

NOTES AND SPECIFICATIONS

1. KERBS - GENERAL

- 1.1 Refer to Table A on Sheet 1 of Drawing STD007 for the application of kerbs.
 - 1.2 Also refer to Section 503 of the Standard Specifications for Municipal Civil Engineering Works, 3rd Edition, 2005.
2. CAST IN-SITU CONCRETE
- 2.1 Concrete to be class 20/19.
 - 2.2 Concrete to be cured for a minimum period of 7 days.
 - 2.3 All concrete to be used for sloping kerbs or edge beams shall have a slump not greater than 60mm.
 - 2.4 Where there is a difference between the top of the subbase and the bottom of the cast insitu kerbs of less than 75mm, such difference shall be made up with the same concrete as specified for the kerb, otherwise compacted subbase material shall be used.
- 2.5 The use of a machine to place cast insitu kerbs must first be approved by the Engineer.

3. PRECAST KERBS

- 3.1 All precast kerbs shall comply with the requirements of SANS 927.
- 3.2 The bedding material on which precast kerbing is constructed shall be according to the Standard Specification for Municipal Civil Engineering Works, 3rd Edition, 2005.

4. SERVICE KERB MAKERS FOR SERVICES

E	ELECTRICAL
T	TELKOM
W	WATER
S	SEWER
TS	TRAFFIC SIGNAL
EC	ELECTRONIC COMMUNICATION
LT	LIQUID TELECOM

- 4.1 All Electronic communication networks positions of crossing existing roads, need to be marked on the kerbs as indicated with the following abbreviations.

TBN	(Tshwane Broadband Network)
DFA	(Dark Fiber Africa)
MTN	(MTN Group Limited)
VOD	(Vodacom Group Limited)
FF	(Frog Foot Fiber)
LT	(Liquid Telecom)
EC	(Mthombo Pty Ltd)

(With all new road construction provision must be made for a minimum of 3 sleeves at all intersections and block crossings, for future communication services) In the case where these services are utilized by Electronic communication services these letterings need to be edged into the existing kerbs and the method be approved by the engineer. (Using a steel stencil template with the required letter dimensions and a concrete drill bit to edge the lettering 5mm deep was found to be most practical.)

AMENDMENTS				
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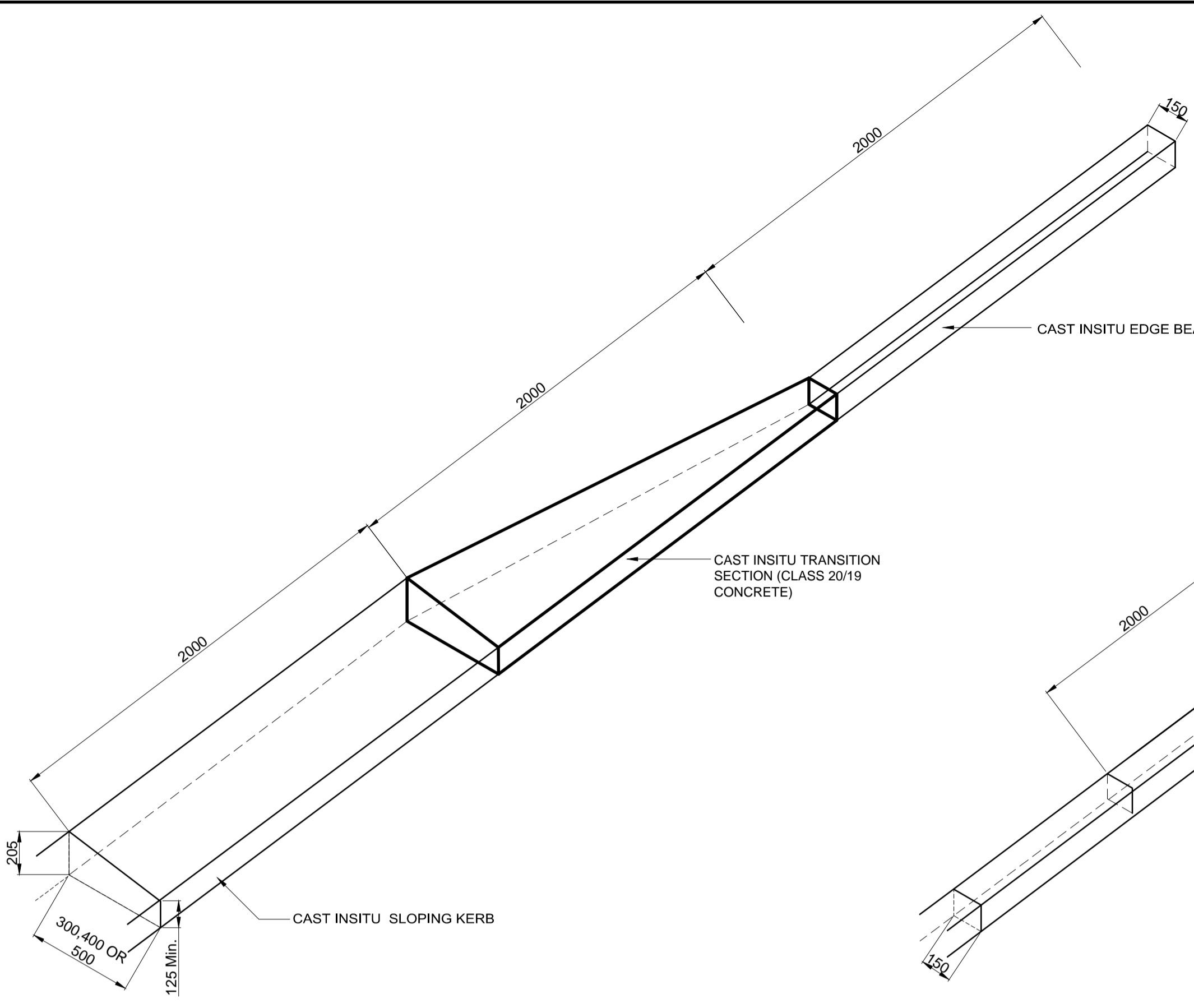
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DRAWING APPROVED BY EXECUTIVE DIRECTOR
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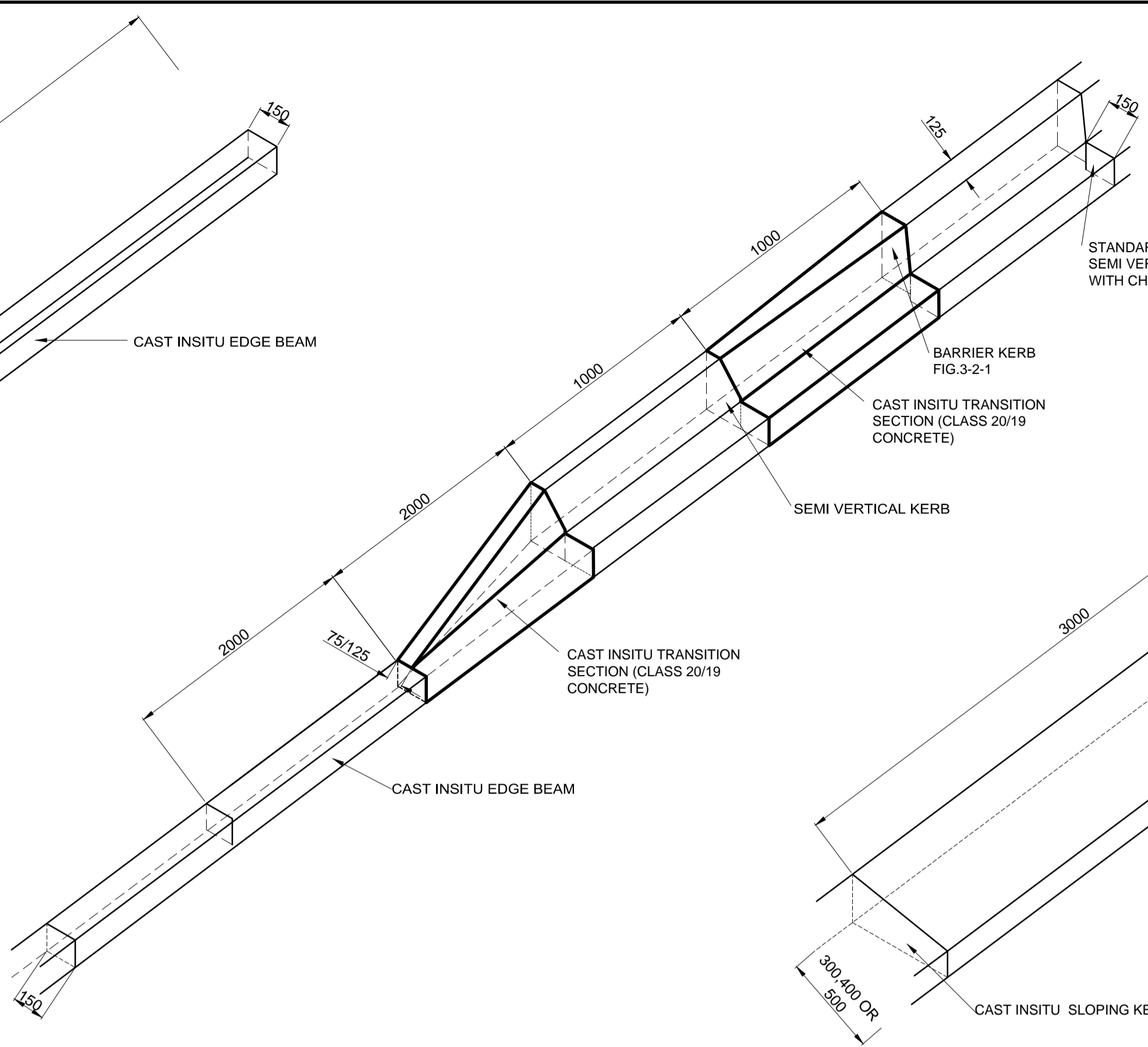
TYPICAL STANDARD DETAILS

KERBING DETAILS
TRANSITION SECTIONS AND EDGE-BEAMS
VEHICLE ENTRANCE

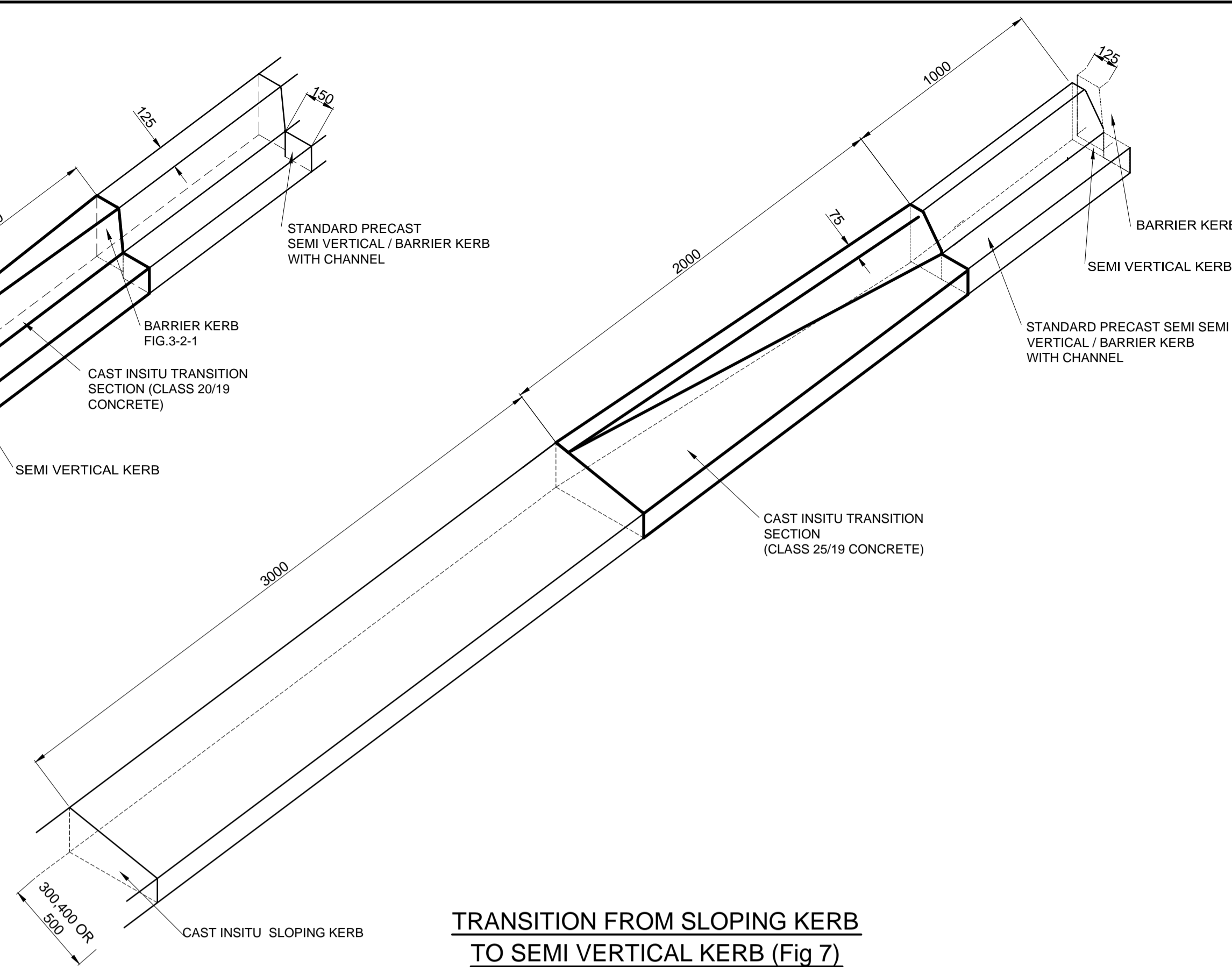
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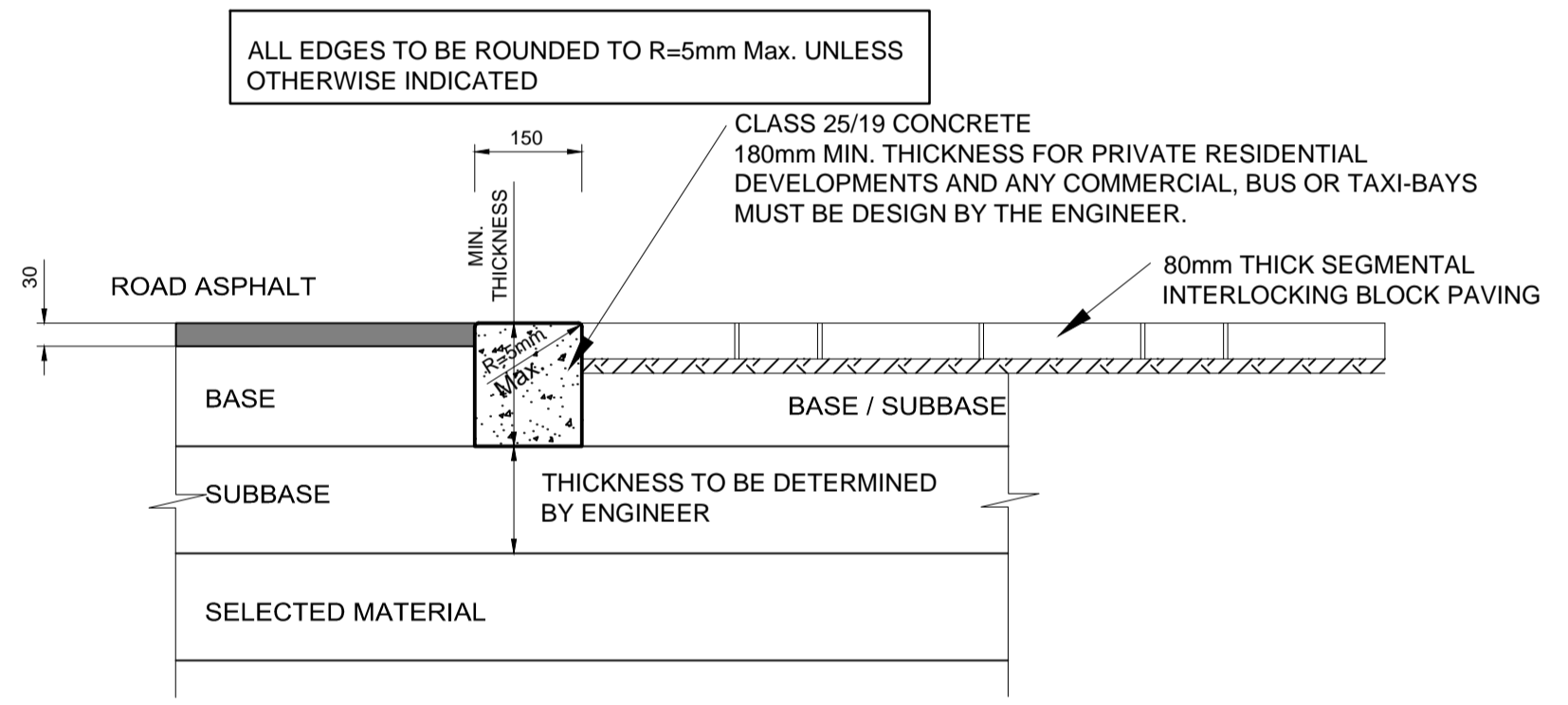
TRANSITION FROM SLOPING KERB TO EDGE BEAM
SCALE 1: 200



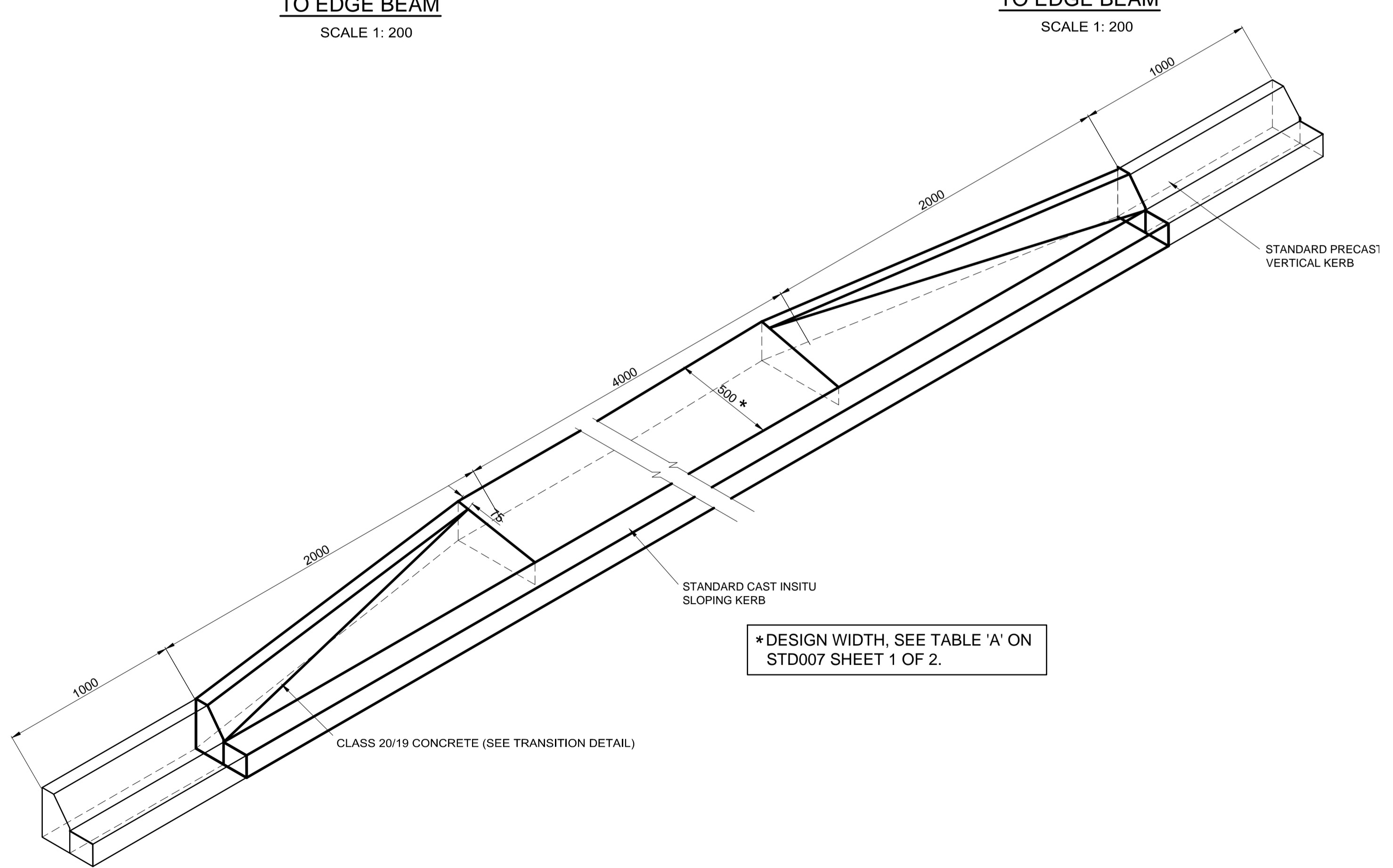
TRANSITION FROM SEMI VERTICAL / BARRIER KERB TO EDGE BEAM
SCALE 1: 200



TRANSITION FROM SLOPING KERB TO SEMI VERTICAL KERB (Fig 7)
SCALE 1: 200

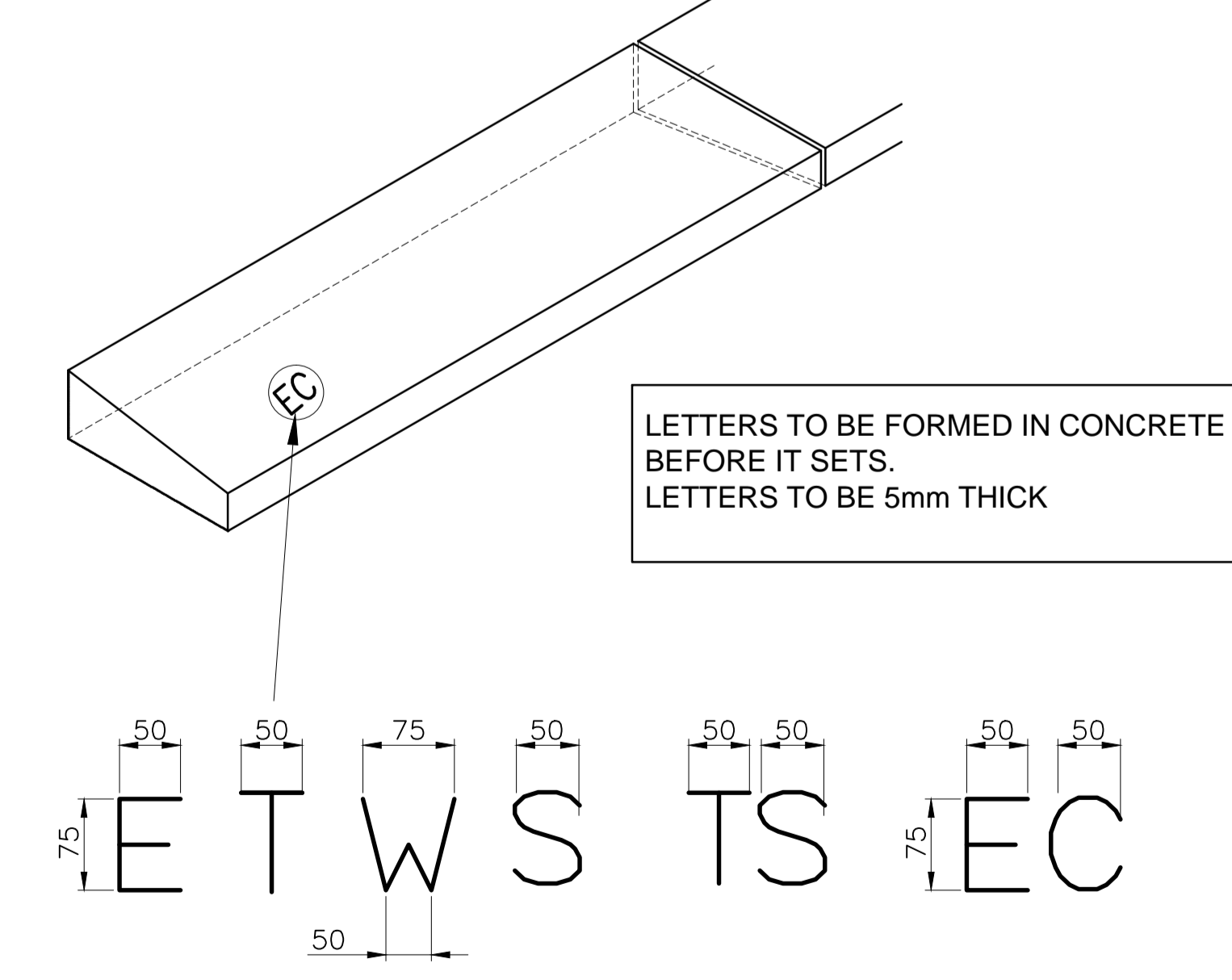


TYPICAL SECTION OF EDGE BEAM AT THE TRANSITION BETWEEN TWO TYPES OF PAVEMENTS
SCALE 1: 200



VEHICLE ENTRANCE WITH SEMI VERTICAL KERBING
SCALE 1: 200

*DESIGN WIDTH, SEE TABLE 'A' ON STD007 SHEET 1 OF 2.



DETAIL FOR THE IDENTIFICATION OF SLEEVE POSITIONS

