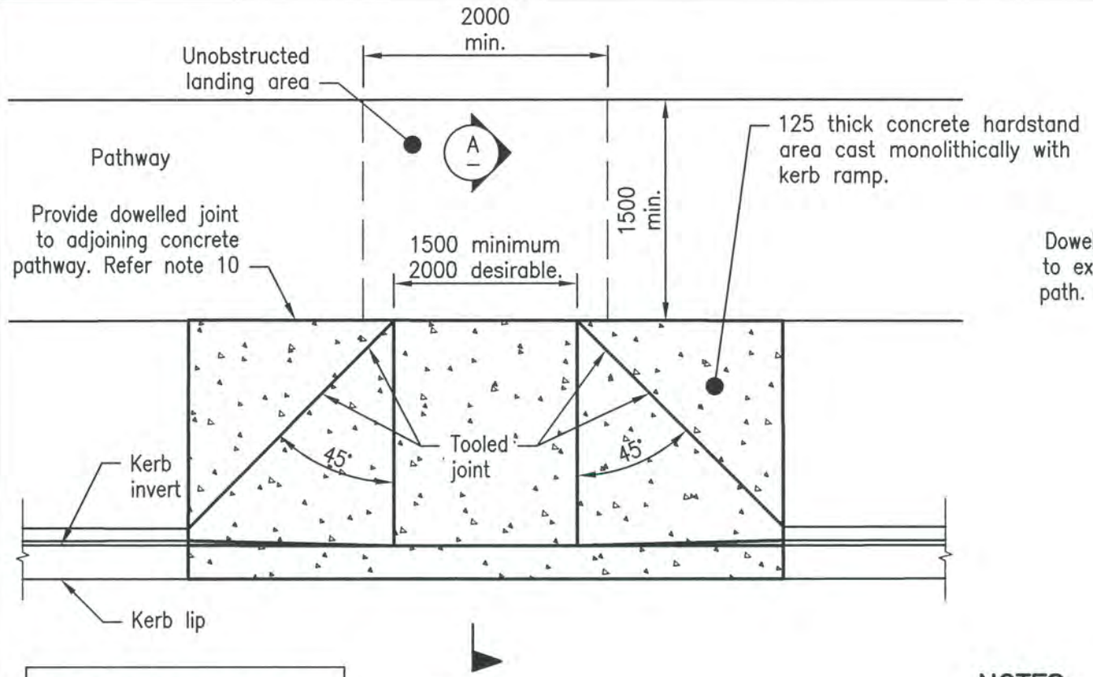
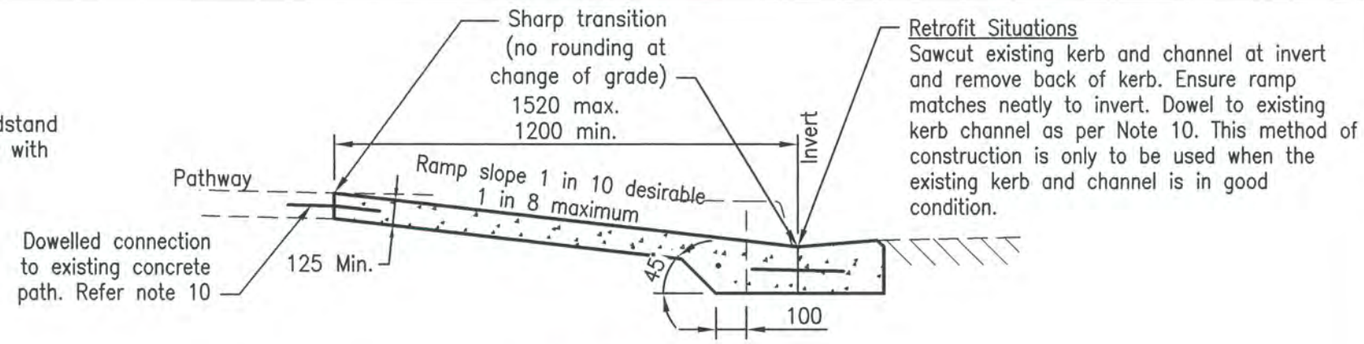


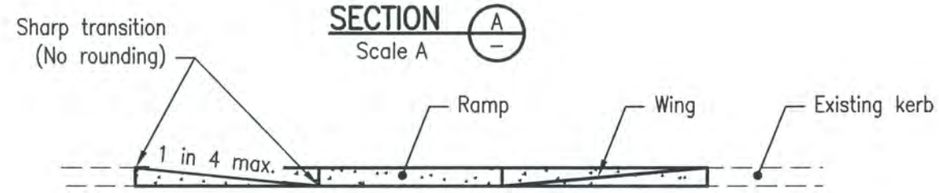
Barrier kerb and channel shown. Details similar for barrier and mountable kerb and channel

PLAN
TYPICAL DETAILS
Scale A

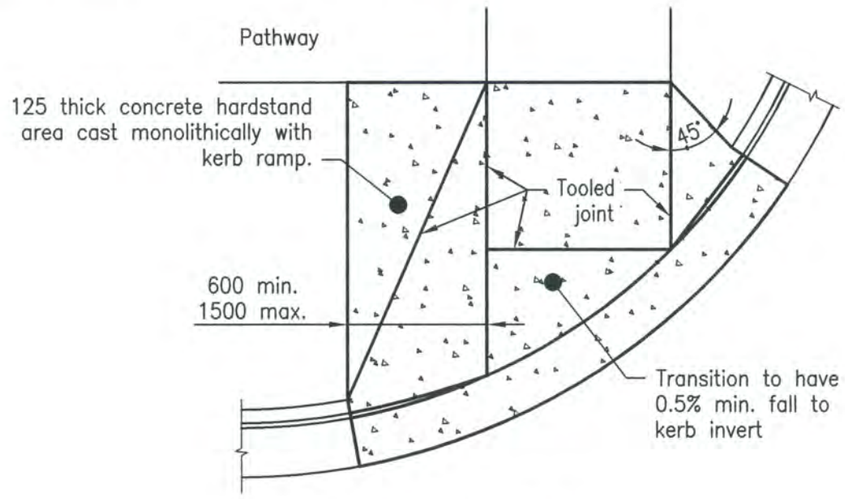


Retrofit Situations
Sawcut existing kerb and channel at invert and remove back of kerb. Ensure ramp matches neatly to invert. Dowel to existing kerb channel as per Note 10. This method of construction is only to be used when the existing kerb and channel is in good condition.

SECTION A
Scale A



KERB RAMP ELEVATION
Scale A



PLAN
SKEWED APPROACH TO KERB
Scale A

NOTES:

1. Kerb ramp alignment to be in the pedestrian direction of travel and opposing kerb ramps shall be aligned with one another.
2. Preferred ramp slope to be 1 in 10 (max. 1 in 8) and in the direction of pedestrian travel.
3. The change in grade at the top and bottom of the ramp shall be sharp and perpendicular to the direction of travel.
4. The desirable kerb ramp wing angle is 45°. Wings may be angled at less than 45° to avoid obstructions and to suit site geometry. Wing widths shall be between 600 and 1500.
5. A maximum slope of 1 on 4 is to be maintained on the wings at the kerb face (ie min 600 wide wing for a 150 kerb).
6. An unobstructed landing area shall be provided at the top of the ramp a minimum of 2000 wide by 1500 long.
7. At least one metre of kerb upstand is desirable between adjacent kerb ramp wings where two kerb ramps are installed side by side.
8. For new construction, the kerb ramp is to be cast monolithically with the kerb and channel.
9. Provide tooled control joint where edge of ramp meets wings and at bottom of ramp where a transition is required. Provide sharp transitions at all other changes of grade.
10. When providing dowelled connection to existing concrete kerb or pathway, use N16 bars 300 long at 450 centres. Drill and epoxy grout bars 150mm into existing concrete. At changes in slope, N16 bars may be bent to give 40mm minimum cover.
11. All concrete to be grade N32.
12. Concrete to be broom finished perpendicular to the direction of travel.
13. Where specified on project drawings, tactile ground surface indicators (TGSIs) are to be installed in accordance with AS/NZS 1428.4 or as shown on project drawings. For paver type installation of TGSIs refer to MBRC standard drawing PC–2100.
14. Concrete hardstand areas beside kerb ramp wings are to be provided to reduce turf wear from pedestrian traffic and eliminate nuisance maintenance areas. These hardstand areas may be omitted depending on adjoining pathway geometry and the direction pedestrians generally approach the ramp.

Australian Standards:

AS 1428.1 Design for access and mobility – Part 1 General requirements for access – New building work

AS/NZS 1428.4.1 Design for access and mobility – Part 4.1 Means to assist the orientation of people with vision impairment – Tactile Ground Surface Indicators

REVISIONS		INIT	DATE
E			
D			
C			
B			
A	Tooled Joints Added	TWC	9/17
X	ORIGINAL ISSUE	TC	09/17

SCALES: A 0m 0.25 0.50 0.75 1.00 1:50

Drawn	TC	Date	09/17
Coordinator	PP	Date	09/17

AUTHORISED
SYD JERRAM
05/09/17
Manager Integrated Transport Planning & Design
RPEQ 6872

KERB RAMP CONSTRUCTION DETAILS

Moreton Bay Regional Council

DRG No. PC-2101

ORIGINAL SIZE A3 | REVISION A

File name: E:\User_Group\Design_Services\Projects\MBRC Standard Drawings\MBRC Standard Drawings – Work in progress\PC-2101 Kerb Ramp.dwg Date: Sep 07, 2017 – 12:00pm