



STANDARD DETAILS

02-KERBS

NOTES - KERBS

DRAWING NUMBER

Drawing

SD 02-001

Revision

F

Drawn by

RB

Scale

NTS

Date Drawn

OCT 2016

The typical details shown are for precast concrete kerbing with bituminous pavements. Some variations in the details may be necessary for other types of kerbing and in particular for other types of pavements.

1. KERB FACES shall be:
Full kerbs 125mm
Vehicular drop kerbs 25mm
Pedestrian drop kerbs flush (0-6mm)
2. FULL-LENGTH KERBS shall be used wherever possible. Cut kerbs where unavoidable shall be at least 300mm long and cut with a saw or disc-cutter.
3. Purpose made TRANSITION KERBS shall be used to change from one kerb type to another. Proprietary double-length transitions are required.
4. Purpose made RADIUS KERBS & CHANNELS shall be used for radii of less than 12m. Proprietary internal or external angle kerbs shall be used to form right-angles in areas of PCC kerbing. Mitring of PCC kerbs is not acceptable on external angles. Small radius kerbs and quadrants, cut if necessary, may be used to form corners.
5. Kerbing shall be laid CLOSE-BUTTED with 2mm gaps. Mortared joints are not acceptable.
6. FOUNDATION:- Kerbs shall be laid directly on a concrete Class ST1 race or alternatively on a 12mm thick Class 1 mortar bed on the concrete Class ST1 race. The kerb race shall be laid on rolled sub-base at least 100mm thick.
7. DELAYS:- If there is more than 24 hours delay between laying the foundation and placing haunching, the joint shall be painted with a cement slurry before haunching. Dowel bars may be required (20dia. MS 200 long at 450 c/c, 300 long for safety kerbs and bus kerbs).
8. CHANNELS are required if longitudinal gradient of road is less than 1 in 120 (0.833%).
9. DUST SUPPRESSION shall be used when disc-cutting any concrete or masonry item.
10. Depth of kerb race concrete class ST1 to be 150mm.
11. Cover to haunching to suit surface course.
12. No epoxy repairs permitted. All damaged kerbs to be replaced.