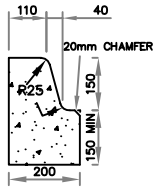
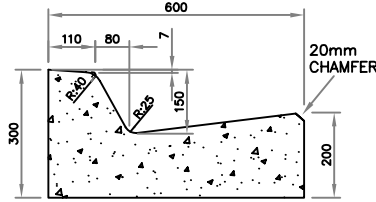


B1



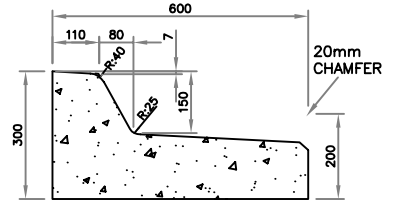
BARRIER KERB WHERE NO SURFACE DRAINAGE REQUIREMENTS EXISTS

B2



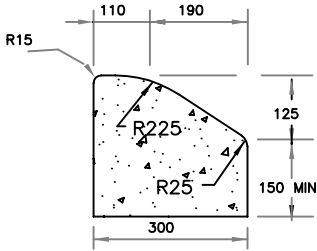
BARRIER, KERB & CHANNEL

B3



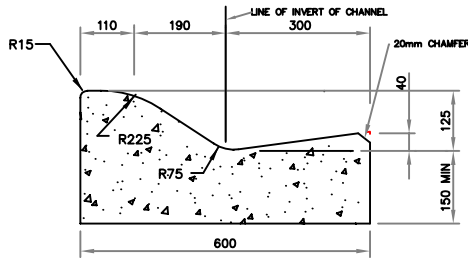
BARRIER, KERB & CHANNEL WITH OUTFALL

SM1



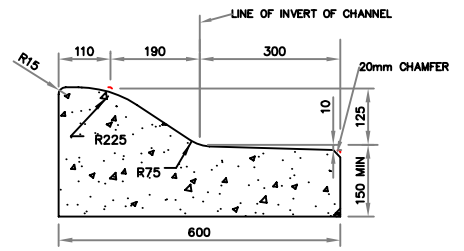
WHERE NO SURFACE DRAINAGE REQUIREMENT EXISTS

SM2



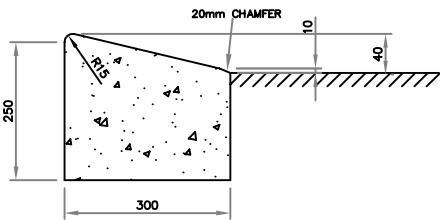
SEMI MOUNTABLE KERB WITH SURFACE DRAINAGE CHANNEL

SM3

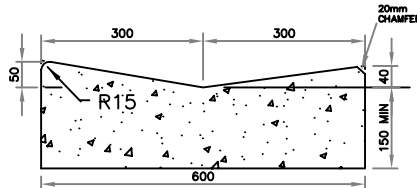


SEMI MOUNTABLE KERB & CHANNEL WHERE PAVEMENT HAS 1 WAY FALL AWAY FROM KERB

M1

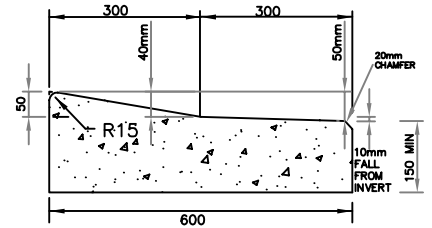


M2



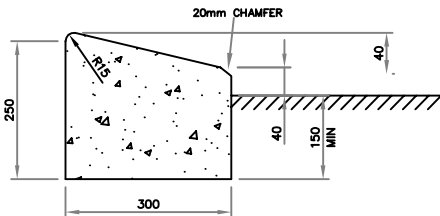
MOUNTABLE KERB WITH SURFACE DRAINAGE CHANNEL AND/OR LAYBACK SECTION

M3



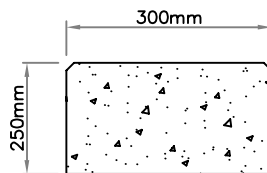
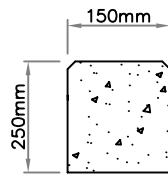
MOUNTABLE KERB WHERE PAVEMENT HAS 1 WAY FALL AWAY FROM KERB

M4

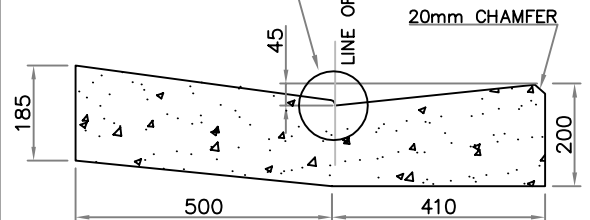
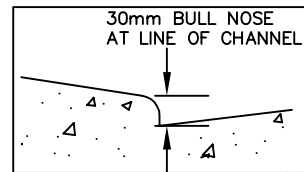


MOUNTABLE KERB USED FOR SPLITTER ISLANDS, ROUND-A-BOUTS ETC. (WHERE NO SURFACE DRAINAGE REQUIREMENT)

EDGE STRIP



TYPICAL LAYBACK CHANNEL SECTION AT VEHICLE CROSSING



NOTES:

- ALL KERBS TO BE CONSTRUCTED FROM 25MPa CONCRETE ON A MINIMUM OF 150mm COMPACTED CLASS 2 F.C.R. BASE. CONSTRUCTION JOINTS AT MAXIMUM 2.5m INTERVALS.
- TRANSITION FROM ONE KERB PROFILE TO ANOTHER SHOULD TAKE PLACE OVER ONE 2.5M LENGTH.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED

TITLE:

KERB PROFILES USED IN MAROONDAH

APPROVED: A.TAYLOR

REV D

DATE: OCTOBER 2011

DRAWING No. :

SD-C01

SHEET : 1 OF 1

