



### Conditions for High Profile Kerbs (HPK -K7) e.g. trief.

Only to be considered as follows:

#### Channelization

- Max 50kph operational speed to prevent vehicle overruns into adjacent areas.
- A minimum 230mm concrete backing shall be provided when High Profile Kerbs (HPK) are used for channelization purposes.

#### Containment

As containment tested in accordance with BS EN 1317, if all the following criteria are met:

- On urban and local roads with predominantly light vehicle use.
- With 80kph max posted speed limit, enforced with fixed speed cameras agreed with MOI.
- Minimum offset/working width of 1.38m/W5 from kerb face to the hazard.
- Minimum 1m wide concrete backing to the kerb.
- A minimum length of 30m with appropriate tapers/transitions at each end.
- Where conventional barriers have an unacceptable impact on the aesthetic objectives of the project. E.g. roadside landscaping with trees located within the clear zone are considered an essential part of the project (e.g. as seen on Corniche Rd).
- If all the above criteria is met, a departure from standard must be obtained to use products tested to N1 containment (i.e. Trief) as an alternative to N2 requirements of QHDM Vol 3, Part 23, Section 6.

For either scenario above, HPK shall only be considered for use where:

- On-road parking is not permitted.
- Where footpaths are present, crossing facilities with dropped kerbs must be provided, unless pedestrians crossing the road is discouraged.
- A minimum 0.3m offset is provided to the adjacent traffic or bicycle lane.
- An audible edge line is used in conjunction with HPK unless shown to be a noise sensitive area and street lighting is provided.

### NOTES:

- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
- ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CURRENT Q.C.S. UNLESS OTHERWISE AGREED WITH THE ENGINEER.
- WHERE THE SURFACE OF THE ROAD FALLS TOWARDS THE KERB THE SUB-BASE LAYER SHOULD BE CARRIED THROUGH TO THE EDGE OF THE EMBANKMENT OR TO A FILTER DRAIN.
- A 75mm THICK CONCRETE BLINDING LAYER SHALL BE PROVIDED BELOW THE KERB FOUNDATION WHERE THE BASE OF THE FOUNDATION CONCRETE IS BELOW THE SUB-BASE LEVEL.
- IN AREAS SUBJECT TO HIGH GROUND WATER OR EXTENSIVE IRRIGATION PRACTICES THE USE OF SULPHATE RESISTANT CEMENT (S.R.C.) MAY BE USED FOR THE KERB FOUNDATION AND BACKING IF AGREED BY THE ENGINEER.
- A MOVEMENT JOINT 20mm WIDE SHALL BE FORMED THROUGH THE CONCRETE FOUNDATION AND BACKING AT 10 METRE INTERVALS. THE JOINT FILLER SHALL BE BITUMEN IMPREGNATED CORK BOARD.
- JOINTS BETWEEN KERB UNITS SHALL BE 4mm WIDE EXCEPT FOR THOSE AT MOVEMENT JOINTS.
- KERB UNITS SHALL BE LAID ON 3:1 SAND / CEMENT MORTAR NOT LESS THAN 10mm THICK AND NOT MORE THAN 40mm THICK TO A TOLERANCE OF  $\pm 3$ mm AT EITHER END.
- FOR HIGH PROFILE (HPK K-7 KERB DIMENSIONS, REFER TO SD 6-11-201

5	DEC 24	ISSUED FOR USE	
4	NOV 19	ISSUED FOR USE	
3	21 OCT18	ISSUED FOR USE	
2	05 AUG18	ISSUED FOR USE	
1	20 MAR16	ISSUED FOR USE	
0	15 SEP13	ISSUED FOR USE	
Rev.	Date	Revision Details	Appd.

هيئة الأشغال العامة  
Public Works Authority

P.O.Box 22188  
Tel.: (0974) 44950000  
Fax.: (0974) 44950999  
www.ashghal.gov.qa

قطر تستحق الأفضل  
Qatar Deserves The Best

**PA**  
PROJECTS AFFAIRS

QCS Section: Section 6 - Road Works  
Part 11 - Kerbs, Footways and Paved Areas

Drawing Title:

**OTHER KERB FOUNDATIONS**

Approved:	Sheet No: 1 OF 1
Date: MARCH 2016	Scale: 1:4 on A1
Drawing Number: SD 6-11-206	Revision: 5