SB1 (REVERSE) KERB TO BE USED WHERE TRAM CORRIDOR IS RAISED ABOVE THE ROAD LEVEL

SB2 KERB TO BE USED WHERE ROAD AND TRAM CORRIDOR ARE AT THE SAME LEVEL

WIDER SEPARATION KERB SB2 MAY BE USED WHERE TRAM CORRIDOR HAS SUFFICIENT WIDTH

SB1 KERB TO BE USED WHERE ROAD AND TRAM CORRIDOR ARE AT THE SAME LEVEL

REFERENCES AND NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES
2. SEPARATION BARRIER KERBS TO BE CONSTRUCTED WITH BLUESTONE OR CONCRETE
3. TRANSITIONS BETWEEN KERB TYPES SHOULD BE DEVELOPED OVER ONE METRE (MIN)
4. KERBS TO BE USED ON ROADS WITH SPEED LIMITS OF 60KM/H OR LOWER (OR WITH APPROVAL)
5. SB1 SEPARATION KERB THE MINIMUM CLEAN OFFSET FROM ROAD SIDE LINE OF KERB TO THE NEAREST RAIL GAUGE LINE FOR TANGENT (STRAIGHT) TRACK TO BE 950MM. ALL OTHER GEOMETRY TO BE ASSESSED FOR SWEPT PATHS AND ASSOCIATED CLEARANCE REQUIREMENTS.

6. SB2 SEPARATION KERB THE MINIMUM CLEAN OFFSET FROM ROAD SIDE LINE OF KERB TO THE NEAREST RAIL GAUGE LINE FOR TANGENT (STRAIGHT) TRACK TO BE 900MM.

7. REFLECTIVE INDICATOR MARKERS IN ACCORDANCE WITH TEM VOLUME 2 PART 2 Clause 4.2.5.1) TO BE POSITIONED ON TOP OF THE KERB AND ON BOTH SIDES OF THE TRAM CORRIDOR TO INDICATE AREAS WHERE THE FINISHED LEVEL ON THE TRAM CORRIDOR IS LOWER THAN THE ROAD LEVEL. THIS WILL REDUCE THE RISK OF A VEHICLE BECOMING STRANDED ON TOP OF THE KERB WHERE THERE IS GREATER THAN 100MM LEVEL DIFFERENCE BETWEEN THE TRAM LEVEL AND TOP OF KERB.

GENERAL TRAFFIC AND TRAM CORRIDORS

FOR SEPARATION BETWEEN SERVICES AND DESIGN INVESTMENT

PHONE (03) 9854 2666

VICTORIA 3101

60 DENMARK STREET

SAFE SYSTEM DESIGN MANAGER

M-SSE                04/2019