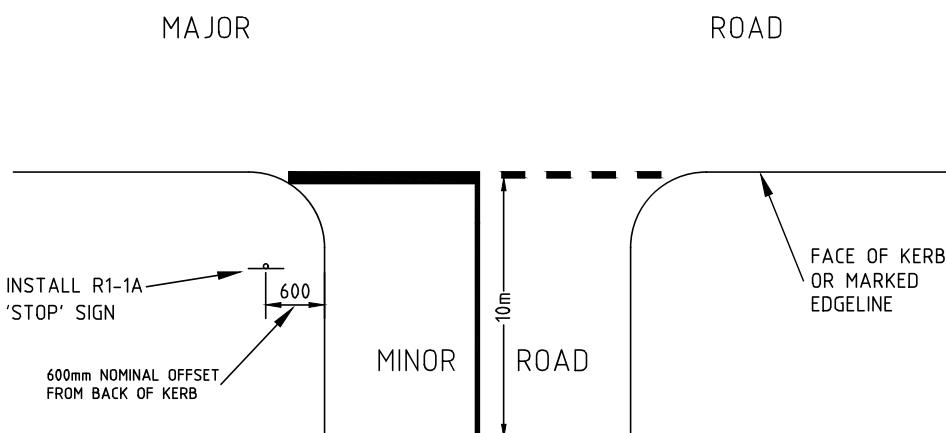
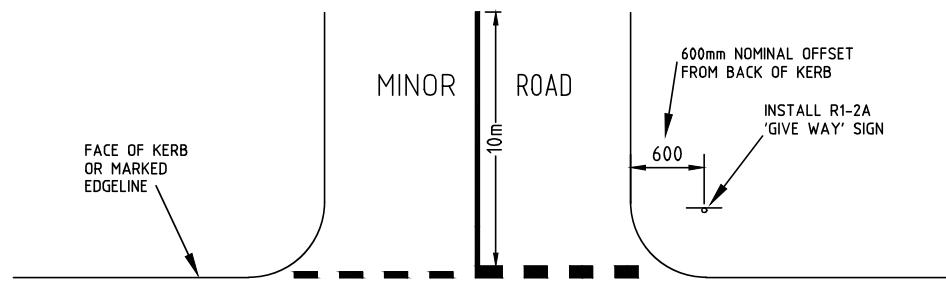
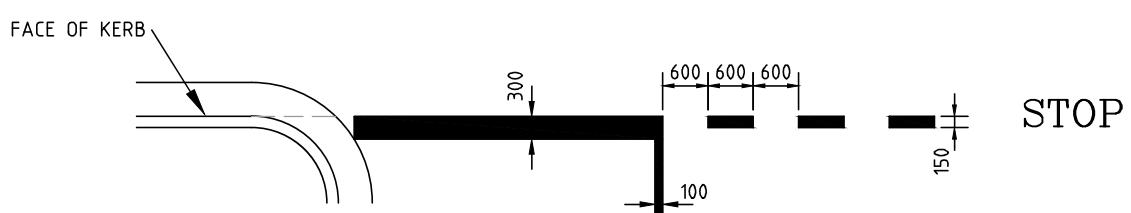
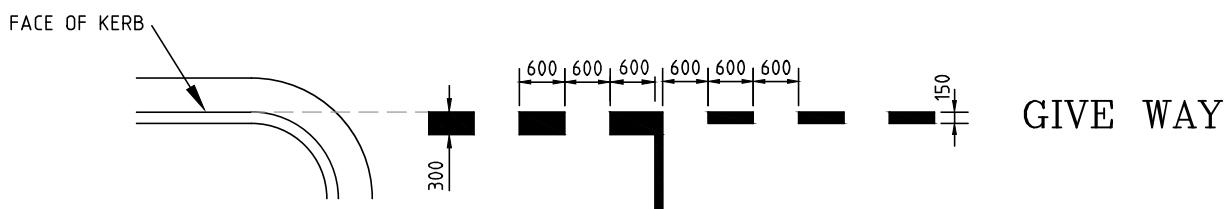


NOTE - SIZE OF SIGNS TO BE CONFIRMED BY SUPERINTENDANT'S REPRESENTATIVE PRIOR TO INSTALLATION



### PLAN



### DETAILS OF MARKINGS

LINEMARKING MATERIAL TO BE DETERMINED BY COUNCIL

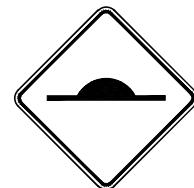
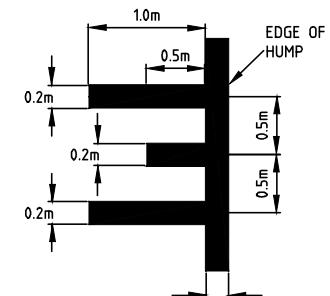
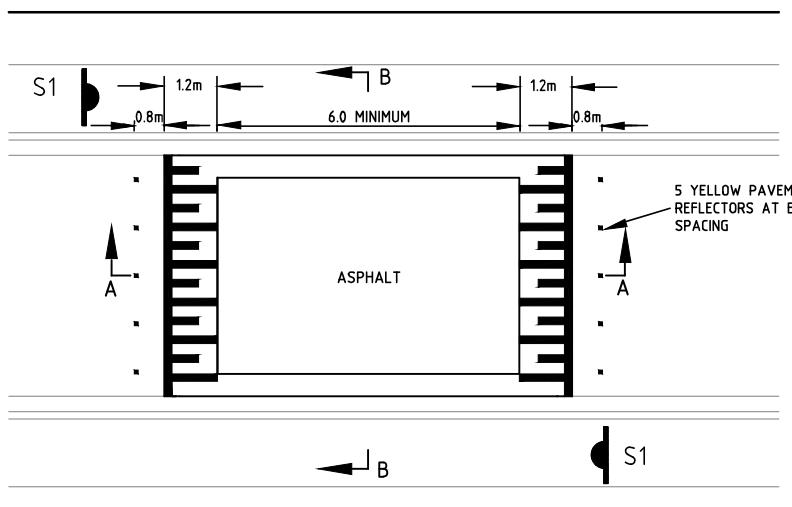
**KINGSTON CITY COUNCIL  
STANDARD DRAWING**

DRG. NO. **S601**

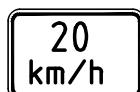
ISSUE DATE: **19/12/25**

**'GIVEWAY' AND 'STOP' LINEMARKING AND SIGNAGE  
GENERAL URBAN AND RURAL USE**

STANDARD DRAWING ISSUE  
CURRENT AT TIME OF  
CONSTRUCTION MUST BE USED



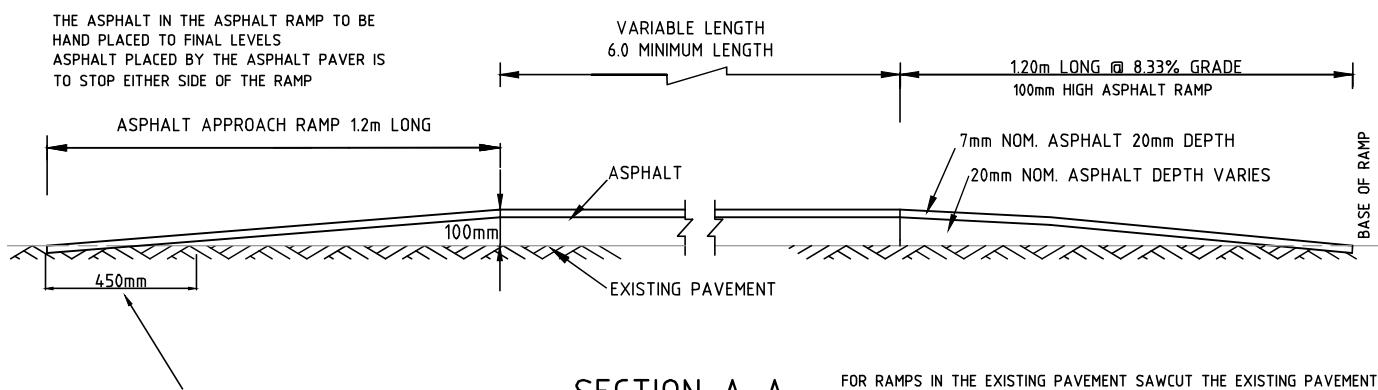
SIGN S1  
ROAD HUMP W5-10A



SIGN S1  
ADVISORY SPEED  
SIGN...km/h W8-2A  
600x400mm

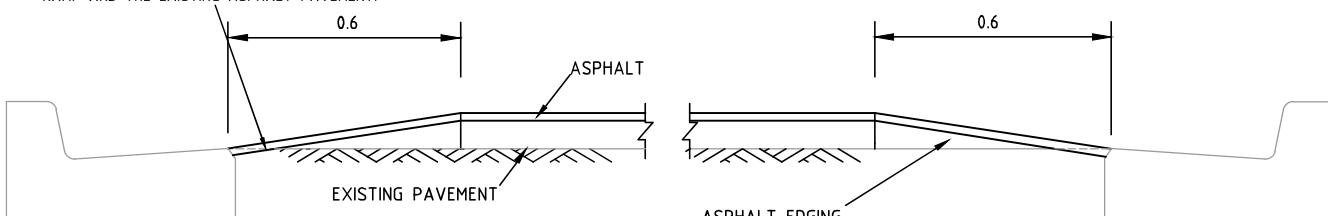
#### SIGNAGE AND LINEMARKING NOTES

1. ALL SIGNAGE TO BE MANUFACTURED IN ACCORDANCE WITH AS1742 "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)
2. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL SIGNS, RRPM'S AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TRAFFIC ENGINEERING MANUAL VOLUME 2, "SIGNS AND MARKINGS"
3. ALL LINEMARKING TO BE CARRIED OUT BY A CONTRACTOR APPROVED BY COUNCIL'S SUPERINTENDENT'S REPRESENTATIVE.
4. ALL LINEMARKING MATERIALS TO BE THERMOPLASTIC IN ACCORDANCE WITH VICROADS STANDARD SPECIFICATIONS FOR ROADWORKS AND BRIDGEWORKS SECTION 722 PART D: LONGLIFE PAVEMENT MARKINGS IN THERMOPLASTIC OR COLD-APPLIED PLASTIC WITH GLASS BEADS AND OTHER REQUIREMENTS.
5. FOR THE ASPHALT PAVEMENT; THE RAISED PLATFORM SHALL BE LAID AND ROLLED FIRST. A MINIMUM OF 2 HOURS LATER AFTER THE ASPHALT HAS GONE COLD, THE CONTRACTOR SHALL SAWCUT A STRAIGHT EDGE AND THEN HAND PLACE AND ROLL THE 1.2m LONG ASPHALT RAMPS TO ENSURE A SHARP CHANGE OF DIRECTION. THE ROLLING OF THE RAMPS IS TO BE PERPENDICULAR TO THE DIRECTION OF CAR TRAVEL TO ENSURE A UNIFORM RAMP.



AT THE BASE OF THE RAMP ON ALL 4 SIDES PROVIDE A 450mm LONG 0-40mm ASPHALT CHASE TO PROVIDE A SMOOTH TRANSITION BETWEEN THE RAMP AND THE EXISTING ASPHALT PAVEMENT.

FOR RAMPS IN THE EXISTING PAVEMENT SAWCUT THE EXISTING PAVEMENT AT THE BOTTOM OF THE RAMP TO A DEPTH OF 40mm PRIOR TO PROFILING THE EXISTING PAVEMENT TO PROVIDE A STRAIGHT NEAT LINE TO MATCH THE ASPHALT RAMP INTO.



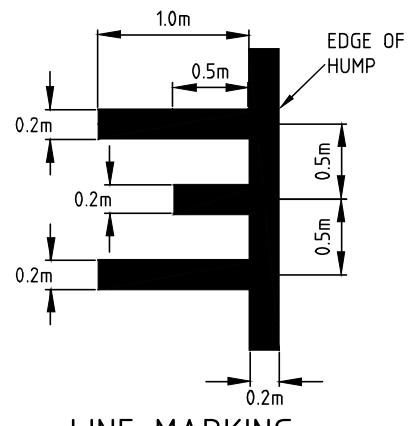
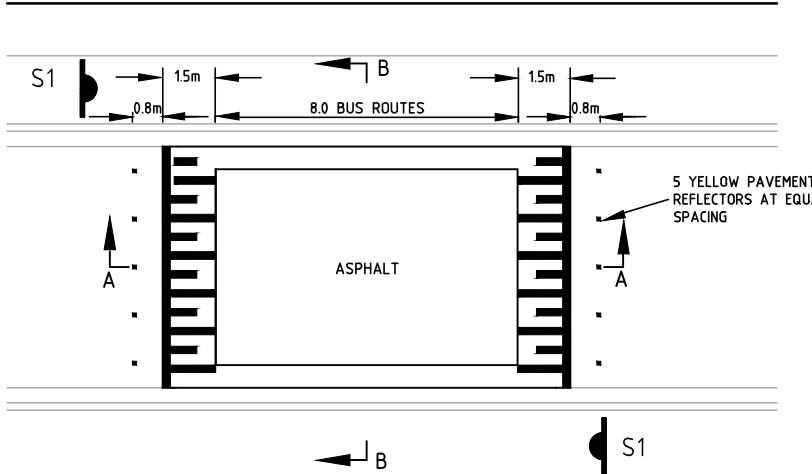
KINGSTON CITY COUNCIL  
STANDARD DRAWING

DRG. NO. S602

ISSUE DATE: 19/12/25

STANDARD RAISED PAVEMENT  
NON BUS ROUTES (SEPARATE DRAWING FOR BUS ROUTES)

STANDARD DRAWING ISSUE  
CURRENT AT TIME OF  
CONSTRUCTION MUST BE USED

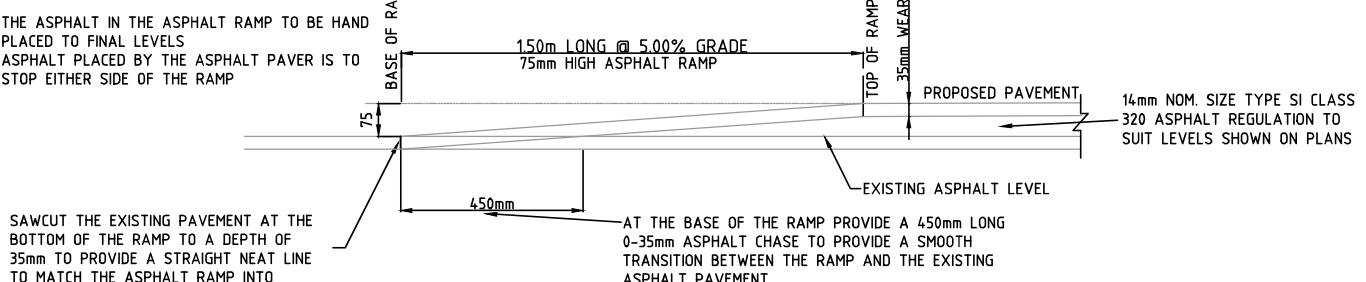


## PLAN

### SIGNAGE AND LINEMARKING NOTES

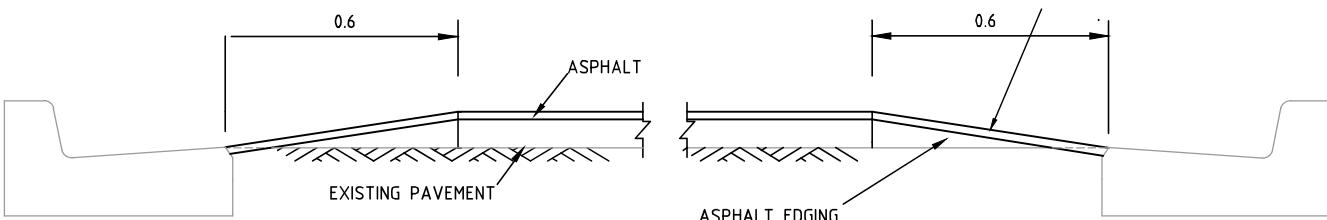
1. ALL SIGNAGE TO BE MANUFACTURED IN ACCORDANCE WITH AS1742 "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)
2. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL SIGNS, RRPM'S AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TRAFFIC ENGINEERING MANUAL VOLUME 2, "SIGNS AND MARKINGS"
3. ALL LINEMARKING TO BE CARRIED OUT BY A CONTRACTOR APPROVED BY COUNCIL'S SUPERINTENDENT'S REPRESENTATIVE.
4. ALL LINEMARKING MATERIALS TO BE THERMOPLASTIC IN ACCORDANCE WITH VICROADS STANDARD SPECIFICATIONS FOR ROADWORKS AND BRIDGEWORKS SECTION 722 PART D: LONGLIFE PAVEMENT MARKINGS IN THERMOPLASTIC OR COLD-APPLIED PLASTIC WITH GLASS BEADS AND OTHER REQUIREMENTS.
5. FOR THE ASPHALT PAVEMENT; THE RAISED PLATFORM SHALL BE LAID AND ROLLED FIRST. A MINIMUM OF 2 HOURS LATER AFTER THE ASPHALT HAS GONE COLD, THE CONTRACTOR SHALL SAWCUT A STRAIGHT EDGE AND THEN HAND PLACE AND ROLL THE 1.2m LONG ASPHALT RAMPS TO ENSURE A SHARP CHANGE OF DIRECTION. THE ROLLING OF THE RAMPS IS TO BE PERPENDICULAR TO THE DIRECTION OF CAR TRAVEL TO ENSURE A UNIFORM RAMP.

FOR THE ASPHALT PAVEMENT; THE RAISED PLATFORM SHALL BE LAID AND ROLLED FIRST. A MINIMUM OF 2 HOURS LATER, AFTER THE ASPHALT HAS GONE COLD, THE CONTRACTOR SHALL SAWCUT A STRAIGHT EDGE AND THEN HAND PLACE AND ROLL THE 1.5m LONG ASPHALT RAMPS TO ENSURE A SHARP CHANGE OF DIRECTION. THE ROLLING OF THE RAMPS IS TO BE PERPENDICULAR TO THE DIRECTION OF CAR TRAVEL TO ENSURE A UNIFORM RAMP.



**RAISED PLATFORM RAMP SECTION**  
NOT TO SCALE

AT THE BASE OF THE RAMP ON ALL 4 SIDES PROVIDE A 450mm LONG 0-40mm ASPHALT CHASE TO PROVIDE A SMOOTH TRANSITION BETWEEN THE RAMP AND THE EXISTING ASPHALT PAVEMENT.



**SECTION B-B**

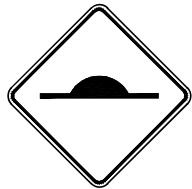
**KINGSTON CITY COUNCIL  
STANDARD DRAWING**

**STANDARD RAISED PAVEMENT  
FOR BUS ROUTES**

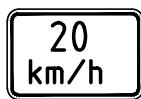
DRG. NO. **S603**

ISSUE DATE: **19/12/25**

STANDARD DRAWING ISSUE  
CURRENT AT TIME OF  
CONSTRUCTION MUST BE USED

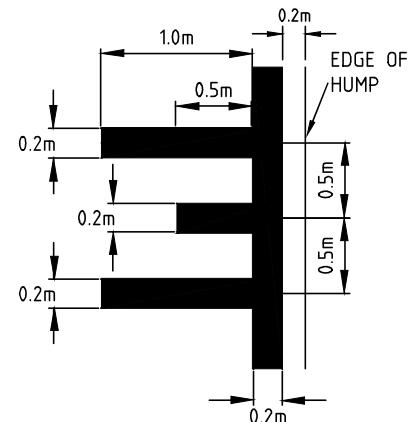
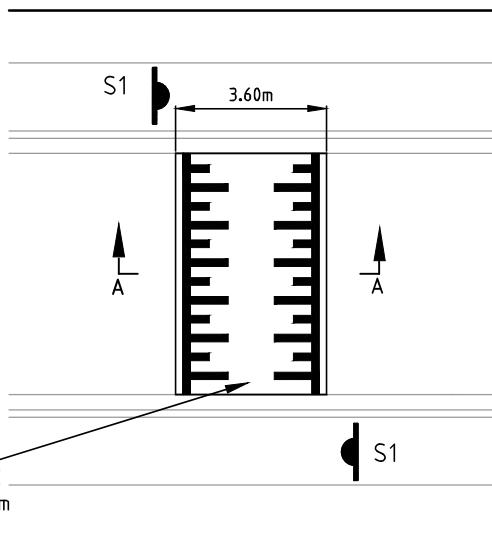


SIGN S1  
ROAD HUMP  
W5-10A



SIGN S1  
ADVISORY  
SPEED SIGN.  
20km/h W8-2A  
600x400

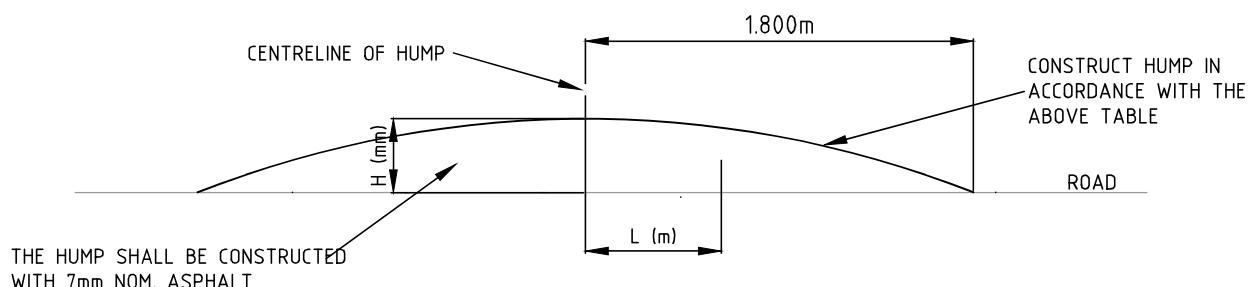
THE HUMP SLOPES DOWN  
TO MEET THE LEVEL OF THE  
LIP OF CHANNEL OVER 600mm



LINE MARKING

PLAN

WATTS PROFILE SPEEDHUMP PROFILE																			
L (m)	0.0	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
H (mm)	100	100	99	97	95	93	90	86	81	76	71	65	58	51	43	34	25	16	5



SECTION A-A

## SIGNAGE AND LINEMARKING NOTES

1. ALL SIGNAGE TO BE MANUFACTURED IN ACCORDANCE WITH AS1742 "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)
2. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL SIGNS, RRPM'S AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH VICROADS TRAFFIC ENGINEERING MANUAL VOLUME 2, "SIGNS AND MARKINGS"
3. ALL LINEMARKING TO BE CARRIED OUT BY A CONTRACTOR APPROVED BY COUNCIL'S SUPERINTENDENT'S REPRESENTATIVE.
4. ALL LINEMARKING MATERIALS TO BE THERMOPLASTIC IN ACCORDANCE WITH VICROADS STANDARD SPECIFICATIONS FOR ROADWORKS AND BRIDGEWORKS SECTION 722 PART D: LONGLIFE PAVEMENT MARKINGS IN THERMOPLASTIC OR COLD-APPLIED PLASTIC WITH GLASS BEADS AND OTHER REQUIREMENTS.

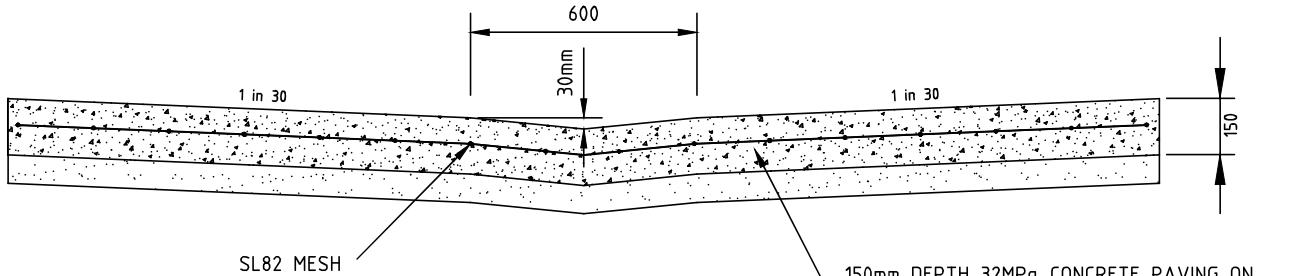
KINGSTON CITY COUNCIL  
STANDARD DRAWING

'WATTS' PROFILE SPEED HUMP

DRG. NO. S604

ISSUE DATE: 19/12/25

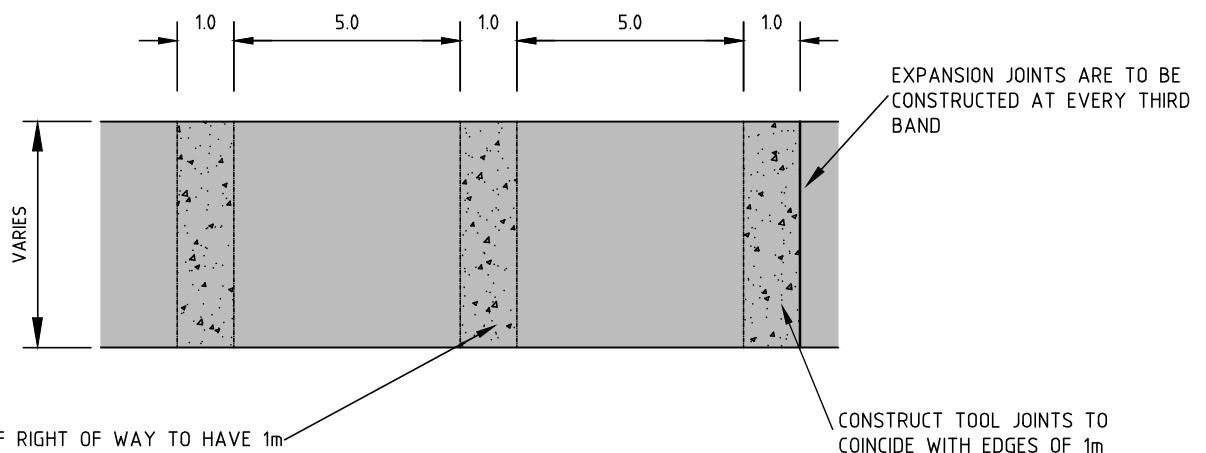
STANDARD DRAWING ISSUE  
CURRENT AT TIME OF  
CONSTRUCTION MUST BE USED



### TYPICAL CROSS SECTION

NOT TO SCALE

150mm DEPTH 32MPa CONCRETE PAVING ON  
75mm DEPTH OF COMPACTED 20mm NOM. SIZE  
CLASS 2 CRUSHED ROCK.  
CONCRETE TO BE FULL DEPTH BLACK COLOUR  
USING A DOSAGE RATE OF 8.3% COLOUR BY  
WEIGHT IN GREY CEMENT.



FULL LENGTH OF RIGHT OF WAY TO HAVE 1m  
WIDE EXPOSED AGGREGATE BANDS AS PER  
THE TYPICAL LAYOUT SHOWN.

CONSTRUCT TOOL JOINTS TO  
COINCIDE WITH EDGES OF 1m  
BANDS.

### TYPICAL LAYOUT PLAN

NOT TO SCALE

#### NOTES:

1. CONCRETE STRENGTH TO BE 32MPa AT 28 DAYS
2. PAVEMENT DEPTH AND REINFORCING SHOWN IS FOR RIGHT OF WAYS ABBUTTING RESIDENTIAL PROPERTIES WITH SUBGRADES OF A MINIMUM CBR OF 10. FOR LOCATIONS INVOLVING LOWER CBR's OR WHERE COMMERCIAL TRAFFIC CAN BE ANTICIPATED PAVEMENT DEPTH AND REINFORCING STEELS IS TO BE DESIGNED ON A SITE SPECIFIC BASIS.
3. EXPOSED BANDS ARE TO BE POURED MONOLITHICALLY WITH ADJOINING COLOURED CONCRETE.
4. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT EVERY THIRD BAND USING A 'CONNOLLY EXPANSION JOINT'. CONTACT 'CONNOLLY KEY JOINT' ON 1800 335 215 FOR DETAILS.
5. THERE ARE MULTIPLE CHEMICAL RETARDENTS READILY AVAILABLE TO PROVIDE THE EXPOSED AGGREGATE FINISH.
6. THE RETARDER IS TO BE APPLIED IN A UNIFORM APPLICATION TO THE FRESHLY PLACED CONCRETE SURFACE PRIOR TO THE INITIAL SET.
7. ONCE THE CONCRETE HAS SET THE SOFT CEMENT PASTE MAY BE BRUSHED OFF. EXACT TIMING OF THE CHEMICAL APPLICATION AND CEMENT PASTE REMOVAL IS TO BE IN ACCORDANCE WITH THE MANUFACTURERS DETAILS.

KINGSTON CITY COUNCIL  
STANDARD DRAWING

DRG. NO. S605

ISSUE DATE: 19/12/25

STANDARD RIGHT OF WAY  
CONSTRUCTION DETAILS

STANDARD DRAWING ISSUE  
CURRENT AT TIME OF  
CONSTRUCTION MUST BE USED