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100 WIDE PRIMROSE YELLOW INTERMITTENT (600 LONG 300 GAP) SAFETY LINE.

FULL HEIGHT KERBS (SEE NOTES 3 AND 4)

STANDARD KERB FACE.

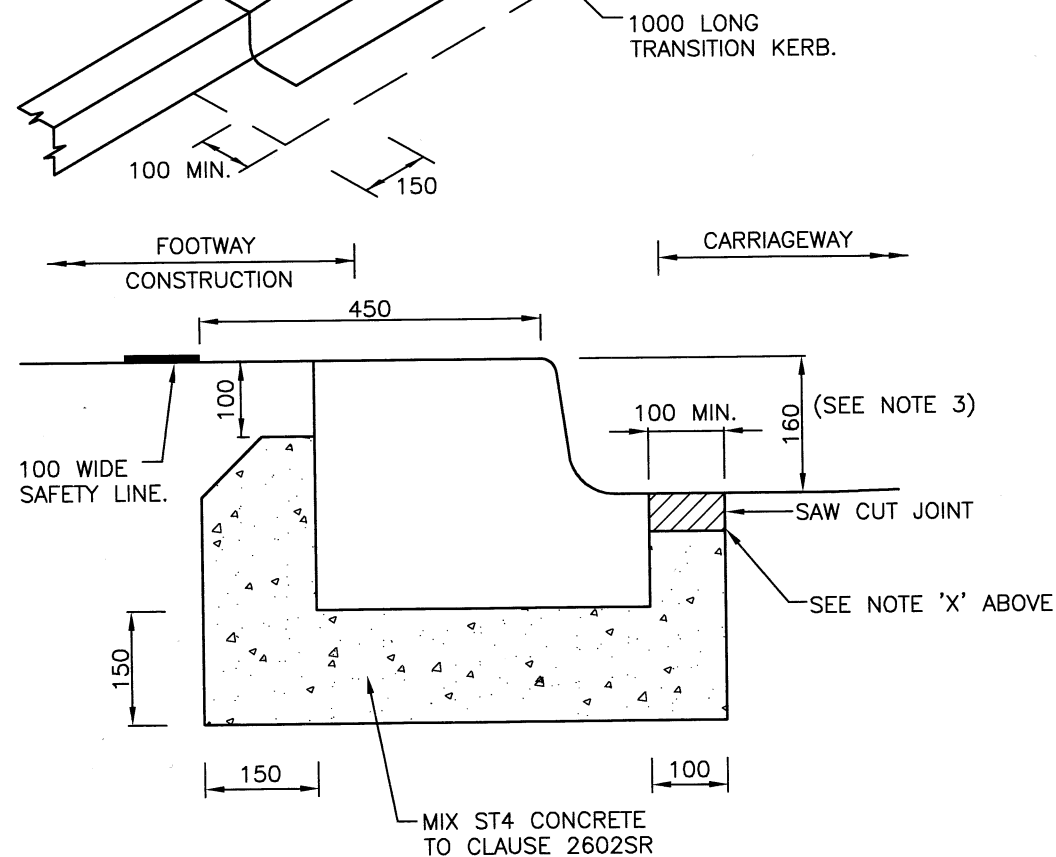
1000 LONG TRANSITION KERB.

NOTE 'X'

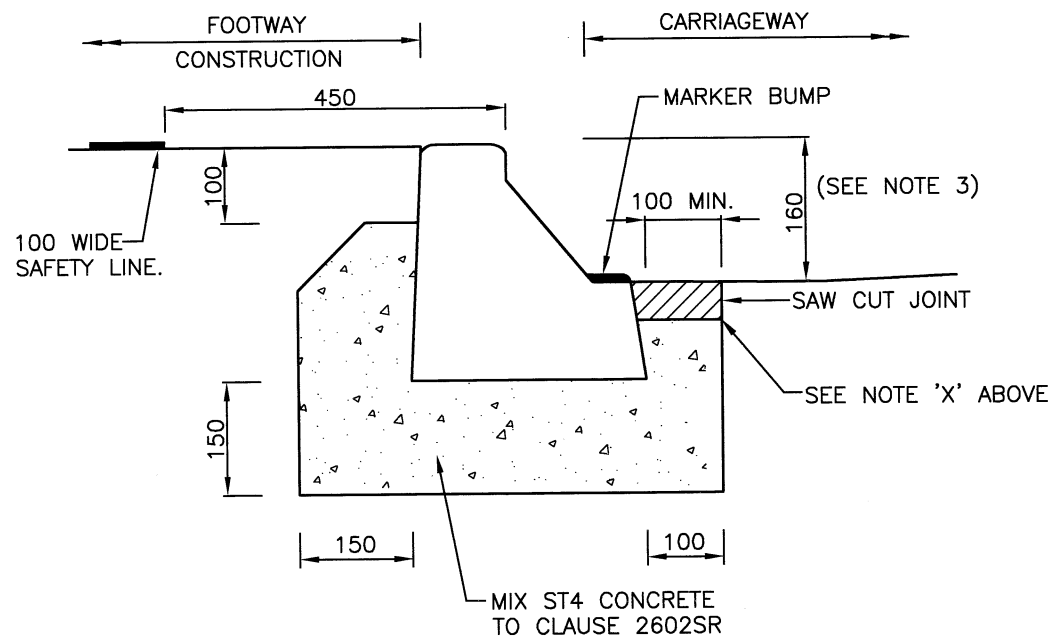
WHERE BUS ACCESS KERBS ARE TO BE INSTALLED IN EXISTING CARRIAGEWAY, THE SURFACE COURSE SHALL BE REINSTATED WITH HRA 15/10F SURF 40/60, TO MATCH DEPTH OF EXISTING SURFACE COURSE (MINIMUM 40). THE EXISTING SURFACE COURSE SHALL BE SAW CUT, WITH BITUMINOUS SURFACES AND VERTICAL JOINTS TREATED IN ACCORDANCE WITH CL. 903. MINIMUM WIDTH OF REINSTATEMENT = 100. MAXIMUM WIDTH OF REINSTATEMENT = 300. THE SURFACE OF THE KERB BED AND EXISTING CARRIAGEWAY SHALL BE BOND COATED IN ACCORDANCE WITH APPENDIX 7/4 & BS EN 13808.

ANY CHANNEL BLOCKS PRESENT SHALL BE REMOVED OVER THE EXTENT OF THE BUS ACCESS KERBS.

TYPICAL LAYOUT (KASSEL KERB SHOWN)



CONSTRUCTION DETAIL KASSEL KERB



CONSTRUCTION DETAIL CHARCON ACCESS KERB

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. BUS ACCESS KERBS SHALL BE KASSEL KERBS BY BRETT LANDSCAPING OR ACCESS KERBS BY CHARCON OR EQUIVALENT.
3. FULL KERB HEIGHT SHALL HAVE A 160 UPSTAND.
4. THE OVERALL LENGTH OF THE FULL HEIGHT KERBS SHALL BE AS SHOWN ON THE LAYOUT DRAWINGS.
5. DETAILS OF FOOTWAY CONSTRUCTION AT THE BUS STOP SHALL BE AS SHOWN ON THE LAYOUT DRAWINGS.
6. ALL BUS ACCESS KERBS WITHIN A CONTRACT SHALL BE FROM ONE MANUFACTURER.
7. AS DESCRIBED IN CLAUSE 1101, SUB-CLAUSE 1, KERBS MAY BE LAID AND BEDDED ON MORTAR IN ACCORDANCE WITH CLAUSE 2601 OR LAID DIRECTLY ONTO THE CONCRETE BED. THE TYPE OF MORTAR SHALL BE APPROVED BY THE OVERSEEING ORGANISATION.
8. MIX ST1 CONCRETE KERB BEDDING TO CLAUSE 2602SR SHALL BE LAID ON SUBBASE AND SHALL BE A MINIMUM THICKNESS OF 150. SUBBASE SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150 THICKNESS. RECOMPACT DISTURBED SUBBASE PRIOR TO CONSTRUCTION OF KERB BASE.
9. WHERE EXCAVATION INTO EXISTING CARRIAGEWAY IS REQUIRED A TRENCH SHALL BE EXCAVATED OF SUFFICIENT DEPTH AND WIDTH TO ACCOMMODATE THE COMPLETE BED AND BACKING OF THE KERB TYPE SCHEDULED.
10. WHERE INSTALLED WITHIN A RUN OF EXISTING KERBING, ADJACENT KERBS SHALL BE ADJUSTED UP OR DOWN TO TIE IN WITH THE BUS ACCESS TRANSITION KERBS.

REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CONSULTANT

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SCHEME

STANDARD DETAILS

DRAWING TITLE

TYPICAL DETAIL OF BUS ACCESS KERBS

HCC CADplot: 18.Sep.2015 at 2:03pm		
DRAWN	CHECKED	SCALE @ A3
MC	WW, WW	N.T.S
CAD	APPROVED	DATE
MC	CP	July 2015
DRG No.	REVISION	
HCC10/C/035	-	