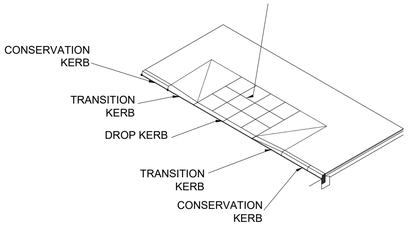
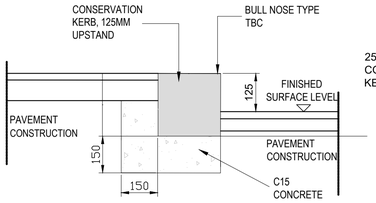
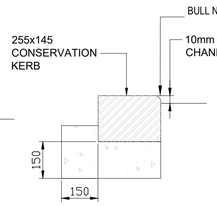
KERBING DETAILS (NTS)



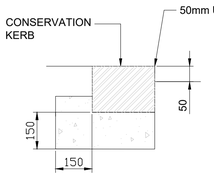
PEDESTRIAN DROPPED CROSSING CONSTRUCTION



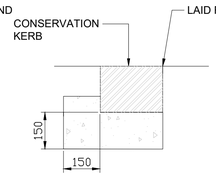
K1 - CONSERVATION KERB DETAIL
KERB BASE, BACKING AND KERB LAID AT SAME TIME



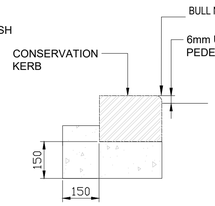
K2- CONSERVATION KERB
UPSTAND: 10mm
SCALE - 1:10



K3 - CONSERVATION EDGING KERB
50MM UPSTAND TO BACK OF FOOTWAY



K4 - FLUSH LAID CONSERVATION KERB

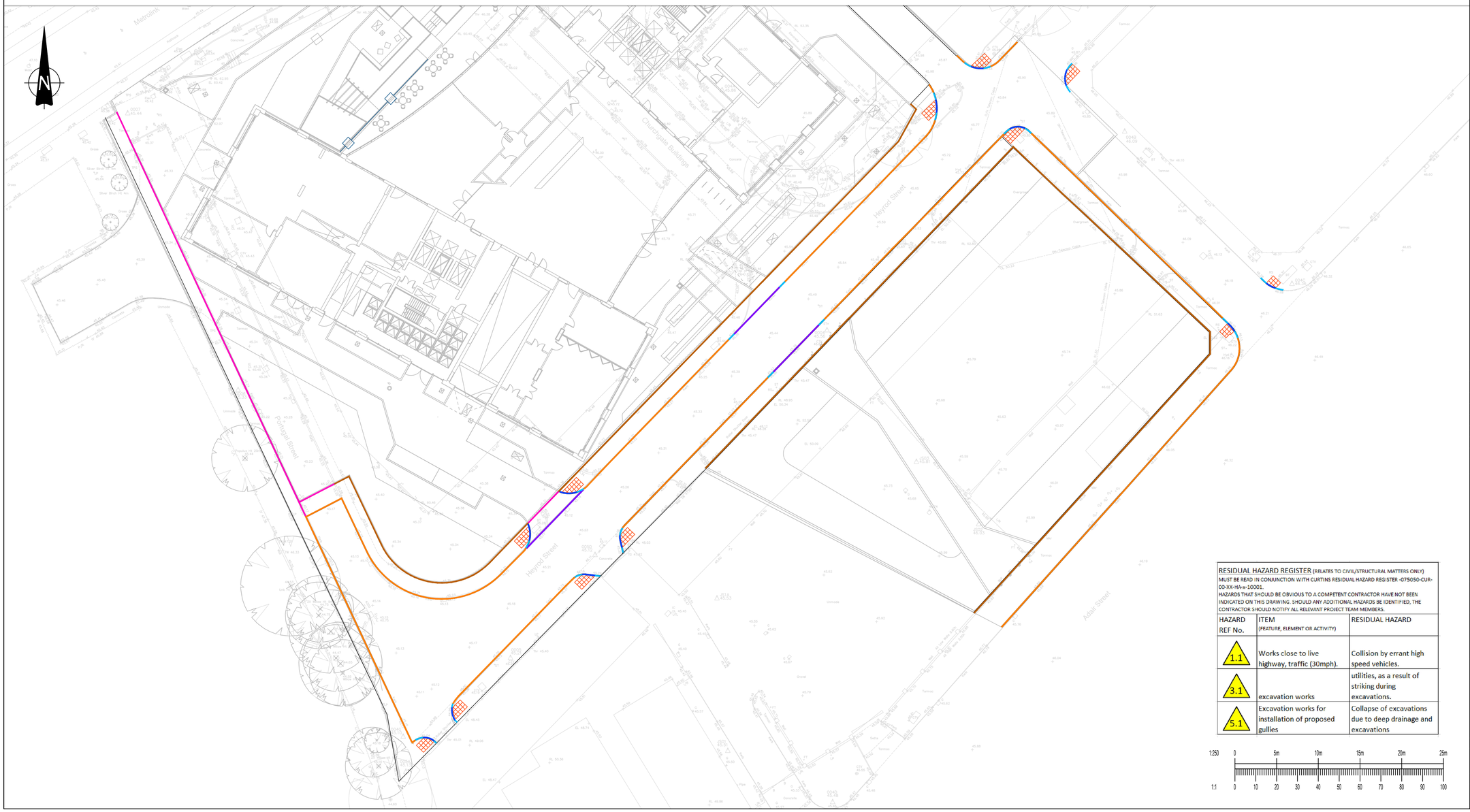


K6 - CONSERVATION KERB
UPSTAND: 6mm
SCALE - 1:10



K7 - TK - CK to BN TRANSITION KERB

NOTE: ALL CONSERVATION KERBS TO ARCHITECTS SPECIFICATION



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. HIGHWAY LAYOUT SHOWN IS SUBJECT TO S278/38 AGREEMENT WITH THE LOCAL AUTHORITY.
6. STREET LIGHTING DESIGN TO BE CARRIED OUT BY OTHERS.
7. ON-SITE LAYOUT TO BE CONFIRMED BY THE ARCHITECT.
8. ALL SIGNS AND ROAD MARKINGS ARE TO BE INSTALLED TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
9. ALL MATERIAL WITHIN 450mm OF THE FINISHED SURFACE LEVEL IS TO BE NON-FROST SUSCEPTIBLE.
10. THE LINE AND LEVEL OF ALL NEW KERBING IS TO TIE IN WITH THE EXISTING AT EACH END OF THE SCHEME EXTENT.
11. UTILITY SURVEY AND DIVERSIONS TO BE UNDERTAKEN BY OTHERS.

KEY

- K1
- K2
- K3
- K4
- K6
- K7

RESIDUAL HAZARD REGISTER (RELATES TO CIVIL/STRUCTURAL MATTERS ONLY)
MUST BE READ IN CONJUNCTION WITH CURTINS RESIDUAL HAZARD REGISTER -075050-CUR-00-XX-HA-x-10001.
HAZARDS THAT SHOULD BE OBVIOUS TO A COMPETENT CONTRACTOR HAVE NOT BEEN INDICATED ON THIS DRAWING. SHOULD ANY ADDITIONAL HAZARDS BE IDENTIFIED, THE CONTRACTOR SHOULD NOTIFY ALL RELEVANT PROJECT TEAM MEMBERS.

HAZARD REF No.	ITEM (FEATURE, ELEMENT OR ACTIVITY)	RESIDUAL HAZARD
1.1	Works close to live highway, traffic (30mph).	Collision by errant high speed vehicles.
3.1	excavation works	utilities, as a result of striking during excavations.
5.1	Excavation works for installation of proposed gullies	Collapse of excavations due to deep drainage and excavations

1:250 0 5m 10m 15m 20m 25m
1:1 0 10 20 30 40 50 60 70 80 90 100

Rev:	Description:	Date:	By:	Chkd:
P08	UPDATED TO RSA 1/2 COMMENTS	02/04/24	RB	HS
P07	UPDATED BASED ON COMMENTS	18/01/24	JS	RB
P06	ARCHITECTS LAYOUT UPDATED	05/01/24	JS	RB
P05	ARCHITECTS LAYOUT UPDATED	21/11/23	EBR	RB
P04	UPDATED KERBING DETAILS	20/07/22	RB	AR
P03	UPDATED TO LATEST ARCHITECT'S LAYOUT	07/07/22	EBR	RB
P02	UPDATED AS PER MCC COMMENTS	26/05/22	TK	RB
P01	FOR APPROVAL	05/04/22	RB	AR

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Status: S278 APPROVAL

Project: PORTUGAL STREET

Drg Title: KERBING LAYOUT

Project No:	Size:	Date:	Drawn By:	Designed By:	Checked By:
080851	A1	05/04/22	TK	RB	AR
	Scale: 1:250				

Project Code: Originator: Volume: Level: Type: Role: Category / Number: Rev:

080851 - CUR - 00 - XX - DR - C - 95004 - P08

\\ma-fs-1\Projects\080001 - 081000\080851 - Portugal Street, Manchester S278\04-Production\4A-Models Drawings\C\CAD\S278\