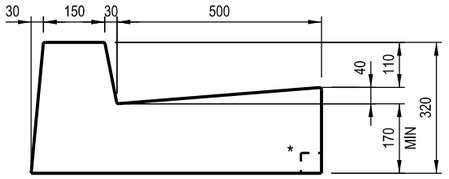
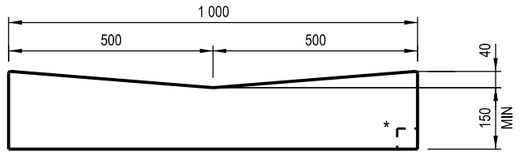
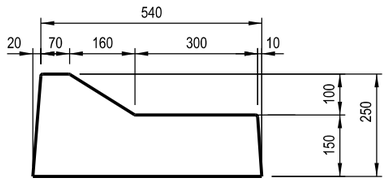
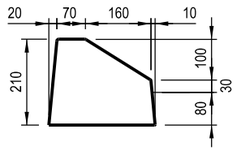
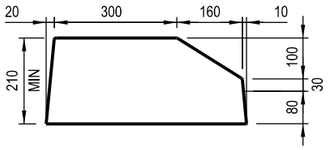
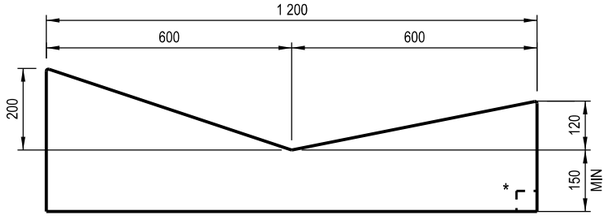
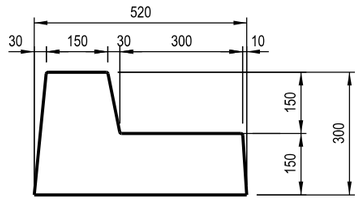
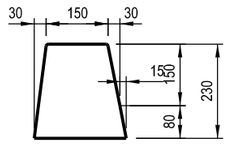
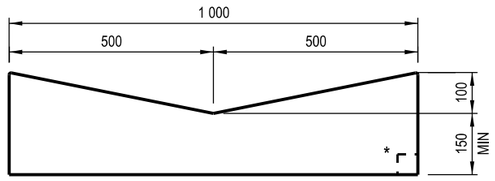
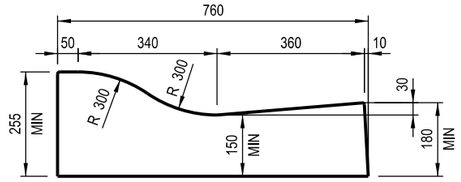
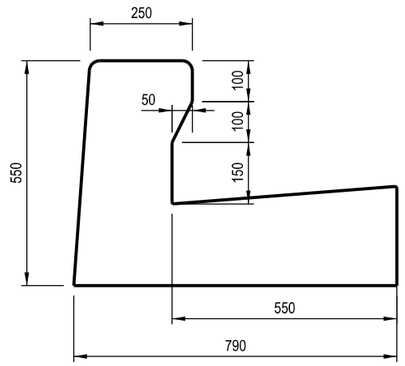
TYPE	TYPICAL USE	VOLUME m³ / m	PROFILE AND DIMENSIONS
SA	BARRIER KERB AND CHANNEL ADJACENT TO FOOTWAY	0.154	
SB	DISHED CROSSING	VARIABLE MINIMUM 0.170	
SE	RAISED MEDIANS AND TRAFFIC ISLANDS WITH DRAINAGE	0.098	
SF	RAISED MEDIANS AND TRAFFIC ISLANDS	0.043	
SFM	RAISED MEDIANS AND TRAFFIC ISLANDS WITH MOWING STRIP	0.092	
SK	CHANNEL ADJACENT TO SHOULDERS IN CUTTINGS NOT TRAVERSABLE	VARIABLE MINIMUM 0.276	

TYPE	TYPICAL USE	VOLUME m³ / m	PROFILE AND DIMENSIONS
SL	BARRIER KERB AT TRAFFIC ISLANDS WITH DRAINAGE	0.102	
SM	BARRIER KERB AT TRAFFIC ISLANDS	0.043	
SO	DISHED CROSSING, INCREASED WATERWAY	VARIABLE MINIMUM 0.200	
RT	URBAN, ALLOWS VERGE / / FOOTWAY PARKING	0.138	
HPRK (BOWE)	REDIRECTIVE KERB REFER TO R0300-12 FOR DETAILS	0.25	

NOTES

1. ALL EXPOSED EDGES, EXCEPT FOR HPRK, TO BE ROUNDED TO 5 mm RADIUS MAXIMUM, UNLESS STATED OTHERWISE.
2. EDGES OF HPRK TO BE ROUNDED TO 25mm RADIUS MAXIMUM, UNLESS STATED OTHERWISE
3. FOR KERB CONSTRUCTED ON CONCRETE PAVEMENT, REFER TO ROADS AND MARITIME SERVICES RIGID PAVEMENT STANDARD DRAWINGS.

* RECESS AT BASE OF KERB MAY BE REQUIRED FOR SUBBASE LAYER.

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REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
1	2.2.2017	Dimension errors corrected		SFR
2	24.11.17	Dimension lines of SF and SFM kerbs amended		SFR
3	01.11.22	Type F barrier replaced by HPRK kerb. SK channel typical use modified		AR

SCALES ON A3 SIZE DRAWING

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STANDARD DRAWING

A3

ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
STANDARD KERB AND CHANNEL SHAPES

SHEET 1 OF 1

STANDARD DRAWING No. R0300-01 | REV. 3

STATUS: ISSUED | EDMS No. DS2014 / 005889 | ORIGINAL ISSUE DATE: JANUARY 2017

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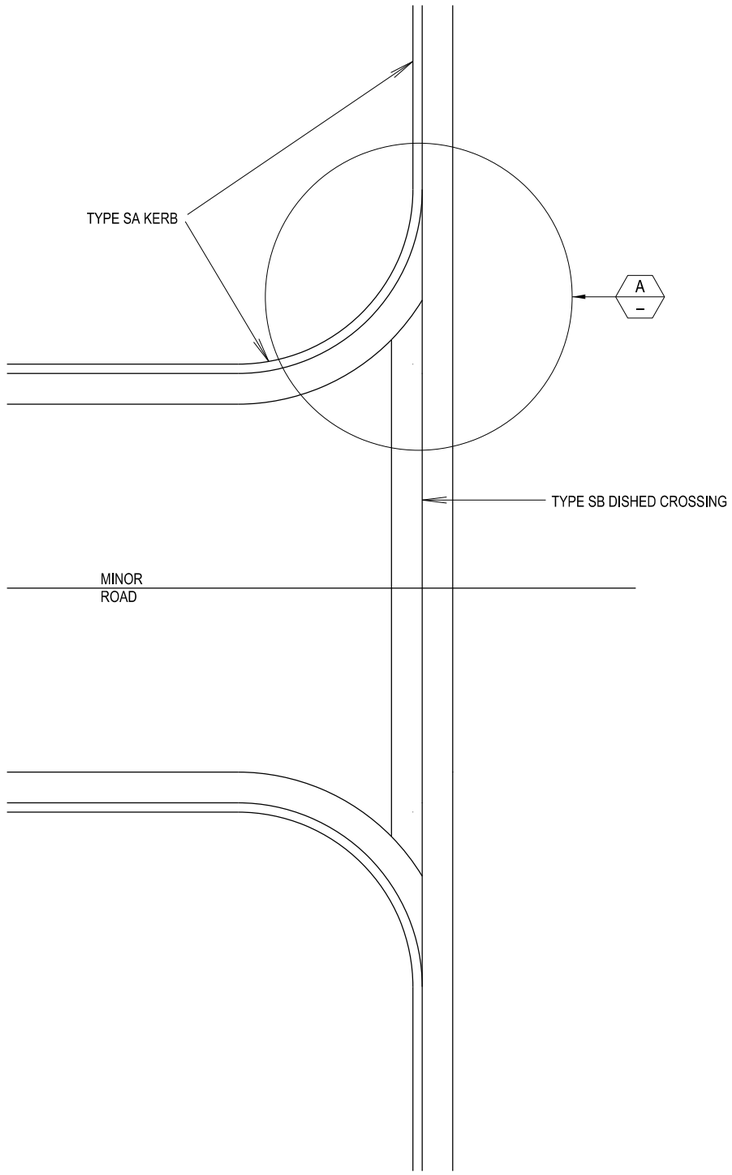
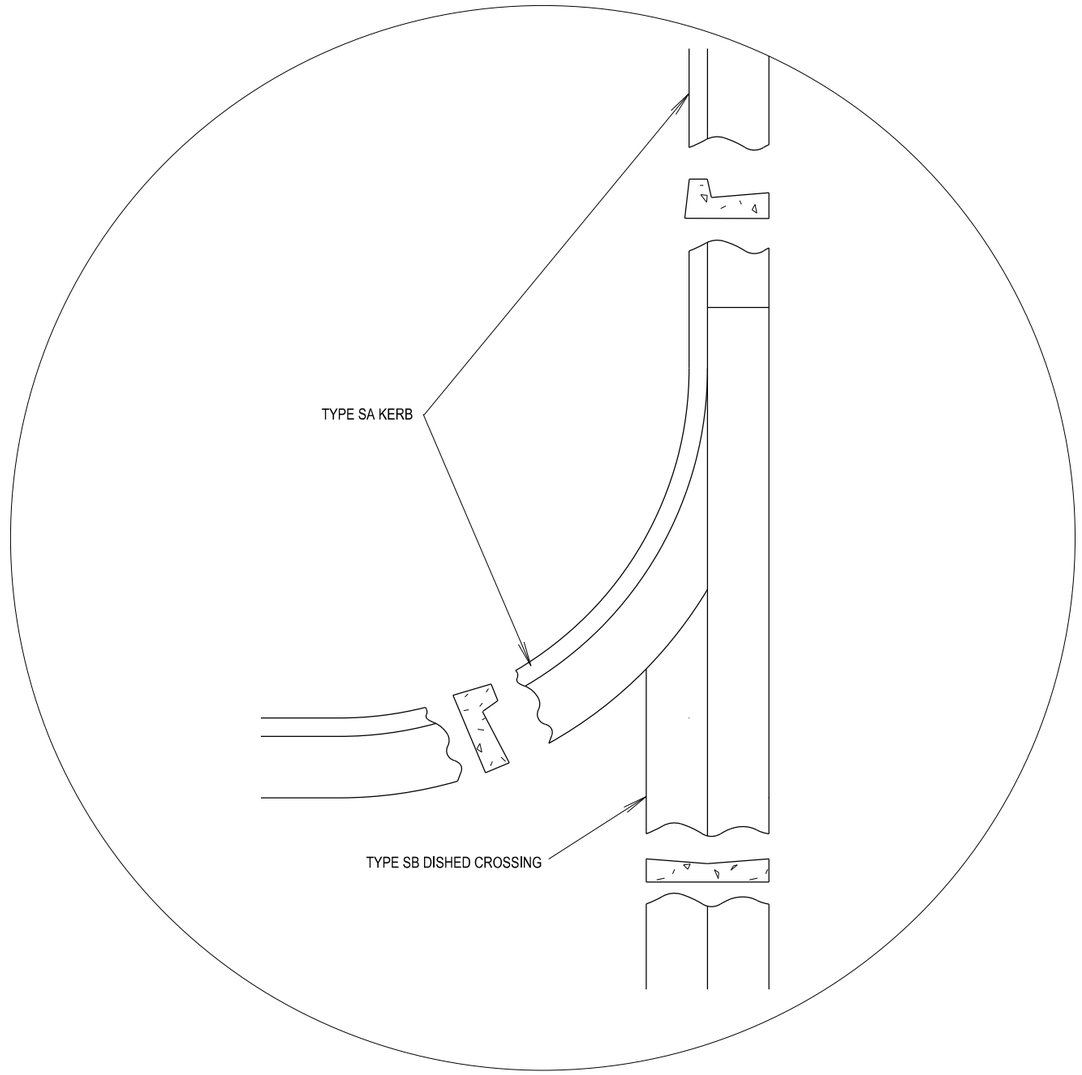


PLAN



DETAIL A –
NOT TO SCALE

NOTES

1. FOR DETAILS OF KERB AND CHANNEL SHAPES AND DIMENSIONS SEE R0300-01

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STANDARD DRAWING

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ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
DISHED CROSSING FOR MINOR STREET JUNCTIONS AND ACCESS ROADS

SHEET 1 OF 1

STANDARD DRAWING No. R0300-02

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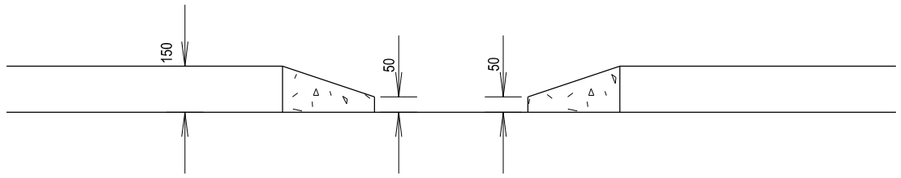
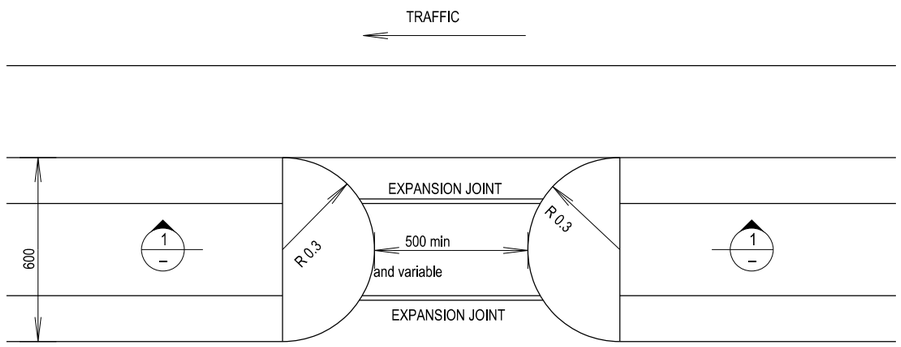


SECTION 1 / –
NOT TO SCALE



PLAN

NOTES

1. All dimensions are in millimetres.
2. Drawing not to scale.
3. Location as indicated on plans.

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STANDARD DRAWING

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ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
CYCLEWAY MEDIAN NOSE TREATMENT

SHEET 1 OF 1

STANDARD DRAWING No. R0300-03

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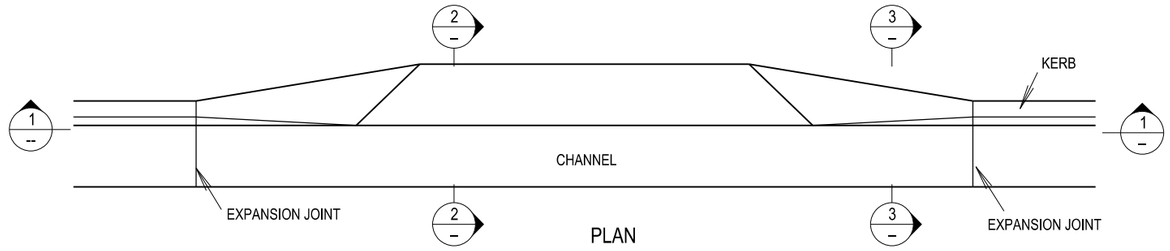
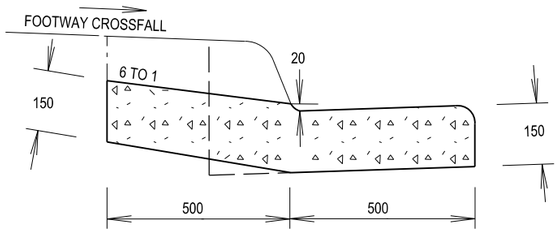


PLAN
GENERAL



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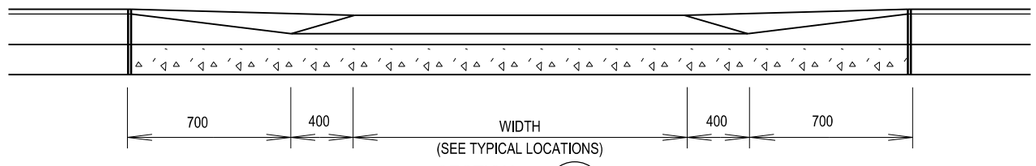
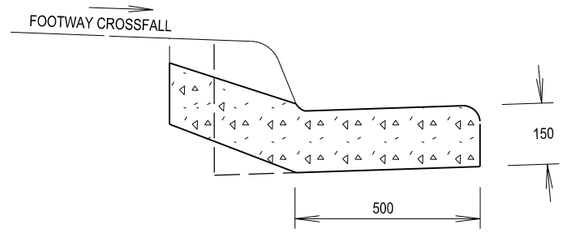
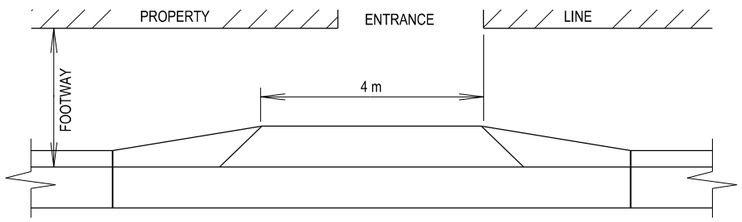


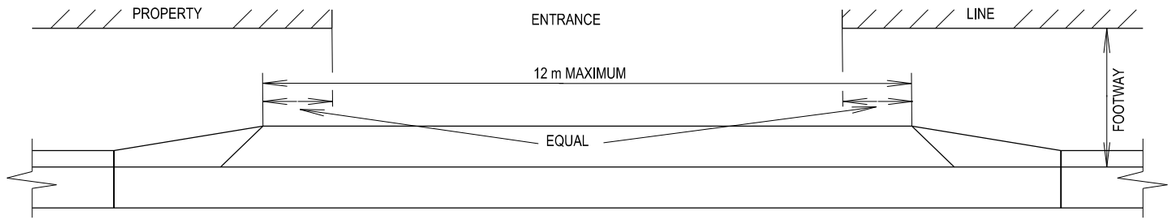
SECTION 1 – NOT TO SCALE



SECTION 3 – NOT TO SCALE



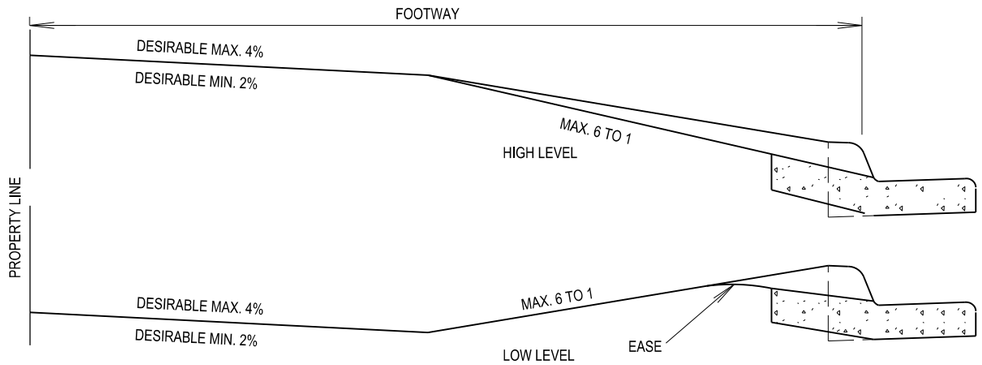
PRIVATE PREMISES



BUSINESS AND COMMERCIAL PREMISES

DIRECTION OF TRAFFIC FLOW

PLAN
TYPICAL LOCATIONS



TYPICAL TREATMENTS

NOTES

1. ALL RADII TO BE 20mm.
2. FOR DETAIL OF KERB AND CHANNEL SEE R0300-01
3. CONCRETE GRADE STRENGTH SHALL BE IN ACCORDANCE WITH RMS SPECIFICATION R53.

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ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
STANDARD VEHICULAR CHANNEL CROSSING FOR USE WITH TYPE SA KERB CHANNEL

SHEET 1 OF 1

STANDARD DRAWING No. R0300-04

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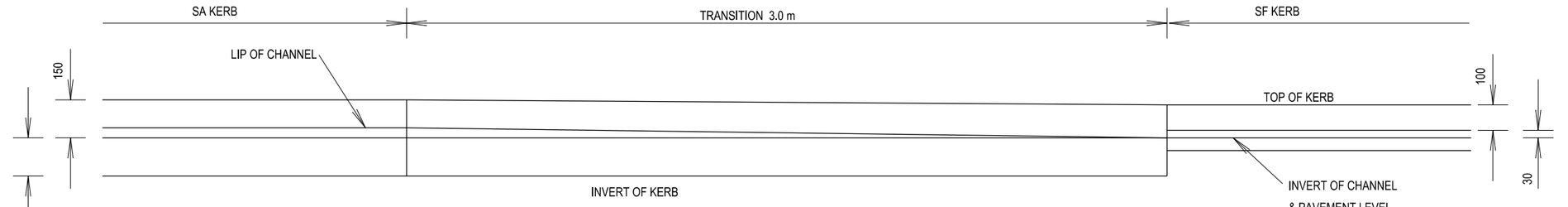
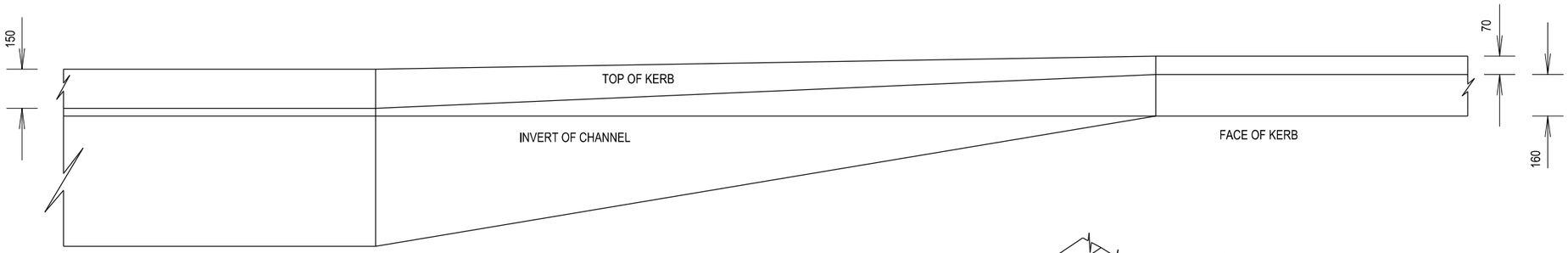
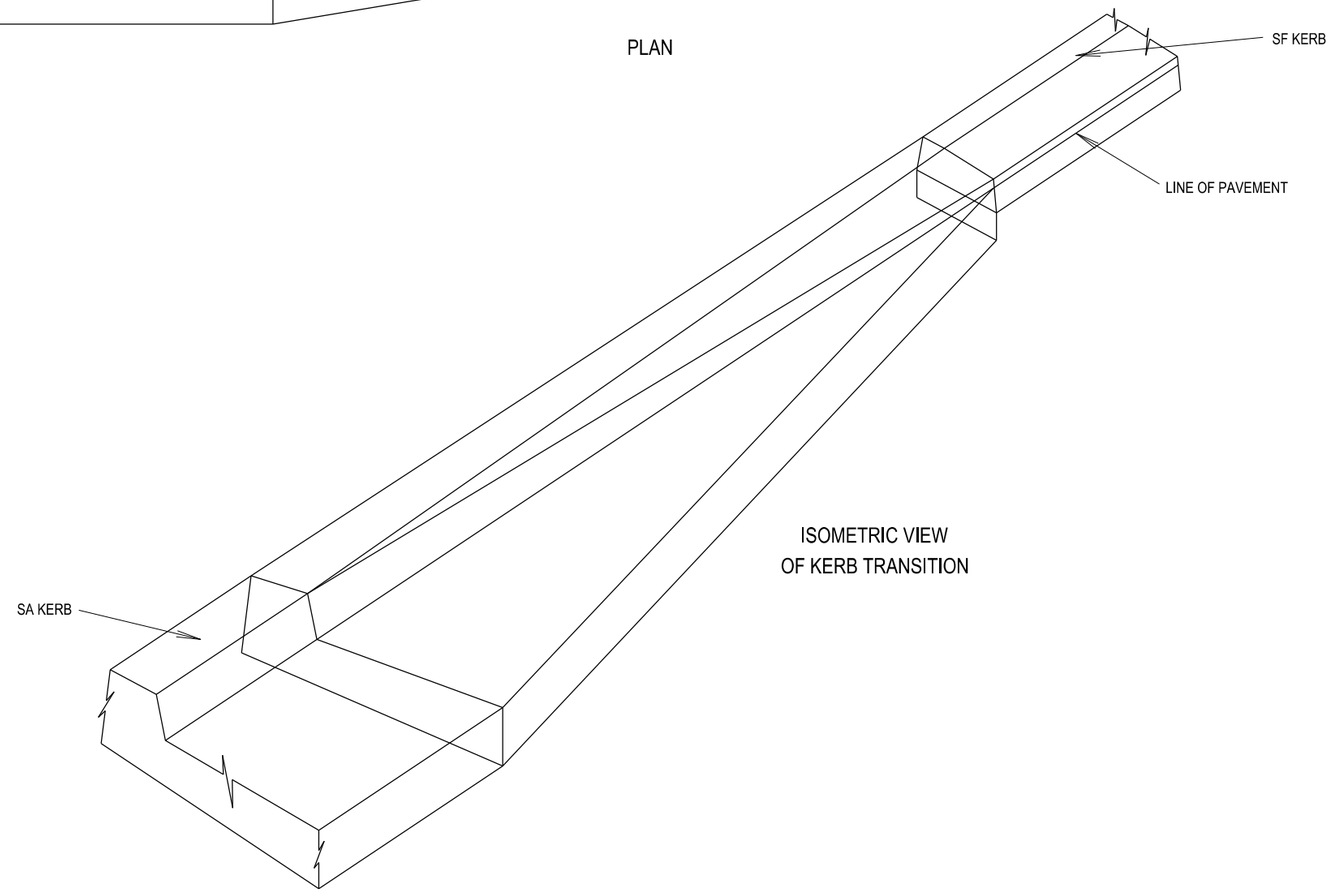


ELEVATION



PLAN



ISOMETRIC VIEW
OF KERB TRANSITION

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ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
KERB TRANSITION TYPE SA KERB TO TYPE SF KERB

SHEET 1 OF 1

STANDARD DRAWING No. R0300-05

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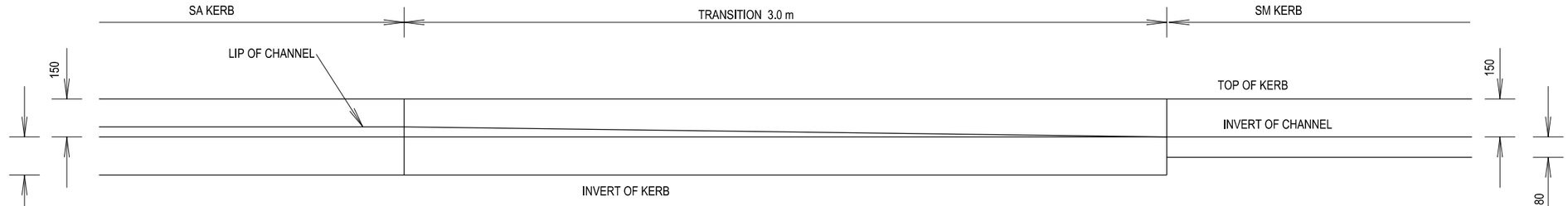

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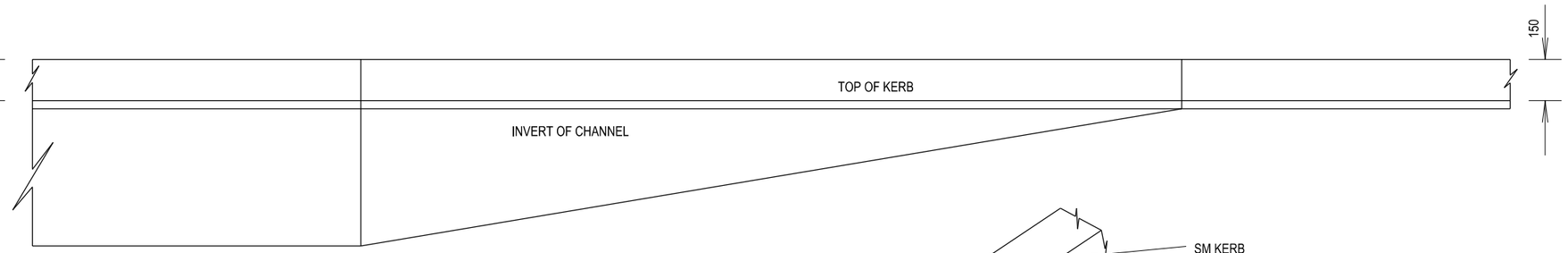
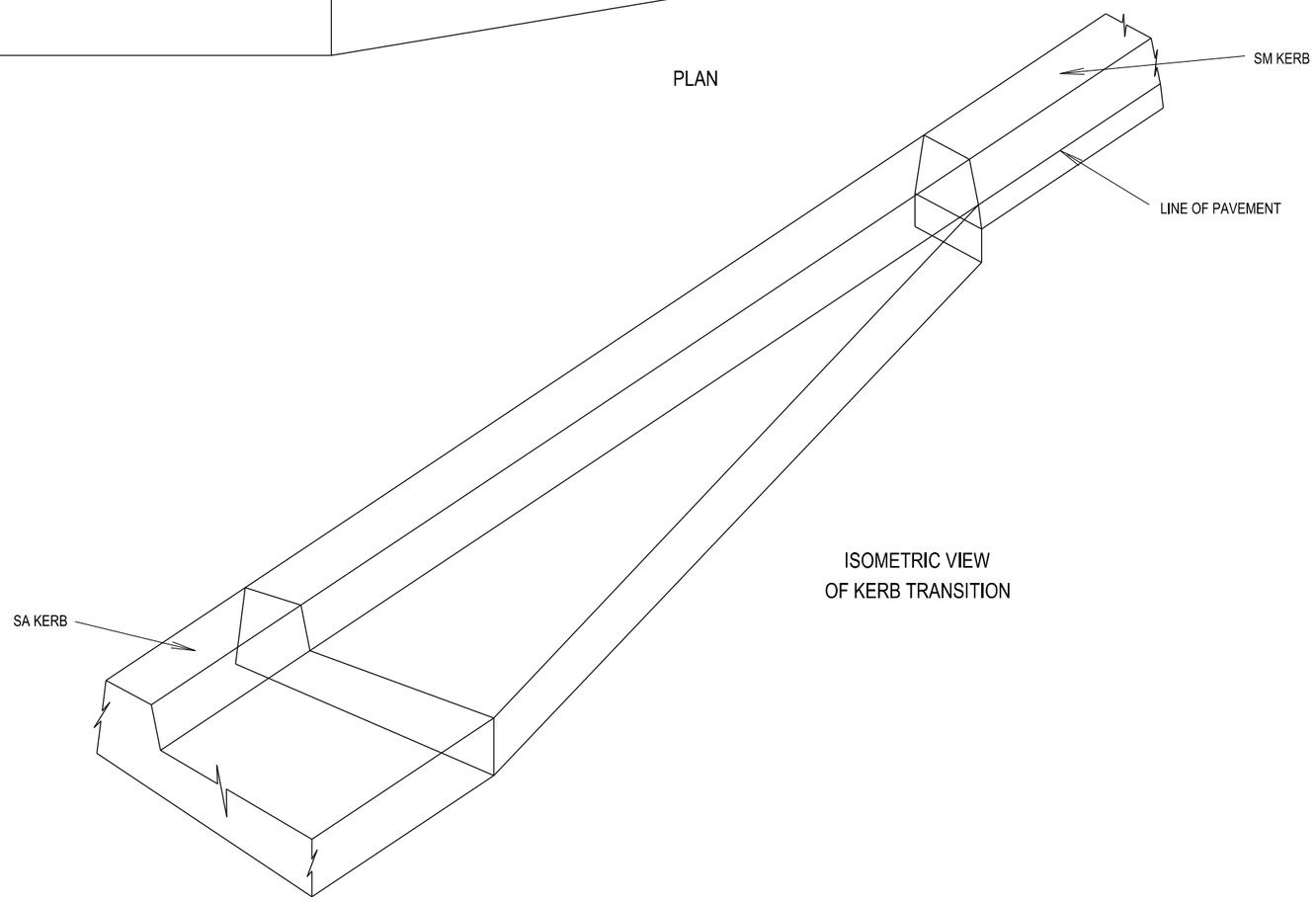


PLAN



ISOMETRIC VIEW
OF KERB TRANSITION

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STANDARD DRAWING

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ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
KERB TRANSITION TYPE SA KERB TO TYPE SM KERB

SHEET 1 OF 1

STANDARD DRAWING No. R0300-06

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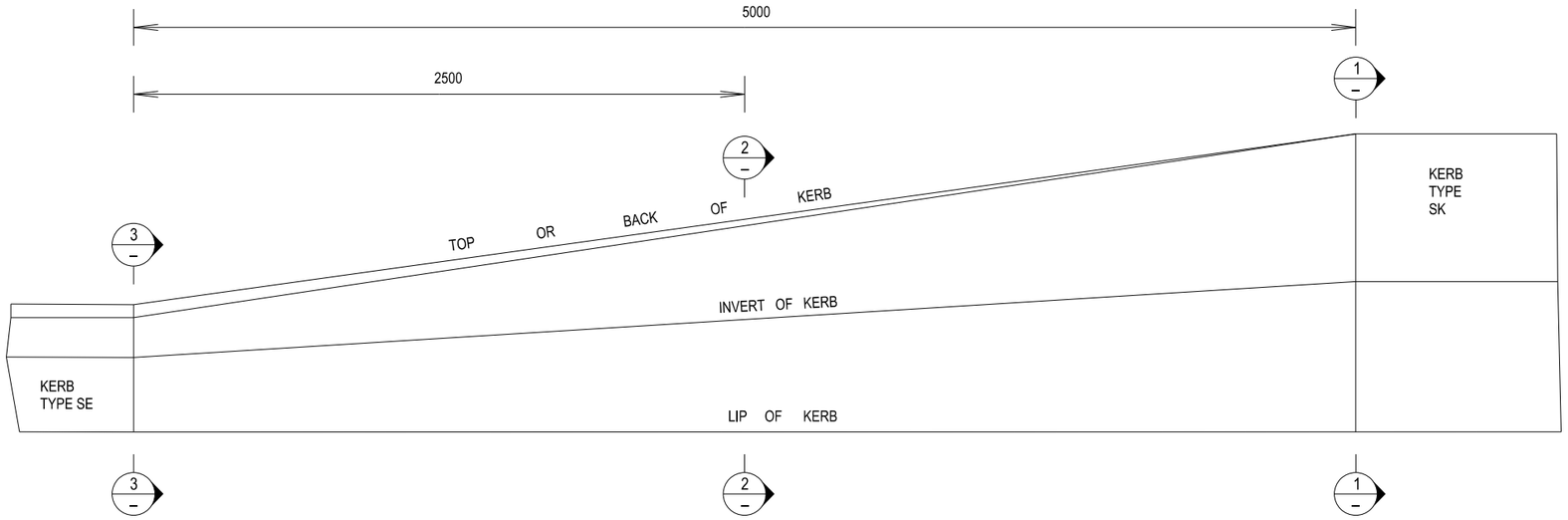
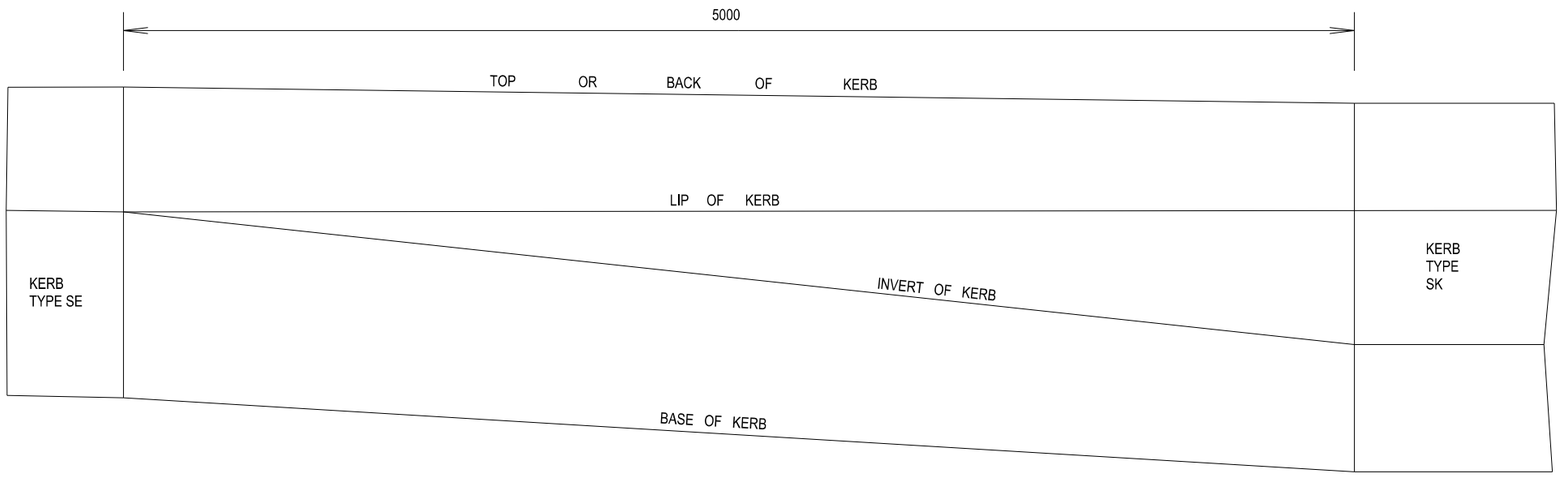


PLAN



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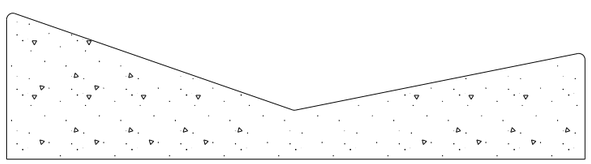
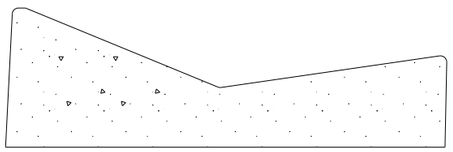
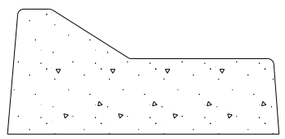


SECTION 1 –
NOT TO SCALE

(KERB TYPE SK SEE DS2014/005889 FOR DETAILS)



SECTION 2 –
NOT TO SCALE



SECTION 3 --
NOT TO SCALE

(KERB TYPE SE SEE R0300-01 FOR DETAILS)

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ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
KERB TRANSITION TYPE SE TO TYPE SK

SHEET 1 OF 1

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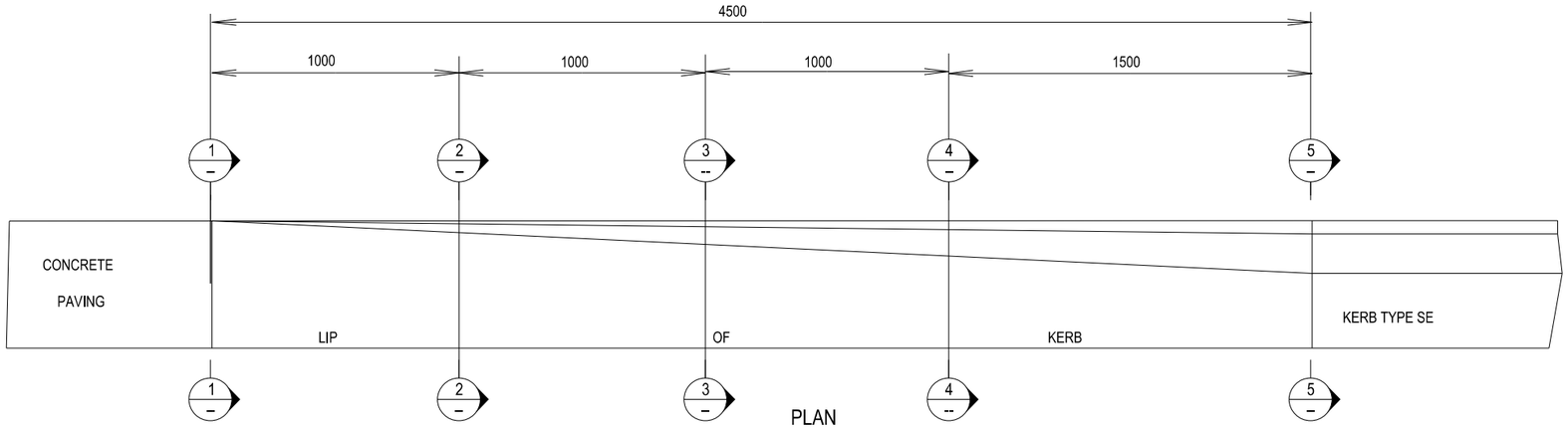
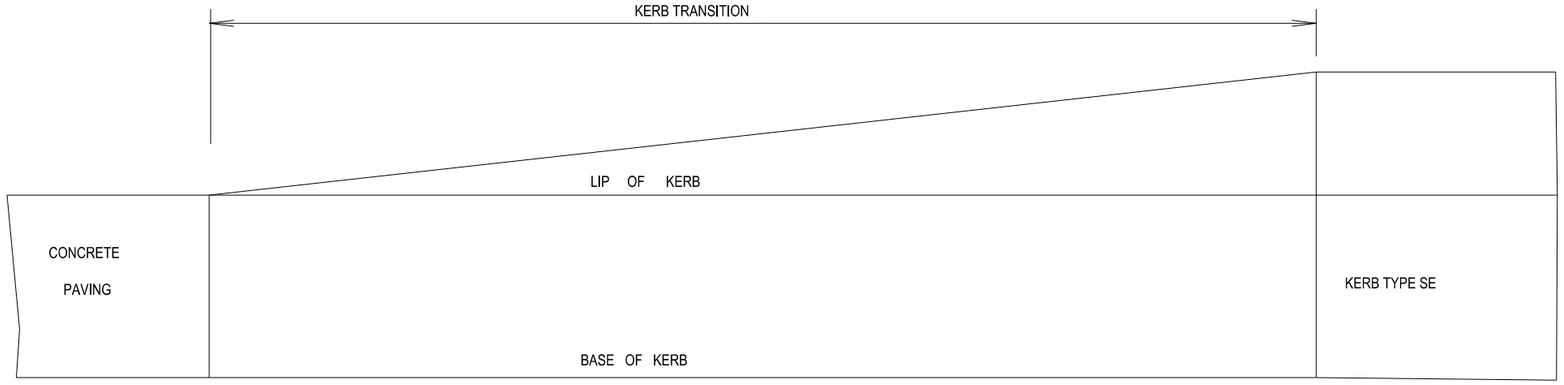


PLAN



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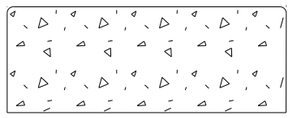

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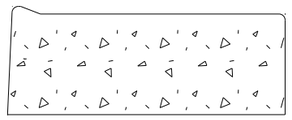

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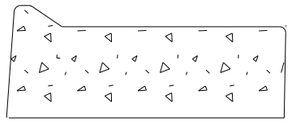

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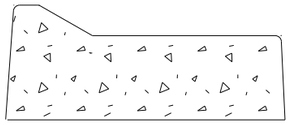

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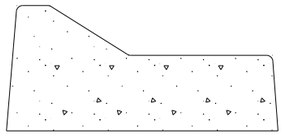

SECTION 5
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FOR DETAILS OF KERB AND CHANNEL SEE R0300-01

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STANDARD DRAWING

A3

ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
KERB TRANSITION TYPE SE TO CONCRETE PAVEMENT

SHEET 1 OF 1

STANDARD DRAWING No. R0300-08
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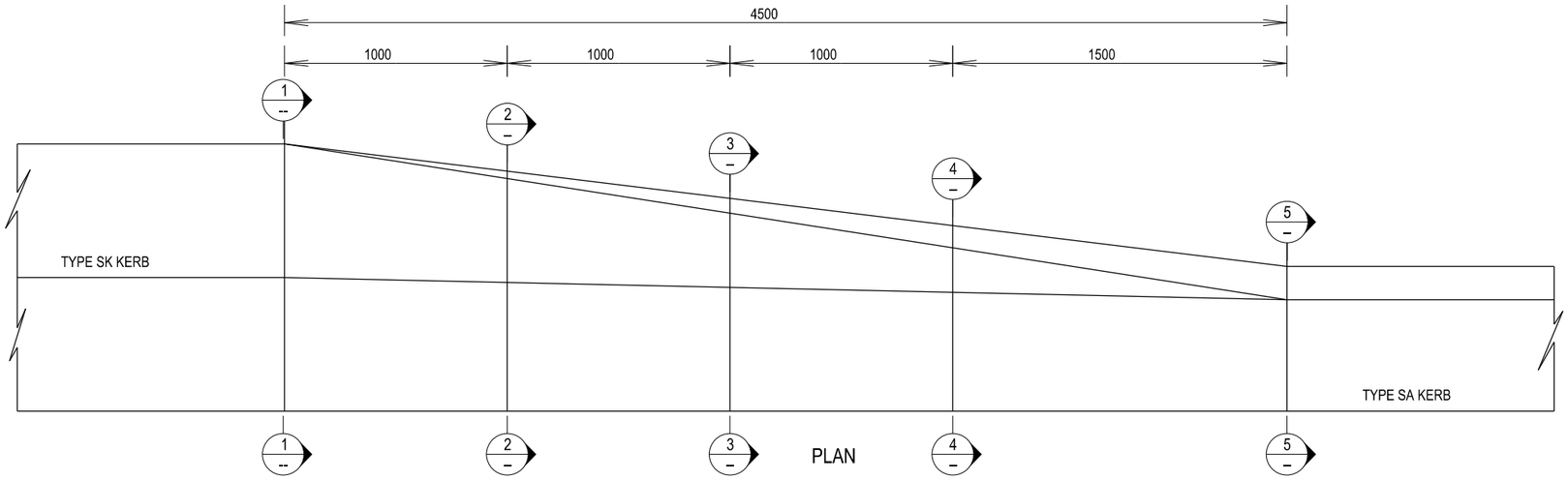

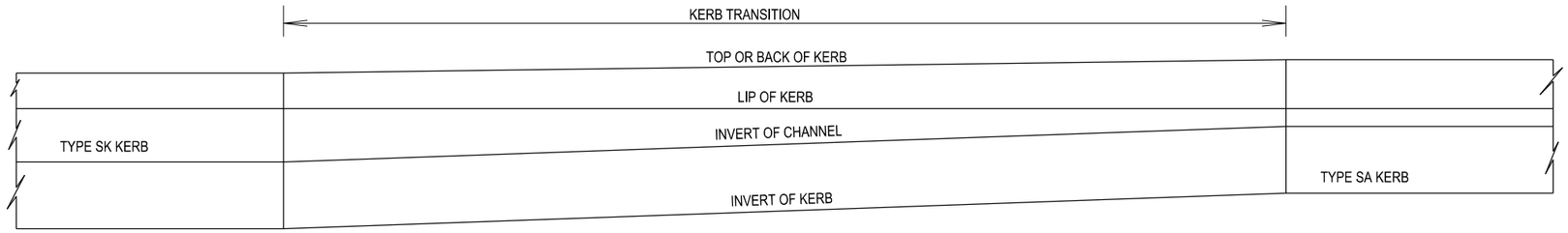

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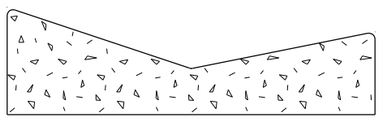

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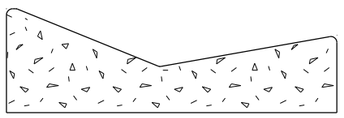

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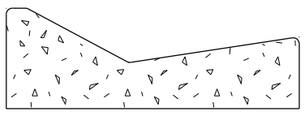

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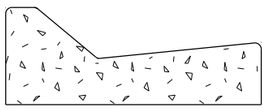

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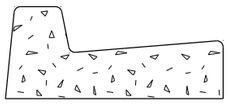

SECTION 5
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FOR DETAILS OF KERB AND CHANNEL SEE R0300-01

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STANDARD DRAWING

ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
KERB TRANSITION TYPE SK TO TYPE SA

A3

SHEET 1 OF 1

STANDARD DRAWING No. R0300-09

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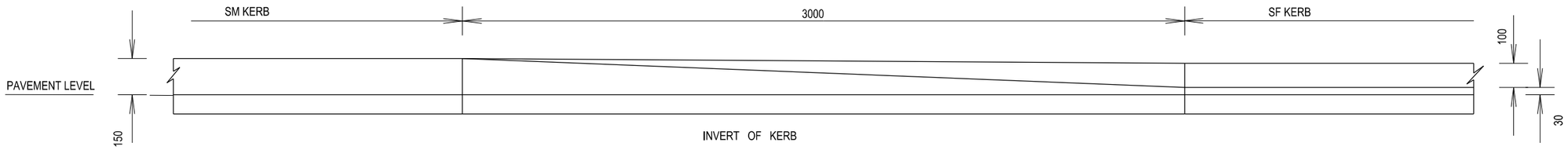

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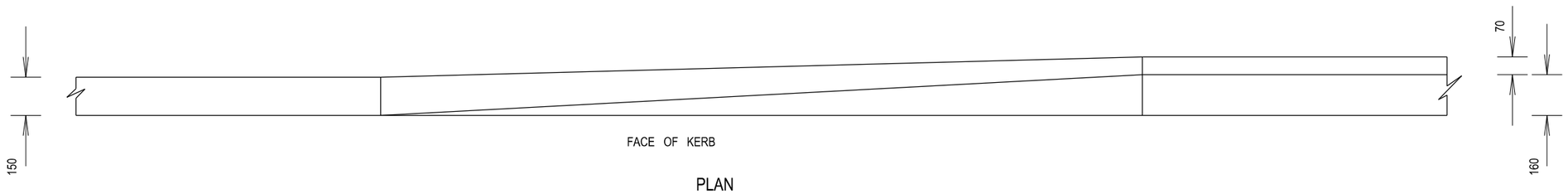
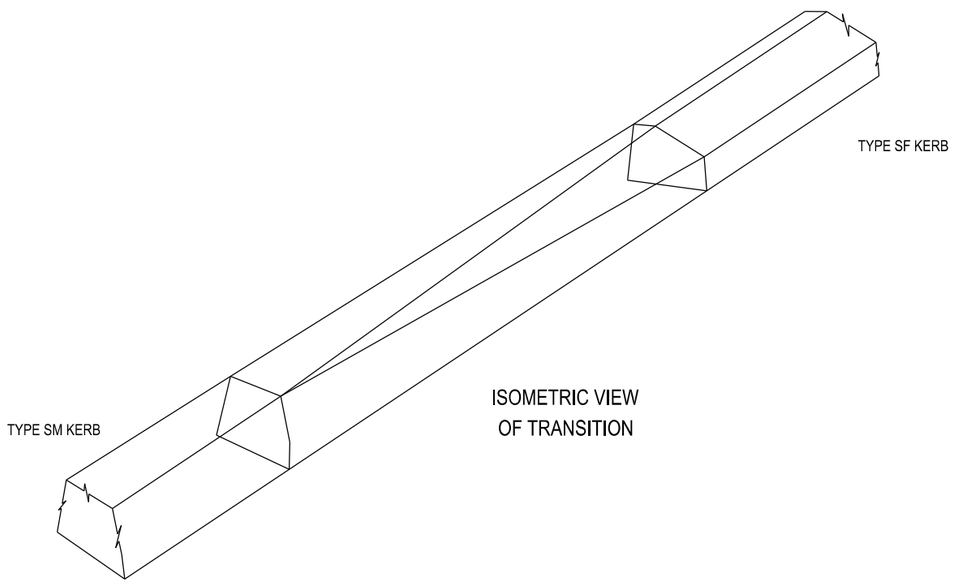


PLAN



ISOMETRIC VIEW
OF TRANSITION

NOTES

1. FOR DETAILS OF KERB AND CHANNEL SHAPES AND DIMENSIONS SEE R0300-01

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STANDARD DRAWING

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ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
KERB TRANSITION TYPE SM TO TYPE SF

SHEET 1 OF 1

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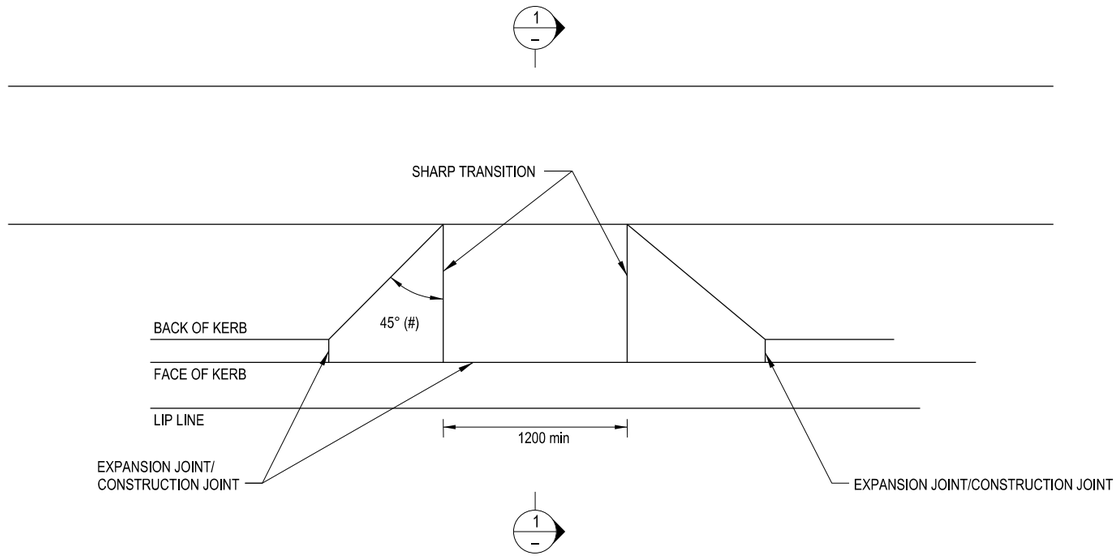
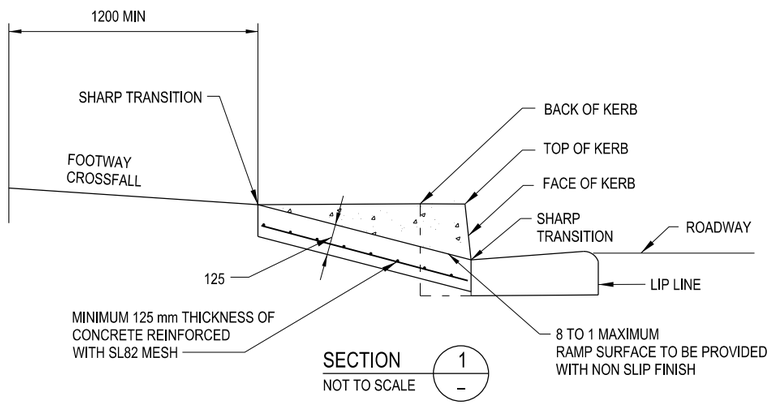


PLAN
STANDARD KERB RAMP
NOT TO SCALE



SECTION 1 –
NOT TO SCALE

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 EXISTING JOINT FACES AND ARRISES MUST BE PREPARED IN ACCORDANCE WITH THE SPECIFICATION BEFORE INSTALLING THE SILICONE SEALANT.
9. KERB RAMPS WIDER THAN 6000 mm REQUIRE APPROVAL FROM PRINCIPAL ROAD DESIGNER ENGINEER.

WHERE CONSTRAINTS DICTATE THE ANGLE MAY BE REDUCED TO 30°

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STANDARD DRAWING
ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
KERB RAMPS

A3

SHEET 1 OF 3

STANDARD DRAWING No. R0300-11 REV. 1

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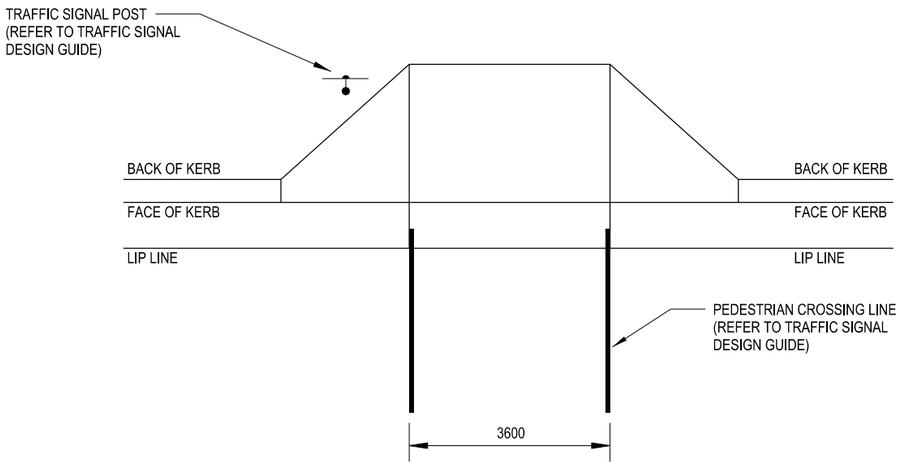
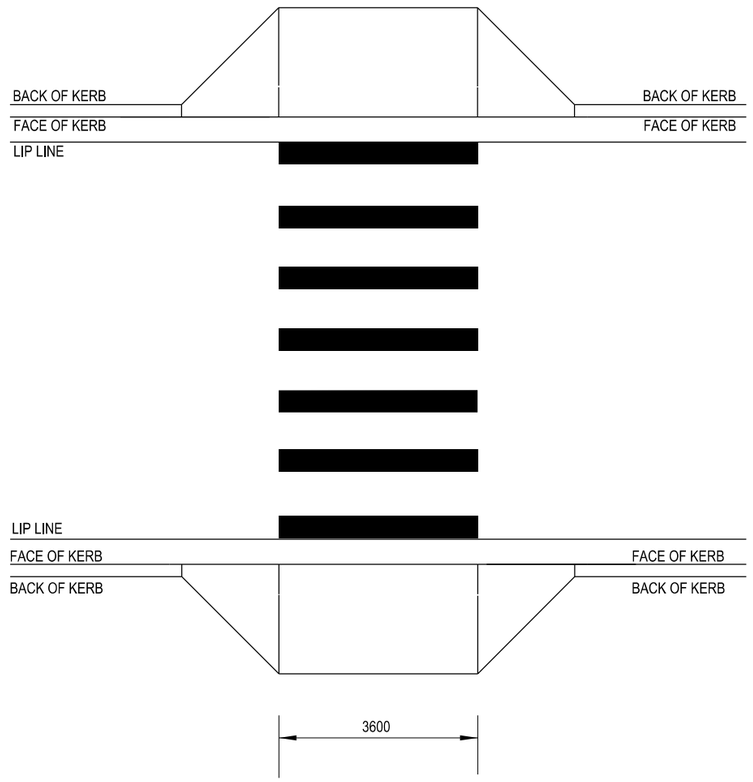


PLAN
TRAFFIC SIGNAL CROSSING WIDTH
NOT TO SCALE



PLAN
PEDESTRIAN CROSSING (ZEBRA) WIDTH
NOT TO SCALE

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STANDARD DRAWING

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ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
KERB RAMP INSTALLATION

SHEET 2 OF 3

STANDARD DRAWING No. R0300-11 REV. 1

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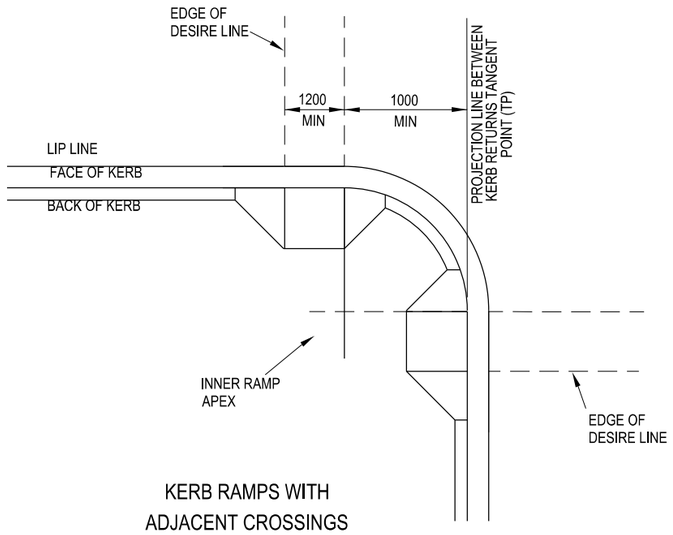
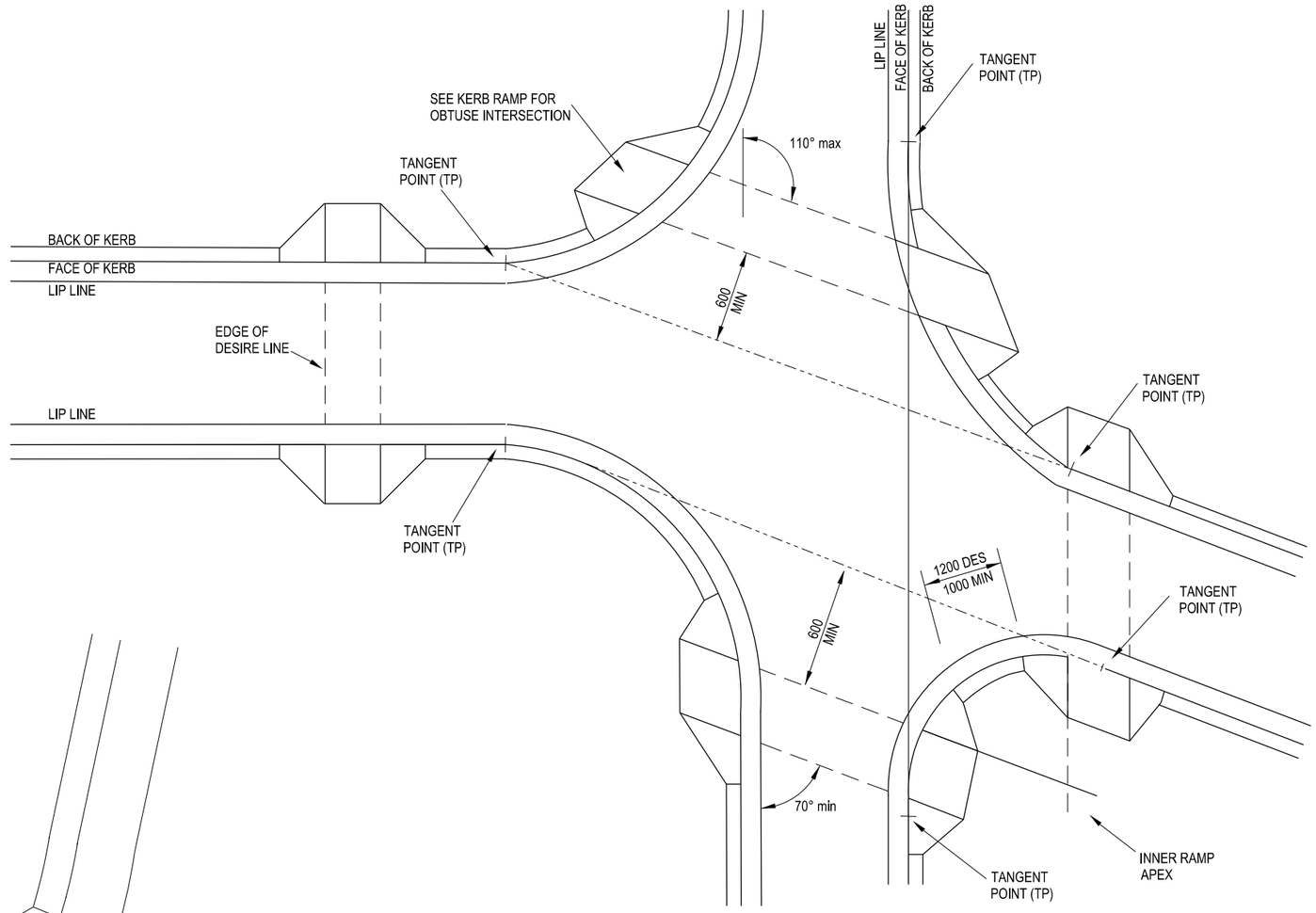
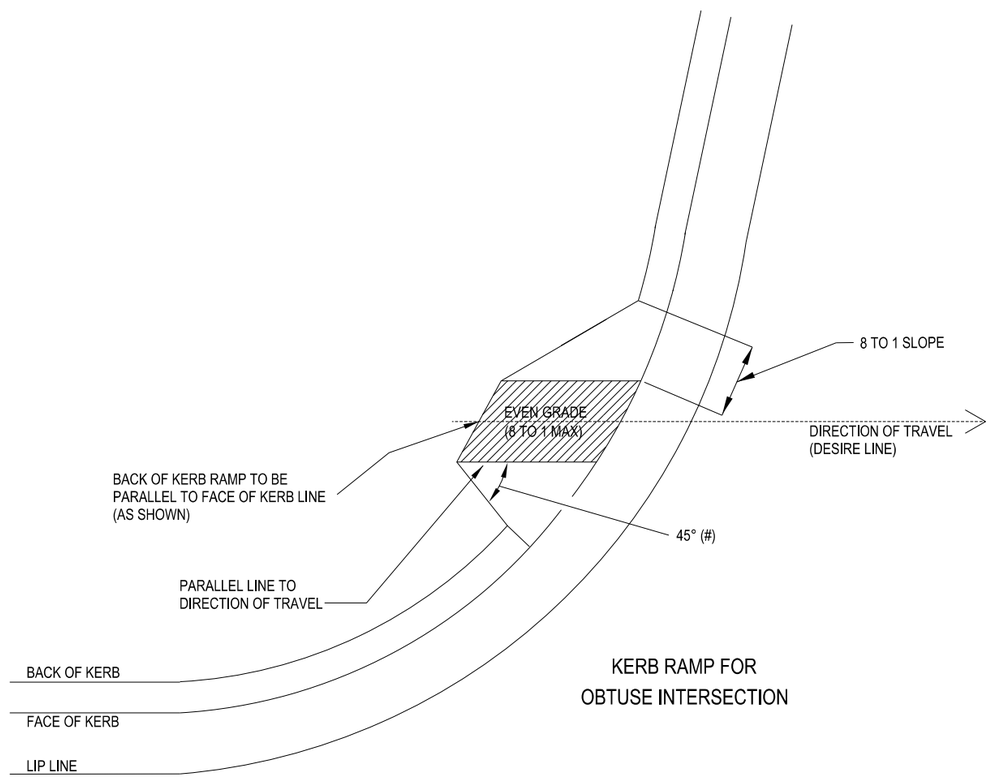


KERB RAMPS WITH
ADJACENT CROSSINGS



ALIGNED KERB RAMPS



KERB RAMP FOR
OBTUSE INTERSECTION

WHERE CONSTRAINTS DICTATE THE ANGLE MAY BE REDUCED TO 30°

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ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
TYPICAL APPLICATION OF KERB RAMPS
AT INTERSECTION

SHEET 3 OF 3

STANDARD DRAWING No. R0300-11

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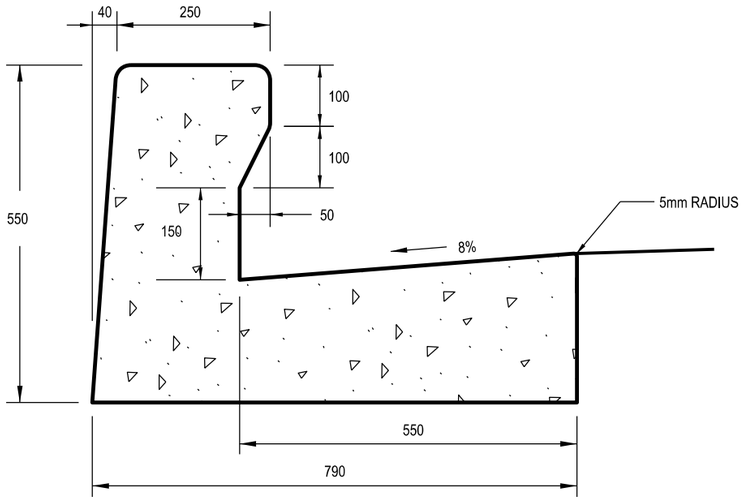
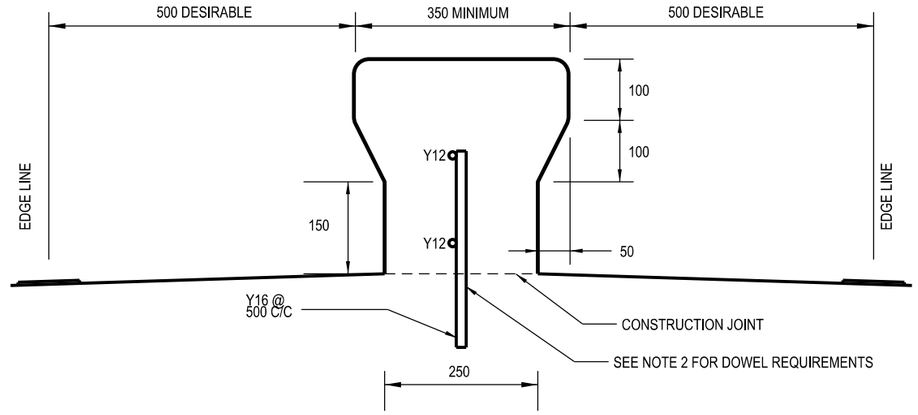
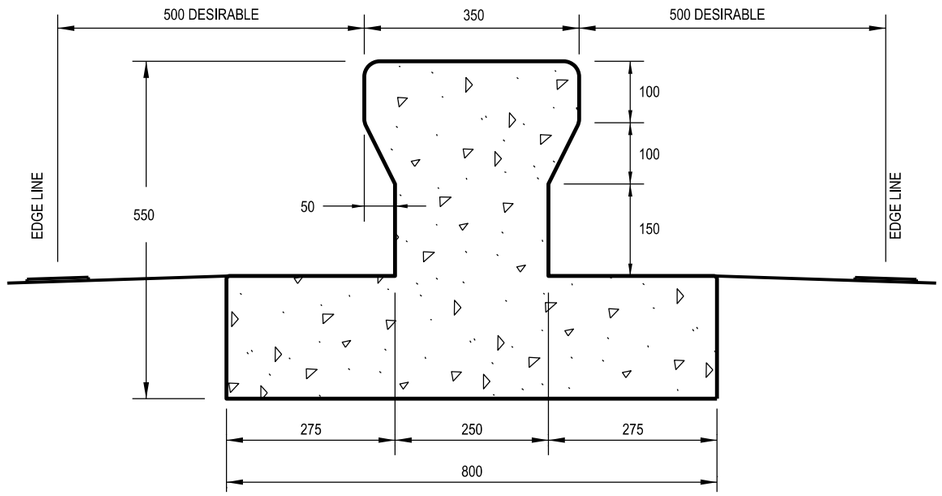


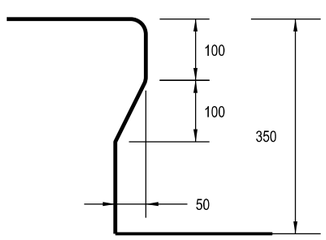
NSW BOWE KERB NEARSIDE - TYPICAL INSTALLATION



NSW BOWE KERB MEDIAN - TYPICAL CONCRETE PAVEMENT INSTALLATION
(CENTRALLY LOCATED DOWELS)



NSW BOWE KERB MEDIAN - TYPICAL FLEXIBLE PAVEMENT INSTALLATION
(CONTINUOUS KEYED FOUNDATION)



NSW BOWE KERB PROFILE

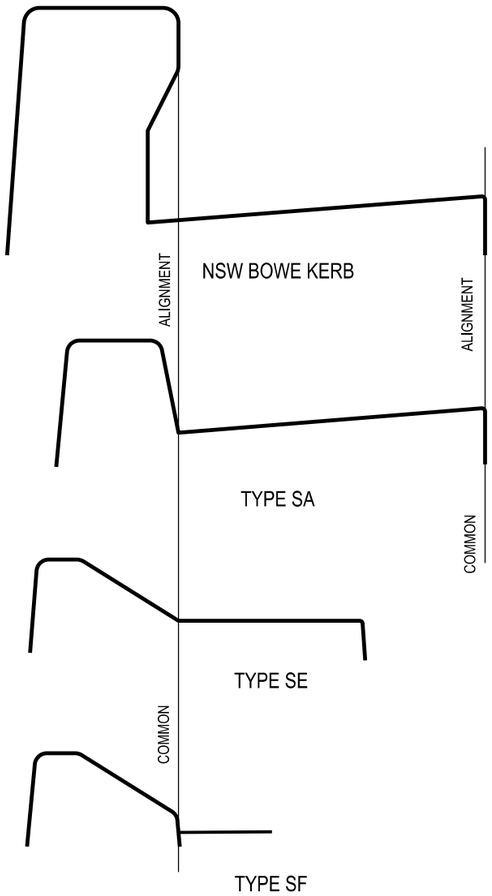


DIAGRAM SHOWING KERB ALIGNMENT

VERTICAL DIMENSIONS AS SHOWN ARE CRITICAL FOR REDIRECTIVE PERFORMANCE. NO PAVEMENT LAYER BUILD UP DIRECTLY AGAINST THE KERB PERMITTED.

CRASH TESTING HAS DEMONSTRATED REDIRECTIVE CAPACITY FOR IMPACT SPEEDS UP TO 80km/h AND 10°.

ACCEPTED FOR POSTED SPEEDS UP TO 60km/h.

ACCEPTED FOR POSTED SPEEDS UP TO 80km/h WITH A RISK ASSESSMENT IDENTIFYING WHY A ROAD SAFETY BARRIER IS NOT WARRANTED.

NOTES

1. DESIRABLE MINIMUM OFFSET TO EDGE LINE IS 500mm.
2. KERB SHALL BE DOWELLED TO CONCRETE PAVEMENT AT 500 C/C USING Ø 16 DOWELS (320 LONG, EMBEDDED 120 INTO PAVEMENT).
3. TERMINAL TREATMENT - THE KERB SHALL BE TRANSITIONED AT 10 TO 1 TO ADJACENT KERB PROFILE.
4. MINIMUM CONCRETE STRENGTH AT 28 DAYS SHALL BE 32MPa. CLEAR COVER TO REINFORCEMENT SHALL BE 50. ON CONCRETE PAVEMENT JOINTS WILL BE COMPATABLE WITH AND COINCIDE WITH JOINTS IN THE ADJOINING BASE. OTHERWISE PROVIDE JOINTS AT 4.5m.
5. ALL EDGES SHALL BE ROUNDED WITH A 25 R UNLESS SHOWN OTHERWISE.
6. KERB IS UNSUITABLE FOR INSTALLATION ADJACENT TO ONSTREET PARKING.
7. ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE.

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STANDARD DRAWING

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ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
NSW HIGH PROFILE REDIRECTIVE KERB (BOWE KERB)
INSTALLATION SECTIONS / PROFILES

SHEET 1 OF 1

STANDARD DRAWING No. R0300-12

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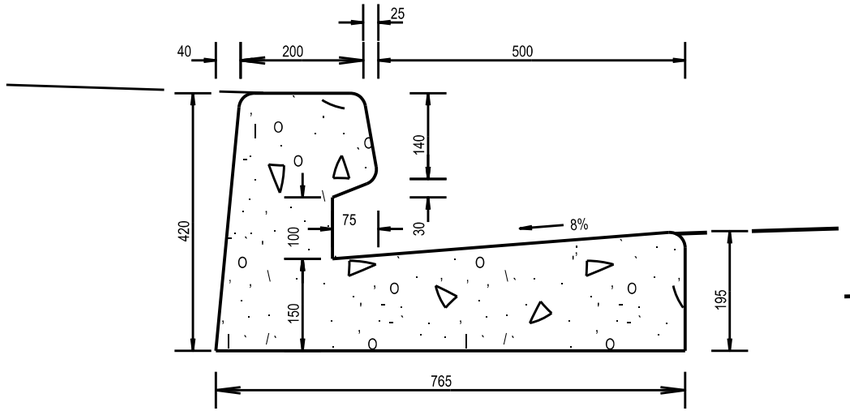
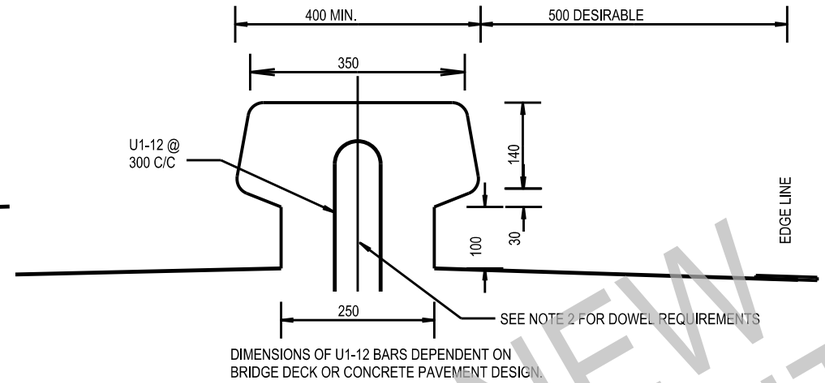
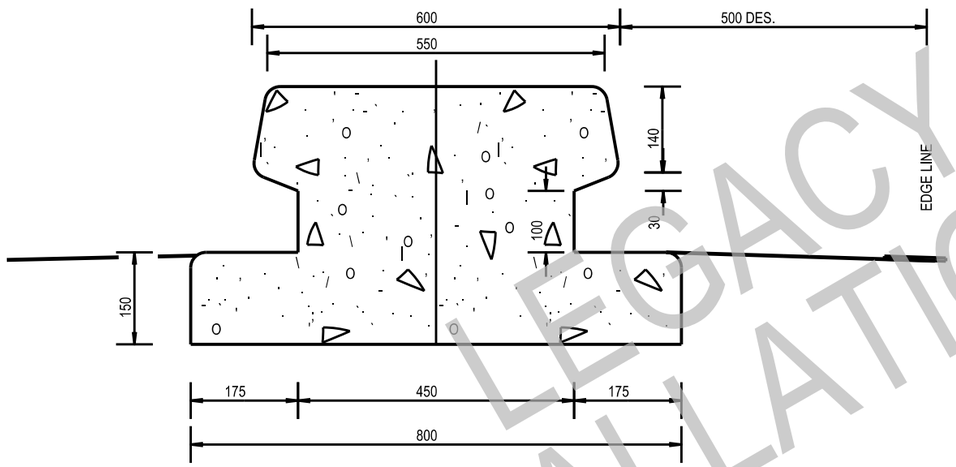


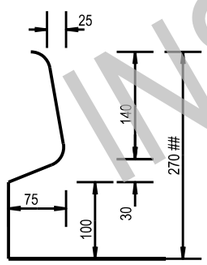
ELSHOLZ - NEARSIDE INSTALLATION



ELSHOLZ - NARROW MEDIAN
(CONC. PAVEMENT & BRIDGE DECKS)



ELSHOLZ - TYPICAL MEDIAN INSTALLATION
(FLEXIBLE PAVEMENT)



ELSHOLZ KERB PROFILE

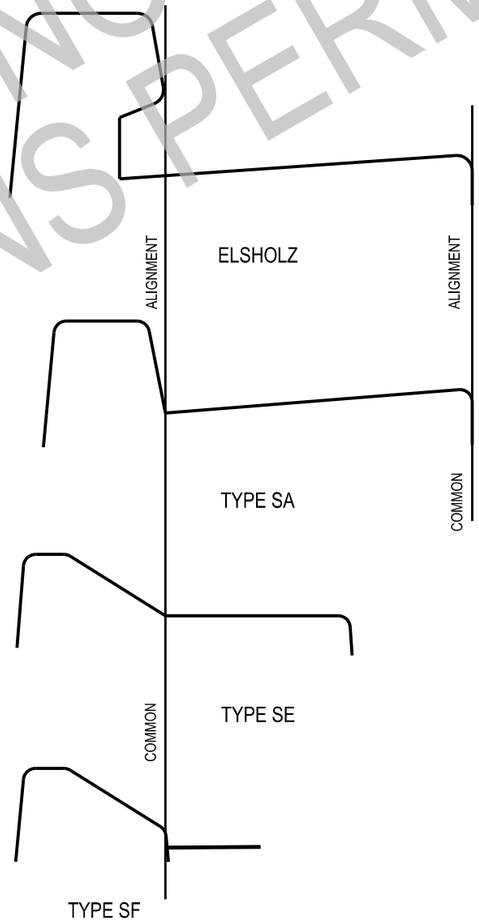


DIAGRAM SHOWING KERB ALIGNMENT

DRAWING PROVIDED FOR MAINTENANCE PURPOSES UNTIL END OF SERVICE LIFE

VERTICAL DIMENSIONS AS SHOWN ARE CRITICAL FOR THIS BARRIER'S PERFORMANCE. NO PAVEMENT LAYER BUILDUP DIRECTLY AGAINST THE KERB.

THIS IS A REDIRECTION KERB SUITABLE FOR SPEED ZONES 70 km/h OR LESS

NOTES

1. DESIRABLE MINIMUM OFFSET TO EDGE LINE - 500.
2. BARRIER SHALL BE SET IN A CONTINUOUS KEYED FOUNDATION AS SHOWN OR DOWELLED TO CONCRETE PAVEMENT AT 1000 C/C USING Ø 28 DOWELS (240 LONG).
3. TERMINAL TREATMENT - THE BARRIER SHALL BE TRANSITIONED TO A MOUNTABLE KERB IN THE MEDIAN AND TO THE TYPICAL KERB AND GUTTER SHAPE IN NEARSIDE APPLICATIONS.
4. MINIMUM CONCRETE STRENGTH AT 28 DAYS SHALL BE 32MPa. CLEAR COVER TO REINFORCEMENT SHALL BE 50. ON CONCRETE PAVEMENT JOINTS WILL BE COMPATABLE WITH AND COINCIDE WITH JOINTS IN THE ADJOINING BASE. OTHERWISE PROVIDE JOINTS AT 4.5 m.
5. STEEL BARS (U1-12) SHALL BE GRADE 250R TO AS 1302. BAR SIZE IS THE NOMINAL DIAMETER IN MILLIMETRES.
6. ALL EDGES SHALL BE ROUNDED WITH A 25 R EXCEPT AS SHOWN.

LEGACY - NO NEW INSTALLATIONS PERMITTED

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN

QR CODE	SCAN TO CHECK DOCUMENT VER.		REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL

SCALES ON A3 SIZE DRAWING

CONTACT DETAILS

SEND FEEDBACK ON THIS STANDARD DRAWING TO :
technologystandards@transport.nsw.gov.au

ISSUED
AR
DIRECTOR ROADS & TRAFFIC ENGINEERING
DATE 01.12.22

NSW GOVERNMENT Transport for NSW

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ROAD STANDARDS & TECHNOLOGY

STANDARD DRAWING

A3

ROAD DESIGN ENGINEERING
R0300 KERB AND CHANNEL SERIES
'ELSHOLZ' CONCRETE KERB MEDIAN AND NEARSIDE INSTALLATION SECTIONS / PROFILES

SHEET 1 OF 1

STANDARD DRAWING No.	REV.	STATUS	EDMS No.	ORIGINAL ISSUE DATE
R0300-13	-	ISSUED	DS2022/001005	DECEMBER 2022

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