

GENERAL NOTES:

- All dimensions are in metres unless otherwise stated.
- For curves greater than 12m and less than 21m the kerbs will either be the exact radius or 600mm straights.
- On new construction the minimum depth of concrete under there kerb shall be 150mm. On construction where the combined thickness of wearing course, base course and road base exceeds 280mm the concrete depth shall be increased as per note 9 on Drg No SD/ 7/ 1A.
- The kerb face shall be 125mm unless otherwise specified or as directed by the engineer.
- The height of the dropped kerb above the wearing course shall be as follows:-
 Private vehicular Accesses 25mm
 Agricultural accesses 25mm
 Flush dropped crossings 0-6mm*
 for pedestrians, cycleways (CFC)
 *Where significant problems of surface water run off are anticipated from the carriageway to the footway/ private land the detail on Drg No SD/ 11/ 8 shall be used instead of Bullnose BN kerbs and additional gullies provided.
- Where footways are constructed in block pavers or precast concrete slabs the top of the kerb and the top of the kerb backing shall be increased to allow the slab/ paver to be laid with the specified sand layer thickness.
- For the information or where drawings refer to BS EN 1339:2003 designations the following equivalence table shall be used:-

| Kerb type BS EN 1340 Ref | Former BS340 designation |
|--------------------------------|-----------------------------|
| BN | PC2(a) |
| SP | PC5 |
| HB2 | PC7 |
| HB3 | PC7a |
| CS1 | PC8 |
| EF | PC11 |

COMBINED KERB AND DRAINAGE SYSTEMS (COMKADS)

- Where COMKADS are proposed or where alternative COMKADS are proposed other than specified, the developer/ contractor shall provide the following for approval:-
 - Design calculations based on manufacturers design standards;
 - Details and spacings of outfalls, silt traps, access covers etc;
 - Standard details showing construction and laying specification.

Combined drainage systems shall be of a two part kerb unit comprising of a 'U' shaped base channel and a top unit incorporating inlets on the carriageway face. The system should also have a range of units to allow for laying around curves from 6m radius through to straight.

The bearing between the top and bottom units should have a minimum width of 50mm each side of the channel unit. A class 1 mortar bed shall completely fill the whole of the joint between top and bottom units. The top units should be tamped into position within 6mm of the true vertical alignment, the depth of the resulting mortar bed shall be 6mm to 20mm.

The end faces of each channel block shall be applied with an approved compatible bituminous mastic sealant in accordance with the manufacturers recommendations and specifications.

The system shall have suitable transitions to standard kerb profiles and appropriate methods of dealing with dropped accesses, silt trap, rodding points and outfall covers should be hinged, or incorporated appropriate tamper proof covers.

The contractor should carry out necessary measures to prevent pavement construction materials entering into the inlets. The system shall be jetted on completion of the works, as per clause 516 of the specification.

- Where granite kerbing is specified the dimensions of the concrete base and backing used for precast kerbing shall be adopted.

| Rev. | Description | Drawn | Ch'kd | Auth | Date |
|------|-------------|-------|-------|------|------|
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|---------------|--|---------------------------------|--|--|---------|-------|------------|
| Project | | Highway Construction Details | | | Project | Drawn | Date |
| Status | | Kerbs, Footways And Paved Areas | | | JLS | JLS | 12/06/2020 |
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| Drawing No. | | SD/11/01a | | | JP | JP | JLS |
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