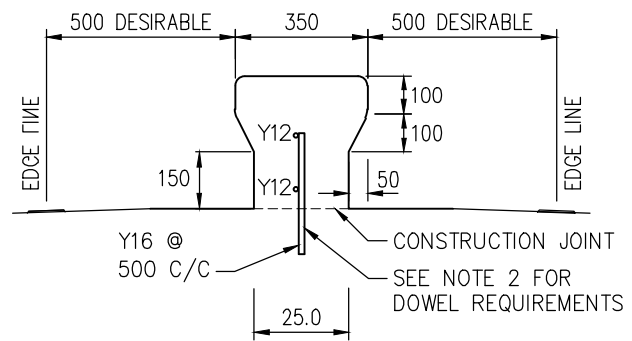
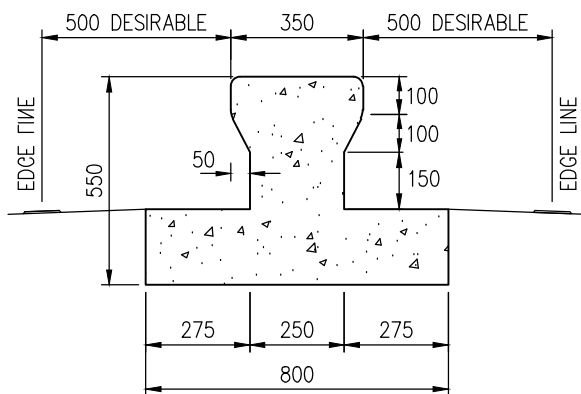


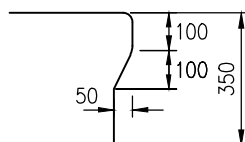
HPRK – (BOWE)
REFLECTIVE KERB



NSW BOWE KERB MEDIAN – TYPICAL
CONCRETE PAVEMENT INSTALLATION
(CENTRALLY LOCATED DOWELS)



NSW BOWE KERB MEDIAN – TYPICAL
FLEXIBLE PAVEMENT INSTALLATION
(CONTINUOUS KEY FOUNDATION)



NSW BOWE KERB PROFILE

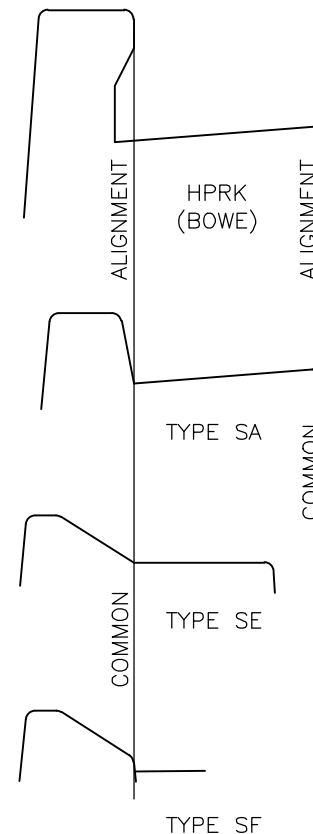


DIAGRAM SHOWING
KERB ALIGNMENT

NOTES

1. DESIRABLE MINIMUM OFFSET TO EDGE LINE IS 500mm.
2. KERB SHALL BE DOWELLED TO CONCRETE PAVEMENT AT 500 C/C USING ϕ 16 DOWELS 320 LONG, EMBEDDED 120 INTO PAVEMENT).
3. TERMINAL TREATMENT – THE KERB SHALL BE TRANSITIONED AT 10 TO 1 TO ADJACENT KERB PROFILE.
4. MINIMUM CONCRETE STRENGTH AT 28 DAYS SHALL BE 32MPa. CLEAR COVER REINFORCEMENT SHALL BE 50. ON CONCRETE PAVEMENT JOINTS WILL BE COMPATIBLE WITH AND COINCIDE WITH JOINTS IN THE ADJOINING BASE. OTHERWISE PROVIDE JOINTS AT 4.5m.
5. ALL EDGES SHALL BE ROUNDED WITH A 25R UNLESS SHOWN OTHERWISE.
6. KERB IS UNSUITABLE FOR INSTALLATION ADJACENT TO ONSTREET PARKING
7. ALL DIMENSIONS IN MILLIMETERS UNLESS STATED OTHERWISE.

VERTICAL DIMENSIONS AS SHOWN ARE CRITICAL FOR REDIRECTIVE PERFORMANCE. NO PAVEMENT LAYER BUILD UP DIRECT AGAINST THE KERB PERMITTED.

CRASH TESTING HAS BEEN DEMONSTRATED REDIRECTIVE CAPACITY FOR IMPACT SPEEDS UP TO 80km/hr AND 10°.

ACCEPTED FOR POSTED SPEEDS UP TO 60km/hr.

ACCEPTED FOR SPEEDS UP TO 80km/hr WITH A RISK ASSESSMENT IDENTIFYING WHY A ROAD SAFETY BARRIER IS NOT WARRANTED.