<table>
<thead>
<tr>
<th>TYPE</th>
<th>TYPICAL USE</th>
<th>VOLUME ( m^3/m )</th>
<th>PROFILE AND DIMENSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SA</td>
<td>BARRIER KERB AND CHANNEL ADJACENT TO FOOTWAY</td>
<td>0.154</td>
<td><img src="image1" alt="Diagram" /></td>
</tr>
<tr>
<td>SB</td>
<td>DISHE CROSSING</td>
<td>VARIABLE MINIMUM 0.152</td>
<td><img src="image2" alt="Diagram" /></td>
</tr>
<tr>
<td>SE</td>
<td>RAISED MEDIAN AND TRAFFIC ISLANDS</td>
<td>0.088</td>
<td><img src="image3" alt="Diagram" /></td>
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<tr>
<td>SF</td>
<td>RAISED MEDIAN AND TRAFFIC ISLANDS</td>
<td>0.043</td>
<td><img src="image4" alt="Diagram" /></td>
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<tr>
<td>SFM</td>
<td>RAISED MEDIAN AND TRAFFIC ISLANDS WITH MOWING STRIP</td>
<td>0.062</td>
<td><img src="image5" alt="Diagram" /></td>
</tr>
<tr>
<td>SK</td>
<td>CHANNEL ADJACENT TO SHOULDER IN CUTTINGS</td>
<td>VARIABLE MINIMUM 0.274</td>
<td><img src="image6" alt="Diagram" /></td>
</tr>
</tbody>
</table>

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>SL</td>
<td>BARRIER KERB AT TRAFFIC ISLANDS</td>
<td>0.192</td>
<td><img src="image7" alt="Diagram" /></td>
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<tr>
<td>SM</td>
<td>BARRIER KERB AT TRAFFIC ISLANDS</td>
<td>0.243</td>
<td><img src="image8" alt="Diagram" /></td>
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<tr>
<td>SO</td>
<td>DISHE CROSSING, INCREASED WATERWAY</td>
<td>VARIABLE MINIMUM 0.230</td>
<td><img src="image9" alt="Diagram" /></td>
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<tr>
<td>RT</td>
<td>URBAN ALLOWS VENUE / FOOTWAY PARKING</td>
<td>0.138</td>
<td><img src="image10" alt="Diagram" /></td>
</tr>
<tr>
<td>F</td>
<td>MEDIAN BARRIER FOR APPROVED BARRIERS REFER TO ROADS AND MARITIME SERVICES SAFETY BARRIER ACCEPTED PRODUCT LIST</td>
<td>0.234</td>
<td><img src="image11" alt="Diagram" /></td>
</tr>
</tbody>
</table>

NOTES:
1. ALL EXPOSED EDGES, EXCEPT TYPE F BARRIER, TO BE ROUNDED TO 5-mm RADIUS MAXIMUM.
2. EDGES OF TYPE F BARRIER TO BE ROUNDED TO 5-mm RADIUS.
3. FOR KERB CONSTRUCTED ON CONCRETE PAVEMENT REFER TO ROADS AND MARITIME SERVICES RIGID PAVEMENT STANDARD DRAWINGS.
4. RECESS AT BASE OF KERB MAY BE REQUIRED FOR SUBBASE LAYER.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
NOTES
1. All dimensions are in millimetres.
2. Drawing not to scale.
3. Location as indicated on plans.
SA KERB

TOP OF KERB

INVERT OF KERB

TOP OF KERB

INVERT OF KERB

ELEVATION

PLAN

ISOMETRIC VIEW

OF KERB TRANSITION

SA KERB

SM KERB

TOP OF KERB

INVERT OF KERB

INVERT OF CHANNEL

TOP OF KERB

INVERT OF CHANNEL

LINE OF PAVEMENT

SM KERB

INVERT OF CHANNEL

SA KERB

TOP OF KERB

INVERT OF CHANNEL

TOP OF KERB
FOR DETAILS OF KERB AND CHANNEL SEE R0300-01
NOTES

1. FOR DETAILS OF KERB AND CHANNEL SHAPES AND DIMENSIONS SEE RES03-01
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 ARRIES MUST BE PREPARED IN ACCORDANCE WITH THIS SPECIFICATION BEFORE INSTALLING THE SILICONE SEALANT.

9. KERB RAMPS WIDER THAN 6000 mm REQUIRE APPROVAL FROM PRINCIPAL ROAD DESIGNER ENGINEER.

4. WHERE CONSTRAINTS DICATE THE ANGLE MAY BE REDUCED TO 30°.