

---

# Road Hump – Flat Top A180.03

---



GENERAL

## DESIGN STATEMENT

Road Hump Flat Top is a standard traffic control device. The road hump flat top provides less discomfort than the Watt Profile and Sinusoidal Profile road hump.

## APPLICABLE LOCATION

Road hump flat top should be used to control traffic speed in accordance with a Local Area Traffic Management (LATM) plan.

## COUNCIL STANDARD DRAWING

SD 302 Road hump - Flat top.

## CROSS REFERENCE DOCUMENT

- N/A

## STANDARD SPECIFICATION

Refer to Notes 1, 2, 3 & 4 detailed in general notes for the standard specifications.

## SUPPLIER

N/A

## MAINTENANCE

**Road Maintenance Unit:** Renew pavement markings as part of pavement marking renewal routine.

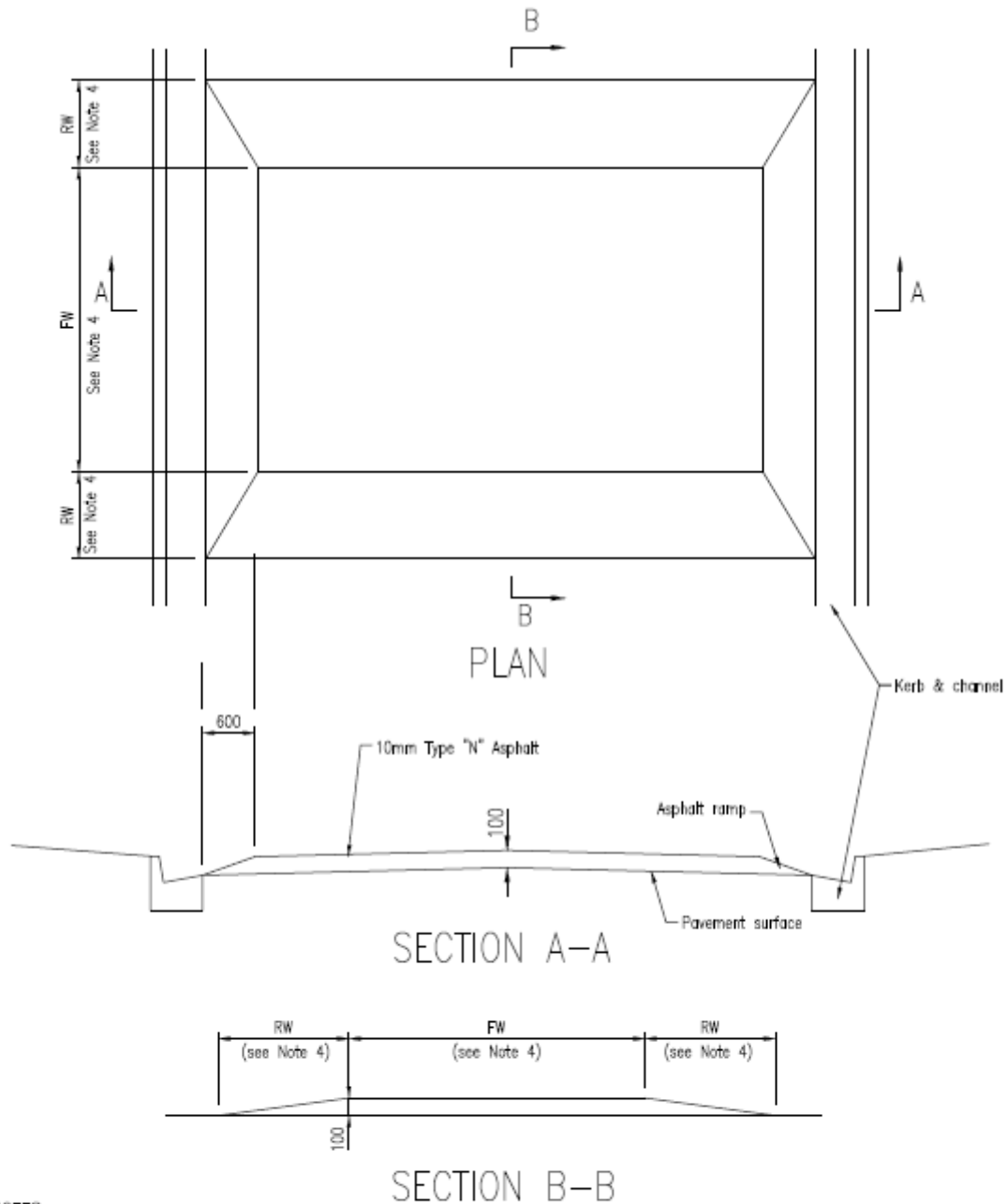
## GENERAL NOTES

1. Pavement markings and signs shall be in accordance with relevant Australian Standards.
2. Hump shall be asphalt, size 10mm type N, unless specified otherwise.
3. The edges of hump shall be chased neatly into existing pavement. Chasing shall be undertaken by planing (rotomilling existing pavement along edges of hump, 500mm width, 35mm depth).
4. Ramp width (RW) = 1.5m; flattop width (FW) = 3.4m unless specified otherwise on drawing. (Use 2m ramp width in Bus Zones)



Moreland City Council

# A180.03 Road Hump – Flat Top



## NOTES:

1. Pavement markings and signs shall be in accordance with relevant Australian Standards.
2. Hump shall be in asphalt, size 10mm type N, unless specified otherwise.
3. The edges of hump shall be chased neatly into existing pavement. Chasing shall be undertaken by planing (rotomilling) existing pavement along edges of hump, 500mm width, 35mm depth.
4. Ramp width (RW) = 1.5m ; flattop width (FW) = 3.4m unless specified otherwise on drawings (Use 2.0m ramp width for bus zones).