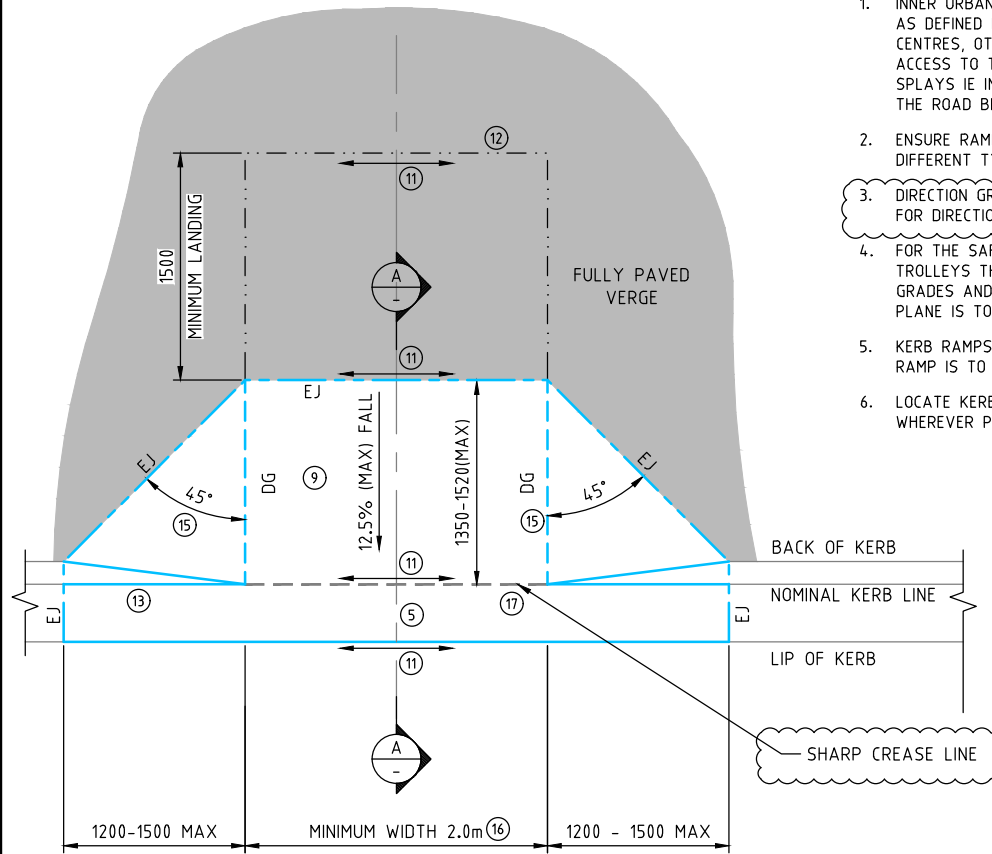


KEY DESIGN PRINCIPLES

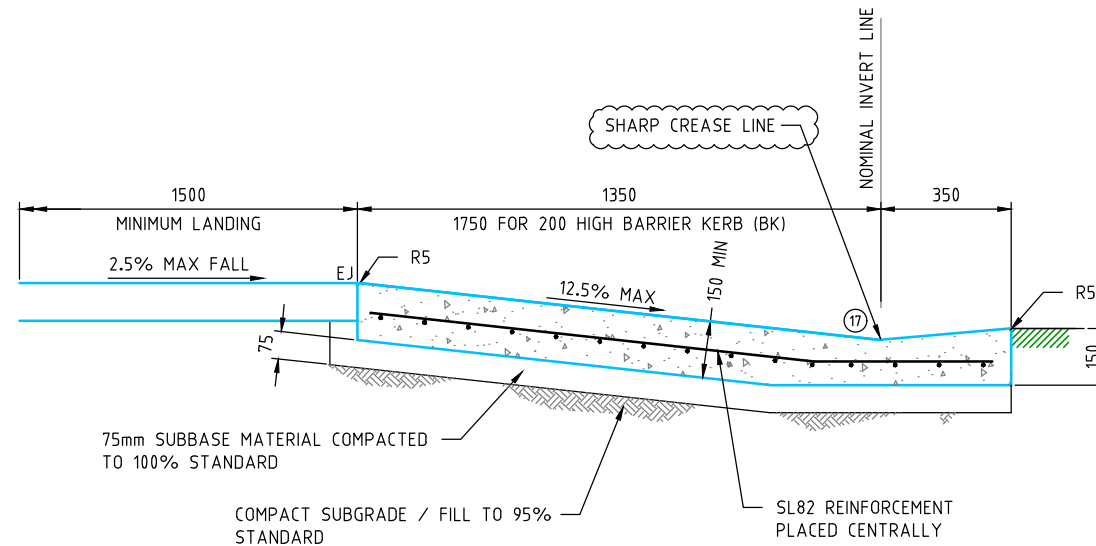
- INNER URBAN KERB RAMP ARE TO BE USED IN INNER URBAN CONTEXT AREAS AS DEFINED IN MIS05 3.3. THESE AREAS INCLUDE TOWN CENTRES, GROUP CENTRES, OTHER MAJOR RETAIL COMMERCIAL AND INDUSTRIAL AREAS, WHERE ACCESS TO THE CROSSING MAY ALSO BE REQUIRED VIA THE TRIANGULAR SPLAYS IE IN FULLY PAVED VERGES OR WHERE A CONNECTING PATH IS ALONG THE ROAD BEHIND THE KERB
- ENSURE RAMP ARE ALIGNED ACROSS ROADS. KERBS RAMP MAY BE OF A DIFFERENT TYPE ON EACH SIDE OF A ROAD CROSSING
- DIRECTION GROOVES TO BE SHARP FOLDS FOR VISION IMPAIRED PEOPLE TO USE FOR DIRECTIONAL SHORELINE GUIDANCE WITH A CANE
- FOR THE SAFETY AND COMFORT OF USERS OF WHEEL CHAIRS, PRAMS AND TROLLEYS THE RAMP SECTION IS TO BE A SINGLE RECTANGULAR PLANE WITH GRADES AND CROSSFALL STRICTLY AS SPECIFIED. CROSSFALL OF RECTANGULAR PLANE IS TO MATCH THE LONGITUDINAL FALL OF THE ADJACENT ROAD SURFACE
- KERB RAMP MAY BE CONSTRUCTED OF PAVERS. IF CONCRETE THE ENTIRE KERB RAMP IS TO BE FORMED UP AND POURED AS A SINGLE INTEGRAL SLAB
- LOCATE KERB RAMP TO AVOID INSTALLATION ON CURVES OR SKEWS WHEREVER POSSIBLE



EXAMPLE OF INNER URBAN KERB RAMP



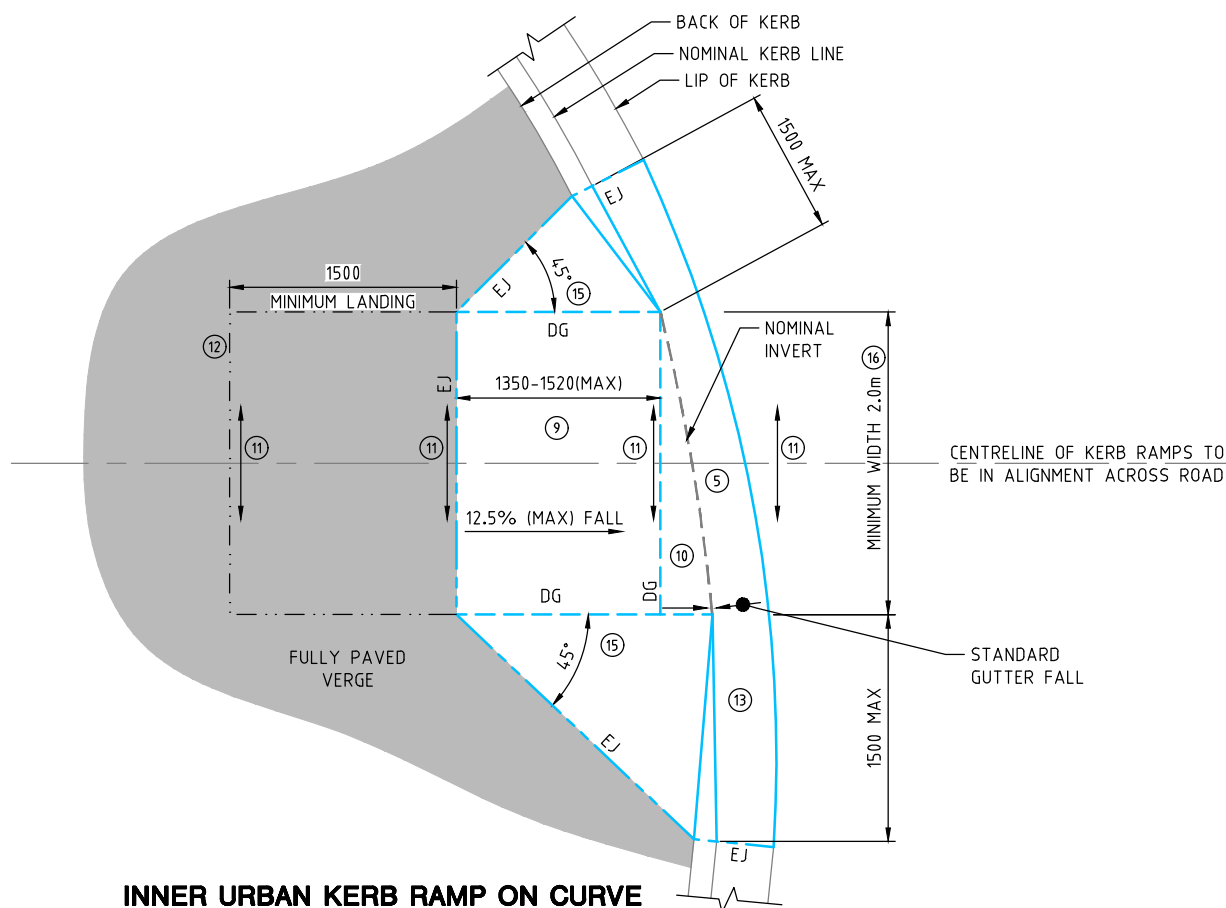
INNER URBAN KERB RAMP ON STRAIGHT



INNER URBAN KERB RAMP SECTION A-A

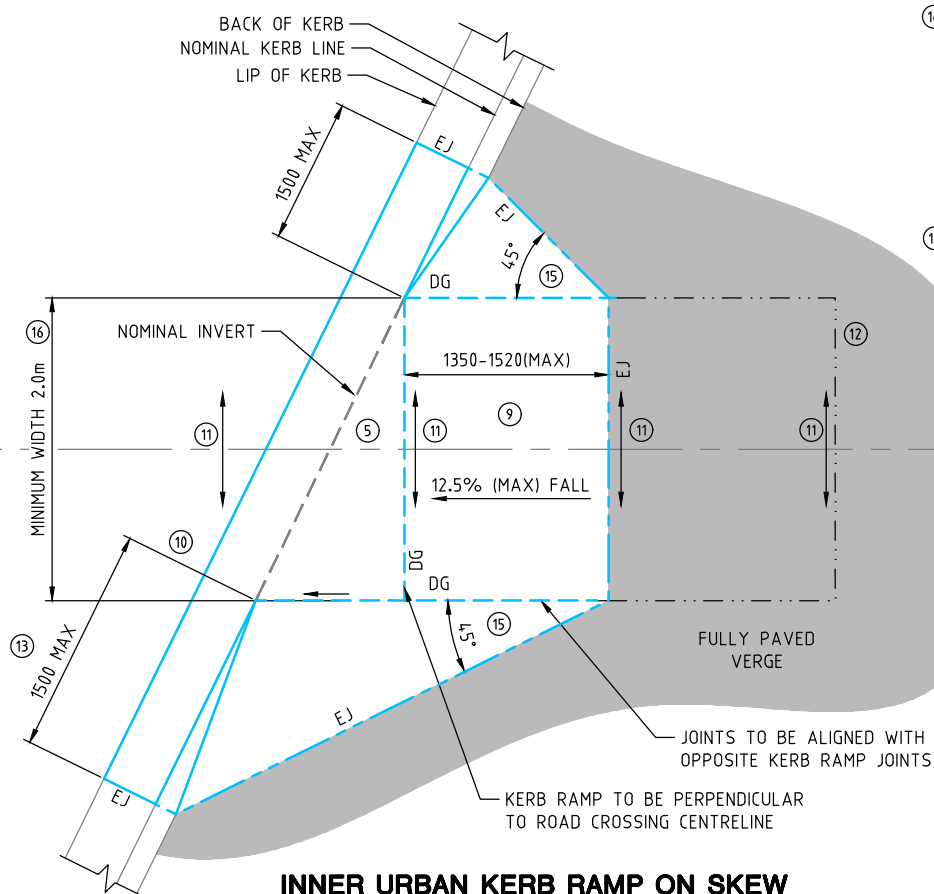
LEGEND

- EJ - EXPANSION JOINT - REFER NOTE 3
- DG - DIRECTIONAL GROOVE - REFER NOTE 4



INNER URBAN KERB RAMP ON CURVE

LIMITED TO RETROFIT ONLY WHEREVER POSSIBLE



INNER URBAN KERB RAMP ON SKEW

LIMITED TO RETROFIT ONLY WHEREVER POSSIBLE

NOTES

- ALL CONCRETE TO BE CLASS N32 UNLESS NOTED OTHERWISE. PAVERS ARE TO BE NON SLIP
- ALL KERBS, GUTTERS, RAMP AND CROSSINGS TO BE CONSTRUCTED ON COMPACTED SUBBASE MATERIAL OF 75mm MINIMUM THICKNESS OR AS OTHERWISE DETAILED.
- EXPANSION JOINTS (EJ) TO BE FORMED WITH EXPANDABLE BITUMEN IMPREGNATED FIBREBOARD FOR THE FULL DEPTH OF THE SECTION AND CUT TO PROFILE. LOCATE EJs AGAINST ALL CONCRETE AND SEGMENTAL PAVEMENTS
- DIRECTION GROOVES (DG) TO BE 10mm WIDE BY 10mm DEEP. DIRECTION GROOVES SHALL BE FORMED USING A SUITABLE TOOL THAT PROVIDES A SHARP FOLD ALONG THE GROOVE
- KERB RAMP ARE TO BE INSTALLED SUCH THAT RAMP CENTRELINES LINE UP ACROSS THE ROAD INCLUDING WHEN THERE IS DIFFERING PATH WIDTHS EACH SIDE OF A ROAD CROSSING.
- BROOMED FINISH TO BE APPLIED TO ALL KERB RAMP AND ISLAND SLOTS.
- ALL CONCRETE TO BE CURED IN ACCORDANCE WITH THE SPECIFICATION
- KERB RAMP SHALL BE FORMED TO PROVIDE SHARP DIRECTION GROOVES (DG) BETWEEN THE RECTANGULAR KERB RAMP PLANE, THE TRIANGULAR SPLAYS, BOTTOM OF THE RAMP AND TOP OF RAMP (EJ). ALL KERB RAMP INCLUDING SPLAYS SHALL BE REINFORCED WITH A LAYER OF SL82 MESH (CENTRALLY PLACED)
- TACTILE GROUND SURFACE INDICATORS (TGSIs) TO BE INSTALLED ON ACCESSIBLE PEDESTRIAN ROUTES (APRS) ONLY. TGSIs ARE TO BE IN ACCORDANCE WITH AS/NZS 1428.4.4:2009. REFER MIS05 5.2 FOR TGI DETAILS. TGSIs SHALL NOT BE INSTALLED WITHIN KERB RAMP UNLESS APPROVED BY THE ROAD AUTHORITY.
- SHAPE GUTTER LANDING TO PROVIDE FREE DRAINING SURFACE (2.5% MAXIMUM, 1.0% MINIMUM AND 0.5% IN RETROFIT ONLY).
- CROSSFALL ON KERB RAMP LOWER EDGE, KERB RAMP TOP EDGE AND BACK OF LANDING MUST BE EQUAL. THEY SHOULD APPROXIMATE THE ROAD CROSSFALL PARALLEL TO THE KERB RAMP EDGE WHEREVER PRACTICABLE. GRADING OF KERB RAMP CROSSFALL SHOULD ENSURE THE GUTTER TRAY IS FREE DRAINING
- CROSSFALL SHOULD TRANSITION FROM THE BACK OF THE LANDING TO MATCH PAVED AREA AT A RATE OF 1% CHANGE IN CROSSFALL PER METRE
- WHERE A KERB RAMP ABUTS A CONCRETE ROADWAY / BUS STOP PAVEMENT AND THIS PAVEMENT EXTENDS UNDER THE PROPOSED KERB, ENSURE THERE IS A BLOCK OUT IN THE PAVEMENT SLAB TO ALLOW FOR CONSTRUCTION OF A FULL DEPTH RAMP
- SUBURBAN KERB RAMP MAY BE USED IN INNER URBAN AREAS IN LOCATIONS WHERE THERE IS NO POSSIBILITY OF THE INSTALLATION OF A FULLY PAVED VERGE OR PATH AT THE BACK OF THE KERB IN THE FUTURE THAT WOULD REQUIRE ACCESS TO THE CROSSING VIA THE TRIANGULAR SPLAYS
- INNER URBAN KERB RAMP WING ANGLES SHOULD BE 45° HOWEVER ARE TO BE REDUCED TO ACHIEVE 1500 MAX WIDTH. IN RETROFIT, KERB RAMP WING ANGLES MAY BE ADJUSTED TO SUIT EXISTING INFRASTRUCTURE SUCH AS MANHOLES, LANDSCAPING, SIGNAGE ETC.
- ESTATE DEVELOPMENT
INNER URBAN KERB RAMP ARE TO BE A MINIMUM 2.0m WIDE. KERB RAMP AT PRIORITY CROSSINGS ARE TO BE A MINIMUM OF 3.0m WIDE
IN RETROFIT
KERB RAMP SHOULD MATCH THE PATH WIDTH SHOWN IN MIS05 TABLE 5-8 FOR THE ROUTE HIERARCHY AS SHOWN ON THE ATIPT. FOR ACCESS COMMUNITY ROUTES WITH LIKELIHOOD OF FUTURE VERGE PAVING, KERB RAMP SHOULD MATCH THE EXISTING PATH WIDTH WITH A MINIMUM WIDTH OF 2.0m. KERB RAMP WIDTHS MAY BE REDUCED TO SUIT EXISTING INFRASTRUCTURE WITH APPROVAL FROM THE ROAD AUTHORITY
- A SHARP CREASE IS TO BE TOOLED ALONG THE LINE OF THE CHANGE OF GRADE



STANDARD DRAWING

INNER URBAN KERB RAMP

Authorised: <i>[Signature]</i>	
Latest Revision Details	
1	DIRECTION GROOVE NOTES AMENDED 09/11/20
0	BASED ON DRG DS3-02 15/03/18
Rev	Amendment Date
Drawing No.	Revision
ACTSD-0516	1