

## The Humble Kerb

The widespread construction of kerbs only began in the 18<sup>th</sup> Century despite them having been around since the days of Pompeii. Originally utilised for the beautification of the city and to separate transportation from pedestrians, the humble kerb has evolved into an infrastructure necessity, preventing for example drivers from parking on pavements and lawns in addition to the provision of structural support for pavement edges.

Technicrete's precast Barrier Kerbs have been successfully installed on numerous regional infrastructural projects throughout South Africa due to its 100% local manufacture and excellent quality. The kerb uses the 'Half-Battered' profile. This more vertical face offers a type of 'barrier' to motorists for them to be sufficiently aware that they are dangerously close to the edge. The 'sloping back' profile enables road rollers to operate right up to the edge of the pavement without scratching or damaging the kerb face when the surfacing is laid.

On slower rural roads the kerb can provide an element of safety through impact redirection. On fast moving freeways and highways, the kerb is more often used for drainage and often applied near bridges, where erosion is a possible factor and to ensure a clear and visible separation of people and motor vehicle lanes is established.

### **The Ideal Kerb and Gutter System**

A combination of a Technicrete Fig.3 Barrier Kerb and a C900 Gutter Section will convey drain water to the nearest kerb inlet. Any road resurfacing requirements will not require realignment with the kerb line either. The Technicrete semi-mountable kerb can also be utilised in conjunction with the C900 Gutter Section for drainage purposes on roadways and elsewhere.

The company's Barrier Kerbs have been specified for such projects as medical centres, national roadways, private and commercial residential developments, gutter systems and rural infrastructure upgrading.