or equivalent

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING
0 2000 4000 6000 8000 10000
1:200

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL
ASSETS PLANNING AND DESIGN

Central Coast Council
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

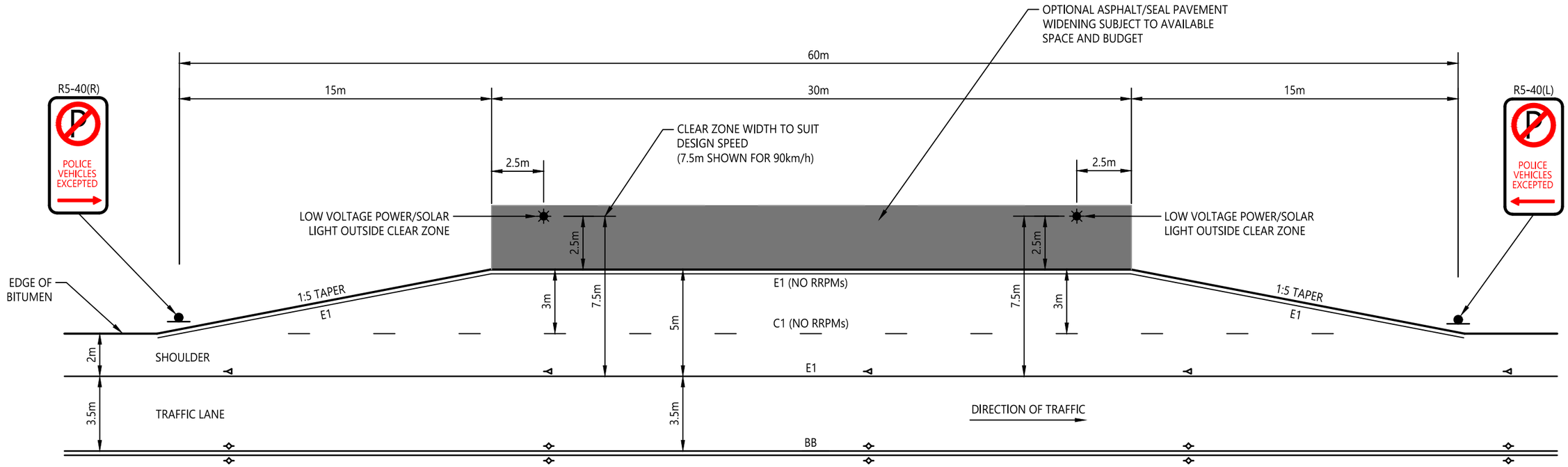
STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
TWO-LANE SLOW POINT

DRAWING NUMBER	REV
SD0909	-
SHEET 2 OF 2	A3

NOTES:

1. EXACT LOCATION OF POLICE ENFORCEMENT BAY TO BE DETERMINED BY NSW POLICE FORCE REPRESENTATIVES AND THE ROADS AUTHORITY.
2. ENSURE LOCATION IS SUITABLE IN TERMS OF AVAILABLE SIGHT DISTANCE, EXISTING SERVICES LOCATIONS AND TREES.
3. OVERHANGING TREES TO BE LOPPED CLEAR OF ROAD LIGHTING, ESPECIALLY WHERE SOLAR PANELS ARE POSITIONED.
4. TAPER LENGTHS AND CLEAR ZONE REQUIREMENTS MAY BE VARIED TO SUIT SITE SPECIFIC CONDITIONS AND THE PREVAILING V_{85} SPEED.



POLICE ENFORCEMENT BAY

SCALE 1:200

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 2000 4000 6000 8000 10000

1:200

DRAWN	C SHEPPEARD
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DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

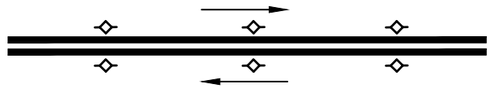
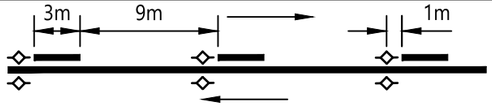
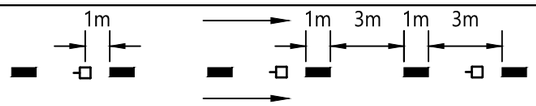
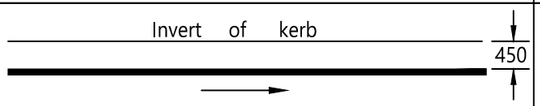
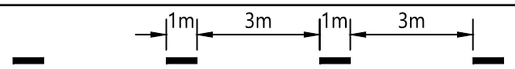
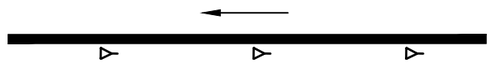
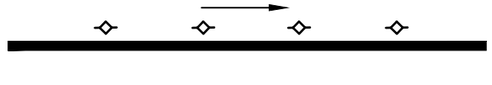
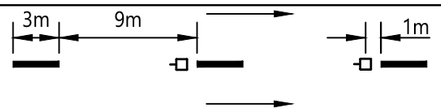
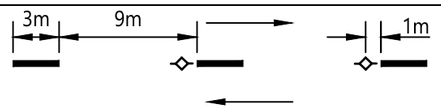
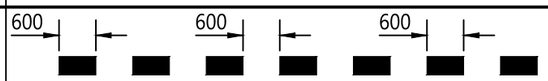
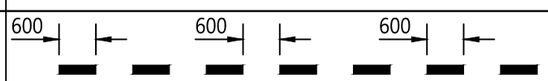
Central Coast Council

TRAFFIC MANAGEMENT SERIES
POLICE ENFORCEMENT BAY

STANDARD DRAWING

DRAWING NUMBER	REV
SD0910	-
SHEET 1 OF 1	A3

PAVEMENT MARKING SCHEDULE

	Line Type	Dimensions	Width (mm)	Line Colour	RRPM Type and Colour	RRPM Spacing (m)
LONGITUDINAL	BB - Dividing (barrier) lines (two-way)		100 100 100	White	Bidirectional Yellow	12
	BS - Dividing (barrier) lines (one-way)		100 100 100	White	Bidirectional Yellow	12
	C1 - Continuity line		150	White	Unidirectional White	8
	C3 - No stopping line		100	Yellow	-	-
	C4 - Bicycle lane continuity line		100	White	-	-
	E1 - Edge line		150	White	Unidirectional Red	12
	E5 - Outline edge line		150	White	Bidirectional Yellow	4
	L1 - Lane line		100	White	Unidirectional White	12
	S1 - Dividing (separation) line		100	White	Bidirectional Yellow	12
TRANSVERSE	TB - Give way line		300	White	-	-
	TB1 - Give way line (used on right side of road)		150	White	-	-
	TF - Stop line		300	White	-	-

NOTES:

1. REFER TO TfNSW DELINEATION GUIDELINES FOR FURTHER PAVEMENT MARKING SPECIFICATIONS AND OTHER ROAD AND PATH PAVEMENT MARKINGS.
2. THE PAVEMENT MARKINGS SHOWN ON THIS STANDARD DRAWING REPRESENT THE MOST COMMONLY USED LINE MARKINGS ON COUNCIL'S ROAD NETWORK.
3. ALL PAVEMENT MARKINGS TO BE APPLIED IN ACCORDANCE WITH COUNCIL'S PAVEMENT MARKING SPECIFICATION.
4. RAISED RETROREFLECTIVE PAVEMENT MARKERS (RRPMs) TO BE OFFSET 25 - 50mm FROM UNBROKEN LONGITUDINAL LINES, EXCEPT C3 LINES.

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING: NOT TO SCALE

DRAWN	C SHEPPEARD
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

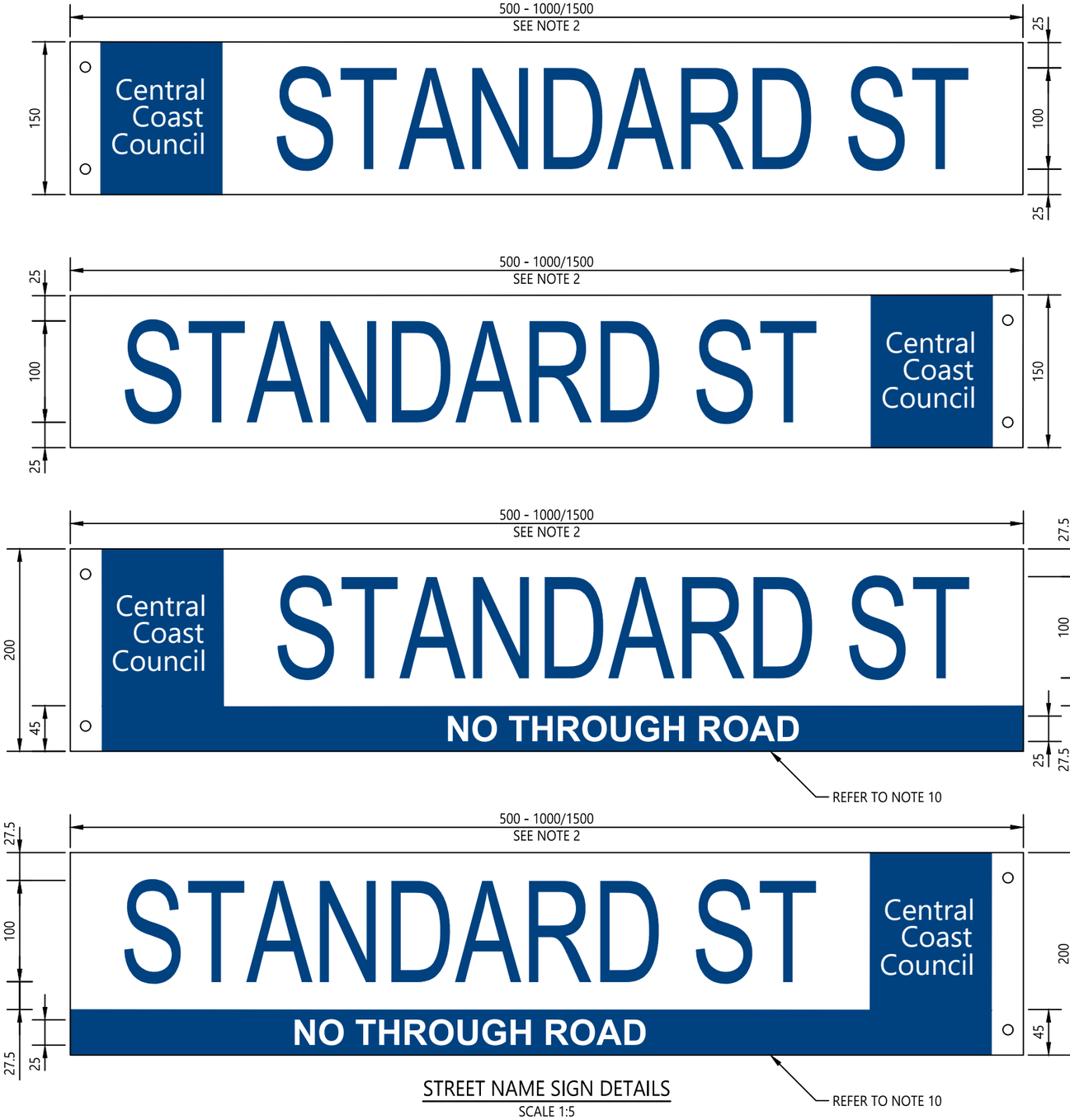
Central Coast Council

STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
PAVEMENT MARKING SCHEDULE

DRAWING NUMBER SD0911 | REV -

SHEET 1 OF 1 | A3



STREET NAME SIGN DETAILS
SCALE 1:5

NOTES:

1. COLOUR OF SIGNS: STREET NAME BLADE SHALL BE NON-REFLECTIVE DIGITALLY PRINTED (OR ECF) BLUE PMS 288 (RGB 0,66,128) ON WHITE CLASS 100 RETROREFLECTIVE BACKGROUND WITH CLEAR OVERLAMINATE.
2. SIGN MATERIAL SIZE AND SHAPE SHALL BE:
   - 6mm THICK ACRYLIC-PVC BLADE
   - CUT SQUARE AT ENDS
   - MINIMUM LENGTH 500mm
   - MAXIMUM LENGTH 1000mm (END MOUNTED), 1500mm (CENTRE MOUNTED)
   - STANDARD HEIGHT 150mm
   - SIGN HEIGHT WITH NO THROUGH ROAD SUPPLEMENTARY TEXT 200mm
3. REFLECTORISATION: THE BACKGROUND SHALL CONSIST OF WHITE CLASS 100 RETROREFLECTIVE MATERIAL, LAMINATED FROM THE TOP AND BOTTOM EDGE OF THE BLADE.
4. LETTERING TYPE AND SIZE TO AS 1742.5 AND AS 1744 (SPEED <80km/h): STREET NAME BLADES SHALL HAVE LETTERING WITH A HEIGHT OF 100mm SERIES D UPPER CASE WITH NARROW SPACING. SERIES C SHOULD ONLY BE USED WHERE LENGTH OF TEXT EXCEEDS MAXIMUM BLADE LENGTH OF 1200mm.
5. STREET NAME SIGNS SHALL BE PROVIDED AT ALL INTERSECTIONS WHERE SHOWN ON THE APPROVED ENGINEERING PLANS OR AS DIRECTED BY COUNCIL'S REPRESENTATIVE. WHERE SIDE STREET AND MAJOR ROAD SIGNS ARE MOUNTED ON THE ONE POST, THE SIDE STREET SIGN SHALL BE MOUNTED BELOW THE MAJOR ROAD SIGN.
6. STREET NAME SIGNS AT FULLY MOUNTABLE ROUNDABOUTS SHALL BE CONFIGURED AND INSTALLED AT LOCATIONS IN ACCORDANCE WITH SHEET 2.
7. SIGN POST LOCATIONS MAY BE VARIED BY COUNCIL'S REPRESENTATIVE WHERE POWER POLES, TREES OR SIMILAR FEATURES OBSTRUCT VIEWING OF SIGNS BY MOTORISTS.
8. ERECTION OF SIGNS BY DEVELOPERS SHALL BE SUBJECT TO APPROVAL BY COUNCIL'S REPRESENTATIVE.
9. NON-STANDARD SIGNS MAY BE USED SUBJECT TO PRIOR APPROVAL BY COUNCIL'S REPRESENTATIVE.
10. SIGN POST SHALL BE INSTALLED IN PIPE SLEEVE (PREFERRED) OR V-LOCK SOCKET IN PAVED FOOTWAY AREAS.
11. CONSIDER INSTALLATION OF G9-18A NO THROUGH ROAD SIGN(S) TO SUPPLEMENT INTEGRAL NO THROUGH ROAD STREET NAME SIGNS.

ABBREVIATIONS:

ALY	-	ALLEY	JNC	-	JUNCTION
AVE	-	AVENUE	LA	-	LANE
BVD	-	BOULEVARD	PDE	-	PARADE
CCT	-	CIRCUIT	PWY	-	PARKWAY
CL	-	CLOSE	PL	-	PLACE
CT	-	COURT	PL	-	PLAZA
CR	-	CRESCENT	RD	-	ROAD
DR	-	DRIVE	SQ	-	SQUARE
ESP	-	ESPLANADE	ST	-	STREET
GR	-	GROVE	TCE	-	TERRACE
HWY	-	HIGHWAY	WY	-	WAY
			WK	-	WALK

G9-18A

SEE NOTE 10

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 50 100 150 200 250

1:5

DRAWN	C SHEPPEARD/T WILLIS
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DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

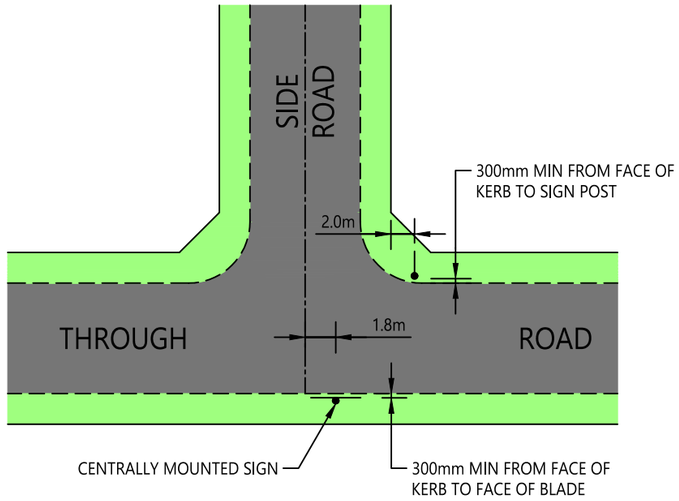
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

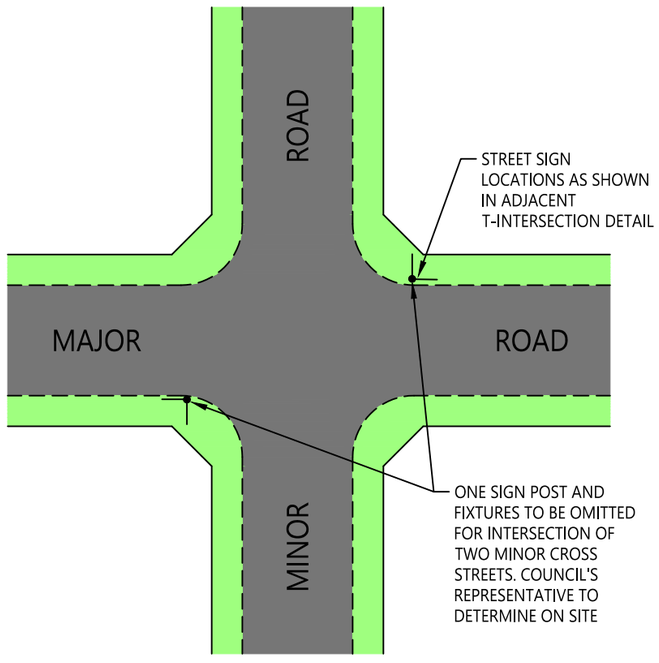
STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
STANDARD STREET NAME SIGN CONFIGURATION

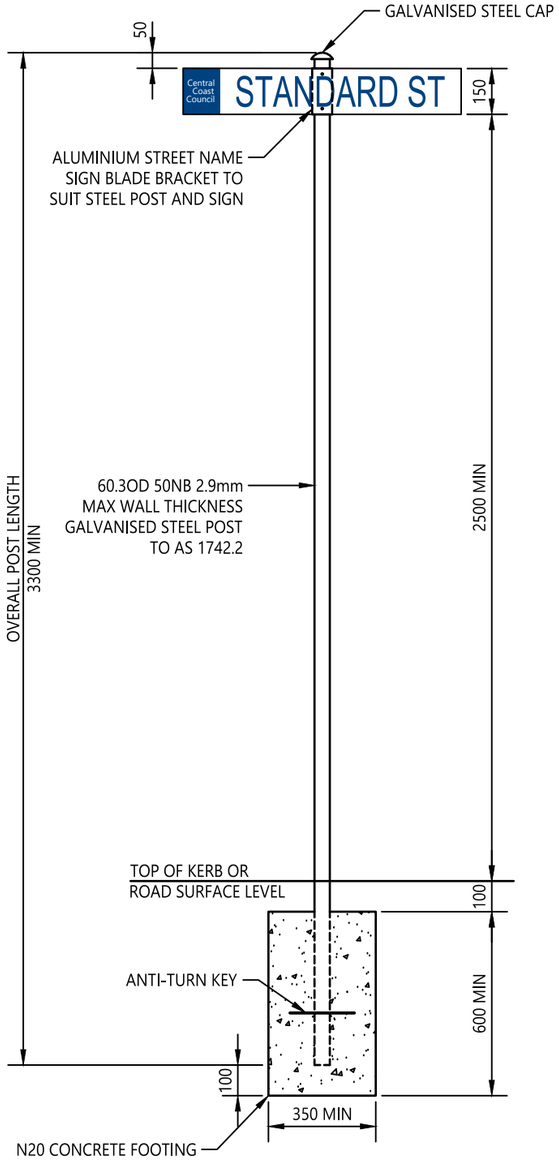
DRAWING NUMBER	REV
SD0912	-
SHEET 1 OF 2	A3



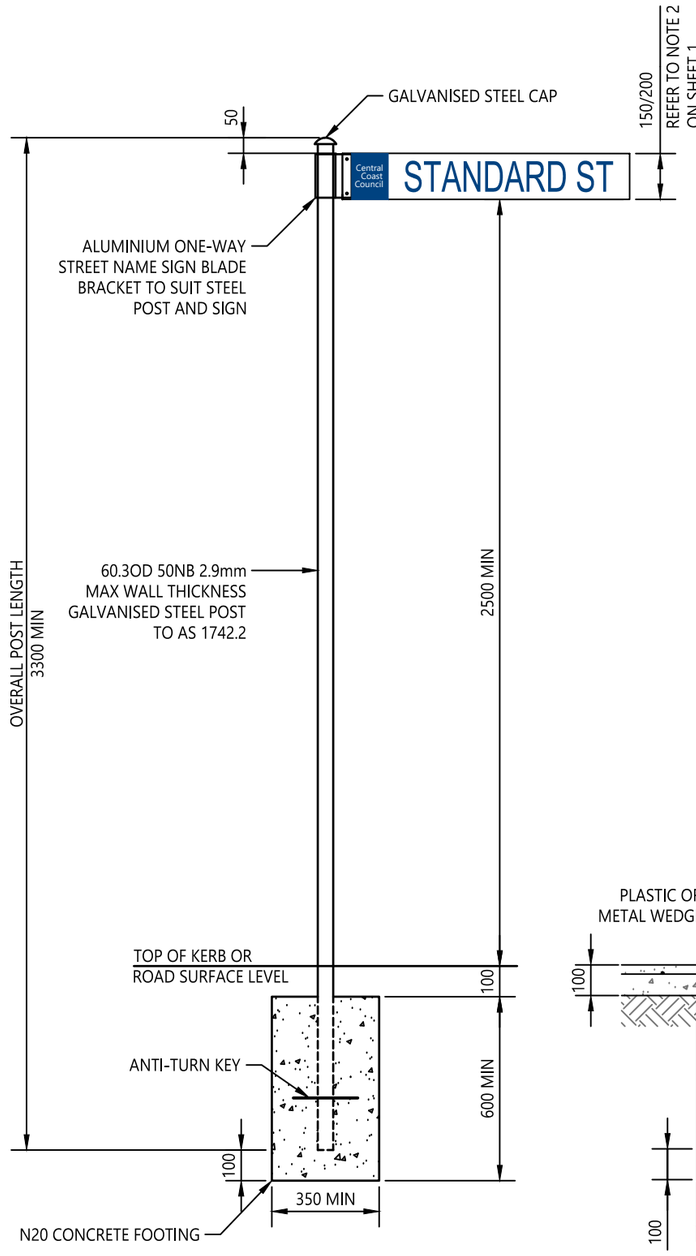
T-INTERSECTION
NOT TO SCALE



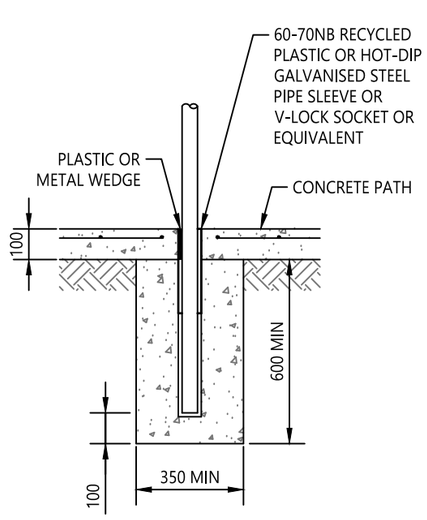
4-WAY INTERSECTION
NOT TO SCALE



STANDARD STREET NAME SIGN (CENTRE MOUNT)
SCALE 1:20



STANDARD STREET NAME SIGN (SIDE MOUNT)
SCALE 1:20



V-LOCK SOCKET DETAIL
SCALE 1:20

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING
0 100 200 300 400 500 1:10
0 200 400 600 800 1000 1:20
ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD/T WILLIS
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL
ASSETS PLANNING AND DESIGN

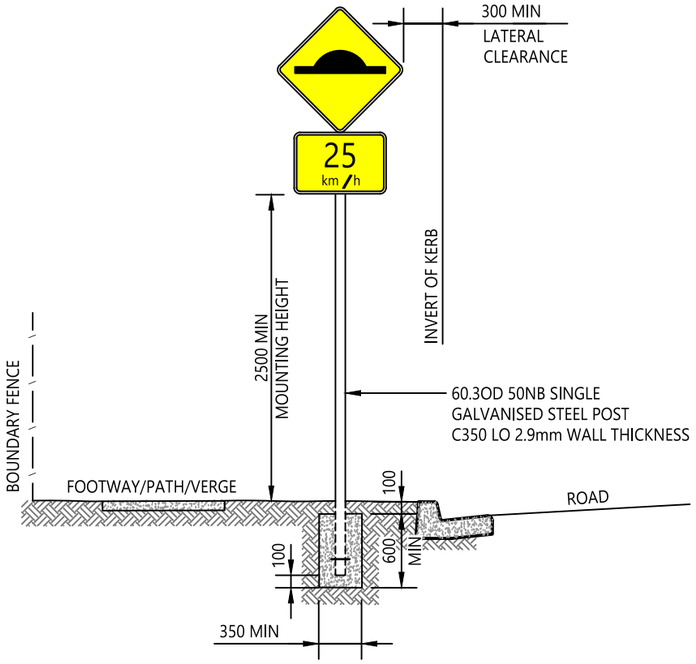
Central Coast Council
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

TRAFFIC MANAGEMENT SERIES
STANDARD STREET NAME SIGN CONFIGURATION

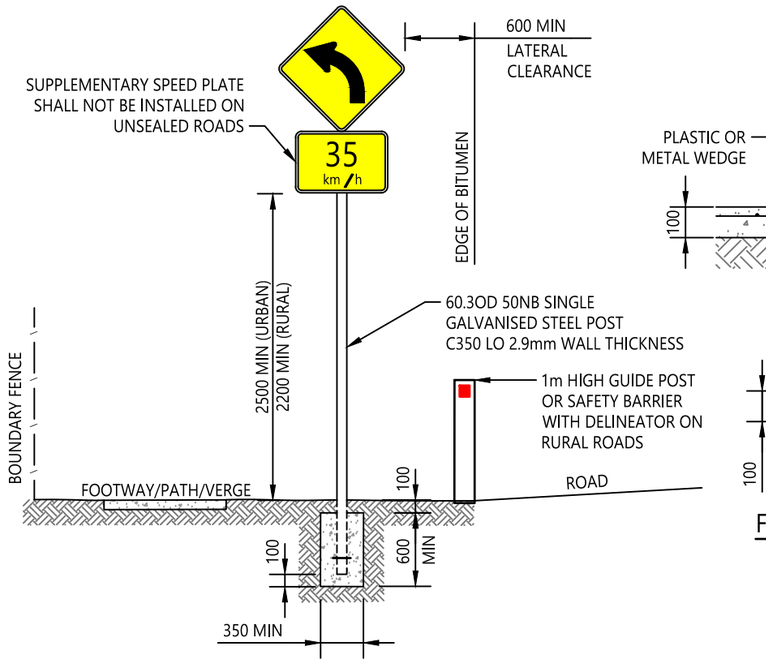
STANDARD DRAWING

DRAWING NUMBER	REV
SD0912	-
SHEET 2 OF 2	A3



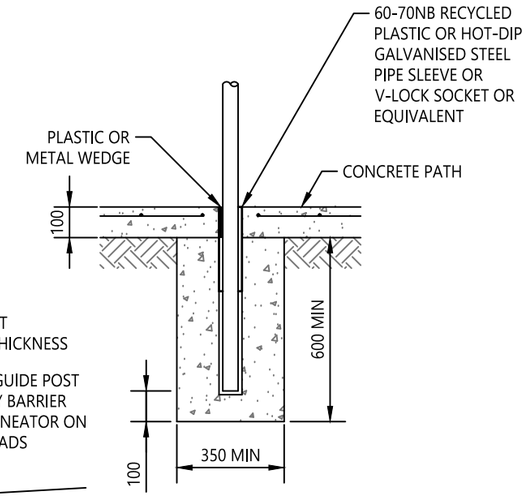
URBAN ROADS WITH KERB AND CHANNEL

SCALE 1:50



URBAN ROADS WITHOUT KERB AND CHANNEL AND RURAL ROADS

SCALE 1:50

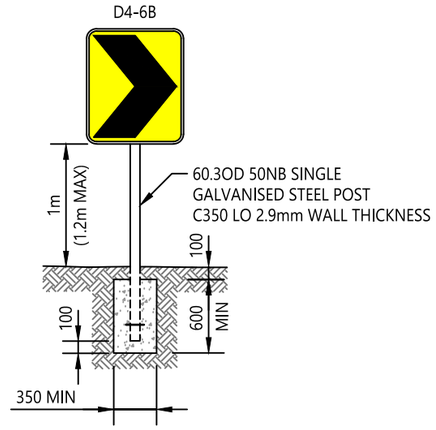


FOOTING DETAIL

SCALE 1:20

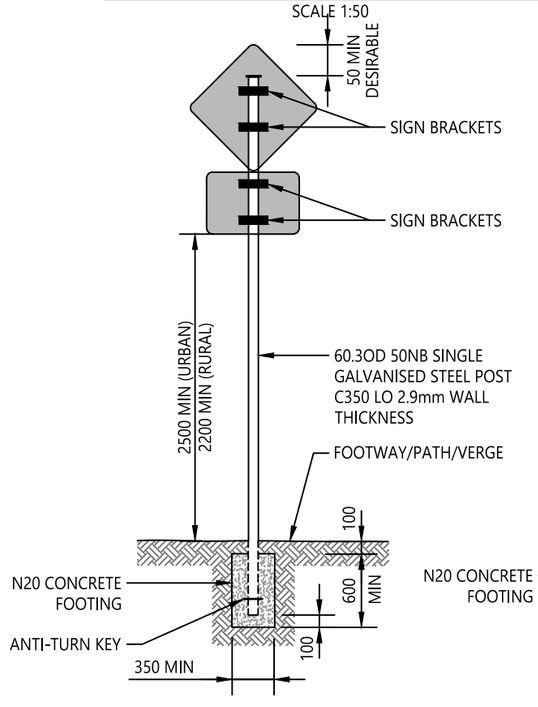
NOTES:

1. SIGN POST TYPE, DIMENSIONS AND FRANGIBILITY REQUIREMENTS SHALL BE IN ACCORDANCE WITH AS 1742.2.
2. SIGN POSTS LOCATED IN MEDIAN OR ROADSIDE TRAFFIC ISLANDS SHALL BE INSTALLED IN PIPE SLEEVE, V-LOCK SOCKET OR EQUIVALENT.
3. ROADSIDE SIGN POSTS LOCATED IN HIGH RISK AREAS, SUCH AS BUSY INTERSECTIONS OR LOCATIONS WITH A HISTORY OF DAMAGED SIGN POSTS, SHALL BE INSTALLED IN PIPE SLEEVE, V-LOCK SOCKET OR EQUIVALENT.
4. PIPE SLEEVE/V-LOCK AND WEDGE SHALL BE INSTALLED FLUSH WITH SURROUNDING CONCRETE SURFACE.



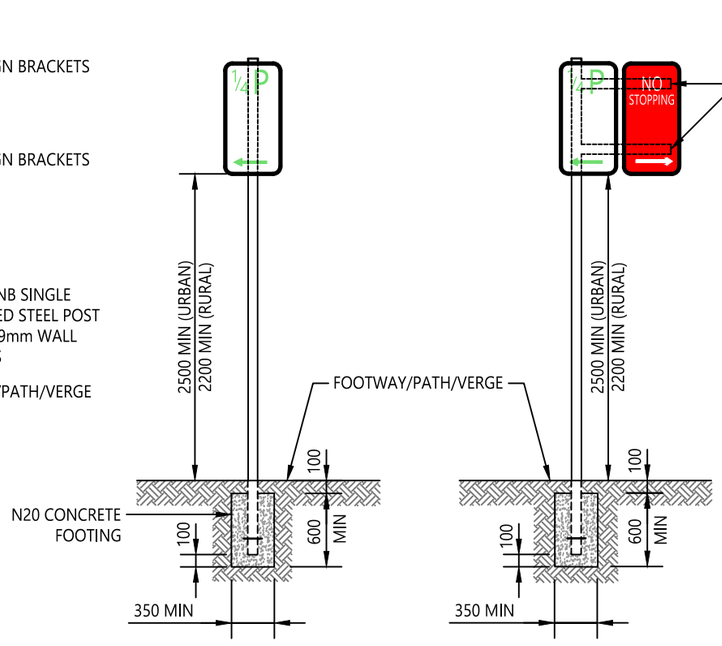
CHEVRON ALIGNMENT MARKER SIGN MOUNTING DETAILS

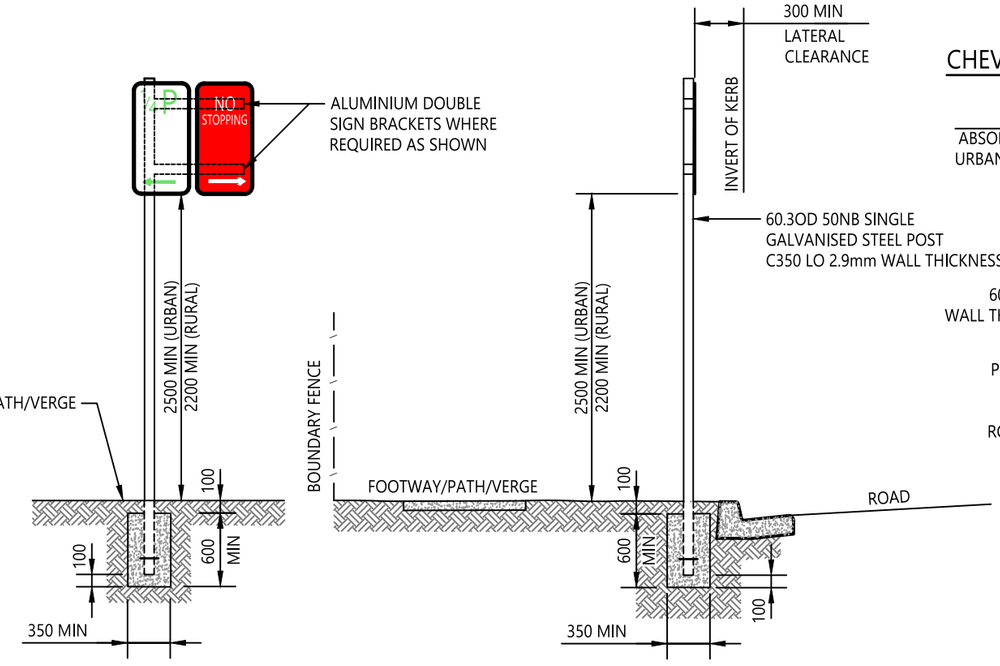
SCALE 1:50



SIGN MOUNTING DETAILS

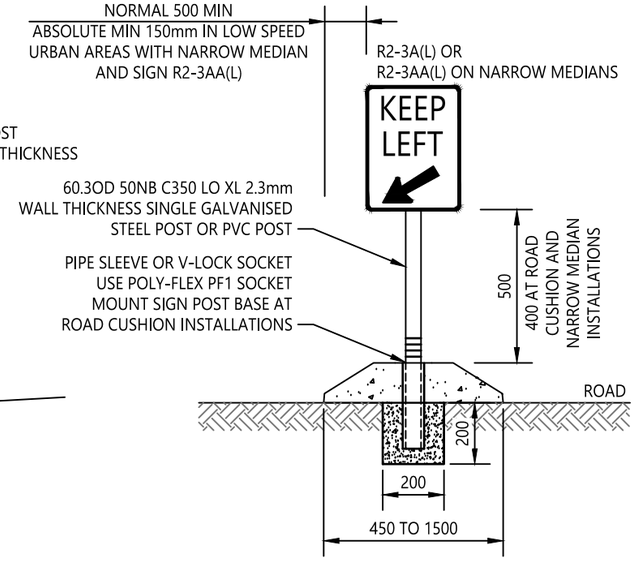
SCALE 1:50





PARKING RESTRICTION SIGN MOUNTING DETAILS

SCALE 1:50



MEDIAN ISLANDS

SCALE 1:20

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 200 400 600 800 1000 1:20

0 500 1000 1500 2000 2500 1:50

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	C SHEPPEARD/T WILLIS
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

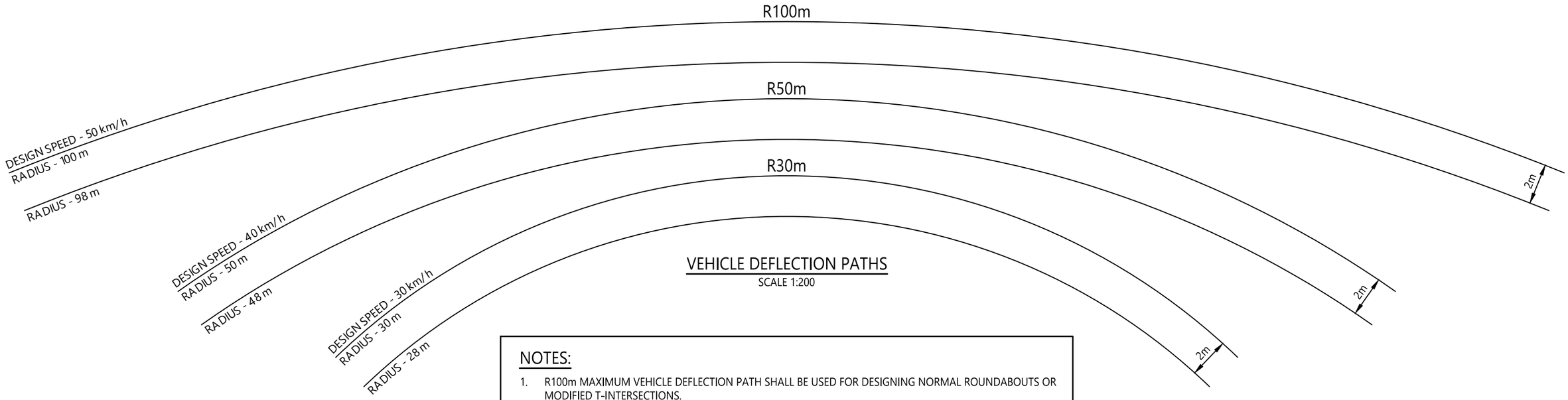
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
ROAD AND TRAFFIC SIGN MOUNTING DETAILS

DRAWING NUMBER	REV
SD0913	-
SHEET 1 OF 1	A3



VEHICLE DEFLECTION PATHS

SCALE 1:200

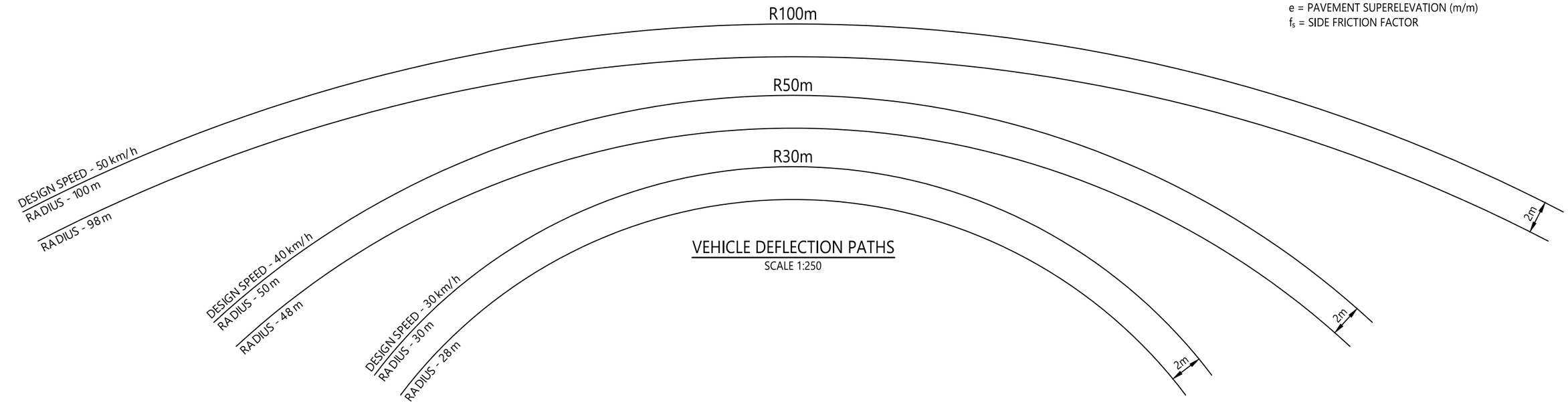
NOTES:

1. R100m MAXIMUM VEHICLE DEFLECTION PATH SHALL BE USED FOR DESIGNING NORMAL ROUNDABOUTS OR MODIFIED T-INTERSECTIONS.
2. R50m AND R30m MAXIMUM VEHICLE DEFLECTION PATHS SHALL BE USED FOR DESIGNING FULLY MOUNTABLE ROUNDABOUTS AND OTHER HORIZONTAL DEFLECTION TRAFFIC CALMING DEVICES IN LOW SPEED ENVIRONMENTS ONLY.
3. R50m AND R30m PATHS WERE DERIVED FROM THE HORIZONTAL CURVE EQUATION IN THE AUSTROADS GEOMETRIC DESIGN GUIDELINES, AS SHOWN ON THIS DRAWING.
4. VEHICLE DEFLECTION PATH TEMPLATES AND RELATED CAD METHODS SHALL BE USED IN ACCORDANCE WITH AUSTROADS GUIDELINES AND THE TfNSW GUIDELINE "ROUNDABOUTS - GEOMETRIC DESIGN METHOD".
5. VEHICLE DEFLECTION PATH TEMPLATES SHALL BE POSITIONED TANGENTIAL TO KERB LINE ENTRY/EXIT ARCS AND TANGENTIAL TO OR CROSS THE CENTRAL ISLAND.

HORIZONTAL CURVE EQUATION

$$V = \sqrt{127R(e + f_s)} \quad \text{OR} \quad R = \frac{V^2}{127(e + f_s)}$$

WHERE:
R = MINIMUM CURVE RADIUS (m)
V = VEHICLE SPEED (km/h)
e = PAVEMENT SUPERELEVATION (m/m)
f_s = SIDE FRICTION FACTOR



VEHICLE DEFLECTION PATHS

SCALE 1:250

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 2000 4000 6000 8000 10000 1:200

0 2500 5000 7500 10000 12500 1:250

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	T WILLIS
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

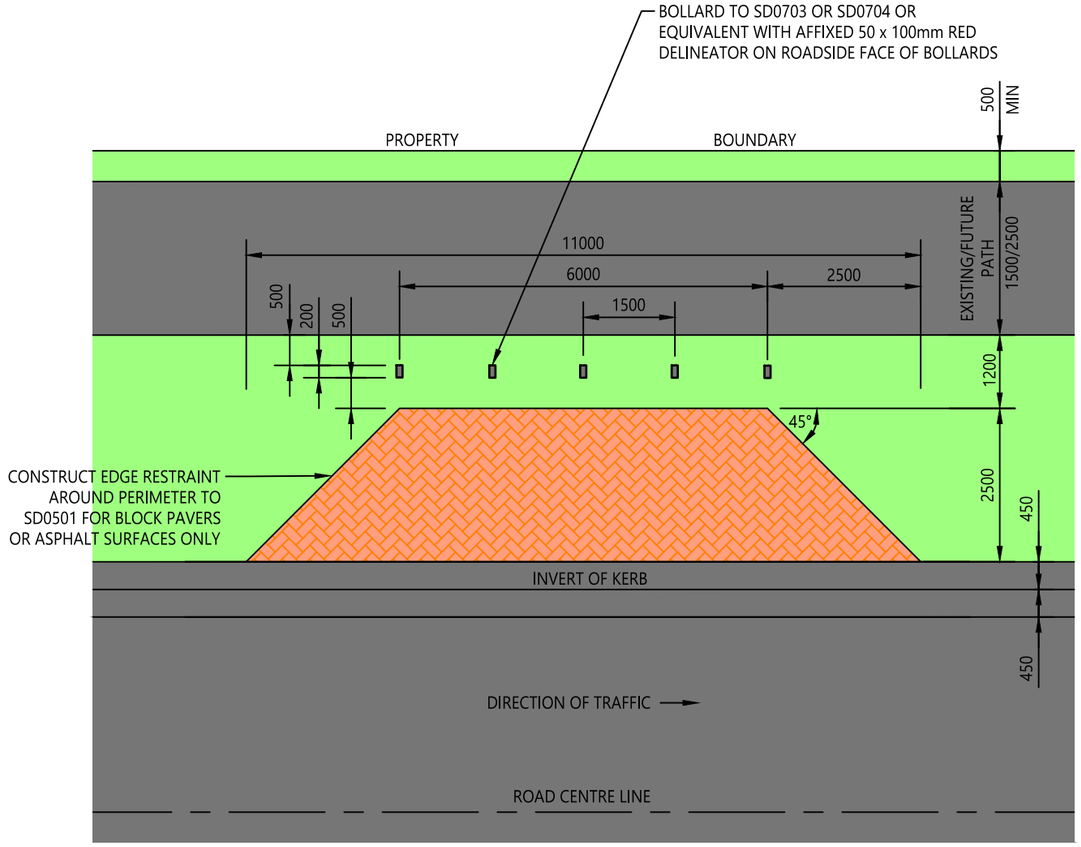
STANDARD DRAWING

TRAFFIC MANAGEMENT SERIES
VEHICLE DEFLECTION PATHS

DRAWING NUMBER	REV
SD0914	-
SHEET 1 OF 1	A3

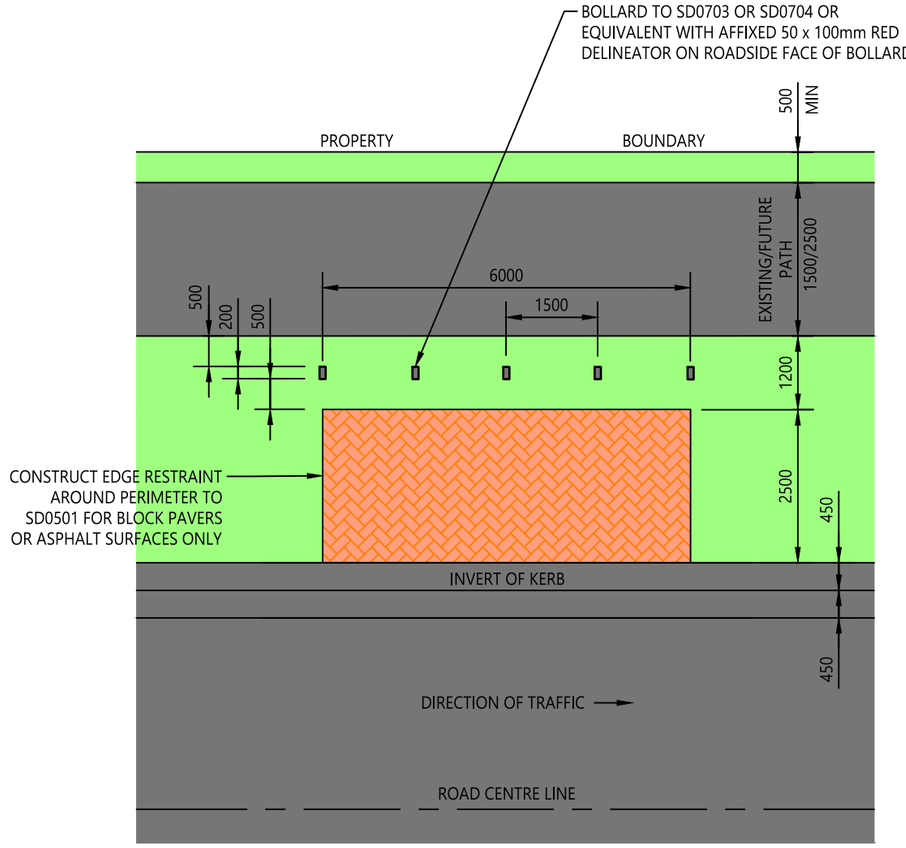
NOTES:

1. THIS STANDARD DRAWING IS BASED ON THE REQUIREMENTS OF TfNSW TECHNICAL DIRECTION TTD 2014/004 - OFF-ROAD PARKING PROVISION ON NARROW ROADS.
2. THE PREFERRED PRACTISE IS TO DESIGN ROADS WITH AN APPROPRIATE WIDTH TO OBVIATE THE NEED FOR OFF-ROAD PARKING SPACES. THEREFORE, THIS TREATMENT WOULD GENERALLY BE FOR RETROFITTING TO AN EXISTING ROAD OR BE INCLUDED WITHIN A SUBDIVISION DEVELOPMENT WITH NARROW CARRAGEWAYS.
3. THIS STANDARD DRAWING IS FOR GUIDANCE PURPOSES ONLY AND IS NOT TO BE USED FOR A DESIGN OR FOR CONSTRUCTION PURPOSES, FOLLOWING A SEPARATE DECISION TO IMPLEMENT OFF-ROAD PARKING ON A NARROW ROAD. THIS STANDARD DRAWING IS ALSO NOT TO BE USED FOR SHARED ZONES.
4. OFF-ROAD PARKING SPACES ON NARROW ROADS SHALL ONLY BE IMPLEMENTED ON URBAN RESIDENTIAL ROADS WITH A SPEED LIMIT ≤50km/h AND NOT WITHIN DESIGNATED NO STOPPING ZONES OR OTHER PARKING RESTRICTIONS, WHICH MAY ADVERSELY AFFECT MINIMUM SIGHT DISTANCE REQUIREMENTS.
5. PARKING SPACE DIMENSIONS SHALL BE IN ACCORDANCE WITH AS 2890.5 - PARKING FACILITIES. PARKING CONTROL SIGNS WHERE REQUIRED SHALL BE INSTALLED IN ACCORDANCE WITH AS 1742.11 AND THE APPLICABLE TfNSW SUPPLEMENT.
6. PARKING SPACES FOR DISABLED PERSONS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH AS 2890.5 - PARKING FACILITIES, INCLUDING PAVED CONNECTIVITY WITH PATHS AT SPECIFIC GRADES AND PARKING SPACE DELINEATION.
7. ENSURE RESIDUAL FOOTWAY/NATURE STRIP WIDTH IS 2.5m MINIMUM ON EACH SIDE OF THE ROAD TO ALLOW FOR EXISTING/FUTURE SHARED PATH WIDTH.
8. POSITION PARKING SPACES ADJACENT TO VEHICLE ACCESS CROSSINGS WHERE PRACTICABLE (DOWNSTREAM OF CROSSING PREFERRED).
9. AVOID SHORT LENGTHS OF ALTERNATING KERB-TYPES UNLESS SEPARATED BY VEHICLE ACCESS CROSSINGS.
10. DISHED CROSSING (SB KERB) PREFERRED TO ENABLE BETTER TRANSITION TO/FROM BARRIER (SA) KERB AND EASE OF INGRESS/EGRESS. ROLL TOP KERB WOULD BE MOST SUITABLE ON EXISTING NARROW ROADS IN SUBDIVISION AREAS.
11. TRANSITION CHANGES IN LONGITUDINAL KERB-TYPE OVER 3 TO 6m.
12. ENSURE ALL PUBLIC UTILITY SERVICES ARE NOT ADVERESLY AFFECTED BY THE OFF-ROAD PARKING SPACE(S) WITHIN THE ROAD OR FOOTWAY AREAS. HOUSE STORMWATER CONNECTIONS WILL REQUIRE CONSIDERATION OF CONSTRUCTABILITY REQUIREMENTS. EXISTING AC WATER MAINS UNDER SLABS MAY NEED REPLACEMENT.
13. SLAB TO BE 125mm THICK N32 CONCRETE INTEGRALLY COLOURED WITH 1x20kg BAG OF TERRACOTTA OXIDE FOR EACH $1m^3$ OF CONCRETE AND HERRINGBONE PATTERENED. ALTERNATIVE CONSTRUCTION MATERIALS MAY BE USED SUCH AS BLOCK PAVERS OR ASPHALT, WITH THE APPROVAL OF COUNCIL'S REPRESENTATIVE.
14. CONTROL JOINTS (AND EXPANSION JOINTS WHERE REQUIRED) AND ISOLATION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH AS 3727. MAXIMUM CONTROL JOINT SPACING SHALL BE 4.5m, OR 1.5 TIMES THE WIDTH OF CONCRETE SLAB, WHICHEVER IS THE LESSER.



ONE PARALLEL PARKING SPACE

SCALE 1:100



ONE PARALLEL PARKING SPACE

(LONGITUDINALLY CONSTRAINED SITE)

SCALE 1:100

REV	AMENDMENT	DATE	DRAWN	APRVD

SCALE ON ORIGINAL A3 SIZE DRAWING

0 1000 2000 3000 4000 5000

1:100

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

DRAWN	D MILLER
CHECKED	M BAMBER
DATE	28/4/20

UNIT MANAGER APPROVAL

ASSETS PLANNING AND DESIGN

Central Coast Council

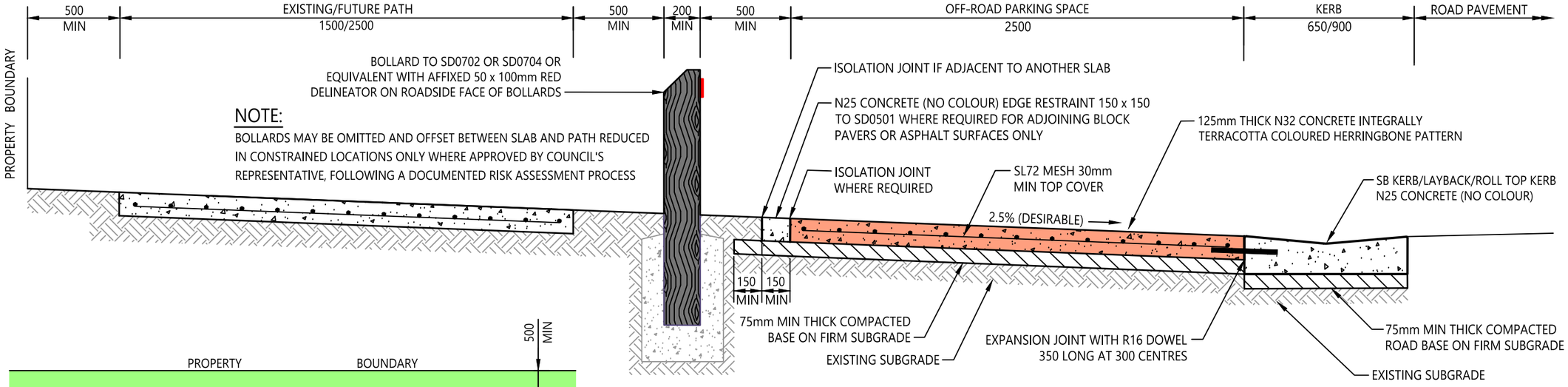
ROADS TRANSPORT DRAINAGE AND WASTE

Central Coast Council

STANDARD DRAWING

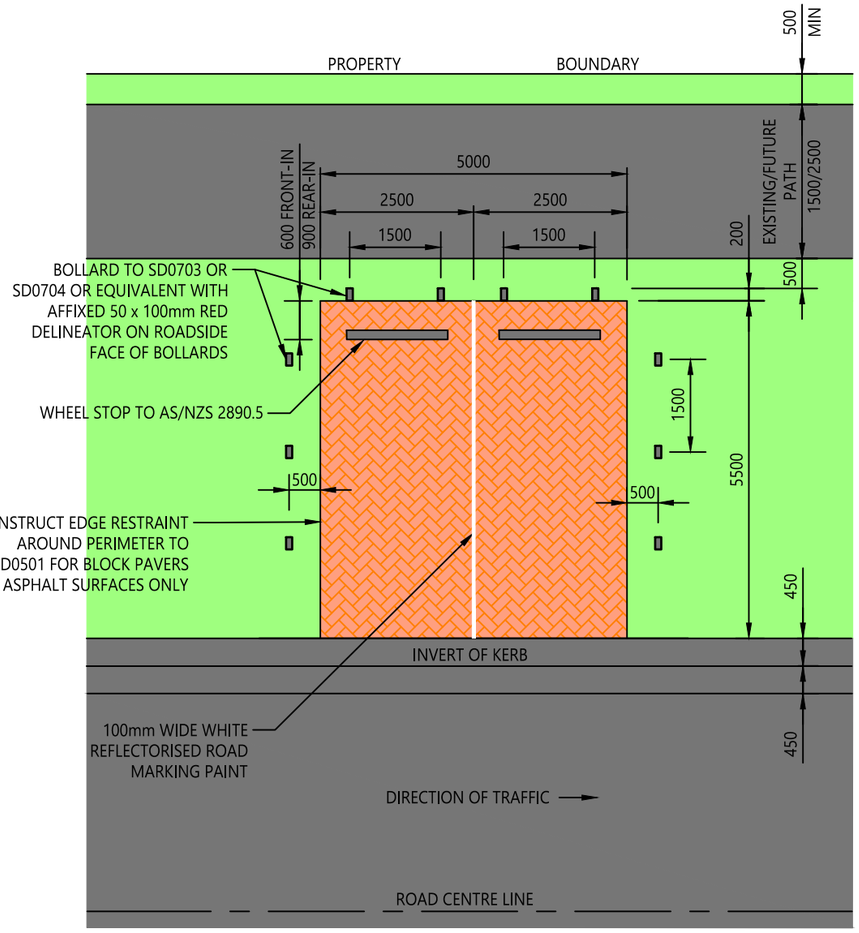
TRAFFIC MANAGEMENT SERIES
OFF-ROAD PARKING SPACES ON NARROW ROADS

DRAWING NUMBER	REV
SD0915	-
SHEET 1 OF 2	A3



TYPICAL SECTION

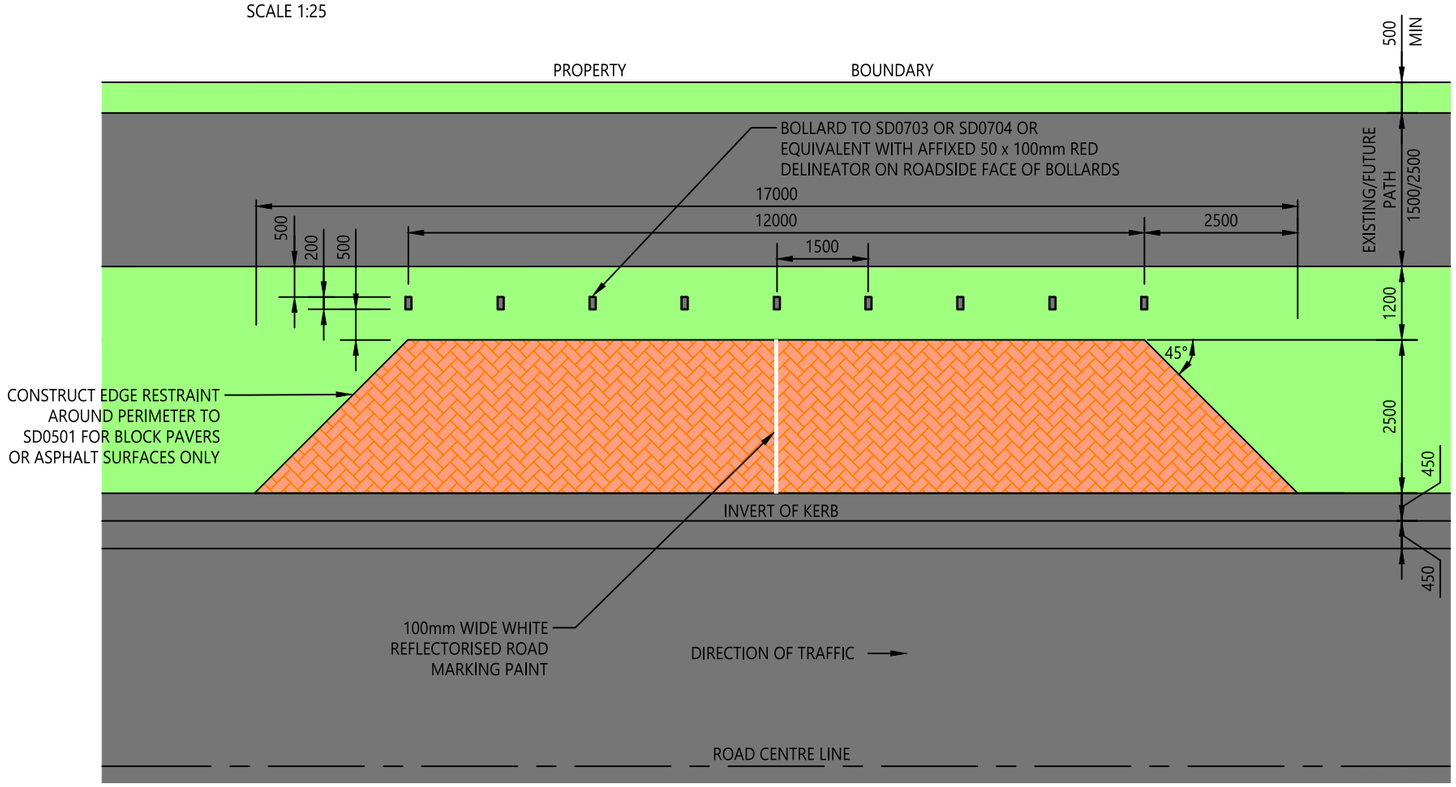
SCALE 1:25



TWO PERPENDICULAR PARKING SPACES

(LOW SPEED LOW VOLUME ROADS ONLY)

SCALE 1:100



TWO PARALLEL PARKING SPACES

SCALE 1:100

REV	AMENDMENT	DATE	DRAWN	APRVD

ALL DIMENSIONS IN mm UNLESS OTHERWISE SHOWN

SCALE ON ORIGINAL A3 SIZE DRAWING

0 250 500 750 1000 1250 1:25

0 1000 2000 3000 4000 5000 1:100

DRAWN	D MILLER
CHECKED	M BAMBER
DATE	28/4/20

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TRAFFIC MANAGEMENT SERIES
OFF-ROAD PARKING SPACES ON NARROW ROADS

DRAWING NUMBER	REV
SD0915	-
SHEET 2 OF 2	A3