

KERB NOTES:

1. KERBS SHALL BE PRECAST CONCRETE KERBS COMPLYING WITH BS EN 1340 AND CLAUSE 1101 OF SPECIFICATION FOR HIGHWAY WORKS.

2. MIX ST2 CONCRETE KERB BEDDING SHALL BE LAID ON SUB-BASE AND SHALL BE A MINIMUM THICKNESS OF 150mm. SUB-BASE SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150mm THICKNESS. RECOMPACT DISTURBED SUB-BASE PRIOR TO CONSTRUCTION OF KERB BASE. FOR FOOTWAYS, FOOTPATHS AND CYCLEWAYS EDGING TYPES WILL GENERALLY BE 50mm x 150mm BEDDED AND SURROUNDED WITH CONCRETE ST2.

3. WHERE EXCAVATION INTO EXISTING CARRIAGEWAY IS REQUIRED, A TRENCH SHALL BE EXCAVATED OF SUFFICIENT DEPTH AND WIDTH TO ACCOMMODATE THE COMPLETE BASE, BED AND BACKING OF THE KERB TYPE SCHEDULED WHILST PROVIDING SUFFICIENT SPACE FOR THE NECESSARY USE OF MECHANICAL LIFTING APPARATUS.

4. WHERE IT IS REQUIRED TO LAY KERBS TO RADII LESS THAN 12 METRES, HYDRAULICALLY PRESSED RADIUS KERBS TO THE APPROPRIATE RADIUS SHALL BE USED AND CONSIDERATION SHALL BE GIVEN TO THE USE OF SHORTER KERBS WHERE THE ALIGNMENT REQUIRES SUCH KERBS TO ACHIEVE A SATISFACTORY LINE WITHOUT LARGE JOINTS. GRANITE KERBS MAY BE REQUIRED IN CONSERVATION AREAS.

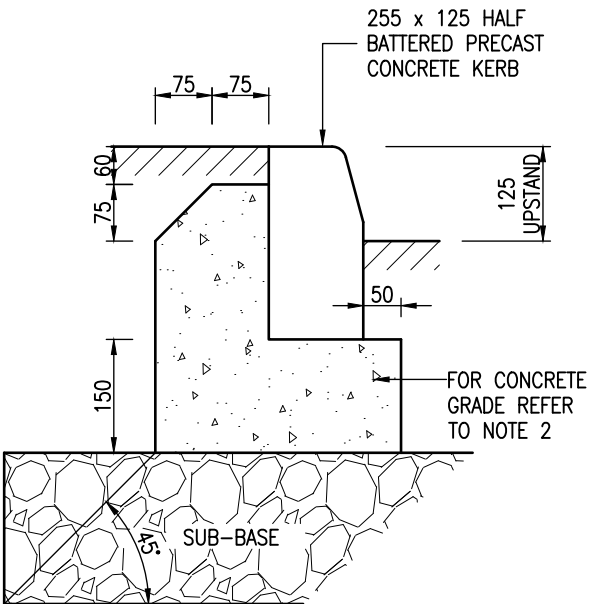
5. THE MAXIMUM GAP BETWEEN KERBS SHALL BE 3mm. ANY GAP WIDER THAN 3mm SHALL BE FLUSH POINTED WITH CEMENT MORTAR.

6. THE APPROPRIATE 914mm LONG PRECAST CONCRETE TRANSITION KERB SHALL BE INSTALLED AT EACH CHANGE IN KERB TYPE, TIE-INS TO EXISTING AND TERMINATIONS.

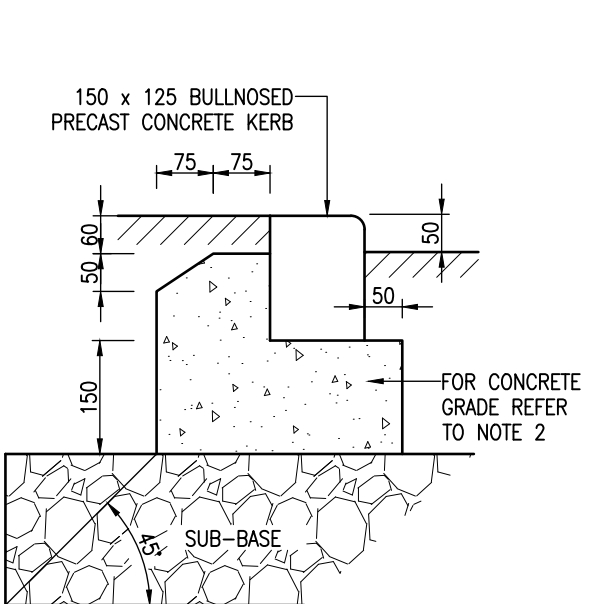
7. INSTALLATION OF DOWEL BARS MAY ALSO BE INSTRUCTED BY THE ENGINEER AT LOCATIONS WHERE STANDARD KERBS ARE CONSIDERED TO BE VULNERABLE TO DAMAGE CAUSED BY VEHICLE IMPACT.

8. THE MINIMUM LENGTH OF ANY CUT KERB SHALL BE 450mm.

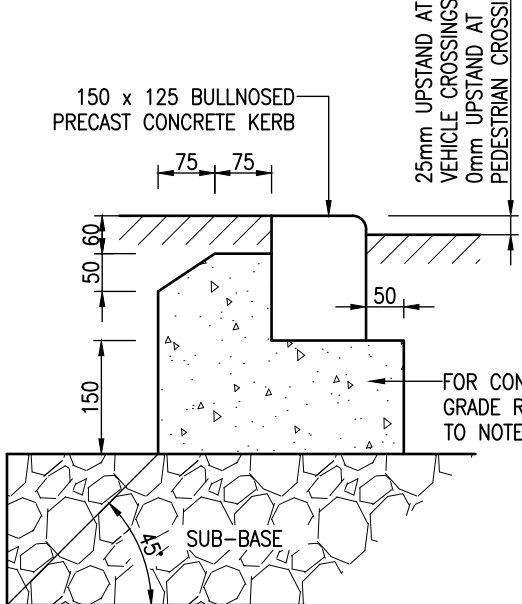
9. THE KERB UPSTANDS SHALL BE 100mm UNLESS OTHERWISE STATED.



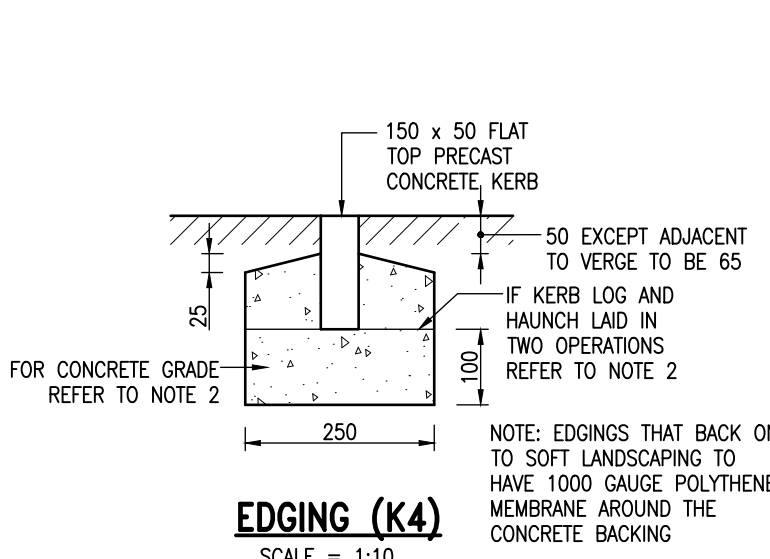
ADOPTABLE
HALF BATTERED KERB (K1)
SCALE 1:10



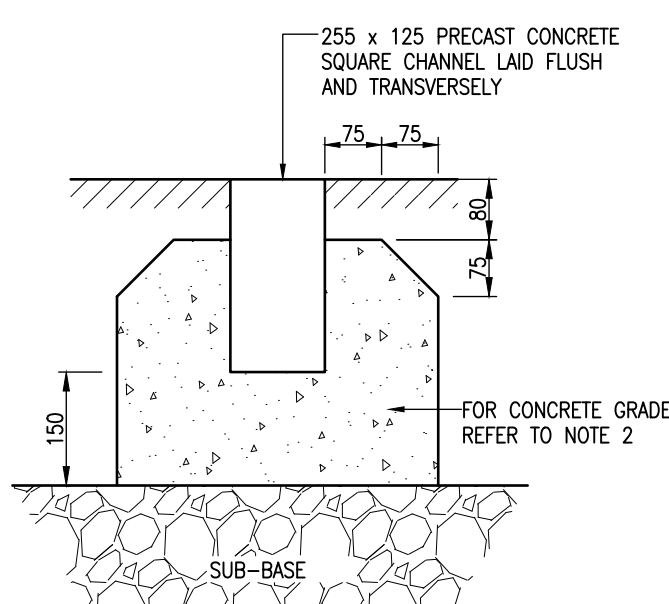
50mm UPSTAND BULLNOSED KERB (K2)
SCALE 1:10



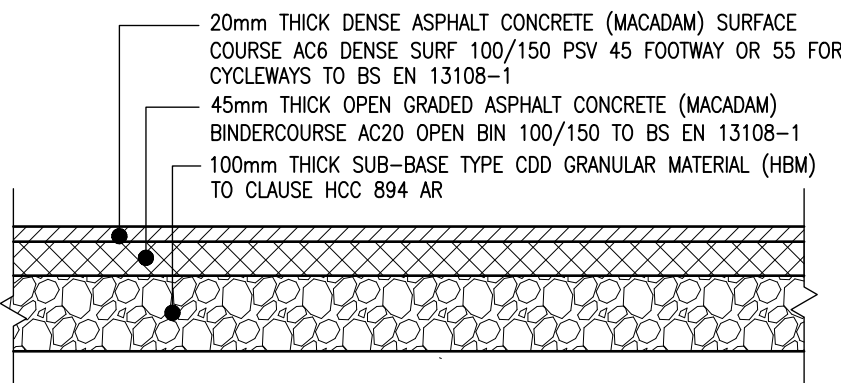
BULLNOSED DROP KERB (K3)
SCALE 1:10



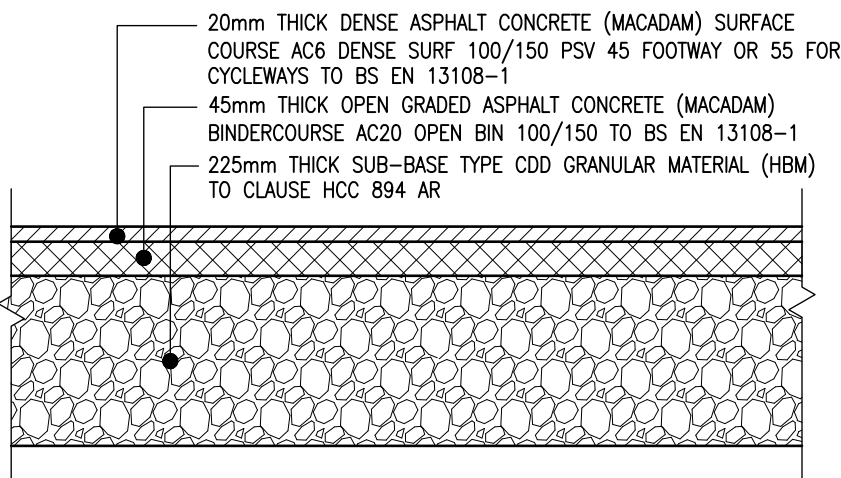
EDGING (K4)
SCALE = 1:10



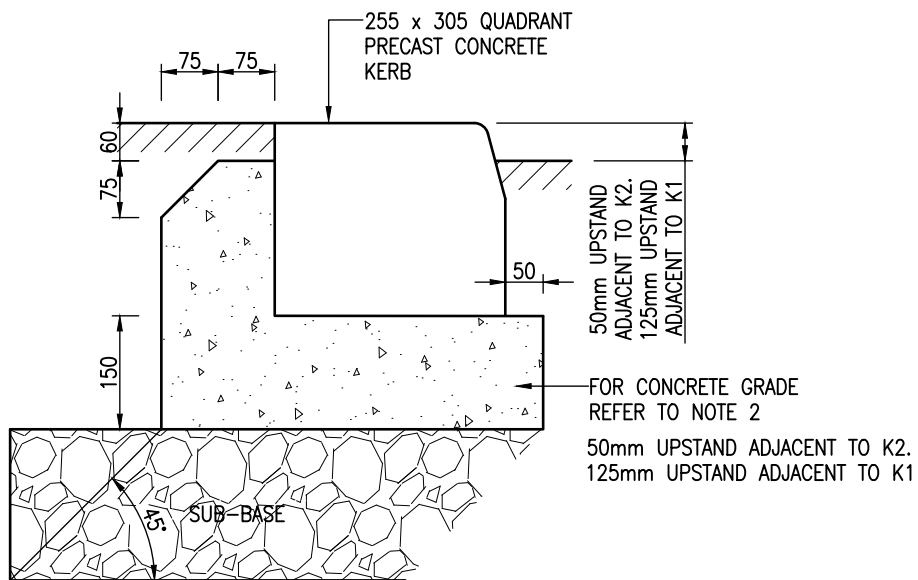
SQUARE CHANNEL (K5)
SCALE 1:10



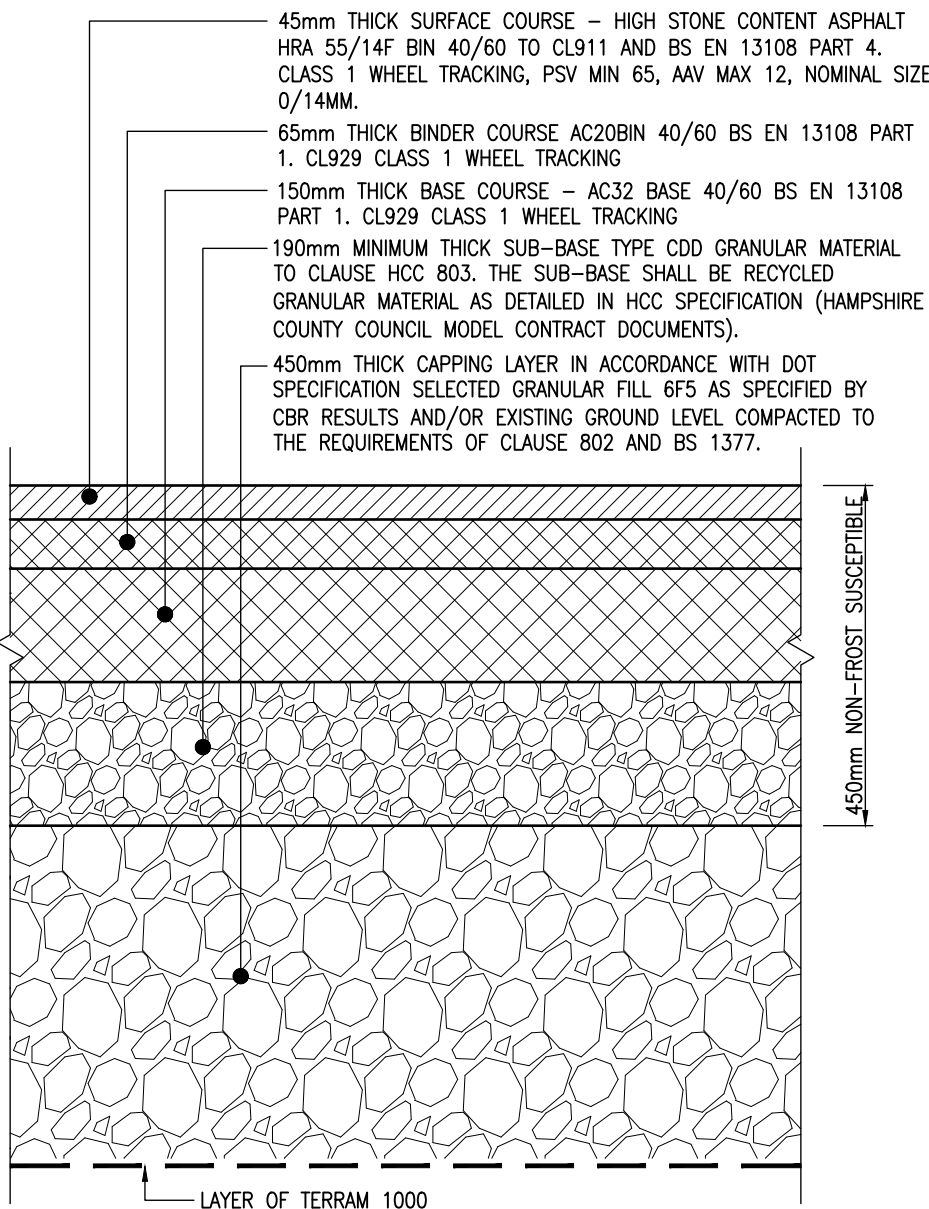
ASPHALT FOOTWAY / FOOTPATH
CONSTRUCTION PAVING TYPE P4
SCALE 1:10



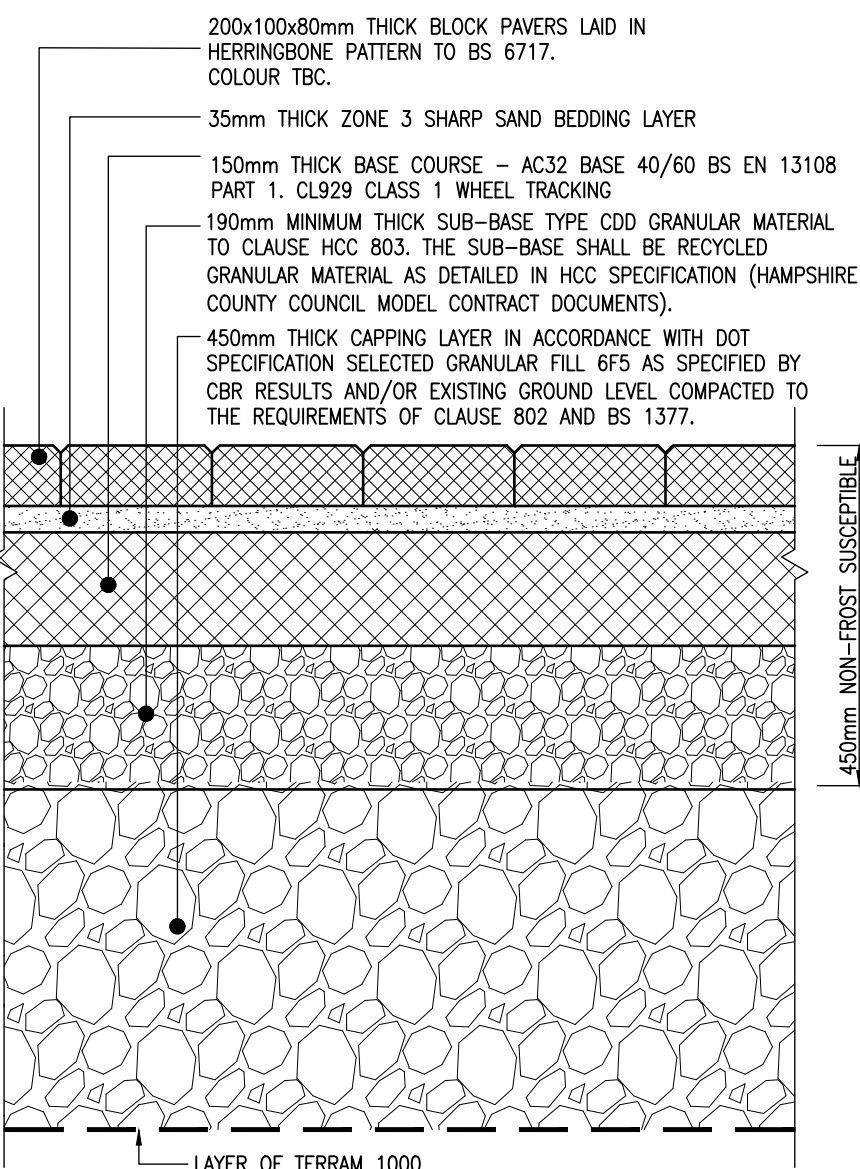
ASPHALT VEHICULAR CROSSEOVERS
PAVING TYPE P5
SCALE 1:10



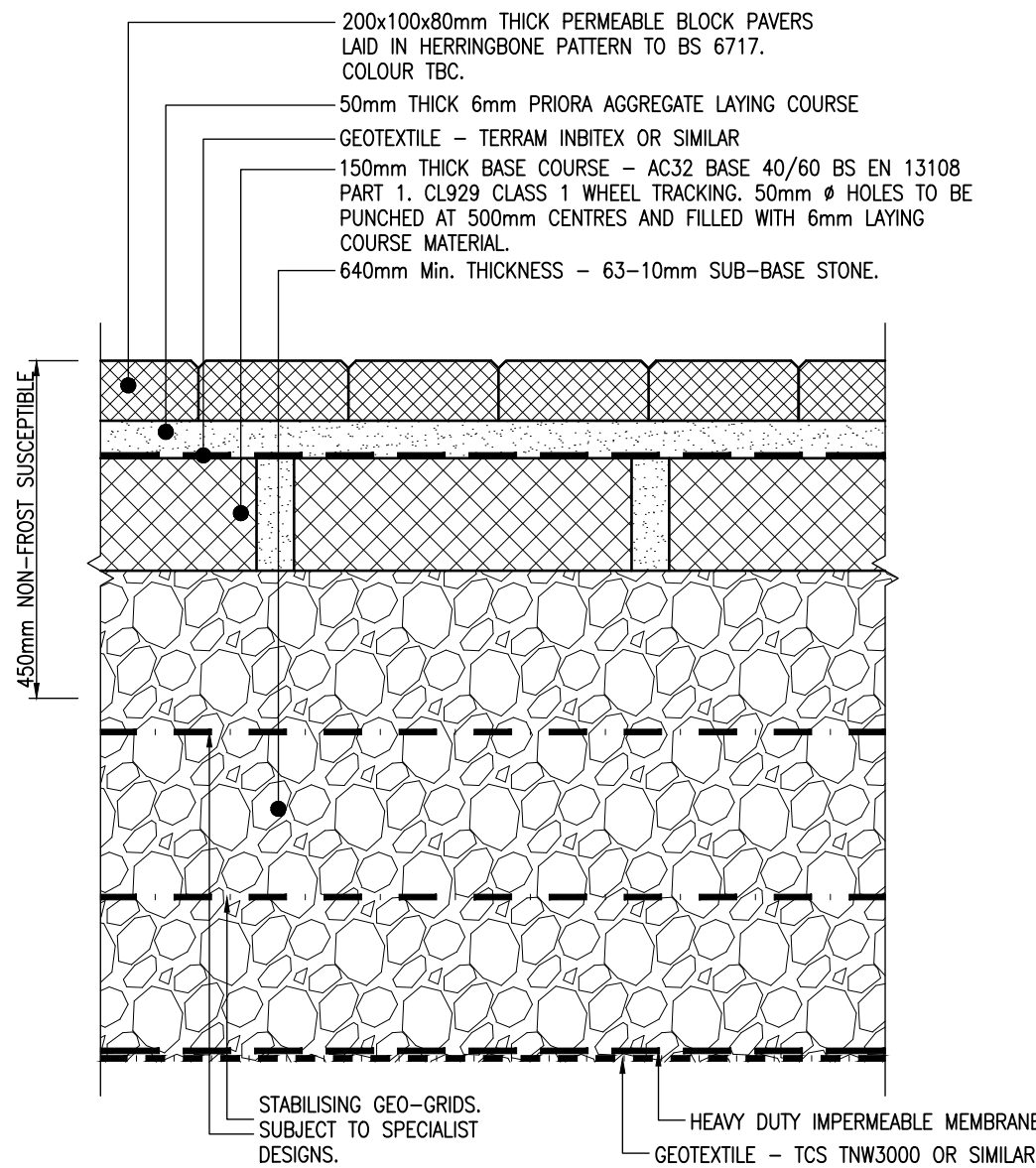
QUADRANT KERB (Q)
SCALE 1:10



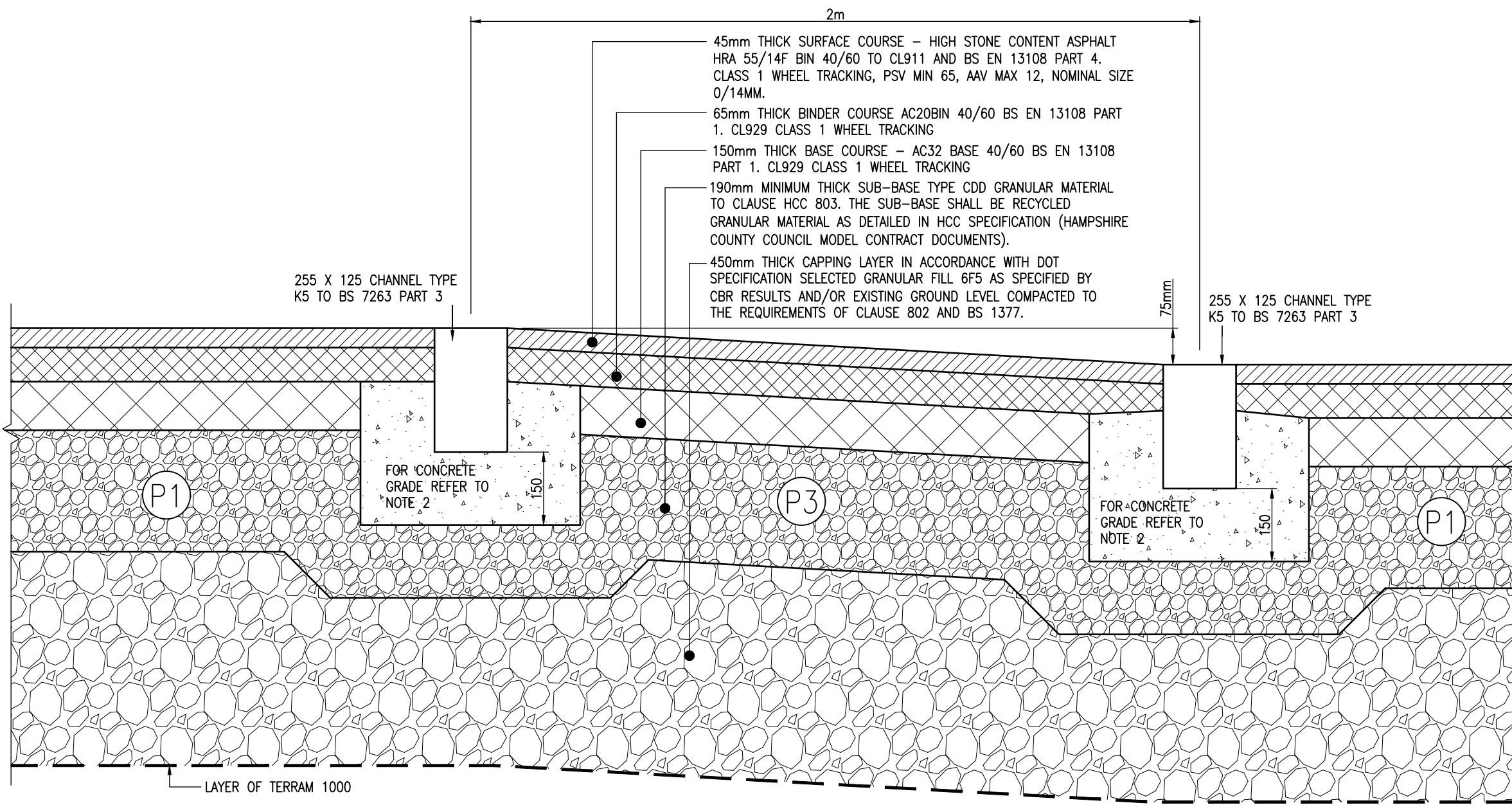
ASPHALT CARRIAGEWAY CONSTRUCTION
PAVING TYPE P1 / P2 (LAY-BY)
SCALE 1:10



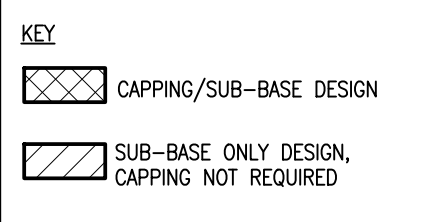
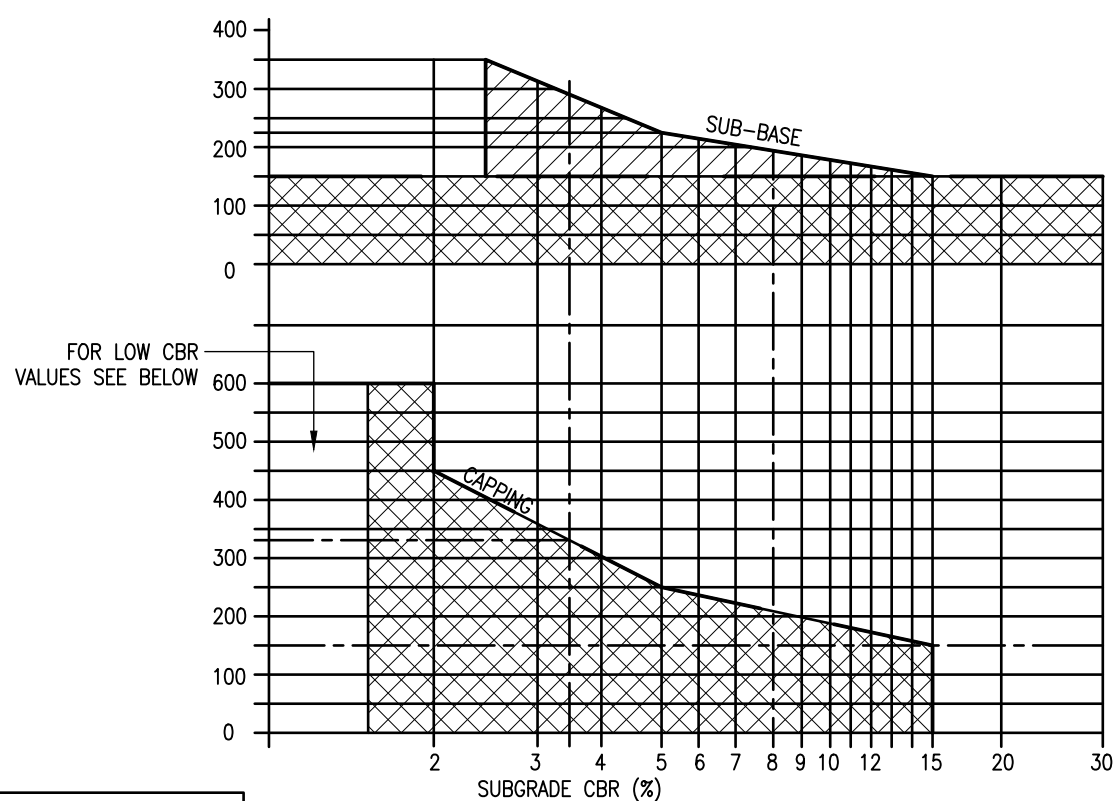
BLOCK PAVED VEHICULAR AREAS
PAVING TYPE P6
SCALE 1:10



TANKED PERMEABLE BLOCK PAVED PARKING BAYS
PAVING TYPE P8
SCALE 1:10



RAMP CROSS SECTION PAVING TYPE P3
SCALE 1:10



SUB-BASE AND CAPPING LAYER THICKNESSES

VEHICULAR AREA BASE COURSE / SUB-BASE / CAPPING LAYER THICKNESS'S (HCC DESIGNS) BASED ON A PRELIMINARY CBR OF 3% .

CBR TEST WILL NEED TO BE UNDERTAKE AT CARRIAGEWAY FORMATION LEVEL TO VERIFY DESIGNS.

Construction Design and Management (CDM) Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- Overhead and underground services
- Street lighting cables
- Working adjacent to water courses and flood plain
- Soft ground conditions
- Working adjacent to live highways
- Uncharted services

NOTES:

- Do not scale from this drawing.
- All dimensions are in millimetres unless otherwise stated.
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P01 24.07.2026 Initial issue

PJ

Stonebond.

Project Title:
Bartons Road, Havant
Project Number:
GUI005

Scale:
As Shown

Drawing Title:
Road Construction Details
Sheet 1 of 2

Date:
July 2026

Revision Notes:
Initial issue

Drawing Number:
GUI005-BBK-XX-XX-DR-C-91-220

Rev:
P01