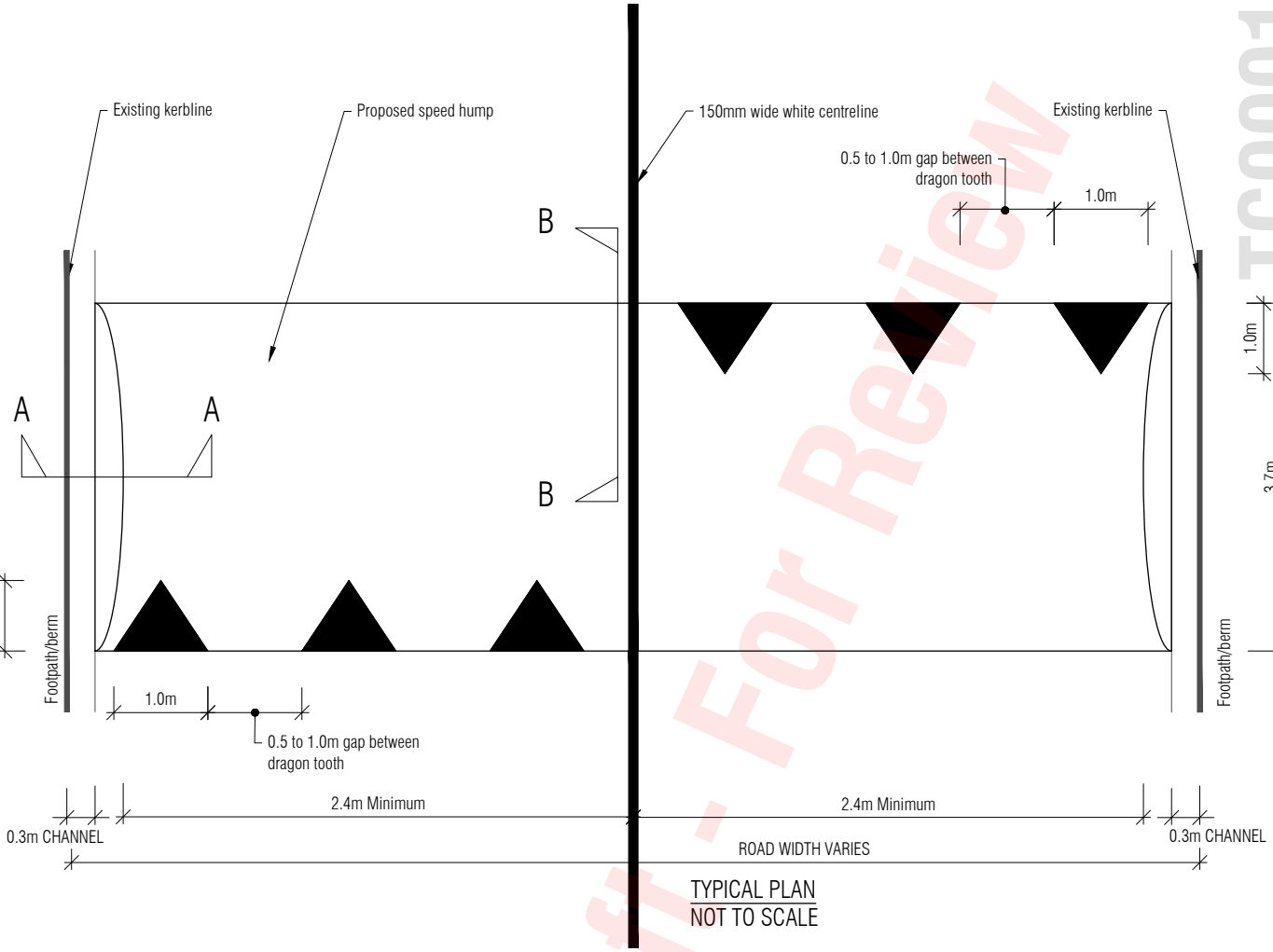
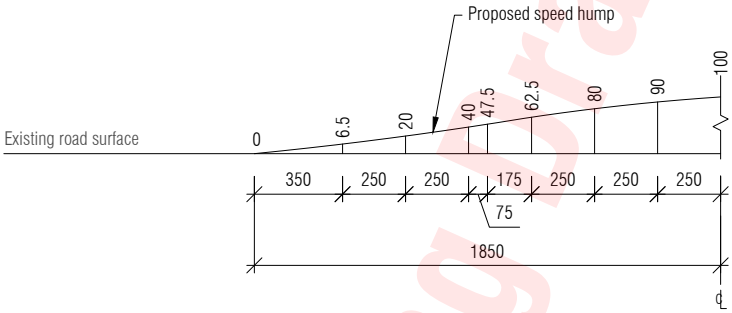
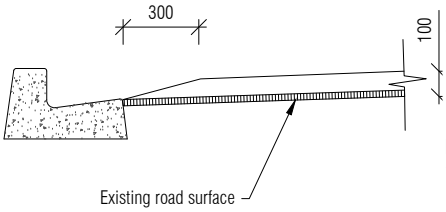
Traffic Calming Infrastructure Index

SED_NO	Title
TC0000	Traffic Calming Infrastructure Index
TC0001	Typical (sinusoidal) speed hump
TC0002	Typical speed hump with cycle bypass
TC0003	Speed table with upstream catchpit
TC0004	Speed table with cycle bypass
TC0006	Rubber speed cushions
TC0007	Asphaltic concrete speed cushions
TC0008	Arrangement of speed cushions for wider roads
TC0010	Speed table with chequer plate
TC0020	Speed table (Swedish Type)
TC0022	Speed table (Swedish Type For Frequent Bus Network)
TC0023	Speed table (Frequent Bus Network)
TC0030	Raised Intersection

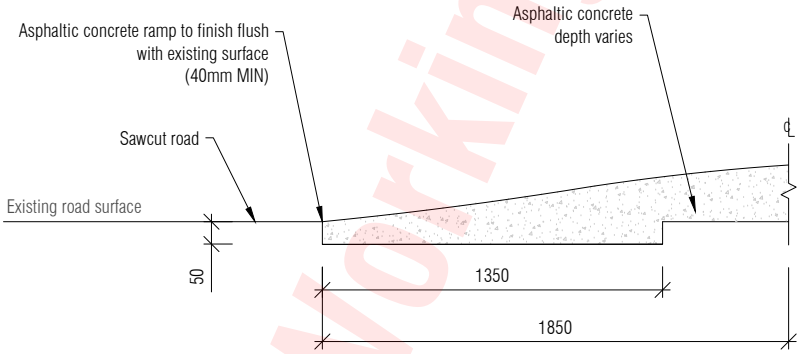


TYPICAL PLAN
NOT TO SCALE

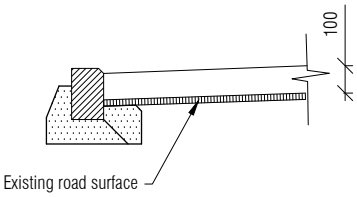




SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



SECTION A-A : ALTERNATIVE - NO DRAINAGE
NOT TO SCALE

NOTES:

1. All dimensions are in millimeters unless otherwise stated.
2. Do not scale from this drawing.
3. Contractor to liaise with local service authorities for location all underground services before any excavation.
4. All exposed saw cut edges are to be sprayed with a hot biturmin sealer.
5. All works to have a tolerance of ±5mm

TC0001

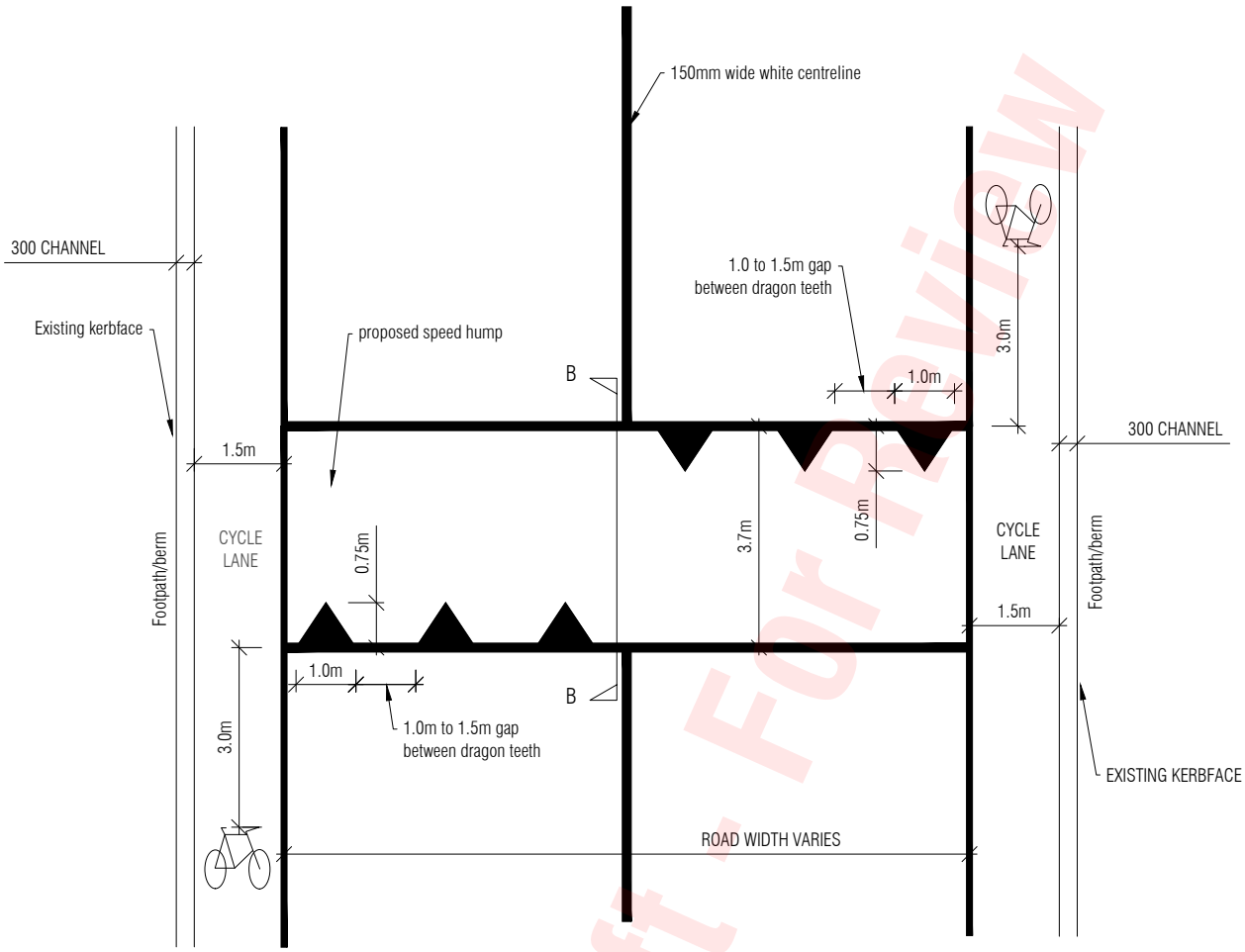
Transport Design Manual | Standard Engineering Details

Review 1
DATE: February 14, 2020

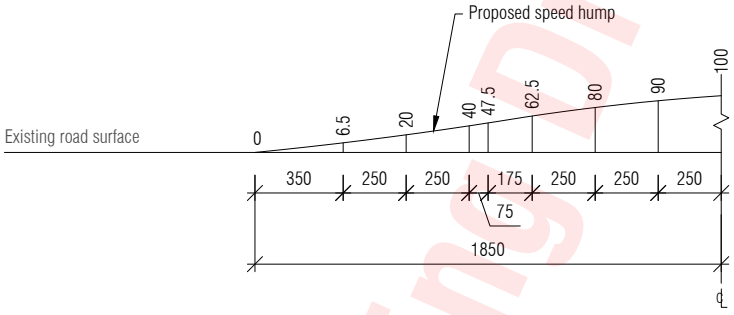
TRANSPORT DESIGN MANUAL

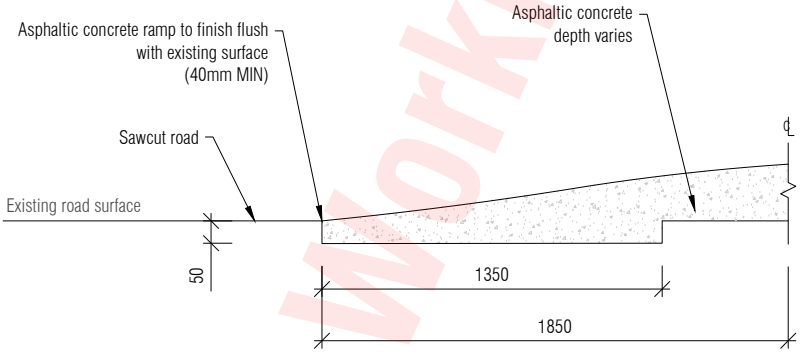
Typical (sinusoidal) speed hump

Date: Document in Review
SED No. TC0001
Version A



TYPICAL PLAN
NOT TO SCALE

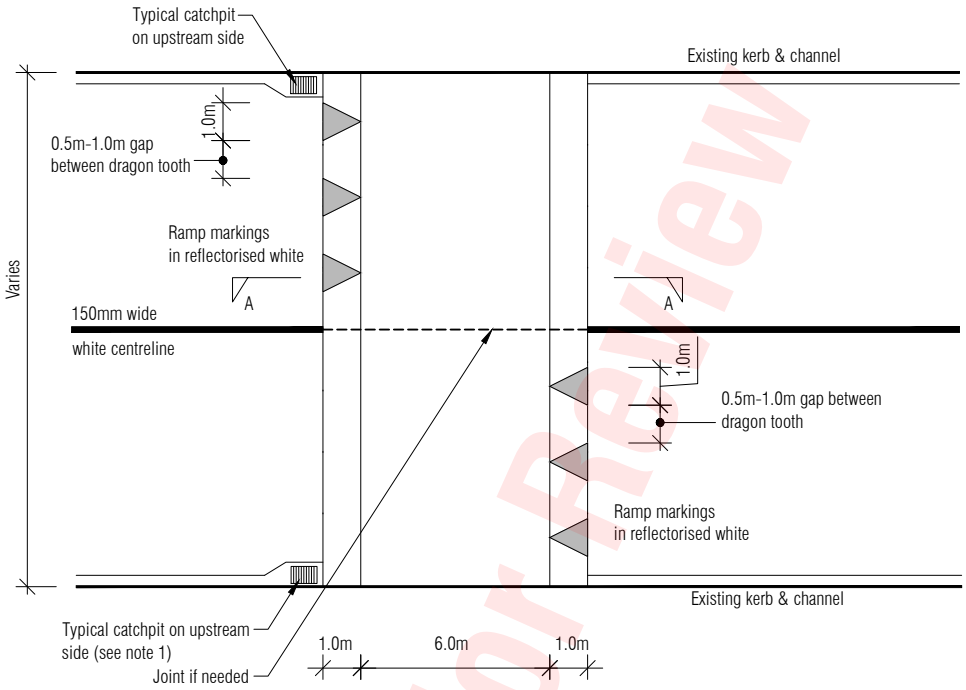




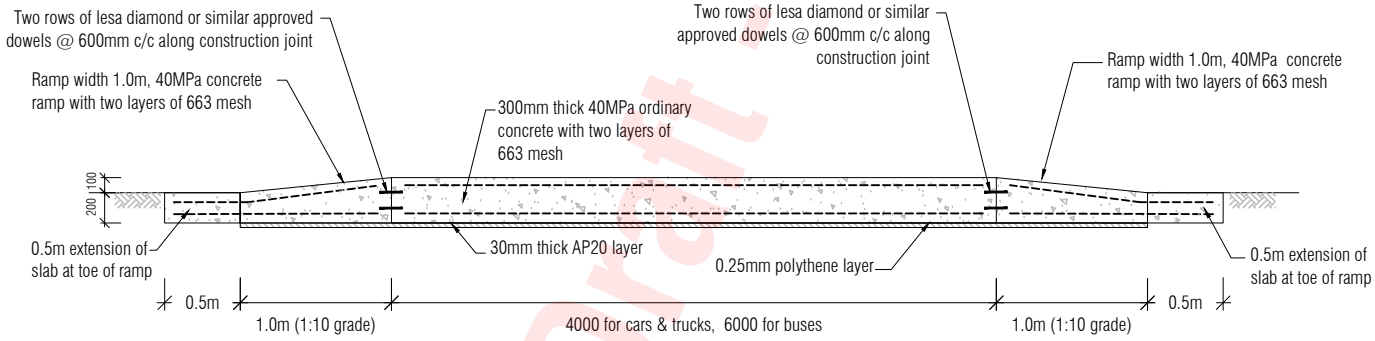
SECTION B-B
NOT TO SCALE

NOTES:
1. All dimensions are in millimeters unless otherwise stated.
2. Do not scale from this drawing.
3. Contractor to liaise with local service authorities for location of all underground services before any excavation.
4. All exposed saw cut edges are to be sprayed with a hot biturmin sealer.
5. All works to have a tolerance of ±5mm

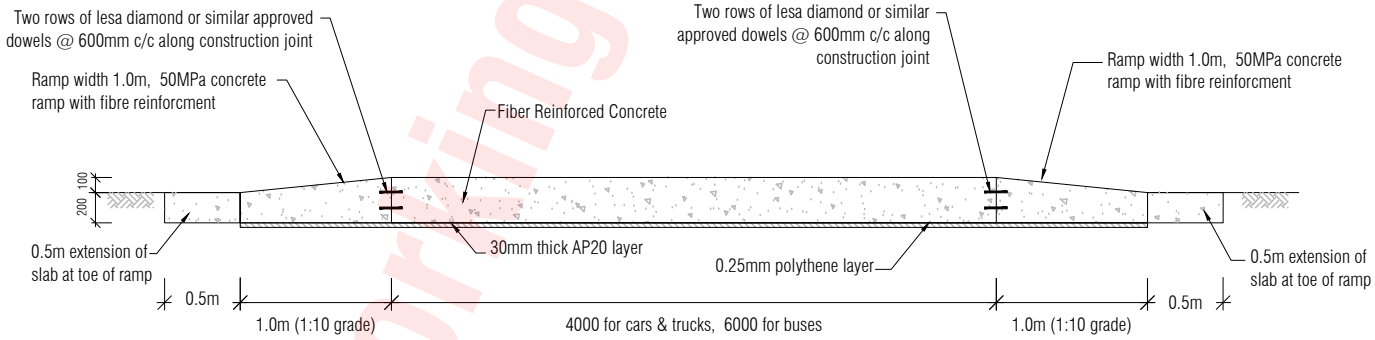
Advance warning signs on approaching speed-table or humps



PLAN
NOT TO SCALE



SECTION A-A
NOT TO SCALE

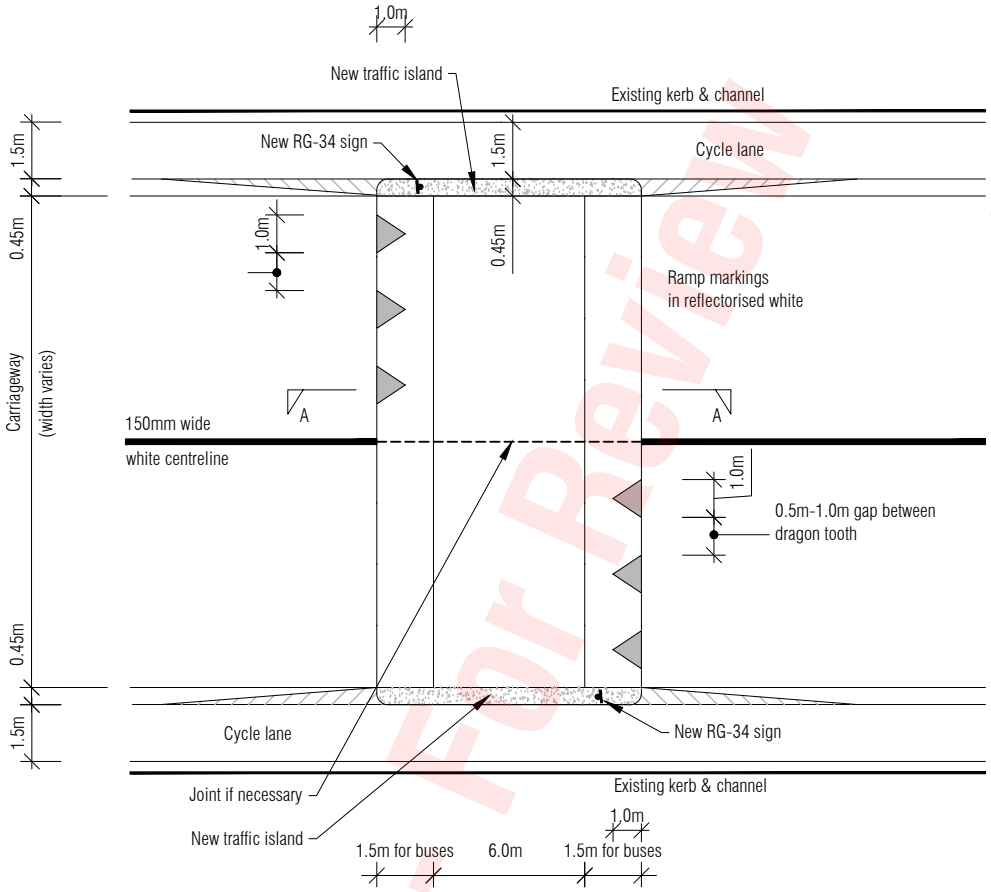


SECTION A-A (ALTERNATE OPTION)
NOT TO SCALE

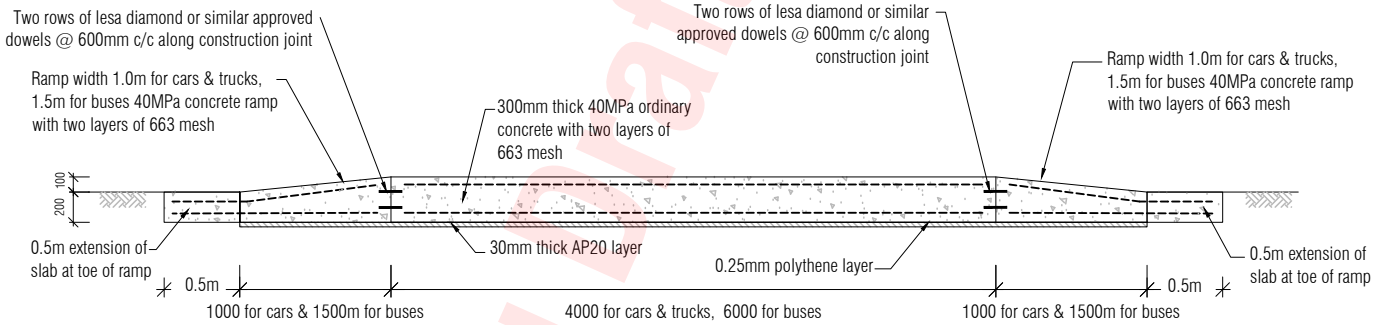
NOTES

1. See Engineering Design Code - Road drainage for design of catchpits or alternative drainage.
2. All work to have a tolerance of ±5mm.
3. Reinforcing to be placed on spacers.
4. PW-39 sign with supplementary as shown to be erected in advance of treatment on both sides of the carriageway facing approaching traffic
5. Where the speed table is greater than 6.0m in width a longitudinal joint shall be created

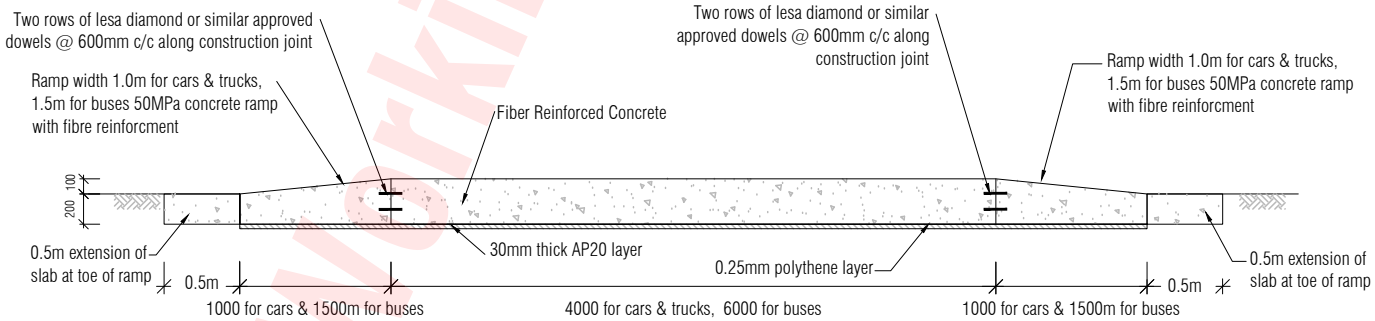
Advance warning signs
on approaching
speed-table or humps



PLAN
N.T.S.



SECTION A-A
NOT TO SCALE



SECTION A-A (ALTERNATE OPTION)
NOT TO SCALE

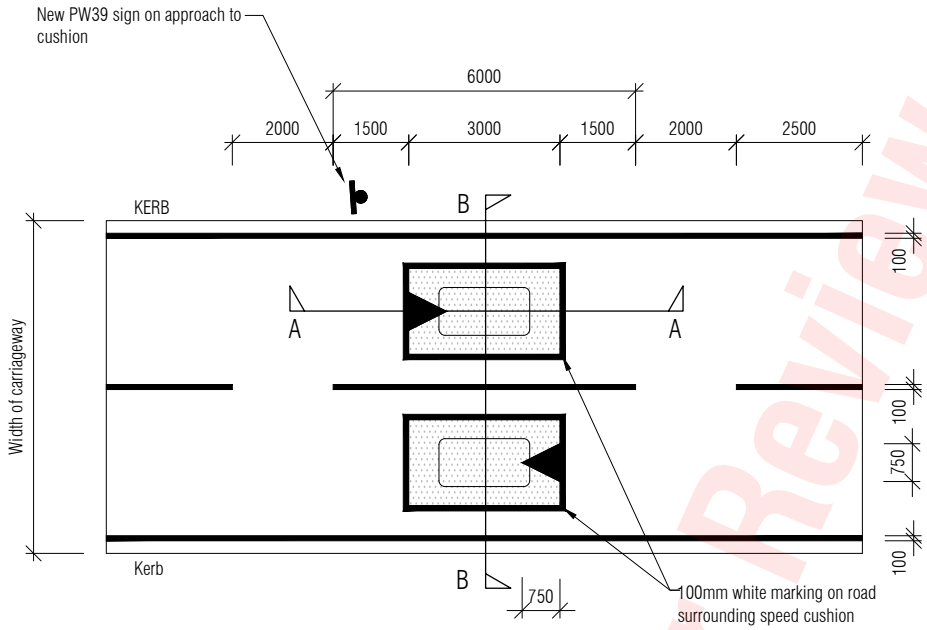
NOTES
1. All work to have a tolerance of ±5mm.
2. Reinforcing to be placed on spacers.
3. PW-39 sign with supplementary as shown to be erected in advance of treatment on both sides of the carriageway facing approaching traffic
4. Where the speed table is greater than 6.0m in width a longitudinal joint shall be created

Review 1
DATE: February 14, 2020

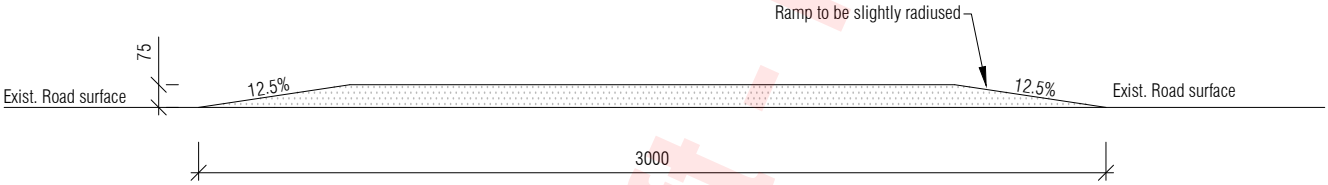
TRANSPORT DESIGN MANUAL

Speed table with cycle bypass

Date: Document in Review
SED No. TC0004
Version A

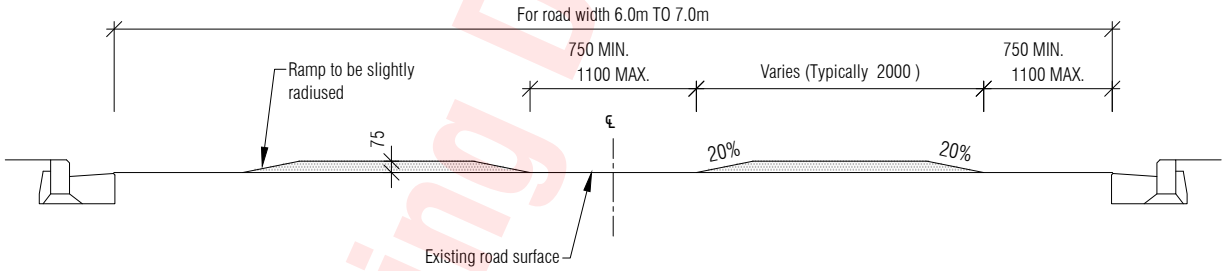


PLAN
N.T.S.



LONG SECTION A-A
N.T.S.

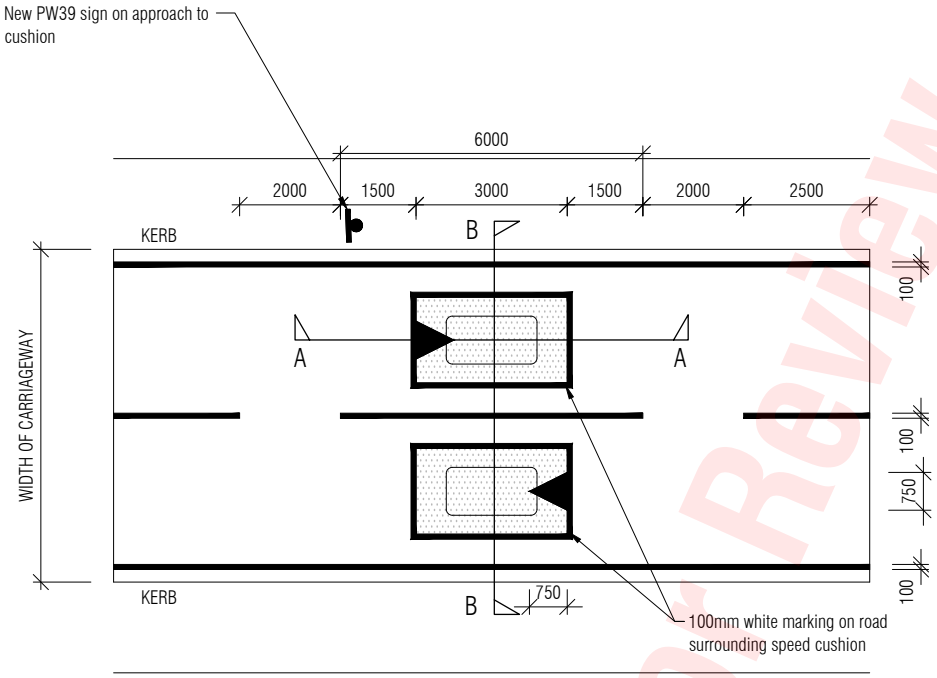
(note: both cushions have similar profiles)



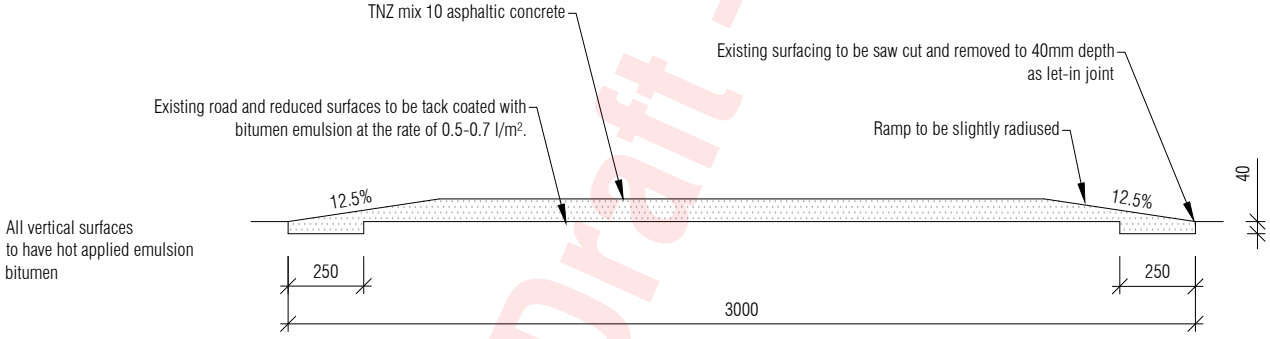
CROSS SECTION B-B
N.T.S.

NOTES

1. All dimensions are in millimetres.
2. This detail applies to cushions in roads of width 6.0m to 7.0m unless otherwise stated by the relevant AT Engineer.
3. Maximum height of cushion to be 75mm above existing road surface within tolerance of ±5mm.
4. Lateral gaps between cushions and kerbs to be agreed with Auckland Transport.
5. Cross sectional profile B-B of speed cushion to be same as existing profile of road.
6. All road markings to be in accordance with Manual of Traffic Signs and Markings and TCD Manual updates to MOTSAM and must be white thermoplastic material.
7. Recycled rubber is not approved for use.

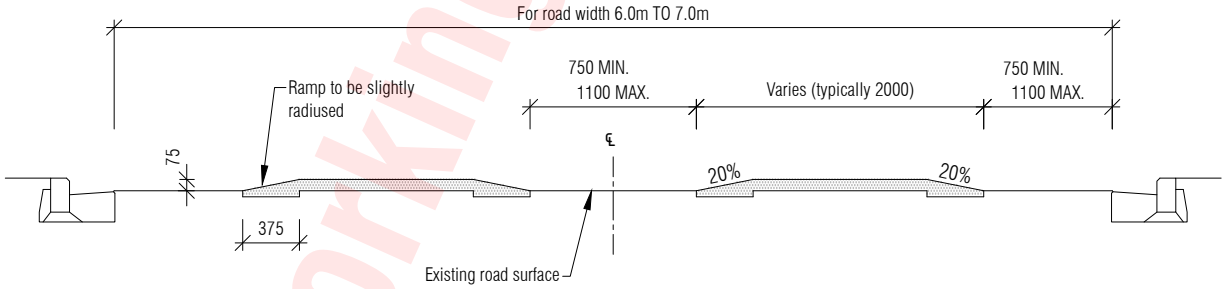


PLAN
N.T.S.



LONG SECTION A-A
N.T.S.

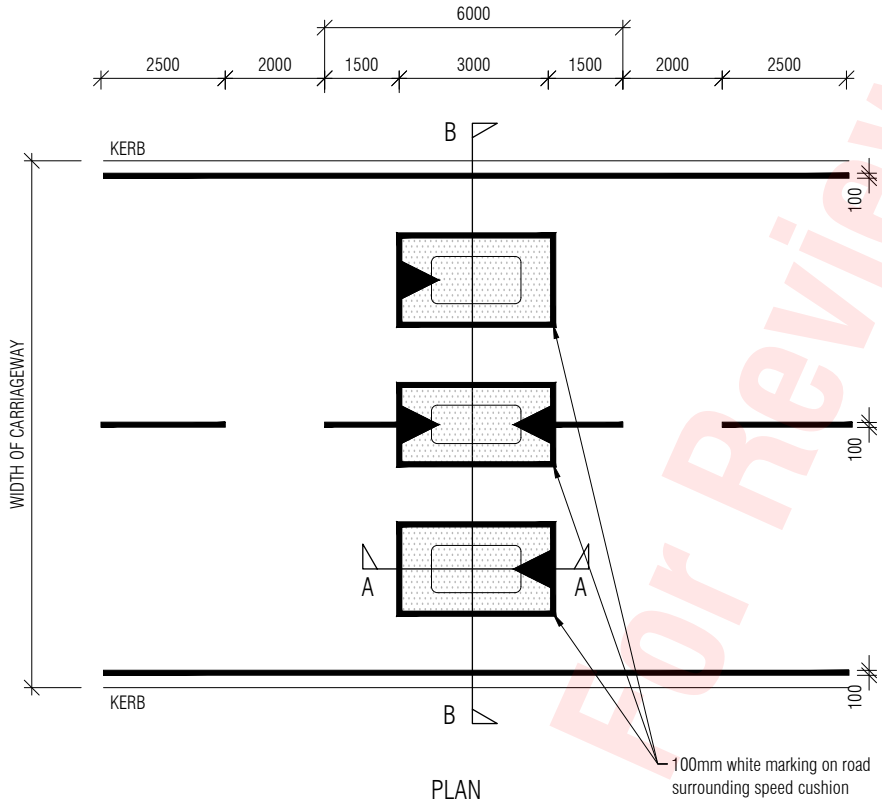
(NOTE: Both cushions have similar profiles)



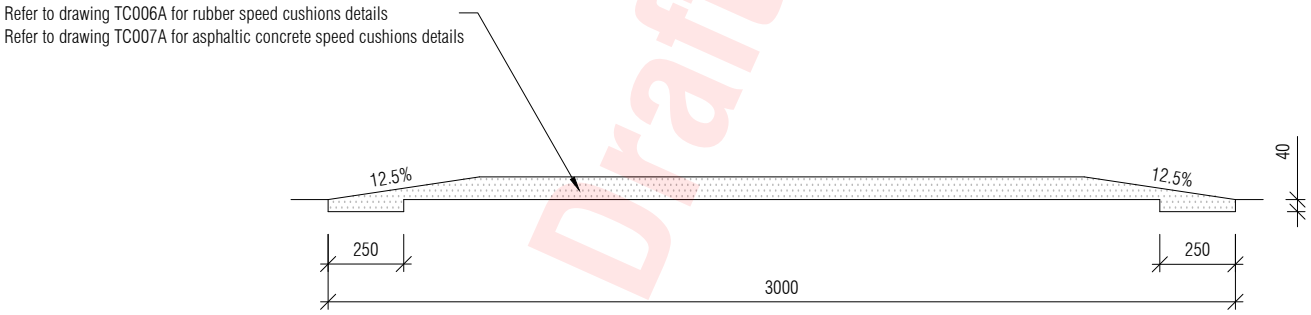
CROSS SECTION B-B
N.T.S.

NOTES

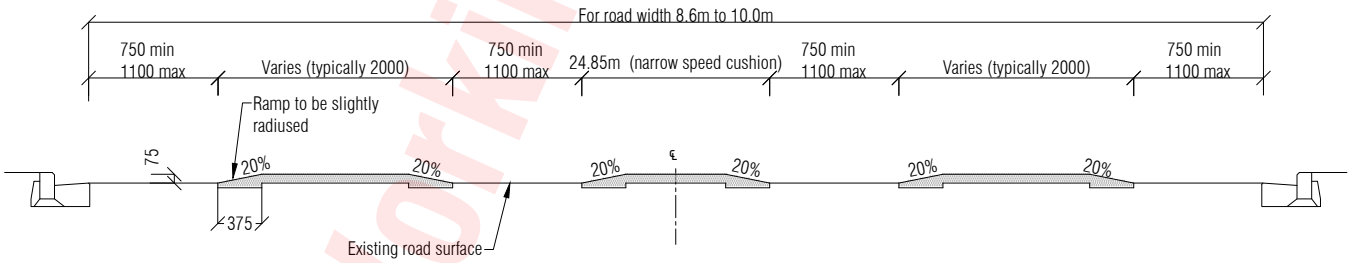
1. All dimensions are in millimetres.
2. This detail applies to cushions in roads of width 6.0m to 7.0m unless otherwise stated by the relevant AT Engineer.
3. Maximum height of cushion to be 75mm above existing road surface within tolerance of ±5mm.
4. Lateral gaps between cushions and kerbs to be agreed with Auckland Transport.
5. Cross sectional profile B-B of speed cushion to be same as existing profile of road.
6. All road markings to be in accordance with Manual of Traffic Signs and Markings and TCD Manual updates to MOTSAM and must be white thermoplastic material.



PLAN
N.T.S.



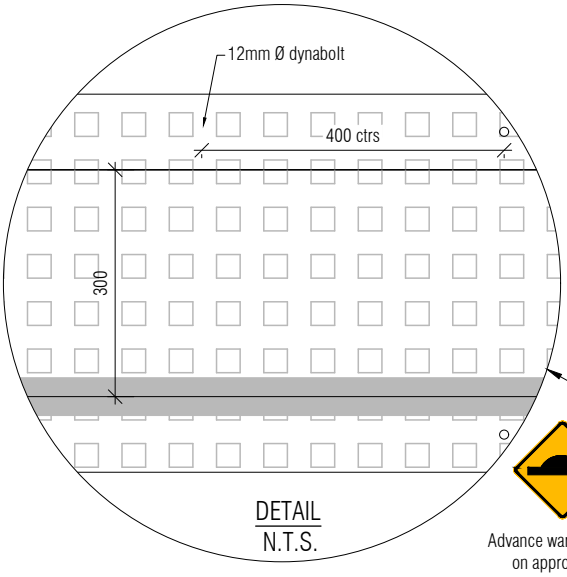
LONG SECTION A-A
N.T.S.



CROSS SECTION B-B
N.T.S.

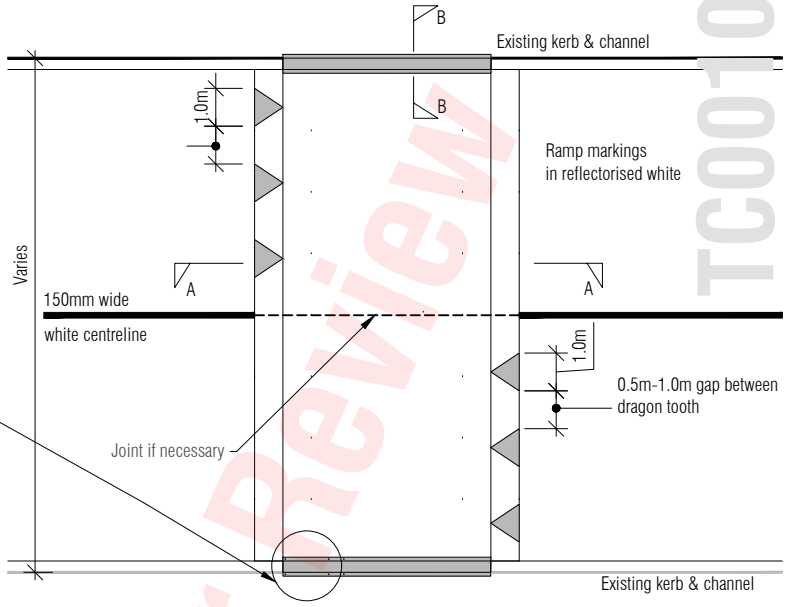
NOTES

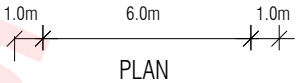
1. All dimensions are in millimetres.
2. This detail applies to cushions in roads of width 8.6m to 10.0m unless otherwise stated by the relevant AT Engineer.
3. Maximum height of cushion to be 75mm above existing road surface within tolerance of ±5mm.
4. Lateral gaps between cushions and kerbs to be agreed with Auckland Transport.
5. Cross sectional profile B-B of speed cushion to be same as existing profile of road.
6. All road markings to be in accordance with Manual of Traffic Signs and Markings and TCD Manual updates to MOTSAM and must be white thermoplastic material.



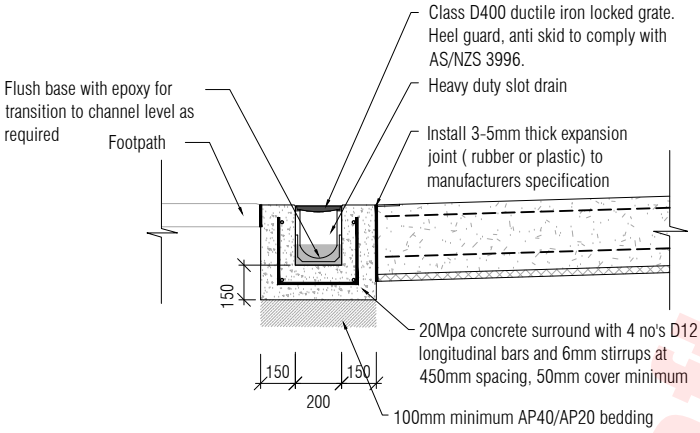
DETAIL
N.T.S.

Advance warning signs on approaching speed-table or humps

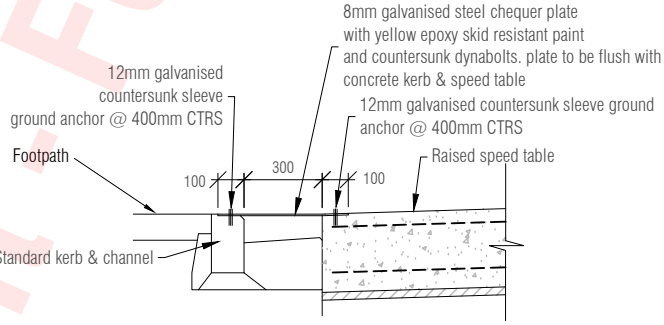




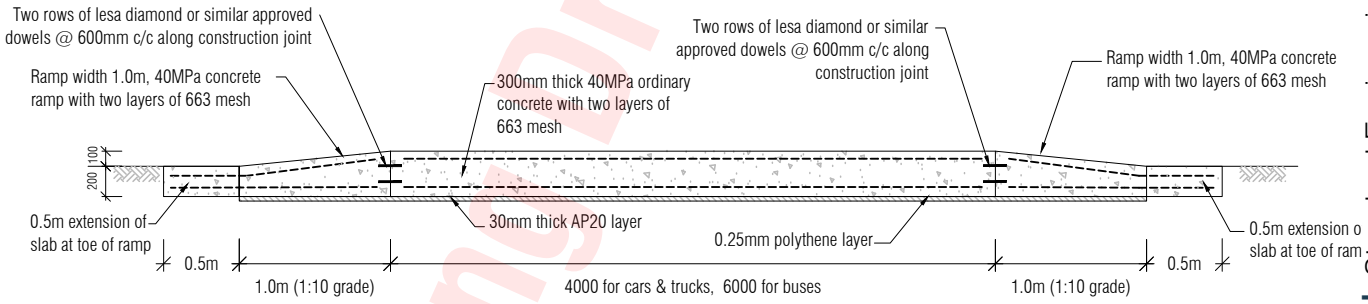
PLAN
N.T.S.



SECTION B - B (ALTERNATE OPTION)
N.T.S.



SECTION B - B
N.T.S.

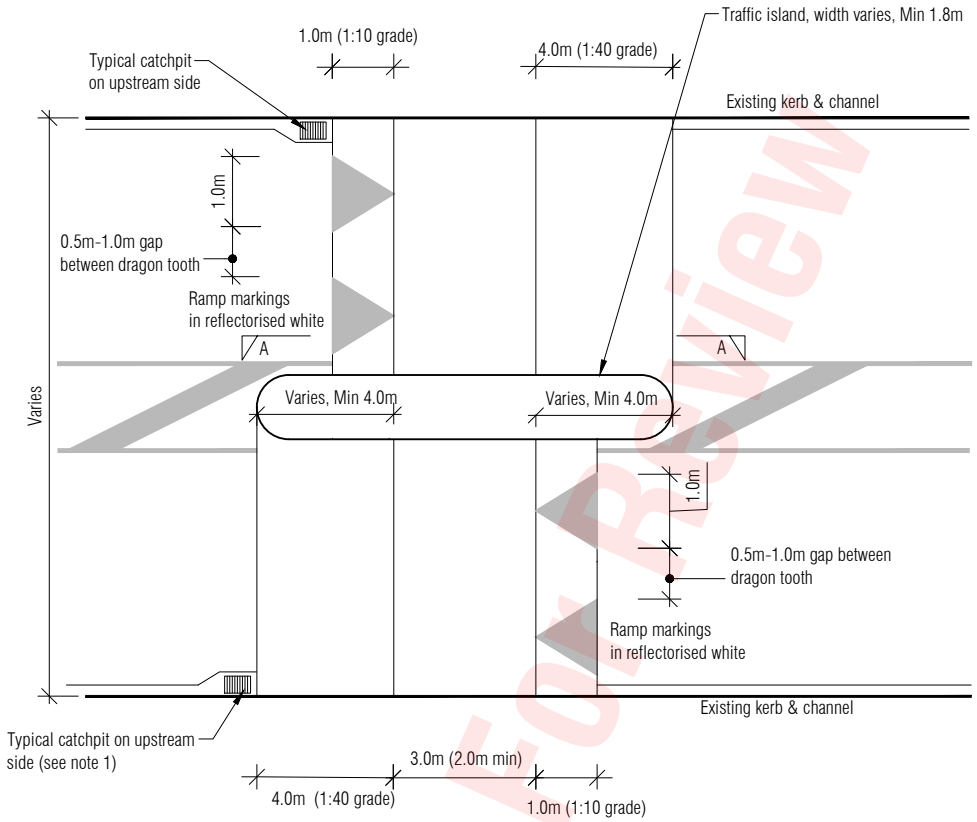


SECTION A-A
NOT TO SCALE

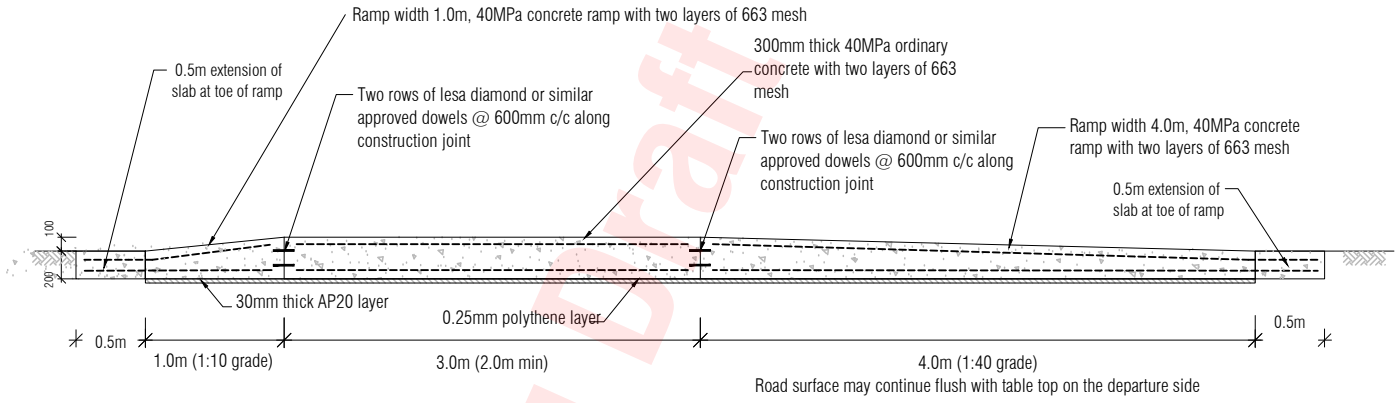
NOTES:

1. Finished level of raised speed table to be nominally 100mm above existing road level contractor to ensure adequate crossfall to channel drain.
2. Raised speed table to be reinforce with 2 layers 663 mesh.
3. Raised speed table concrete to be wet cured for 7 days prior to traffic loading.
4. Top of galvanised steel plate to be flush with surrounding concrete kerb & speed table.
5. Where the speed table is greater than 6.0m in width a longitudinal joint shall be created

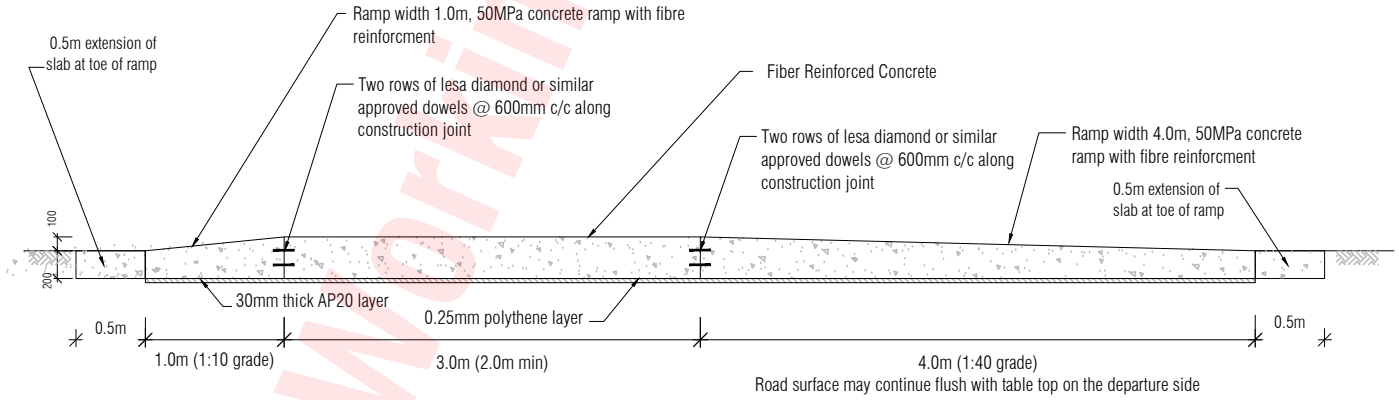
Advance warning signs on approaching speed-table or humps



PLAN
NOT TO SCALE



SECTION A-A
NOT TO SCALE

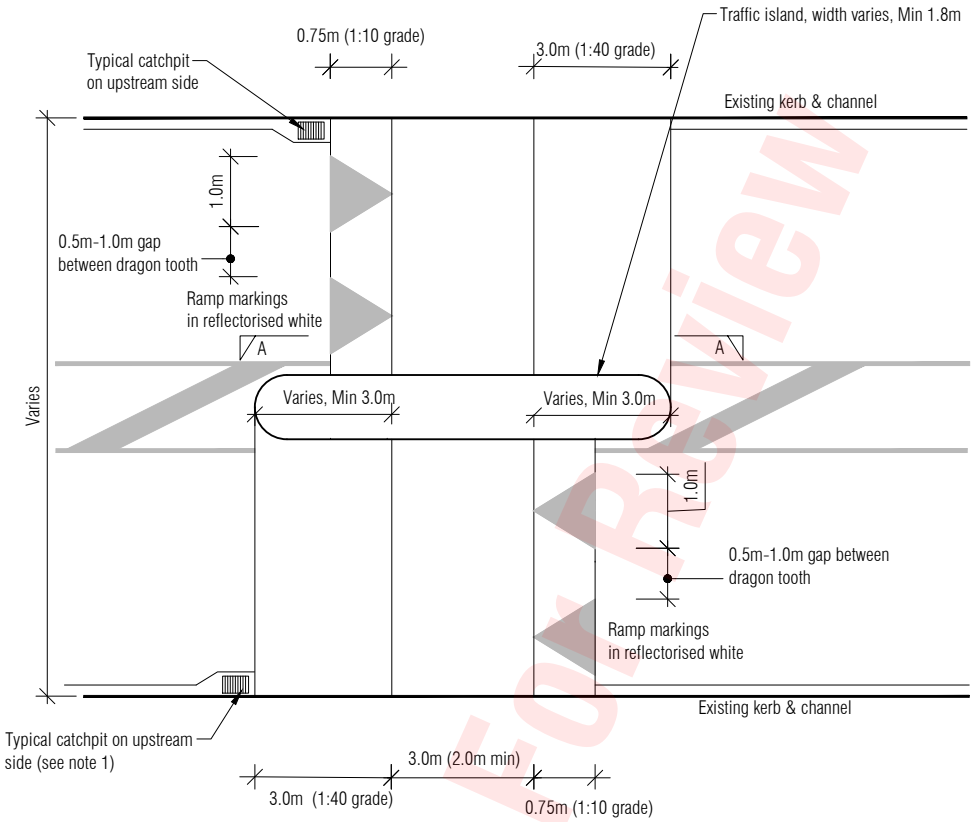


SECTION A-A (ALTERNATE OPTION)
NOT TO SCALE

NOTES

1. See Engineering Design Code - Road drainage for design of catchpits or alternative drainage.
2. All work to have a tolerance of ±5mm.
3. Reinforcing to be placed on spacers.
4. PW-39 sign with supplementary as shown to be erected in advance of treatment on both sides of the carriageway facing approaching traffic
5. Where the speed table is greater than 6.0m in width a longitudinal joint shall be created

Advance warning signs on approaching speed-table or humps



PLAN
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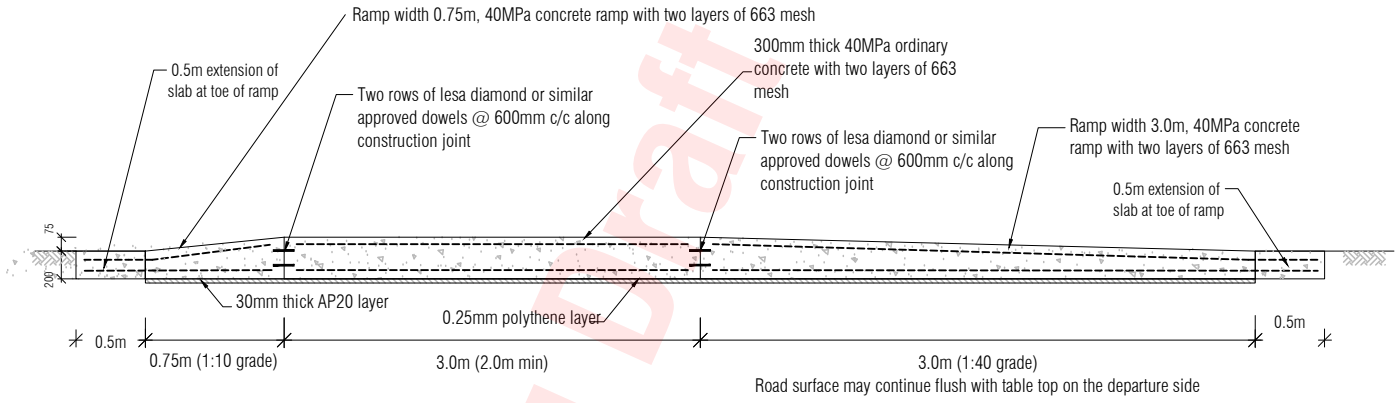
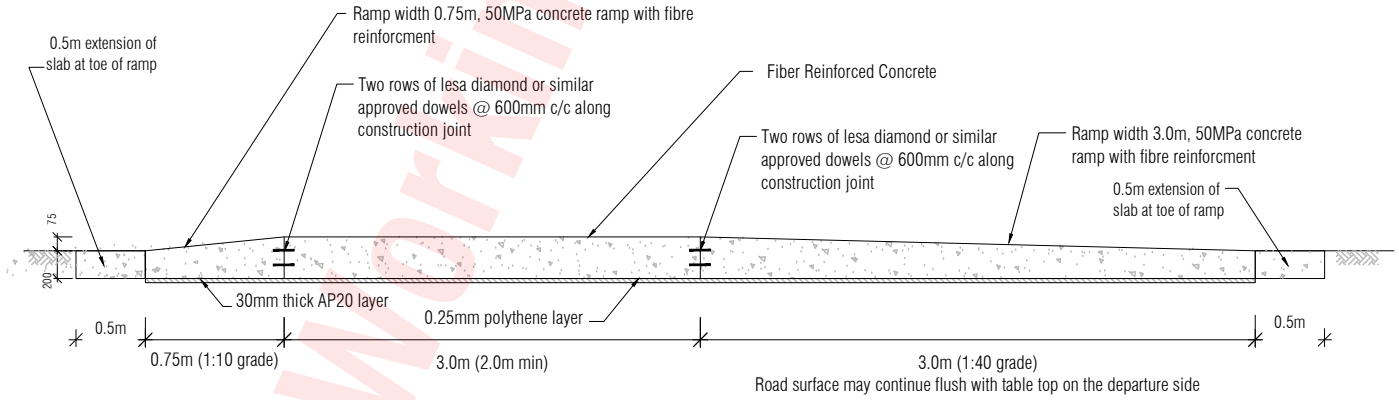


SECTION A-A
NOT TO SCALE

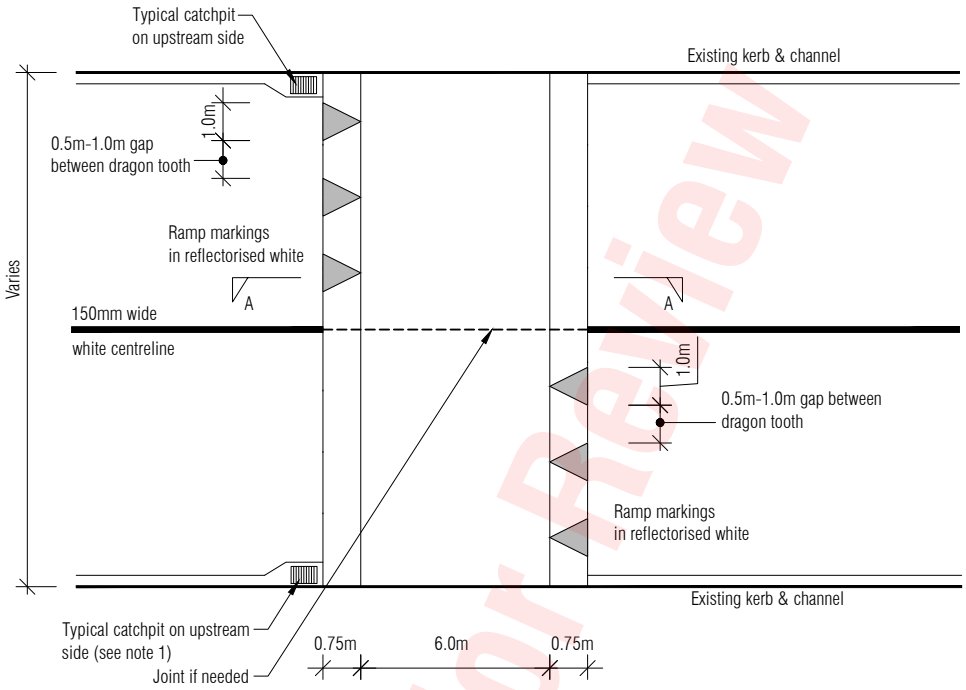


SECTION A-A (ALTERNATE OPTION)
NOT TO SCALE

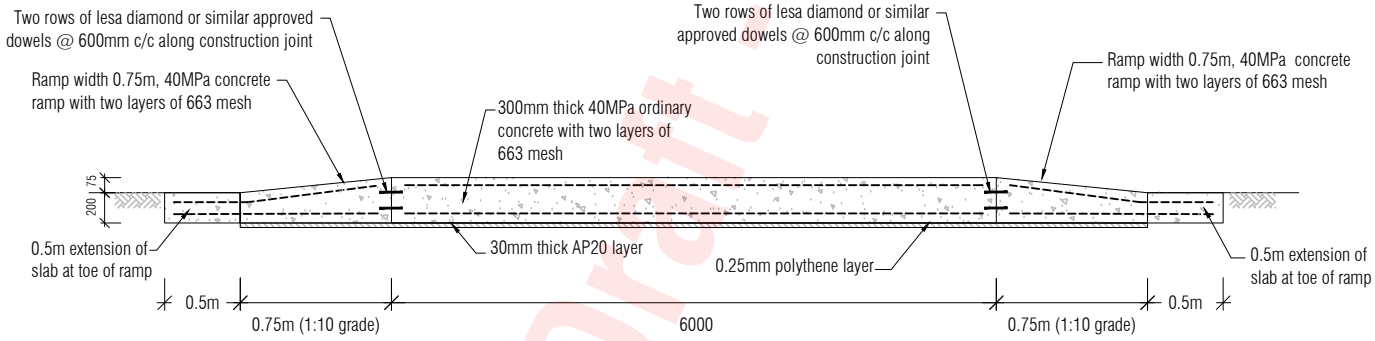
NOTES

1. See Engineering Design Code - Road drainage for design of catchpits or alternative drainage.
2. All work to have a tolerance of ±5mm.
3. Reinforcing to be placed on spacers.
4. PW-39 sign with supplementary as shown to be erected in advance of treatment on both sides of the carriageway facing approaching traffic
5. Where the speed table is greater than 6.0m in width a longitudinal joint shall be created

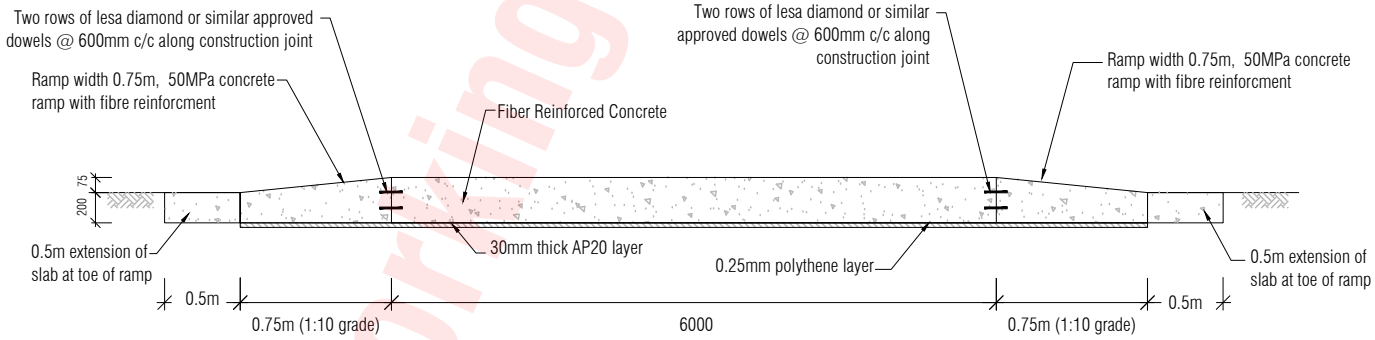
Advance warning signs
on approaching
speed-table or humps



PLAN
NOT TO SCALE



SECTION A-A
NOT TO SCALE



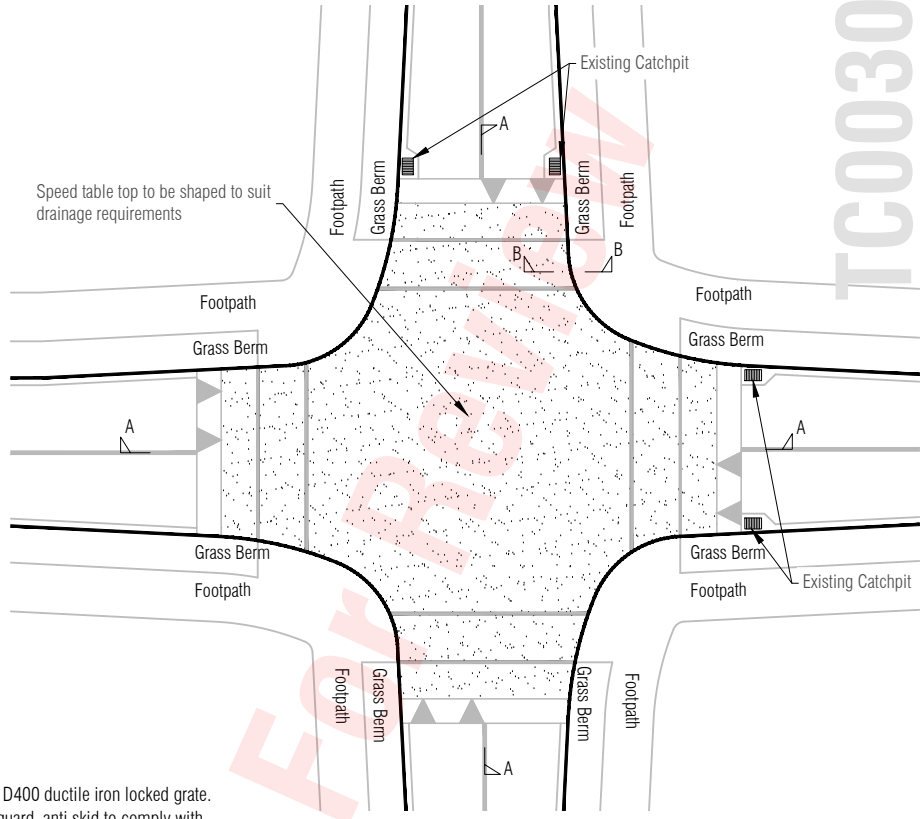
SECTION A-A (ALTERNATE OPTION)
NOT TO SCALE

NOTES

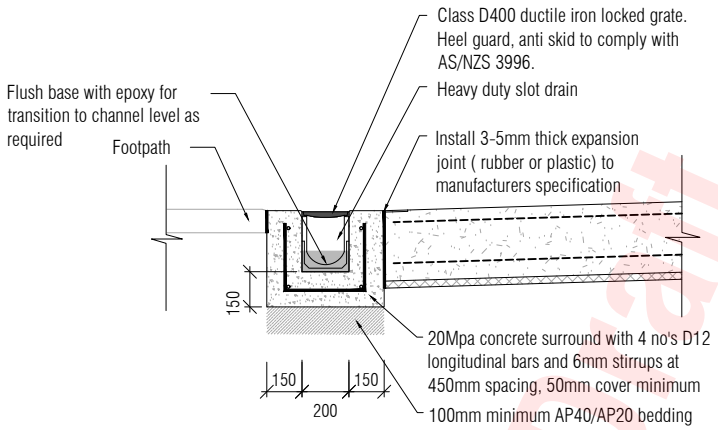
1. See Engineering Design Code - Road drainage for design of catchpits or alternative drainage.
2. All work to have a tolerance of ±5mm.
3. Reinforcing to be placed on spacers.
4. PW-39 sign with supplementary as shown to be erected in advance of treatment on both sides of the carriageway facing approaching traffic
5. Where the speed table is greater than 6.0m in width a longitudinal joint shall be created
6. For use on urban frequent bus network

NOTES:

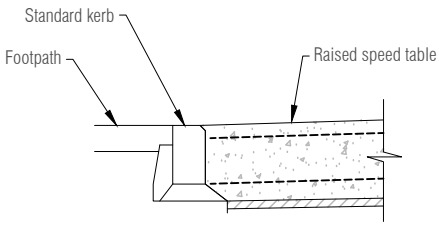
1. Finished level of raised speed table to be nominally 100mm above existing road level contractor to ensure adequate crossfall to channel drain.
2. Raised speed table to be reinforce with 2 layers 663 mesh.
3. Raised speed table concrete to be wet cured for 7 days prior to traffic loading.
4. Top of galvanised steel plate to be flush with surrounding concrete kerb & speed table.
5. Where the speed table is greater than 6.0m in width a longitudinal joint shall be created
6. See TC 0010 and Engineering Design Code - Road drainage for design of catchpits or alternative drainage



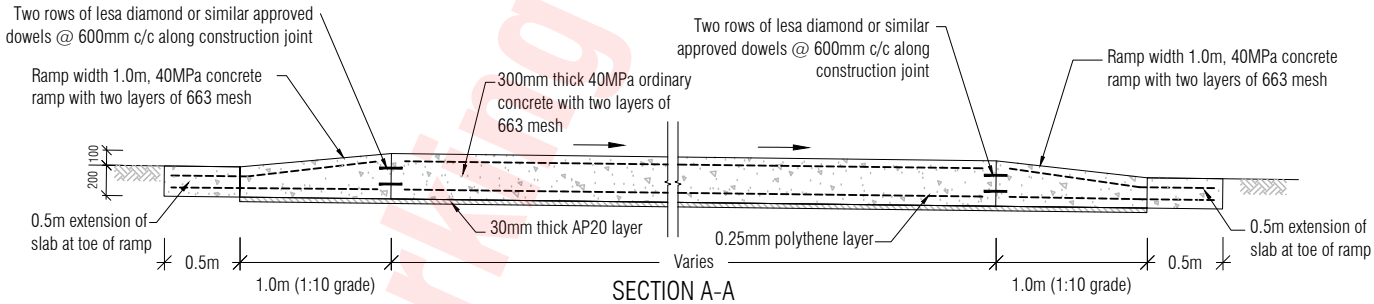
PLAN
N.T.S.



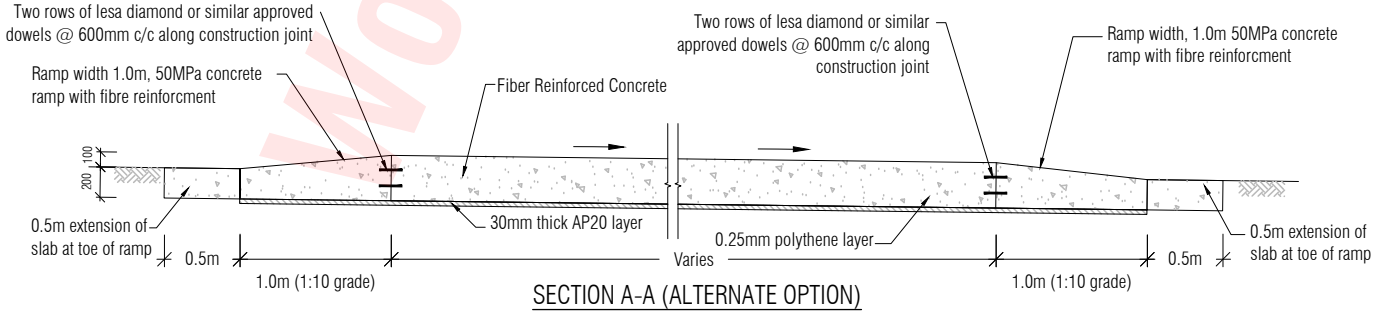
SECTION B - B (SEE NOTE 6)
N.T.S.



SECTION B - B (TYPICAL)
N.T.S.



SECTION A-A
NOT TO SCALE



SECTION A-A (ALTERNATE OPTION)
NOT TO SCALE