NOTES

1. FOR DETAIL OF STANDARD KERB AND SHAPES, SEE R0300-01. STANDARD KERB HEIGHT AT INTERSECTIONS IS 150.
2. PREPARATION UNDER THE RAMP TO BE IN ACCORDANCE WITH ROADS AND MARITIME SERVICES SPECIFICATION R15. THE COMPACTION UNDER THE CONCRETE RAMP WILL BE THE SAME AS THE ADJACENT PAVEMENT.
3. COVER TO REINFORCEMENT MUST BE MINIMUM OF 50 mm.
4. IT IS CRITICAL THAT THE CHANGE IN GRADE IS DEFINED BY A SHARP TRANSITION BETWEEN TWO EDGES.
5. KERB RAMPS ARE TO BE ALIGNED WITH THE DESIRED DIRECTION OF PEDESTRIAN TRAVEL. THE DIRECTION OF A KERB RAMP MUST BE ALIGNED TO THE CORRESPONDING RAMP ON THE OPPOSITE SIDE OF THE ROAD.
6. SEPARATE KERB RAMPS MUST BE CONSTRUCTED FOR EACH DIRECTION OF PEDESTRIAN TRAVEL AND PROVIDE 1.0 m CLEARANCE BETWEEN RAMPS.
7. JOINTS AND DOWELS MUST BE PROVIDED AS SHOWN.
8. FORMED AND CASTING JOINTS AND ARSES MUST BE PREPARED IN ACCORDANCE WITH THIS SPECIFICATION BEFORE INSTALLING THE SILICONE SEALANT.
9. KERB RAMPS WIDER THAN 800 mm REQUIRE APPROVAL FROM PRINCIPAL ROAD DESIGNER ENGINEER.

WHERE CONSTRAINTS DictATE THE ANGLE MAY BE REDUCED TO 30°.
KERB RAMPS WITH ADJACENT CROSSINGS

BACK OF KERB RAMP TO BE PARALLEL TO FACE OF KERB LINE (AS SHOWN)

PARALLEL LINE TO DIRECTION OF TRAVEL

DIRECTION OF TRAVEL (DESIRE LINE)

KERB RAMP FOR OBTUSE INTERSECTION

MIN 1000

APX 1200

OBTUSE INTERSECTION

SEE KERB RAMP FOR OBTUSE INTERSECTION

TANGENT POINT (TP)

11° MAX

7° MIN

REDUCED TO 30° WHERE CONSTRAINTS DICTATE THE ANGLE MAY BE REDUCED TO 30°

1200

M

IN

600

M

IN

600

M

IN

1000

M

IN

9/10/17

SFR

Amendments to annotations on Plan (Sheet 1)