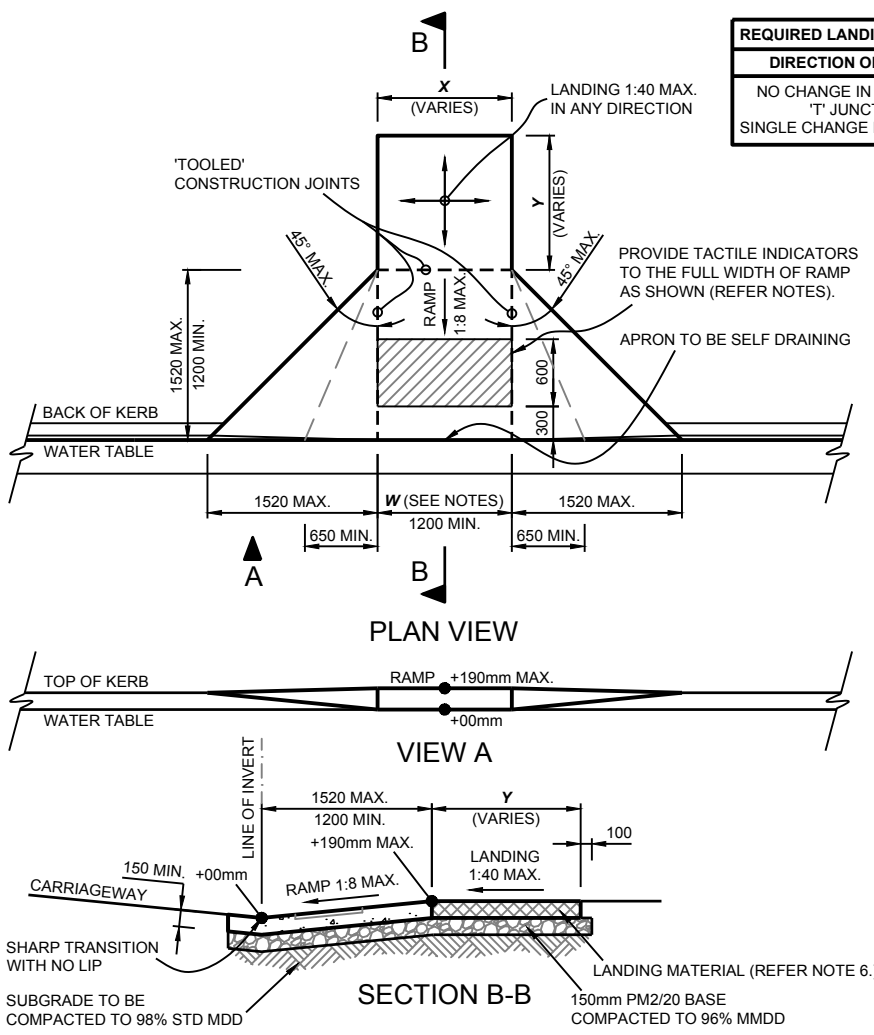
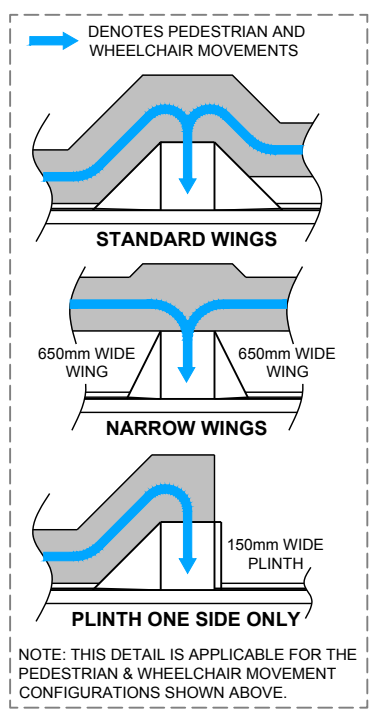


**KERB RAMP (WINGS) NOTES:**

1. KERB RAMPS TO BE CONSTRUCTED IN ACCORDANCE WITH AS 1428.
2. FOR REQUIRED FOOTPATH/SHARED PATH WIDTHS & LOCATIONS REFER TO THE DESIGN PLANS, PROJECT SCOPE & COUNCIL'S ASSET MANAGEMENT PLANS.
3. **WIDTH OF KERB RAMP (W) SHALL MATCH THAT OF THE APPROACHING FOOTPATH OR SHARED PATH.**
4. FOOTPATH CROSSFALL SHALL TRANSITION ALONG ITS LENGTH TO MATCH THE CROSSFALL OF THE KERB RAMP LANDING AT A RATE NO GREATER THAN 2.5% PER METRE (25mm PER 1000mm) OR OVER A LENGTH OF 3.0m, WHICHEVER IS THE LESSER.
5. FOR KERB RAMPS ON A SHARED PATH, THE WIDTH OF THE LANDING (X) SHALL MATCH THAT OF THE APPROACHING SHARED PATH UNLESS NOTED OTHERWISE.
6. WHEN THE ADJACENT PATH IS CONSTRUCTED AT THE SAME TIME AS THE KERB RAMP AND LANDING, THE LANDING MAY BE CONSTRUCTED FROM THE SAME MATERIALS AS THE ADJACENT PATH.
7. REFER TO DESIGN PLANS FOR KERB RAMP WING/PLINTH CONFIGURATION.
8. KERB RAMP WINGS SHALL NOT BE REPLACED WITH 150mm WIDE PLINTH WITHOUT PRIOR APPROVAL FROM COUNCIL'S TRAFFIC SECTION.
9. THE RAMP AND SLOPING SIDES ARE TO BE NON-SLIP (BRUSH FINISHED) AND OF A COLOUR THAT CONTRASTS WITH THE ADJOINING SURFACES.
10. 'TOOLED' CONSTRUCTION JOINTS ARE TO BE PROVIDED AS SHOWN AND ALSO BETWEEN THE KERB RAMP AND ANY ADJOINING CONCRETE WORKS.
11. PROVIDE TACTILE GROUND SURFACE INDICATORS (TGSIS) AS SPECIFIED IN AS 1428.4. TGSIS TO BE INTEGRATED IN THE RAMP TO AID IN THE ORIENTATION OF PEOPLE WITH VISION IMPAIRMENT.
12. REFER TO THE DESIGN PLANS TO DETERMINE WHETHER HOLDING RAILS ARE REQUIRED. IF REQUIRED, REFER (SD-325), (SD-326), (SD-327) & (SD-328) FOR INSTALLATION DETAILS.
13. KERB RAMP MUST BE ALIGNED PERPENDICULAR (90°) TO THE ROAD CENTRELINE.
14. THE KERB RAMP LOCATION SHOULD TAKE INTO CONSIDERATION THE FOLLOWING:
  - VISIBILITY FOR ALL TRAFFIC & PEDESTRIANS APPROACHING THE CROSSING AREA.
  - CONTINUE THE ALIGNMENT OF THE FOOTPATH WHERE POSSIBLE.
  - MAINTAIN ADEQUATE CLEARANCE FROM EXISTING DRAINAGE PITS, SERVICE PITS, OBSTRUCTIONS ETC.
  - ON CURVES, THE KERB RAMP SHOULD BE LOCATED AS CLOSE AS PRACTICABLE TO THE TANGENT POINT (TP) OF THE KERB.
15. FOR KERB RAMPS ON CURVES, THE MAXIMUM AND MINIMUM RAMP LENGTHS SHALL APPLY TO THE SHORTEST SIDE OF THE RAMP ONLY.
16. CONCRETE STRENGTH TO BE 25MPa UNLESS NOTED OTHERWISE.



REQUIRED LANDING DIMENSIONS (MINIMUM)		
DIRECTION OF TRAVEL	(X)	(Y)
NO CHANGE IN DIRECTION	1200mm	1200mm
'T' JUNCTION	2000mm	1500mm
SINGLE CHANGE IN DIRECTION	1500mm	1500mm



**KERB RAMP (TYPE 1) (SD-320)**  
FOR KERB RAMP WITH WINGS  
NOT TO SCALE

1. All dimensions are in millimeters unless otherwise shown.
2. It is the responsibility of the individual to ensure that they are using the current version of this drawing. Council accepts no liability for issues arising from the use of superseded drawings. Printed copies of this drawing are uncontrolled.

REV	DESCRIPTION	APPROVED	DATE	APPROVED TEAM LEADER TECHNICAL SERVICES	KERB RAMP (TYPE 1) FOR KERB RAMP WITH WINGS	CITY OF ONKAPARINGA	STANDARD # SD-320	REV D
D	REVISED TITLE, DETAIL & NOTES	C.HASKAS	FEB '18	<i>Chris Haskas</i>				
C	REVISED DETAIL & NOTES	C.HASKAS	AUG '12					
B	REVISED	P.BICKLEY	MAY '11					
A	ORIGINAL ISSUE	P.BICKLEY	JUN '10					