ISO A1 594mm x 841mm

KERBS - Table 1

KERB TYPE	Fig No. NA.1 (BS EN 1340)	SIZE(mm)	DESCRIPTION	REF
A	(c)	150 x 305	Half battered 1	HB1
B	-	150 x 305	Bullnosed	-
C	(d)	125 x 255	Half battered 2	HB2
D	-	125 x 255	Bullnosed	-
E	(b)	125 x 255	45° splayed	SP
F	(e)	125 x 150	Half battered 3 (centre)	HB3
G	(a)	125 x 150	Bullnosed (centre)	BN
H	-	125 x 150	45° splayed (centre)	-
Z	-	380 x 415	Containment kerb	-

EDGINGS - Table 2

KERB TYPE	Fig No. NA.3 (BS EN 1340)	SIZE(mm)	DESCRIPTION	REF
A	(a)	50 x 150	Round top	ER
B	(b)	50 x 150	Square	EF
C	(c)	50 x 150	Bullnosed	EBN
A	(a)	50 x 200	Round top	ER
B	(b)	50 x 200	Square	EF
C	(c)	50 x 200	Bullnosed	EBN

CHANNEL - Table 3

KERB TYPE	Fig No. NA.1 (BS EN 1340)	SIZE(mm)	DESCRIPTION	REF
A	(f)	255 x 125	Square	CS1
B	(g)	150 x 125	Square	CS2
C	-	150 x 150	Square	-
D	-	305 x 150	Bullnosed	-
E	-	255 x 125	Bullnosed	-
F	(h)	255 x 125	Dished (205x25 dish)	CD

TRANSITION AND DROPPER KERBS - Table 4

KERB TYPE	Fig No. NA.2 (BS EN 1340)	SIZE(mm)	DESCRIPTION	REF
I	(a)	125 x 255 to 125 x 180	Half battered to 45° splayed	TL
J	(a)	125 x 180 to 125 x 255	Splayed to half battered	TR
K	(b)	125 x 255 to 125 x 150	Half battered to bullnosed	DL1
L	(b)	125 x 150 to 125 x 255	Bullnosed to half battered	DR1
M	-	125 x 255 to 125 x 180	45° splayed to bullnosed	-
N	-	125 x 180 to 125 x 255	Bullnosed to 45° splayed	-
T1	(c)	125 x 255 to 125 x 150	Half battered to bullnosed	DL2
T2	(c)	125 x 150 to 125 x 255	Bullnosed to half battered	DR2

QUADRANT AND ANGLE KERBS - Table 5

KERB TYPE	Fig No. NA.3 (BS EN 1340)	SIZE(mm)	DESCRIPTION	REF
A	(d)	305 x 255	Bullnosed	QBN1
B	(d)	305 x 255	Half battered	QHB1
C	(d)	305 x 255	45° splayed	QSP1
D	(d)	455 x 255	Bullnosed	QBN2
E	(d)	455 x 255	Half battered	QHB2
F	(d)	455 x 255	45° splayed	QSP2
-	(e)	Internal angle 125 x 255	Bullnosed	BN IA
-	(e)	Internal angle 125 x 255	45° splayed	SP IA
-	(e)	Internal angle 125 x 255	Half battered	HB IA
-	(f)	External angle 125 x 255	Bullnosed	BN XA
-	(f)	External angle 125 x 255	45° splayed	SP XA
-	(f)	External angle 125 x 255	Half battered	HB XA

NOTES
1. All dimensions are in millimetres unless otherwise stated.

2. All precast concrete kerbs, channels and edging kerbs are to be manufactured in accordance with BS EN 1340: 2003 Concrete Kerb Units. Requirements and Test Methods.

3. Dimension "A" varies according to depth of surfacing, binder, base and according to the upstand specified. If sub-base is less than 160 below kerb then kerb base is to be let into sub-base sufficiently to allow "A" to be a minimum of 150.

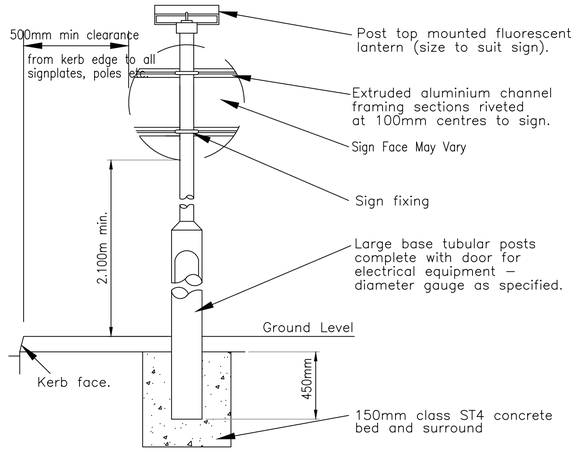
4. Workmanship and materials to be in accordance with Clause 1101 of the Specification for Highways, Volume 1.

5. Dimension "B", the width of channel base, is to be the same as the width of channel used.

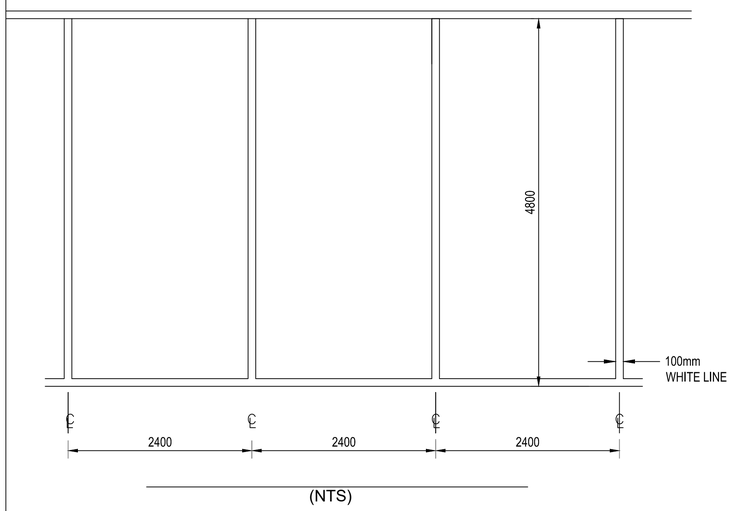
6. Additional bed and haunch Grade ST4 concrete is to be provided where channel adjoins verge.

7. Joint between kerb and existing carriageway to be filled and sealed with an approved sealant.

8. All kerbs and channels are to be transported and positioned by mechanical means.



TYPICAL ROAD SIGN DETAILS
(NTS)



TYPICAL PARKING BAY DETAILS
(NTS)

Notes:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE RELEVANT DRAWINGS AND SPECIFICATIONS.
2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE MANCHESTER CITY COUNCIL HIGHWAYS DETAILS - C-, D-, F-, K- & L- SERIES AND ALL OTHER RELEVANT STANDARD DETAILS.
3. DRAWING TO BE USED FOR INFORMATION PURPOSES.
4. IF RECEIVED ELECTRONICALLY, IT IS THE RECIPIENTS RESPONSIBILITY TO PRINT TO THE CORRECT SCALE. ONLY WRITTEN DIMENSIONS SHALL BE USED.
5. ALL MATERIALS AND WORKMANSHIP TO BE IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS UNLESS STATED OTHERWISE.
6. CONCRETE SHALL HAVE SULPHATE RESISTANCE CLASS OF AC1 DS-1 UNLESS STATED OTHERWISE.
7. SUB-BASE AND GRANULAR FILL MATERIAL SHALL NOT BE LAID DIRECTLY ONTO EXISTING BITUMINOUS MATERIALS. AFFECTED BITUMINOUS LAYERS SHALL BE EXCAVATED AND THE RESULTANT VOID FILLED WITH THE APPROPRIATE FREE DRAINING GRANULAR MATERIAL.
8. DOWEL BARS SHALL BE REQUIRED WITH STANDARD KERBS IN CIRCUMSTANCES WHERE THE KERBS ARE VULNERABLE
9. CONTRACTOR TO SCAN/CHECK THE PROPOSED LOCATIONS FOR ANY UNDERGROUND SERVICES PRIOR TO START OF ANY CONSTRUCTION WORK.
10. THE EXISTING SURFACE TO BE TRIMMED BY THE MINIMUM AMOUNT OF COLD-MILLING (PLANING) TO A DEPTH WHICH WILL ALLOW THE SPECIFIED THICKNESS OF NEW PAVEMENT CONSTRUCTION.
11. COLD-MILLING (PLANING) AND REINSTATEMENT OF BITUMINOUS BOUND FLEXIBLE PAVEMENT TO BE IN ACCORDANCE WITH MCHW 700.
12. CONSTRUCTION JOINT BETWEEN NEW AND EXISTING PAVEMENT CONSTRUCTION SHOULD BE SEALED IN ACCORDANCE WITH CLAUSE 903 OF SHW AND RESISTANT TO WATER INGRESS TO PREVENT FORMATION OF CRACKING.
13. THE PAVEMENT CONSTRUCTION INDICATED IS AN OUTLINE DESIGN FOR BUDGETARY PURPOSES ONLY. THE DESIGN MAY CHANGE AS THE DESIGN DEVELOPS.
14. HIGHWAY PAVEMENTS HAVE BEEN DESIGNED FOR 2 MILLION STANDARD AXLES.
15. PAVEMENTS ARE BASED ON AN ASSUMED MINIMUM CBR VALUE OF 5%. THIS SHALL BE VERIFIED DURING CONSTRUCTION.
16. EQUIVALENT NEW ROAD PAVEMENT CONSTRUCTION IS PERMITTED IN ACCORDANCE WITH DMRB HD 26/06 AND IAN 73/06.
17. ALL KERBS ARE TO BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS AND GUIDELINES.
18. SUB FORMATION FOR NEW PAVEMENT CONSTRUCTION TO BE TESTED TO DETERMINE CBR VALUES AT 50m CENTRES (MIN). SOFT SPOTS TO BE REMOVED AND REPLACED WITH SUFFICIENT CAPPING OR SUBBASE TO ACHIEVE REQUIRED CBR VALUE.
19. PROPOSED FOOTWAYS TO BE CONSTRUCTED OVER EXISTING HARD-STANDING AREAS SHALL BE OVERLAID AND REGULATED WITH BINDER (IN LINE WITH FOOTWAY SURFACING SPECIFICATION) TO A DEPTH 20mm BELOW FINISHED SURFACE LEVEL. NO GRANULAR SUB BASE SHALL BE INSTALLED.
20. BITUMINOUS MATERIALS SHALL BE LAID IN ACCORDANCE WITH BS 594987.
21. TACK COATS IN ACCORDANCE WITH CLAUSE 920 OF THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAYS WORKS ARE TO BE APPLIED BETWEEN ALL BITUMINOUS LAYERS.
22. WHERE SITE CONDITIONS DO NOT PERMIT ADEQUATE ROLLING OF THE CAPPING, SUB-BASE AND BASE LAYERS THEN THESE SHALL BE REPLACED WITH CONCRETE TO CLAUSE 1001 TABLE 10/1 AS DIRECTED BY THE ENGINEER.
23. IN THE CASE OF FOOTWAYS ADJACENT TO BUILDING FRONTAGES, ATTENTION SHOULD BE PAID TO THE BUILDING DAMP PROOF COURSE (DPC) LEVEL. NEW FOOTWAYS SHOULD BE SET AT LEAST 150mm BELOW THE DPC, WHERE FOOTWAYS ARE BEING RECONSTRUCTED THE LEVEL OF THE BACK OF THE FOOTWAY SHOULD IDEALLY BE NO HIGHER THE ORIGINAL. IF AN INCREASE IN THE LEVEL IS PROPOSED CONSIDERATION SHALL BE GIVEN TO THE POSSIBLE IMPACT ON THE BUILDING'S DPC. ALTERNATIVE OR ADDITIONAL DPC TREATMENTS MAY NEED TO BE AGREED WITH THE BUILDING OWNER.
24. KERB BACKING NORMALLY BROUGHT UP TO 50mm BELOW TOP OF KERB, BUT WHERE FINAL SURFACE OF FOOTWAYS IS SLAB PAVING, KERB BACKING SHALL FINISH 75mm BELOW TOP OF KERB. FOR BLOCK PAVED FOOTWAYS THE DETAIL RELEVANT FOR A KERB TYPE TO BE AS SPECIFIED.
25. MORTAR JOINTS BETWEEN KERBS NOT TO BE PROVIDED UNLESS SPECIFIED. GAPS BETWEEN KERBS TO BE 1-2mm. WHERE MORTAR JOINTING IS SPECIFIED, EXPANSION JOINTS TO BE PROVIDED THROUGH KERBS, BED AND BACKING AT 15m CENTRES WHEN LAID ADJACENT TO OR ON CONCRETE PAVEMENT.

Rev:	Date:	Description:
R1	04.07.23	Issued for Information.

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Project:
Proposed Development, New Dwellings, 1515 Ashton Old Road, Manchester
Client:
KMM Homes Ltd
Drawing Title:
Pavement & Kerbing Details - Sheet 3

Scale (@ A1):	Drawn by:	Chkd by:	Aprvd by:
As shown.	BP	CLS	AJF

Drawing Number:	Date:	Rev:
23065-AJF-ZZ-ZZ-DR-C-015	July 2023	R1

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