

DEFINITIONS:

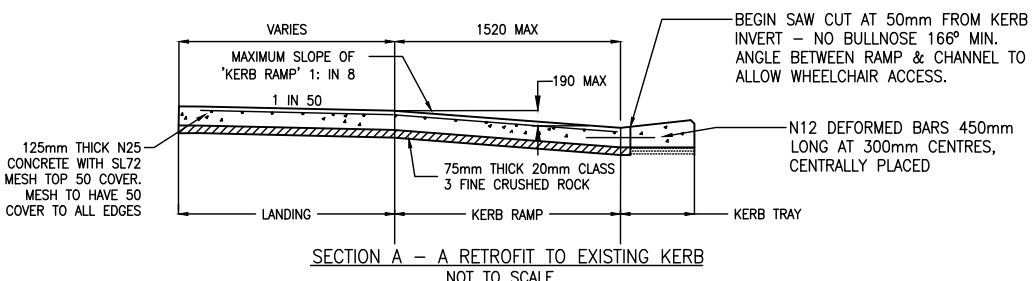
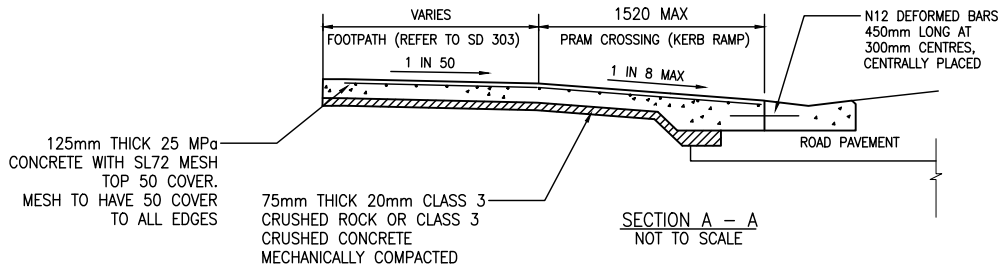
CONTINUOUS ACCESSIBLE PATH OF TRAVEL (CAPT)

- AN UNINTERRUPTED PATH OF TRAVEL TO, INTO OR WITHIN A BUILDING PROVIDING ACCESS TO ALL ACCESSIBLE FACILITIES (AS1428.1)

DIRECT CAPT

- WHERE THE KERB RAMP IS ALIGNED WITH THE BUILDING LINE AND IN DIRECTION OF TRAVEL ACROSS THE CARRIAGEWAY (REFER FIGURE ABOVE)

CONTINUOUS ACCESSIBLE PATH OF TRAVEL (CAPT)
NOT TO SCALE



INTERSECTION TYPE	ROAD TAKING PRIORITY
LOCAL - LOCAL	ROAD WITH HIGHER PEDESTRIAN TRAFFIC VOLUME, I.E. CONTINUOUS LOCAL STREET OVER DEAD END/COURT BOWL TYPE.
COLLECTOR - LOCAL	COLLECTOR ROAD
COLLECTOR - COLLECTOR	ROAD WITH HIGHER PEDESTRIAN TRAFFIC VOLUME
ARTERIAL - COLLECTOR	ARTERIAL ROAD
ARTERIAL - ARTERIAL	ROAD WITH HIGHER PEDESTRIAN TRAFFIC VOLUME

- NOTES:**
1. TACTILE GROUND SURFACE INDICATORS (TGSi's) TO BE INSTALLED AT LOCATIONS SHOWN ON THE APPROVED PLANS, IN ACCORDANCE WITH AS1428.4.
 2. ALL FINISHED SURFACES MUST COMPLY WITH AS4586 - SLIP RESISTANT CLASSIFICATION OF NEW PEDESTRIAN SURFACE MATERIALS.
 3. FOR KERB RAMP RETRO-FITTING, SAW-CUT EXISTING KERB AND DRILL IN N12 DEFORMED BARS 450mm LONG AT 300mm CENTRES, PARALLEL TO KERB.
 4. SPLAYS TO BE 1000mm WITH KERB TRANSITION, OR AT 45° IF KERB RAMP LENGTH IS LESS THAN 1000mm.
 5. CONCRETE TO BE LIGHT BROOM FINISH, UNLESS OTHERWISE SPECIFIED, WITH EDGES AND JOINTS NEATLY TOOLED AFTER THE BROOM IS APPLIED.
 6. ALL TRANSITIONS IN RAMP AND SPLAY GRADE SHALL BE SHARP, TO ASSIST PEDESTRIAN NAVIGATION.
 7. NO BULLNOSE IN THE INVERT OF KERB SHALL BE ACCEPTED.

**PEDESTRIAN CROSSING
KERB RAMP DETAILS**
NOT TO SCALE

NOT TO SCALE

AMENDMENTS		INITIALS	
DATE	DETAILS		
AUG 2023	INITIAL HUME STANDARDS UPDATE	N.A	

PEDESTRIAN CROSSING
KERB RAMP DETAILS

VERSION: A DRAWING NO: SD330