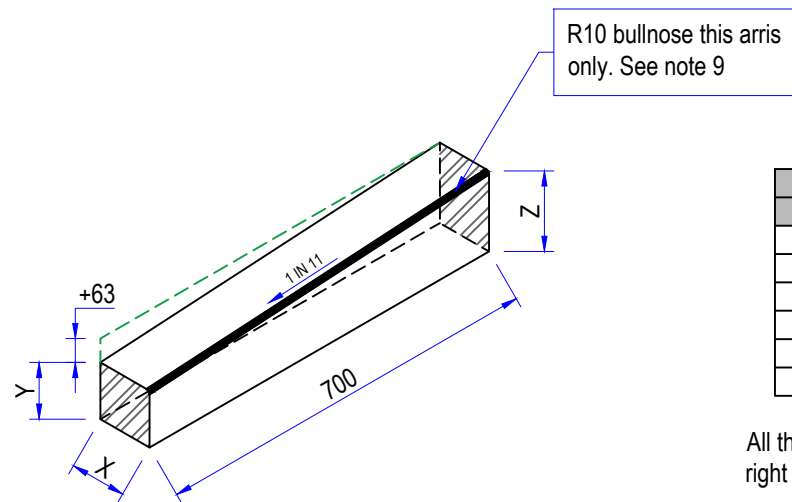


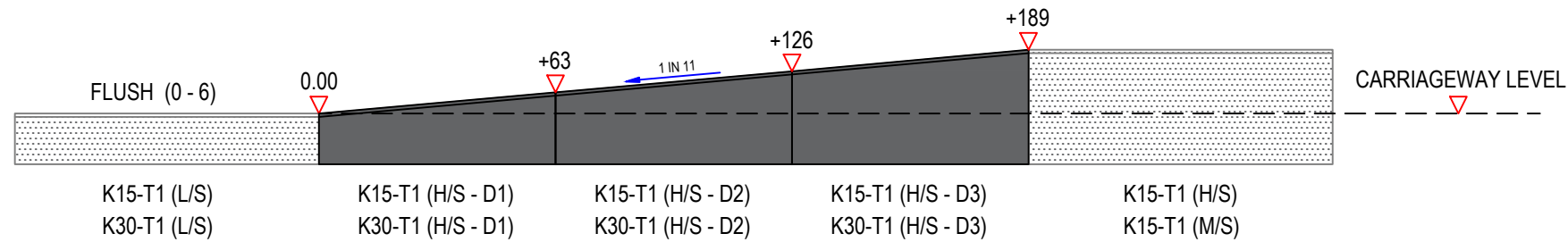
TRANSITION KERBS - DROPPERS



STRAIGHT DROPPED TRANSITION KERBS			
TYPE DESIGN.	X	Y	Z
K15-T1 (H/S - D1)	150	150	213
K15-T1 (H/S - D2)	150	213	275
K15-T1 (H/S - D3)	150	275	339
K30-T1 (H/S - D1)	300	150	213
K30-T1 (H/S - D2)	300	213	275
K30-T1 (H/S - D3)	300	275	339

All the above units shall be available as both left and right mirror image versions

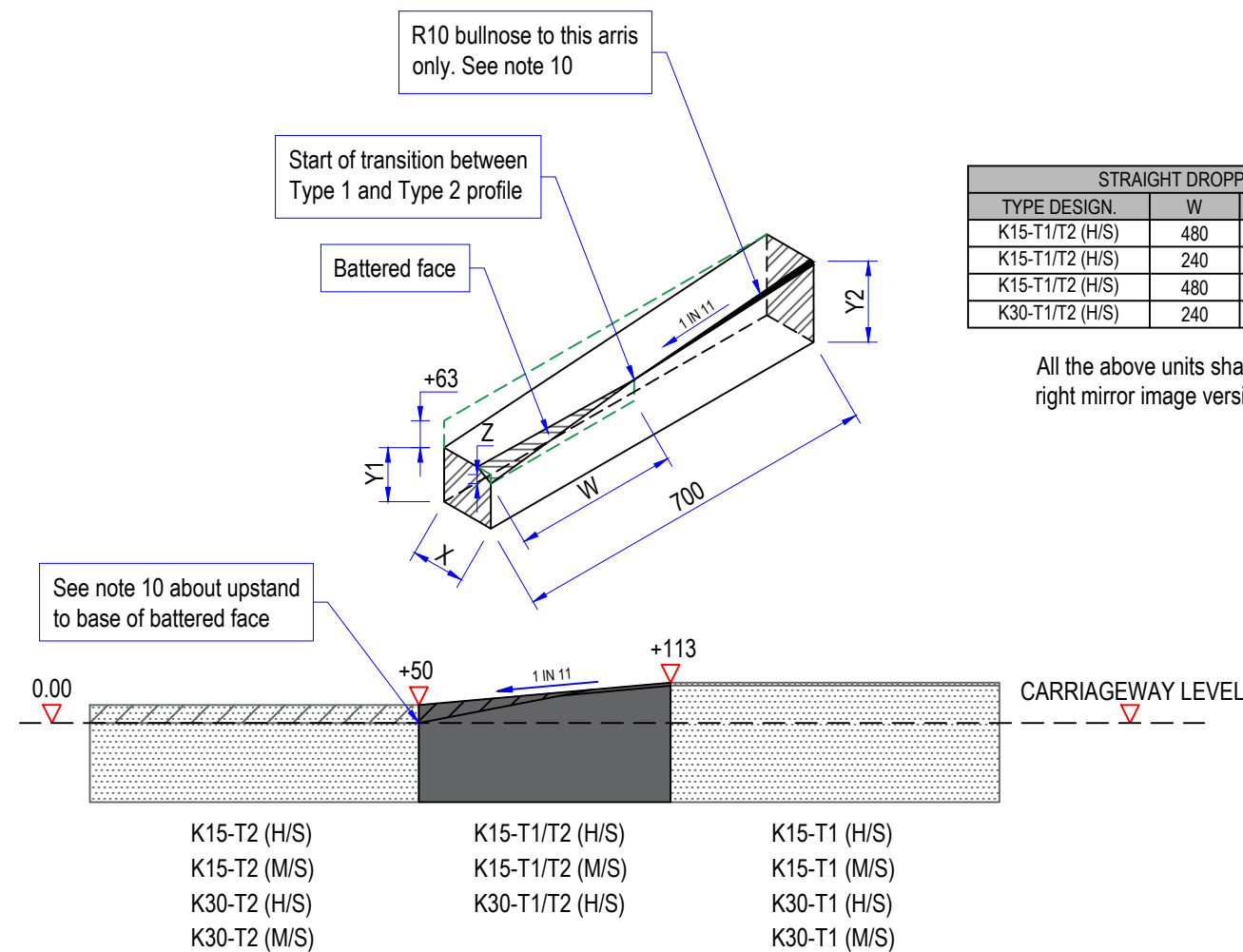
Type 1 into Type 1 profile
(for flared dropped kerb)



Typical assembly detail for straight dropped transition - length and numbers of units depend upon upstand to be transitionws

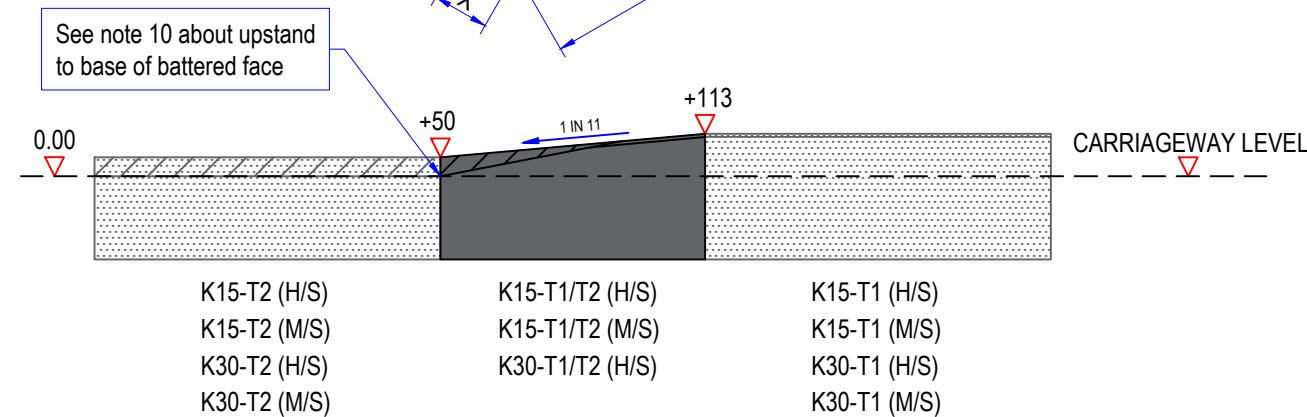
Type 1 into Type 2 profile
(for flared dropped kerb)

NOTE: This unit type can be substituted into the Type 1 to Type 1 dropped transition assembly indicatively shown above in place of the lowest dropper unit if a transition to a type 2 is required.



STRAIGHT DROPPED TRANSITION KERBS					
TYPE DESIGN.	W	X	Y1	Y2	Z
K15-T1/T2 (H/S)	480	150	270	333	50
K15-T1/T2 (M/S)	240	150	270	333	25
K15-T1/T2 (H/S)	480	300	270	333	50
K30-T1/T2 (H/S)	240	300	270	333	25

All the above units shall be available as both left and right mirror image versions



Typical assembly detail for straight dropped transition - length and numbers of units depend upon upstand to be transitionws

NOTES

- All dimensions are in millimeters unless otherwise stated.
- Do not scale from this drawing. Use only written dimensions.
- All references to Clauses are to Southwark Highway Specification Clauses unless otherwise stated.
- This drawing is to be read in conjunction with Clauses 1101SR and 1112AR. Amongst other things, these explain requirements for material, appearance, mechanical, chemical and other properties for kerb and edge restraint units. In the event of any conflict between drawings and specification, the specification prevails.
- Refer to drawing LBS/1100/010 for standard foundation details.
- All kerb units shall be natural stone unless otherwise stated.
- Unless otherwise instructed or indicated in this drawing, natural stone kerbs shall be fine picked on all sides. A rough punched finish may be used as an alternative where approved or instructed by the Overseeing Organisation in writing in advance.
- All arrises shall be square (90°) unless otherwise indicated.
- Where a bullnosed detail is required to an arris then it shall be continued around the corners at the ends of that arris to remove sharp edges and reduce risk of future spalling.
- In some instances a max 25mm vertical upstand may be permitted between the carriageway surface and the base of the chamfered face to Type 2 profiled kerb units. Refer to SSDM/DSR standard DS.202 for details.

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
-----	------	--------------------------------	--------	---------	----------



PROJECT:
SOUTHWARK STREETSCAPE DESIGN MANUAL - TYPICAL DETAILS REGISTER

TITLE:
KERB AND EDGE RESTRAINT TYPES LBS STANDARD UNITS

STATUS:	DRAFT	DRAWN	OM
		DESIGNED	OM
SCALE:	N.T.S.	CHECKED	DR
		APPROVED	DR
DRAWING NO:	LBS/1100/05	REV:	-
DATE DRAWN:	JUNE 2017	DATE ISSUED:	25 Feb 2019