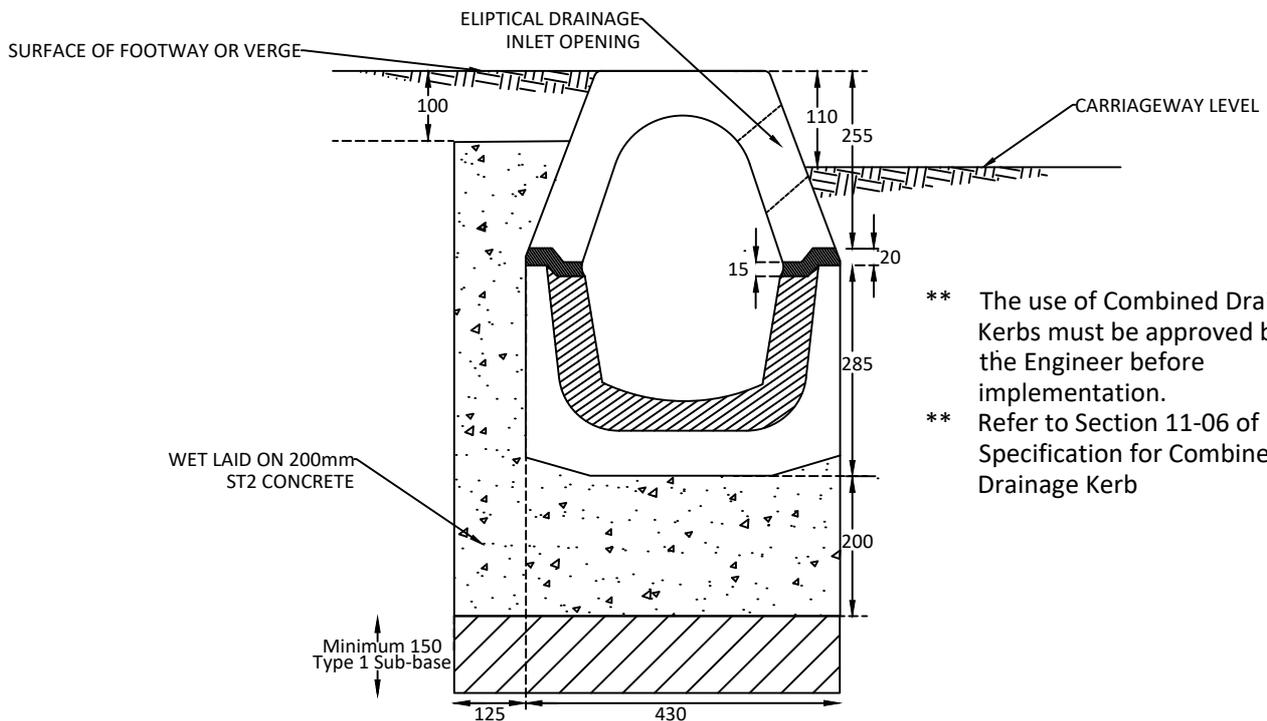


- * Bus Stops to be in line with Section 26-07 of Specification
- * The raised Bus stop kerbs shall be Kassel type only 160mm high type with transition unit at each end.



- ** The use of Combined Drainage Kerbs must be approved by the Engineer before implementation.
- ** Refer to Section 11-06 of NYC Specification for Combined Drainage Kerb

EXAMPLE OF HALF BATTER COMBINED DRAINAGE AND KERB BLOCK

NOTES

1. Channels are only required where the gradient of the carriageway is less than 1:80 (1.25%) unless agreed otherwise in writing by the Engineer prior to kerbing works commencing.
2. Channels on high side may be omitted where road is on crossfall
3. The concrete foundation and backing to setts and blocks shall be Class ST2 concrete in accordance with Clause 11-09.
4. Mortar Bedding to be in line with Section 11-09 and Section 17 of Specification.
5. There shall be a minimum of 150mm Type 1 Sub-base beneath the kerb raft.
6. Dowel bars shall be of mild steel, 220mm x 10mm dia. and placed at 0.6m intervals. Hoops or dowels shall extend minimum of 75mm above concrete raft and shall be set minimum of 75mm into the concrete raft
7. Kerbs shall be laid true to line and level in a flowing alignment and shall not be backed up until inspected and approved by the Engineer.
8. Combine drainage & kerb block to comply SHW Series 500 (Drainage and Service Ducts) Clause 516.
9. Typical details shown, may require conversion to full, scheme specific details.
10. All dimensions in millimetres.

Do Not Scale

REVISIONS	
VERSION	DETAILS
A	REVISED IN ACCORDANCE WITH NYC SPECIFICATION FOR HOUSING AND INDUSTRIAL ESTATE ROADS AND PRIVATE STREET WORKS, APRIL 2025



PROJECT:	STANDARD DETAILS	DATE: September 2025
DRAWING TITLE:	B2-2 - SITE SPECIFIC KERB VARIATIONS	SCALE: Not to Scale
		Revision A