TYPICAL LAYOUT OF 4-LEGGED MINI-CIRCLE WITH RAISED PEDESTRIAN CROSSING

TYPICAL STANDARD

Measurements

Traffic Calming Measures

MINI-CIRCLE DETAILS (4)

TRENDS

NOTES AND SPECIFICATIONS

Construction Method: Speed Humps

1. Setting out of humps: three days before construction.
2. Saw cuts to be two days before construction.

On Construction Day:

2.1 Only galvanized bolts and nuts to be used on W and R series.
2.2 All signs must be according to the Road Traffic Signs Manuals (no uni-struts)
2.3 All signs must be according to the Road Traffic Signs Manual but use W10-STOP (6000mm) panel for 3-way and 4-way stops.
2.4 All signs excluding R1 series must have rounded edges.
2.5 Roadmarkings: All road markings are thermoplastics.

Premix bead application

Initial coefficient of retro-reflectivity (minicandelas/lux/m)

2000mm - 70/120 Km/h

3000mm - 50/60 Km/h

6000mm - 2500mm

Painted Pedestrian Crossings Only at 4-Way Intersections when specified. This is a typical layout of a mini-circle with a raised pedestrian crossing at a painted pedestrian crossings only at 4-way intersection.

Traffic Engineering and Operation Section Must Always Be Consulted to Assist with the Setting Out of Traffic Calming Measures.

NOTE: The Traffic Engineering and Operation section must always be consulted to assist with the setting out of speed humps.

TRAFFIC CALMING MEASURES

TYPICAL LAYOUT OF A MINI-CIRCLE WITH RAISED PEDESTRIAN CROSSING

NOTE: Painted pedestrian crossings only at 4-way intersections when specified. This is a typical layout of a mini-circle with a raised pedestrian crossing at a generic intersection.

Traffic Engineering and Operation Section Must Always Be Consulted to Assist with the Setting Out of Traffic Calming Measures.

WM 5 - 50/600m - 2500mm
70/120 Km/h - 4000mm

NOTE: Speed humps.

The Traffic Engineering and Operation section must always be consulted to assist with the setting out of speed humps.