KERB NOTES:

1. KERBS SHALL BE PRECAST CONCRETE KERBS COMPLYING WITH BS EN 1340 AND CLAUSE 1101 OF SPECIFICATION FOR HIGHWAY WORKS.

2. AS DESCRIBED IN CLAUSE 1101, SUB-CLAUSE 1 KERBS MAY BE LAID AND BEDDED ON MORTAR OR LAID DIRECTLY ONTO STILL PLASTIC ST2 CONCRETE BED. MIX ST2 CONCRETE KERB BEDDING SHALL BE LAID ON SUB-BASE AND SHALL BE A MINIMUM THICKNESS OF 150mm. SUB-BASE SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150mm THICKNESS. RECOMPACT DISTURBED SUB-BASE PRIOR TO CONSTRUCTION OF KERB BASE. FOR FOOTWAYS, FOOTPATHS AND CYCLEWAYS EDGING TYPES WILL GENERALLY BE 50mm x 150mm BEDDED AND SURROUNDED WITH CONCRETE ST2.

3. WHERE EXCAVATION INTO EXISTING CARRIAGEWAY IS REQUIRED, A TRENCH SHALL BE EXCAVATED OF SUFFICIENT DEPTH AND WIDTH TO ACCOMMODATE THE COMPLETE BASE, BED AND BACKING OF THE KERB TYPE SCHEDULED WHILST PROVIDING SUFFICIENT SPACE FOR THE NECESSARY USE OF MECHANICAL LIFTING APPARATUS.

4. WHERE IT IS REQUIRED TO LAY KERBS TO RADII LESS THAN 12 METRES, HYDRAULICALLY PRESSED RADIUS KERBS TO THE APPROPRIATE RADIUS SHALL BE USED AND CONSIDERATION SHALL BE GIVEN TO THE USE OF SHORTER KERBS WHERE THE ALIGNMENT REQUIRES SUCH KERBS TO ACHIEVE A SATISFACTORY LINE WITHOUT LARGE JOINTS. GRANITE KERBS MAY BE REQUIRED IN CONSERVATION AREAS.

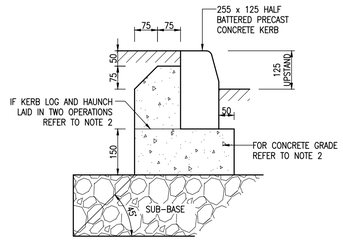
5. THE MAXIMUM GAP BETWEEN KERBS SHALL BE 3mm. ANY GAP WIDER THAN 3mm SHALL BE FLUSH POINTED WITH CEMENT MORTAR.

6. THE APPROPRIATE 914mm LONG PRECAST CONCRETE TRANSITION KERB SHALL BE INSTALLED AT EACH CHANGE IN KERB TYPE, TIE-INS TO EXISTING AND TERMINATIONS.

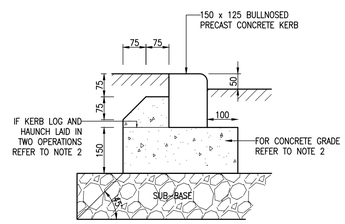
7. INSTALLATION OF DOWEL BARS MAY ALSO BE INSTRUCTED BY THE ENGINEER AT LOCATIONS WHERE STANDARD KERBS ARE CONSIDERED TO BE VULNERABLE TO DAMAGE CAUSED BY VEHICLE IMPACT.

8. THE MINIMUM LENGTH OF ANY CUT KERB SHALL BE 450mm.

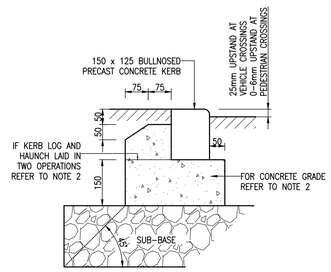
9. THE KERB UPSTANDS SHALL BE 100mm UNLESS OTHERWISE STATED.



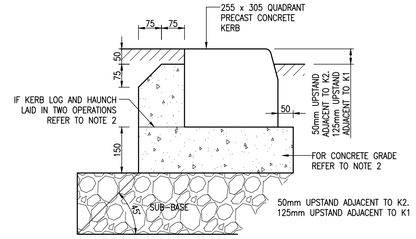
HALF BATTERED KERB (K1)
SCALE 1:10



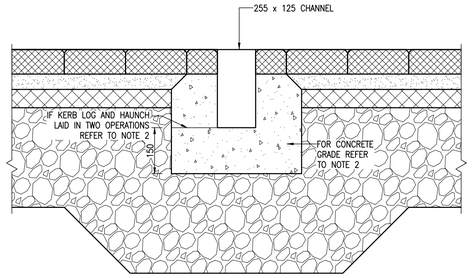
50mm UPSTAND BULLNOSED KERB (K2)
SCALE 1:10



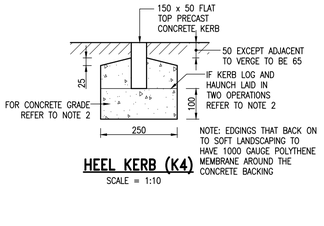
BULLNOSED DROP KERB (K3)
SCALE 1:10



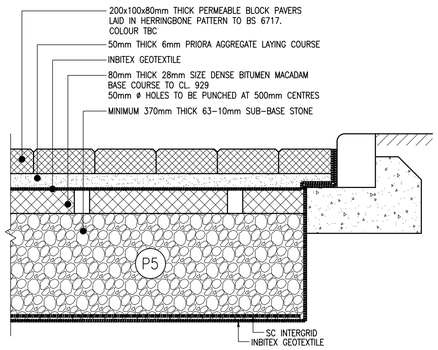
QUADRANT KERB (Q)
SCALE 1:10



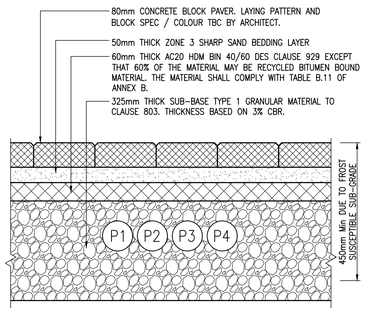
CHANNEL BLOCK (K5)
SCALE 1:10



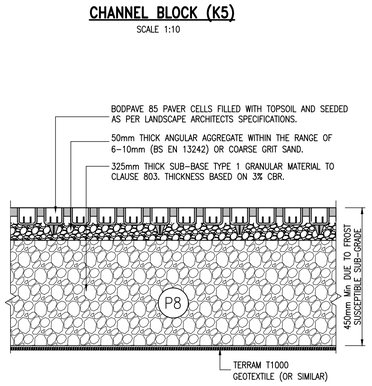
HEEL KERB (K4)
SCALE = 1:10



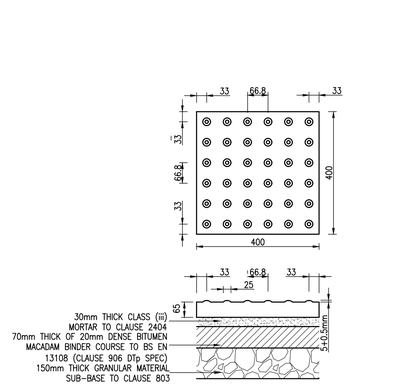
POROUS BLOCK PAVED VEHICULAR AREA. PAVING TYPE P5
SCALE 1:10



STANDARD BLOCK PAVED VEHICULAR AREAS. PAVING TYPE P1, P2, P3 AND P4
SCALE 1:10

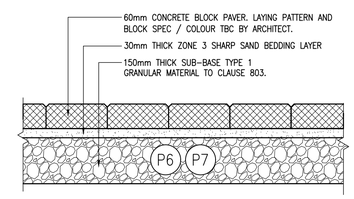


BODPAVE 85 VEHICULAR AREAS. PAVING TYPE P8
SCALE 1:10

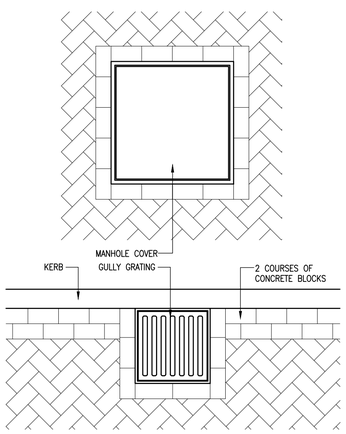


PLAN AND PROFILE OF TACTILE PAVING
NOT TO SCALE

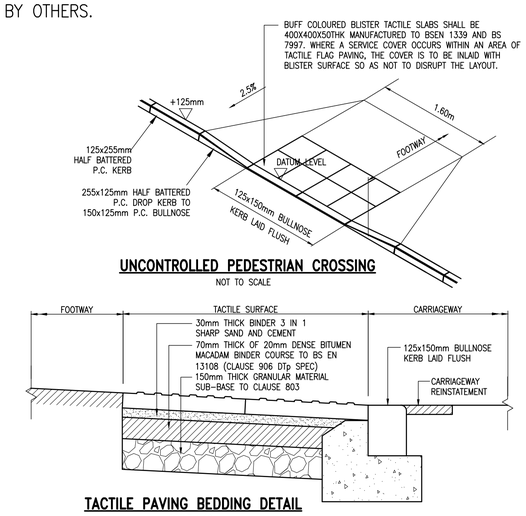
NOTE:
ALL PAVING PRODUCTS TO BE CONFIRMED BY OTHERS.



BLOCK PAVED PEDESTRIAN AREAS PAVING TYPE P6 AND P7
SCALE 1:10



BLOCK PAVING AROUND IRONWORK
SCALE 1:20



UNCONTROLLED PEDESTRIAN CROSSING
NOT TO SCALE

TACTILE PAVING BEDDING DETAIL
SCALE 1:10

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3. DO NOT SCALE THIS DRAWING. THE CONTRACTOR IS TO BRING TO THE NOTICE OF THE ENGINEER ANY DISCREPANCIES CONTAINED IN THIS DRAWING PRIOR TO WORK COMMENCEMENT.

4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST SUB-CONTRACTORS DRAWINGS AND THE SPECIFICATION.

5. ALL SETTING OUT TO BE IN ACCORDANCE WITH THE ARCHITECTS DRAWINGS. ANY DISCREPANCIES BETWEEN THE ENGINEERS AND THE ARCHITECTS DRAWINGS TO BE REFERRED TO THE ARCHITECT BEFORE PROCEEDING. DIMENSIONS MUST NOT BE SCALED.

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AS - BUILT

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AB1	16/09/26	REVISED TO AS-BUILT STATUS	EB

Project: ADUR CIVIC CENTRE, SHOREHAM

Client / Architect: PMC

HGP

Title: ROAD CONSTRUCTION DETAILS

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date	drawn	checked	scale	size	project no.	drawing no.	revision
OCT 23	AJV	MD	See Drg	A1	10721	258	AB1