Ovingham Bridge Blog

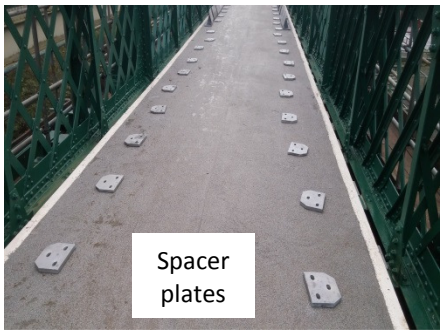
Issue 33

23 November 2015

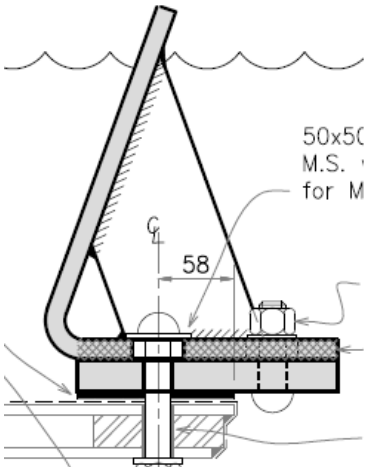
Installing the Kerb

Once the deck has been waterproofed the kerbs can be installed. The kerbs have a galvanised finished and are fabricated from 15mm thick plate which is folded to the give the desired profile. The kerbs are fixed to packer plates raising the kerbs above the deck surface; this allows the bridge to shed water

Butt welded kerb at the widest part of the road.



Spacer plates



Cross section of the kerb, showing kerb profile, spacer plate and SPS deck panel.

Kerb installation sequence:

1. The kerb is initially made off site from flat plate in lengths of 3ft due to weight (each kerb is roughly 50kg).
2. Spacer plates are positioned along the length of the bridge ready to receive the kerbs. (See photo to the left)
3. The majority of the kerbs are short straights laid out along the bridge.
4. Where the kerb alignment changes direction i.e. at the passing place and at the ends special kerbs have to be fabricated.
5. The special kerbs are aligned with the straights as point 2 above. Once in position they are tack welded.
6. It is then removed from site and butt welded to close the joint.
7. The kerb is then galvanised to help protect it from the elements.
8. It is then brought to site for the last time to be bolted down to the bridge and lined up with the masonry wall at both entrances to the bridge.

Kerb profile matching the masonry glinters at the Prudhoe side of the bridge