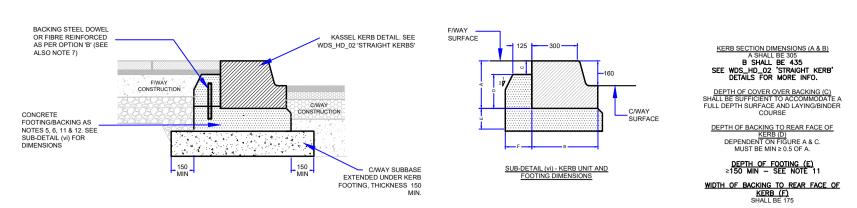
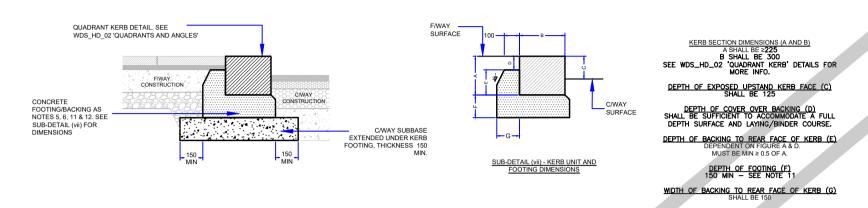
# GENERAL LAYOUT DETAILS WITH OPTIONAL VARIABLES FOR ADAPTATION 30-40 MORTAR OPTION C STEEL FABRIC REINFORCEMENT VARIED UPSTAND KERBS KERB SECTION DIMENSIONS (A & B) A SHALL BE 255 OR 150 IF FLUSH WITH SURROUNDING SURFACES. A SHALL BE 255 OR 150 IF FLUSH WITH SURROUNDING SURFACES. B SHALL BE: B SHALL BE: CARRIAGEWAY. b) 125 AT INTERFACE WITH FOOTWAY/CYCLEWAY OR VERGE AND CARRIAGEWAY. b) 50 AT INTERFACE BETWEEN SEGREGATED SHARED SURFACE FOOTWAY/CYCLEWAY OR VERGE AND SHARED SURFACE CARRIAGEWAY. c) 25 AT INTERFACE BETWEEN INSET BAYS/VEHICULAR DROPPED COSSINGS AND CARRIAGEWAY. d) 0-6 AT INTERFACE BETWEEN PEDESTRIAN/CYCLEWAY CROSSING POINTS/ DISABLE OCCESSES/REFUSE ACCESSES AND CARRIAGEWAY. SEE WDS\_HD\_02 'STRAIGHT KERB' DETAILS FOR MORE INFO. WIDTH OF TOP OF BACKING (C) 125 FOR TRAFFIC ISLANDS 100 IN OTHER INSTANCES DEPTH OF EXPOSED UPSTAND KERB FACE (D) 125 WHERE FULL HEIGHT IS REQUIRED 50 ADJACENT TO SHARED SURFACE C/WAY 0-6 ADJACENT TO PEDESTRIAN CROSSING SEE WDS\_HD\_01 DETAILS FOR MORE INFO. DEPTH OF COVER OVER BACKING (E) SHALL BE SUFFICIENT TO ACCOMMODATE A FULL DEPTH SURFACE AND LAYING/BINDER COURSE. AT INTERFACE WITH FOOTWAY/ CYCLEWAY/ TRAFFIC DEPTH OF BACKING TO REAR FACE OF KERB (F) DEPTH OF FOOTING (G) 150 MIN — SEE NOTE 1 WIDTH OF BACKING TO REAR FACE OF KERB (H) 175 FOR TRAFFIC ISLANDS 150 IN OTHER INSTANCES KERB SECTION DIMENSIONS (A AND B) A SHALL BE 255 OR 150 IF FLUSH WITH SURROUNDING SURFACES B SHALL BE: a) 125 AT INTERFACE WITH CARRIAGEWAY. b) 50 AT INTERFACE BETWEEN SHARED SURFACE CARRIAGEWAY SEE WDS\_HD\_02 'STRAIGHT KERB' DETAILS FOR MORE INFO. DEPTH OF EXPOSED UPSTAND KERB FACE (C) 125 WHERE FULL HEIGHT IS REQUIRED 50 ADJACENT TO SHARED SURFACE C/WAY SEE WDS\_HD\_01 DETAILS FOR MORE INFO. DEPTH OF COVER OVER BACKING (D) SHALL BE 125 MIN OF SOIL TO ALLOW FOR ESTABLISHMENT O VEGETATION — SEE ALSO NOTE 2 DEPTH OF BACKING TO REAR FACE OF KERB (E) 75 MIN. SEE NOTE 4 DEPTH OF FOOTING (F) 150 MIN - SEE NOTE 1 AT INTERFACE WITH SOFT LANDSCAPED AREA **FLUSH KERBS** BULLNOSE KERB DETAIL. SEE WDS\_HD\_02 'STRAIGHT KERBS DEPTH OF COVER OVER BACKING (C) ALL BE SUFFICIENT TO ACCOMMODATE A FULL BEPTH SURFACE AND LAYING/BINDER COURSE DEPTH OF BACKING TO REAR FACE OF KERB (D) DEPENDENT ON FIGURE A & C. SPLAYED KERBS 45° SPLAY KERB DETAIL. SEE WDS\_HD\_02 'STRAIGHT KERBS' KERB SECTION DIMENSIONS (A AND B) A SHALL BE 255 B SHALL BE 125. SEE WDS\_HD\_02 '45' SPLAY KERB' DETAILS FOR MORE INFO. DEPTH OF COVER OVER BACKING (C) SHALL BE SUFFICIENT TO ACCOMMODATE A FULL DEPTH SURFACE AND LAYING/BINDER COURSE. PTH OF BACKING TO REAR FACE OF KERB (D) KERB TO TREEPIT/PLANTER BED KERB SECTION DIMENSIONS (A AND B) A SHALL BE 255 B SHALL BE: a) 125 AT INTERFACE WITH CARRIAGEWAY. b) 50 AT INTERFACE BETWEEN SHARED SURFACE CARRIAGEWAY. 2-3 ROWS 0F MODULAR CUBE UNIT TRIM OR CHANNEL KERB AS NOTE 15, IF CUBE UNIT IS TO BE USED, IT IS TO BE LAID IN STACK BOND. SEE WDS\_HD\_02 'STRAIGHT KERB' DETAILS FOR DEPTH OF EXPOSED UPSTAND KERB FACE (C) 125 WHERE FULL HEIGHT IS REQUIRED 50 ADJACENT TO SHARED SURFACE C/WAY SEE WDS\_HD\_01 DETAILS FOR MORE INFO. DEPTH OF BACKING TO REAR FACE OF KERB (D) DEPTH OF FOOTING (E) WIDTH OF TRIM (F) DEPENDENT ON MATERIAL USED (CUBES OR CHANNEL <u>DEPTH OF COVER OVER BACKING (G)</u> SHALL BE SUFFICIENT TO ACCOMMODATE A FULL DEPTH SURFACE AND LAYING/BINDER COURSE.

WIDTH OF BACKING (H)
DEPENDENT ON MATERIAL USED (CUBES OR CHANNEL
KERRS)

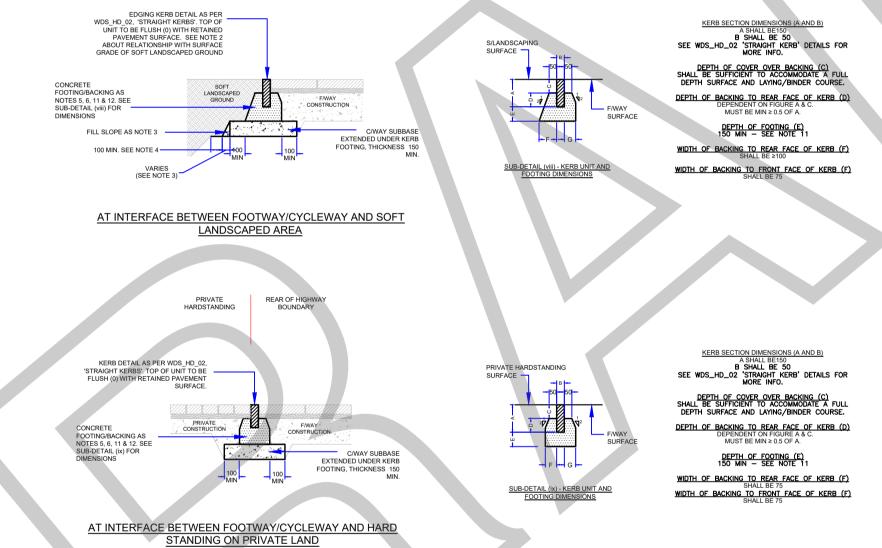
### KASSEL (BUS STOP) KERBS



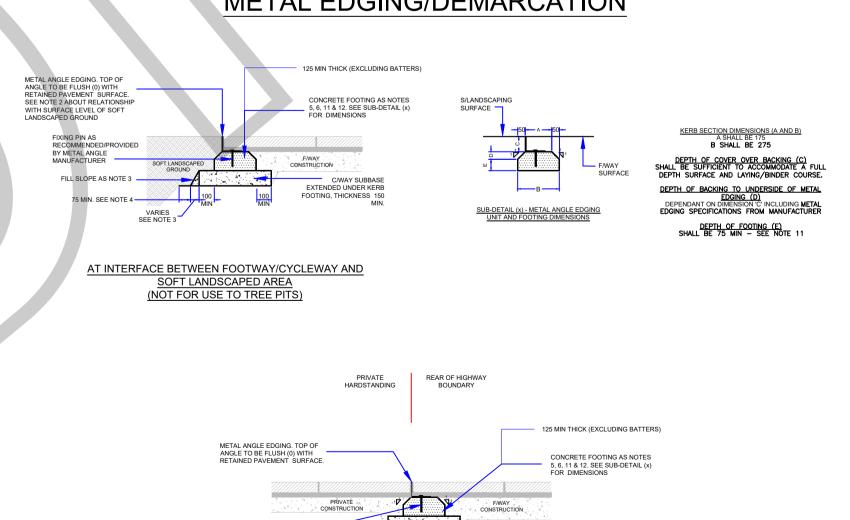
#### **QUADRANT KERBS**



#### **EDGING KERBS**

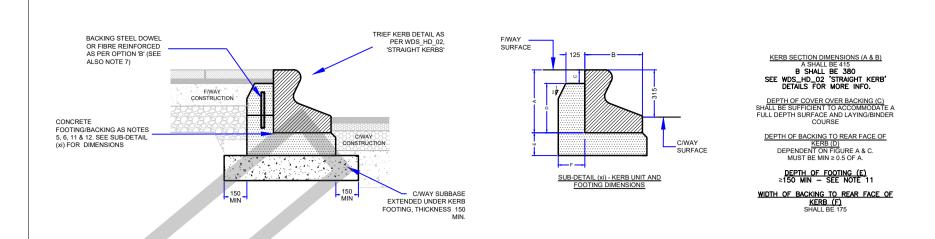


## METAL EDGING/DEMARCATION

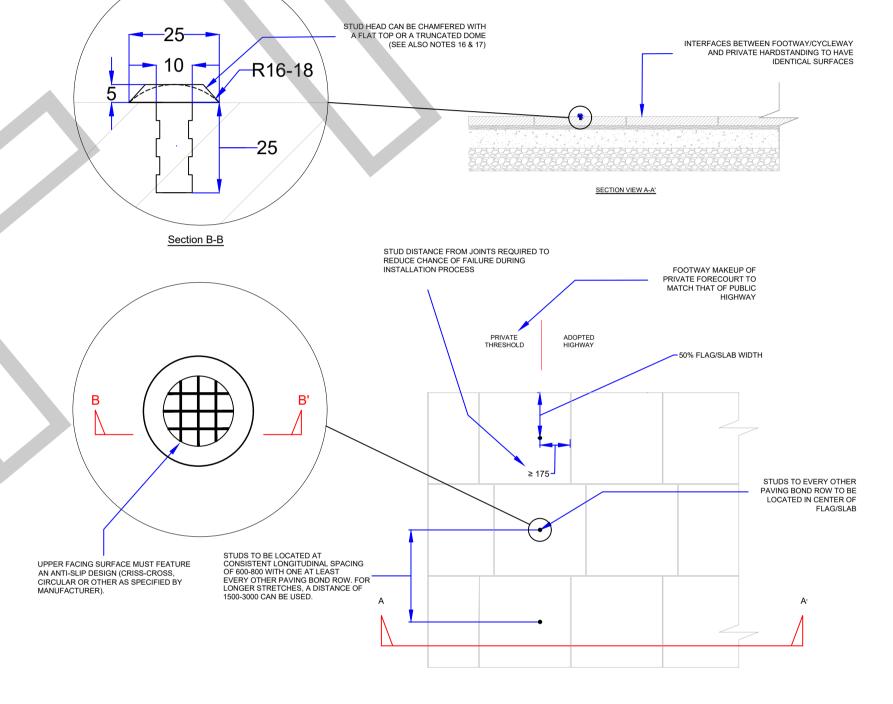


AT INTERFACE BETWEEN FOOTWAY/CYCLEWAY AND HARD STANDING ON PRIVATE LAND THAT HAS IDENTICAL SURFACING

#### TRIEF (SAFETY/HGV) KERBS

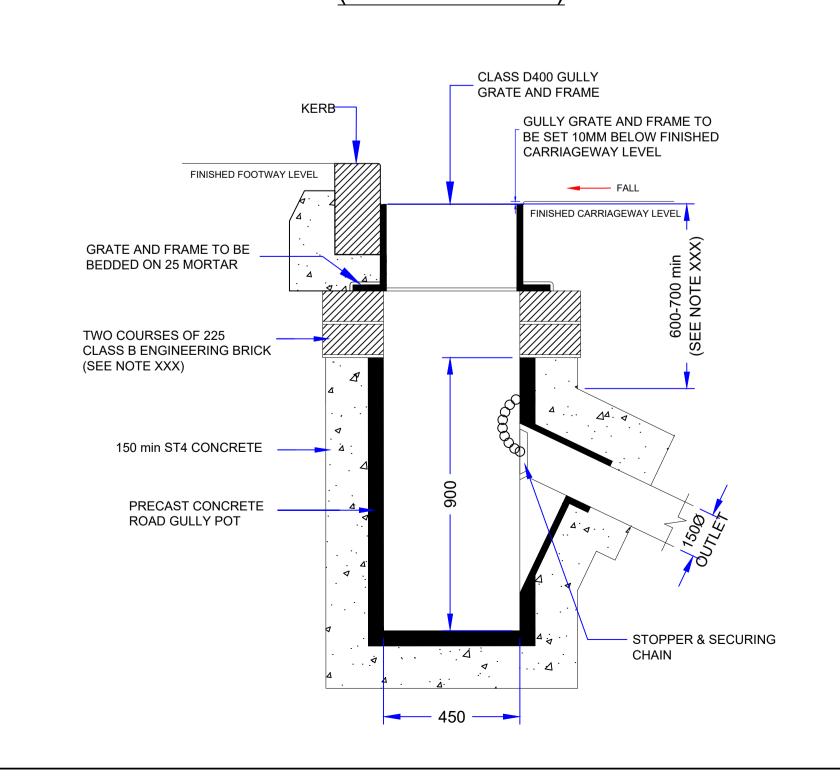


### STUD DEMARCATION LINE



PLAN VIEW - RIGID PAVEMENT CONSTRUCTION WITH STRETCHER BOND LAYOUT

## PRECAST TRAPPED ROAD GULLY DETAIL (CHANNEL INLET)



#### NOTES

- 2. Do not scale from this drawing. Use only written 3. All dimensions are in millimeters unless stated
- otherwise. This drawing is to be read in conjunction with and checked against all other WBC Standard Detail drawings, Highways Design Guide, British Standards and all other relevevent guidance's. In the event of any conflict with said
- All kerbs to BS EN 1340:2003. Appointed WBC Highway Engineer to be present during inspections/CBR testing.

guidance's, the standards shall prevail.

All concrete within ground to be AC-4 with design sulphate class of DS-4.

GENERAL NOTES:

- I. In all instances, the depth of footings/backings shall be sufficient to be placed directly on top
- 2. The surface grade of the soft landscaped area at the interface with the kerb will vary. Typically
- if the soft landscaped area is grass
- surfaced then it should be 25mm above the top of the kerb, sloping down if be flush with it within the final 150mm.
- If the soft landscaped surface is mulch
- surfaced then the final mulch surface grade should be 25mm below the top o the kerb to prevent the mulch from
- spreading.

   if the soft landscaped area is self binding gravel surfaced then the final gravel
- surface grade should be flush (0-6mm)
  with the top of the kerb.

  if the carriageway pavement is pervious
  then the surface grade of the soft
- landscaped area should be 40mm min beneath the top of the kerb to prevent sediment from it being carried onto the carriageway surface with runoff.
- terminated with a fill slope. The gradient of that slope shall be 2:1 (height:width) where the subbase is composed of an unbound granular mixture and vertical if it is composed of a concrete or hydraulically bound mixture.

The subbase beneath the footing shall be

- 4. Minimum 75 terrace between base of subbase fill slope and any further subgrade cut slope.
- 5. All in situ concrete footing and backing to be C20 (ST4).
- 6. If kerbs and footing/backing cannot be laid in one operation (else where reinforcement of backing in non-reinforced details is required) then standard details shall be adapted as per

one of the reinforced options under 'General

kerbs/link backing to pre-cured footings. Reinforcement dowel bars may be required with standard kerbs in circumstances where the kerbs are more vulnerable.

Layouts for Adaptation' to securely bed

- 8. If an edge channel is required then the section
- of footing beyond the front face of the kerb is 9. If kerbs used back to the edges of Traffic Islands then their footings shall be steel dowel
- or fabric reinforced as per one of the reinforced options under 'General Layouts for Adaptation'
- Kerbs shall be laid with dry joints and closely butted to adjacent kerbs and channels.
- 11. In all instances, the depth of footings/beams shall be sufficient to allow them to be placed directly on top of the subbase.
- footings/beams/backing.
- 13. Root deflectors shall be ≥440 high (appropriate
- 14. The top of root deflectors shall be flush (0 to -6) with the modular unit kerb trim. The base of root deflectors shall rest on the footway/carriageway subbase extension which
- shall be extended upwards where necessary. 15. Root Barriers may be required or justified include to protect: a) major underground utility lines (especially if these have associated easements), and; b) vulnerable basement structures. However, it does not necessarily follow that

Statutory Undertakers will allow easement

- distances around major utilities to be reduced if Root Barriers are installed. Designers are advised to check with Statutory Undertakers for their policy on this matter at an early stage.
- 16. Stud material to be stainless steel. 17. Studs to be set in resin at depths specified by

17/07/2020 Revision Date Approved



**WOKINGHAM BOROUGH COUNCIL** HIGHWAYS DEVELOPMENT

STANDARD DETAILS

SHEET 3 OF 4

**DESIGN STANDARD PLANS** 

NOT TO SCALE WDS HD 03 16/07/2020 17/07/2020