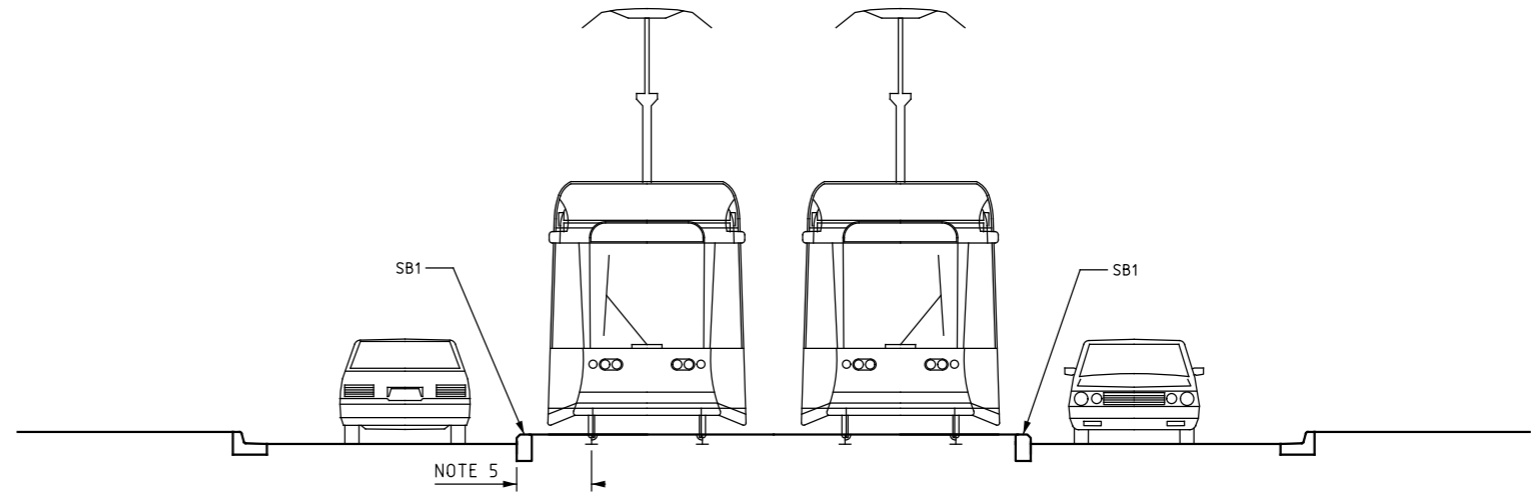
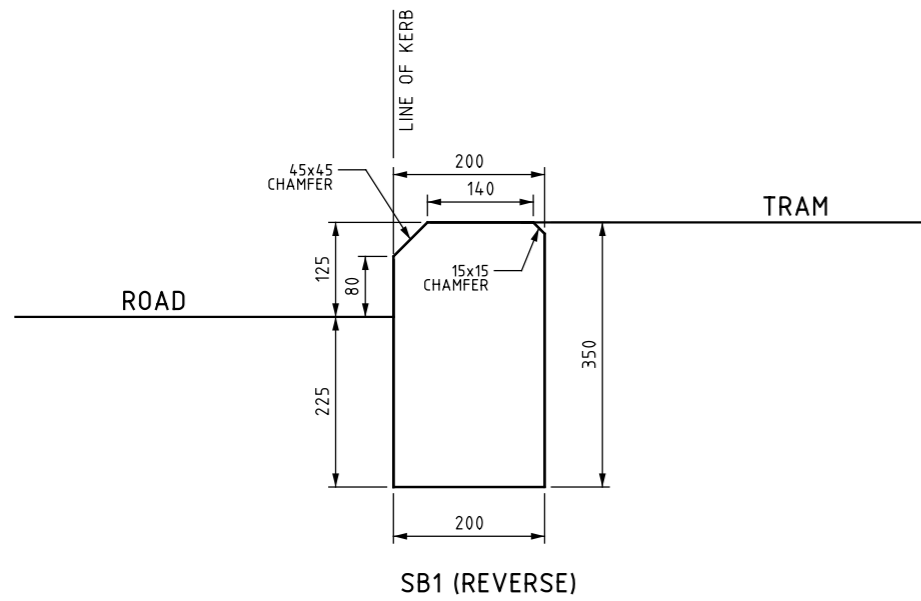
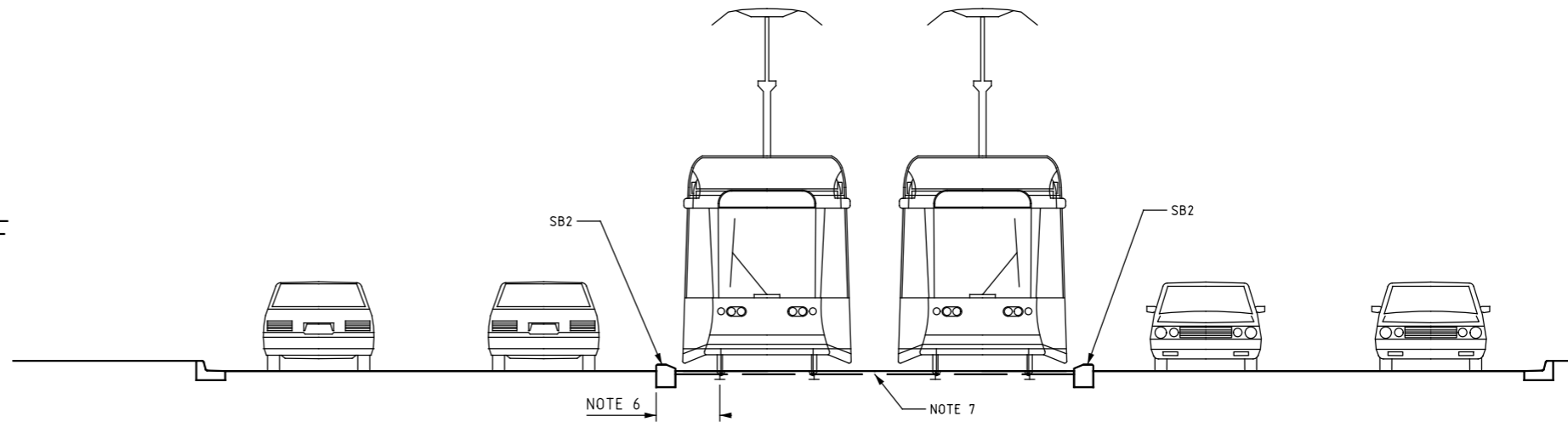
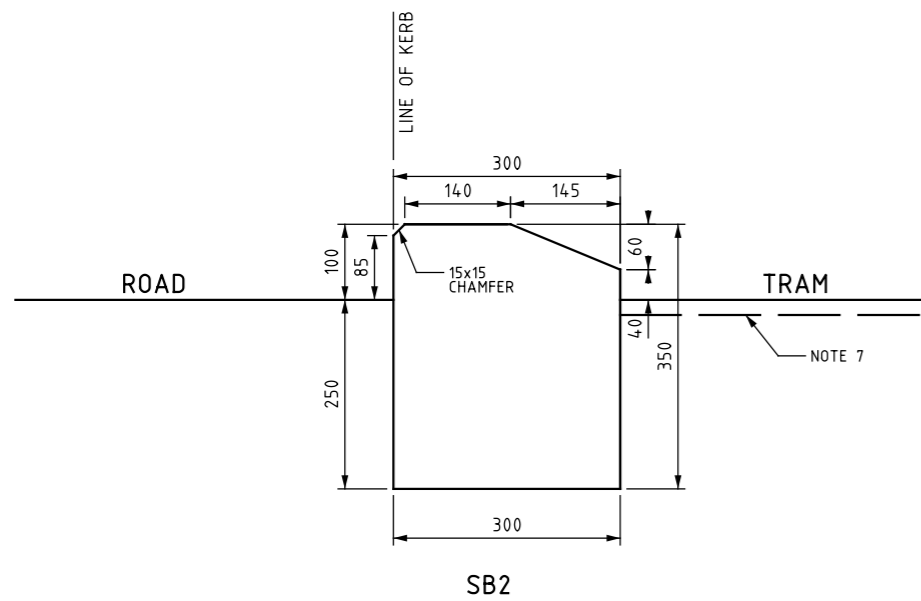


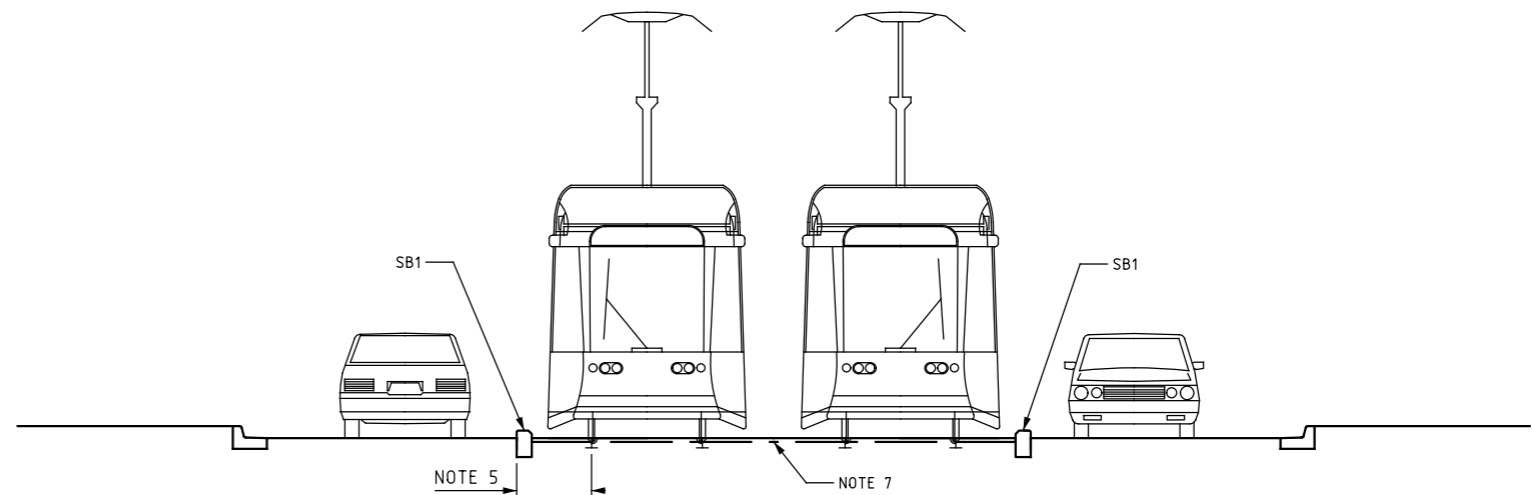
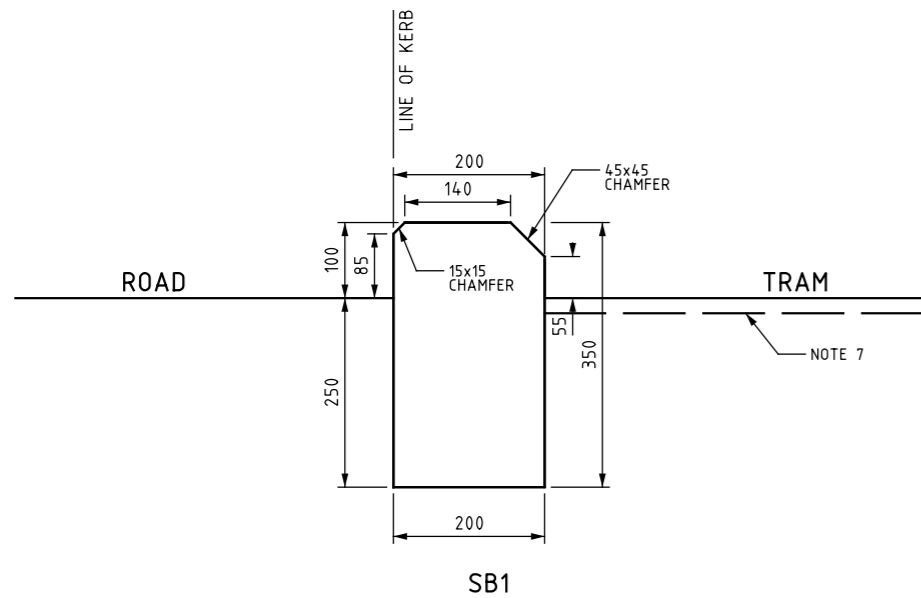
ISSUE	APPROVED BY	DATE	AMENDMENT



SB1 KERB TO BE USED WHERE TRAM CORRIDOR IS RAISED ABOVE THE ROAD 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

VICROADS DRAWING NO 720422

REFERENCES AND NOTES:

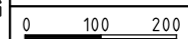
1. ALL DIMENSIONS ARE IN MILLIMETRES
2. SEPARATION BARRIER KERB TO BE CONSTRUCTED WITH BLUESTONE OR CONCRETE
3. TRANSITIONS BETWEEN KERB TYPES SHOULD BE DEVELOPED OVER ONE METRE (MIN)
4. KERBS TO BE USED ON ROADS WITH SPEED LIMITS OF 60KM/H OR LOWER (OR WITH APPROVAL).
5. FOR SB1 SEPARATION KERB, THE MINIMUM CLEAR OFFSET FROM ROAD SIDE LINE OF KERB TO THE NEAREST RAIL GAUGE LINE FOR TANGENT (STRAIGHT) TRACK TO BE 900mm. ALL OTHER GEOMETRY TO BE ASSESSED FOR SWEEP PATHS AND ASSOCIATED CLEARANCE REQUIREMENTS.

6. FOR SB2 SEPARATION KERB, THE MINIMUM CLEAR OFFSET FROM ROAD SIDE LINE OF KERB TO THE NEAREST RAIL GAUGE LINE FOR TANGENT (STRAIGHT) TRACK TO BE 950mm.
7. RED 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 COORIDOR TO INDICATE AREAS WHERE THE FINISHED LEVEL ON THE TRAM COORIDOR 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.

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**KERBS SD2003**  
 SEPARATION BARRIER KERBS  
 FOR SEPARATION BETWEEN  
 GENERAL TRAFFIC AND TRAM CORRIDORS



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04/2019

SD NO.  
 SD2003

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