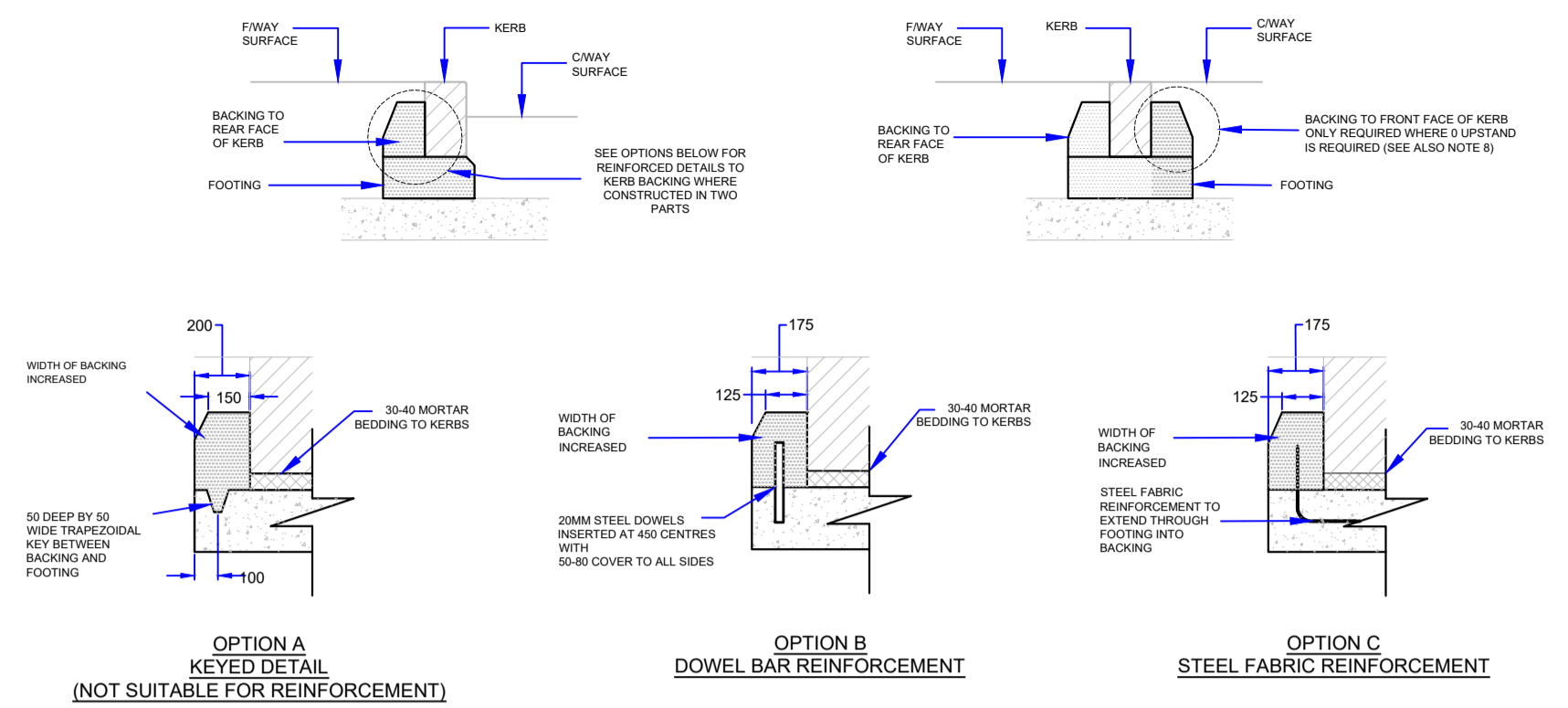
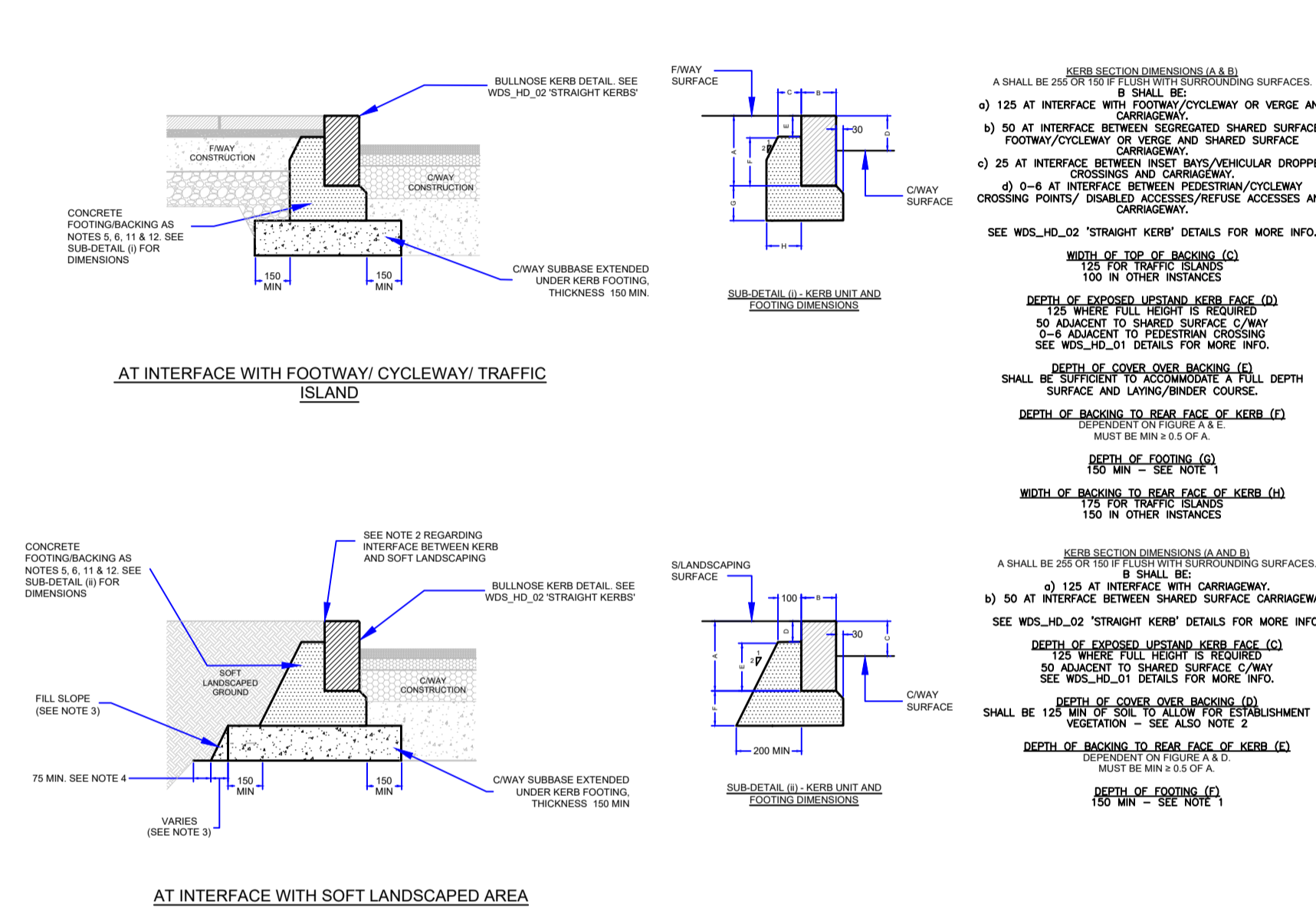


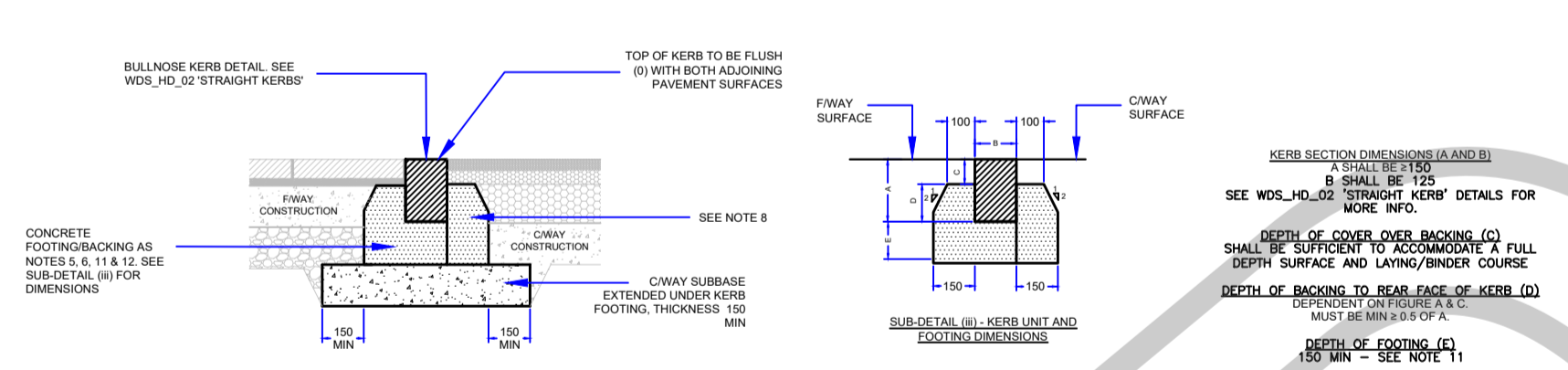
GENERAL LAYOUT DETAILS WITH OPTIONAL VARIABLES FOR ADAPTATION



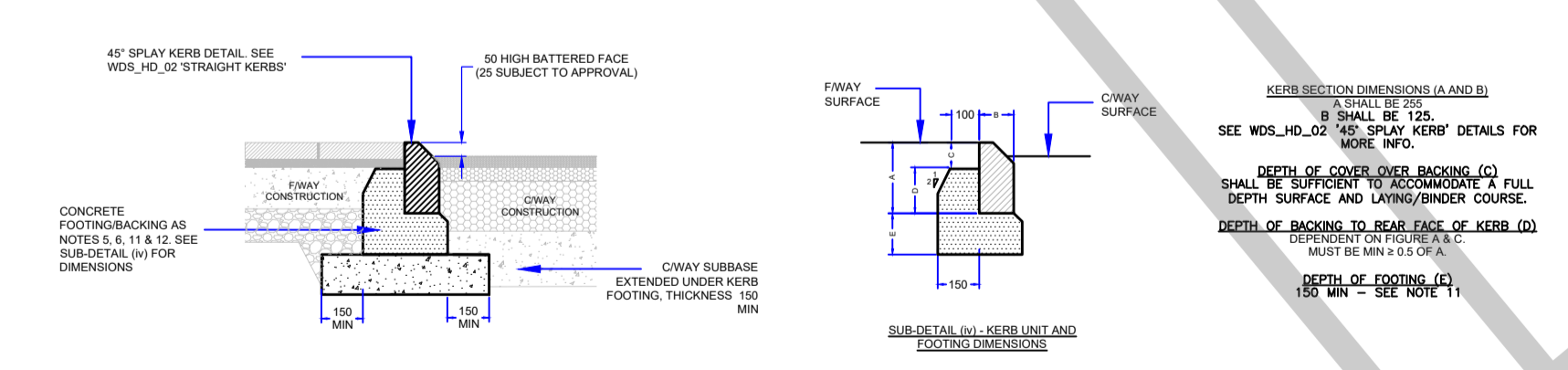
VARIED UPSTAND KERBS



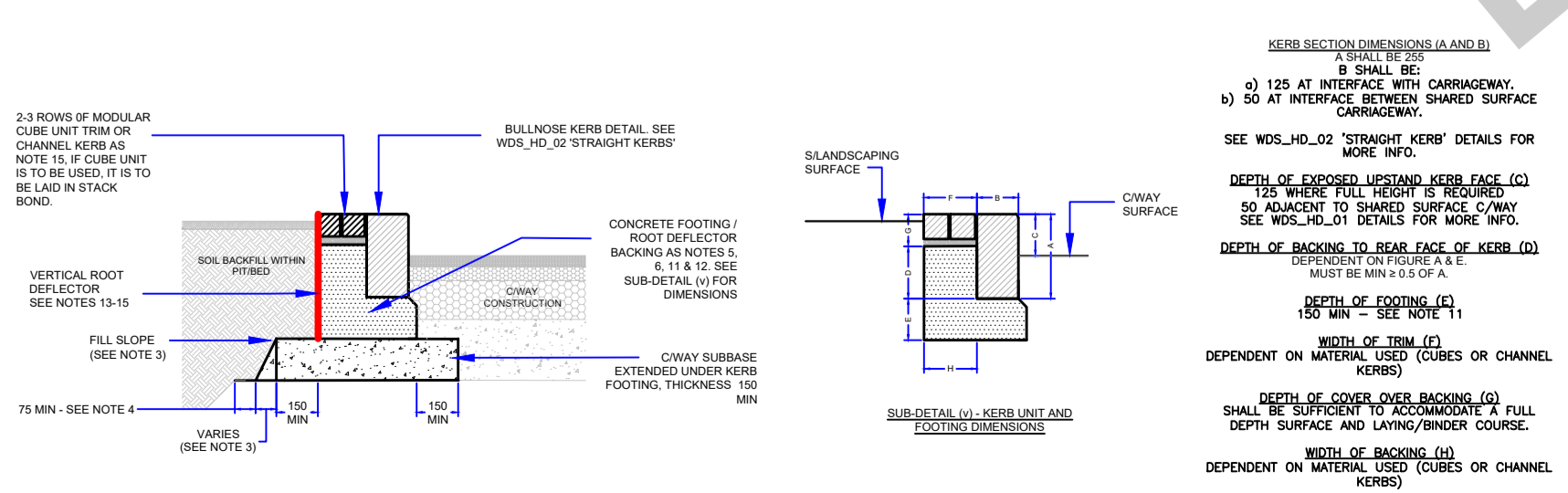
FLUSH KERBS



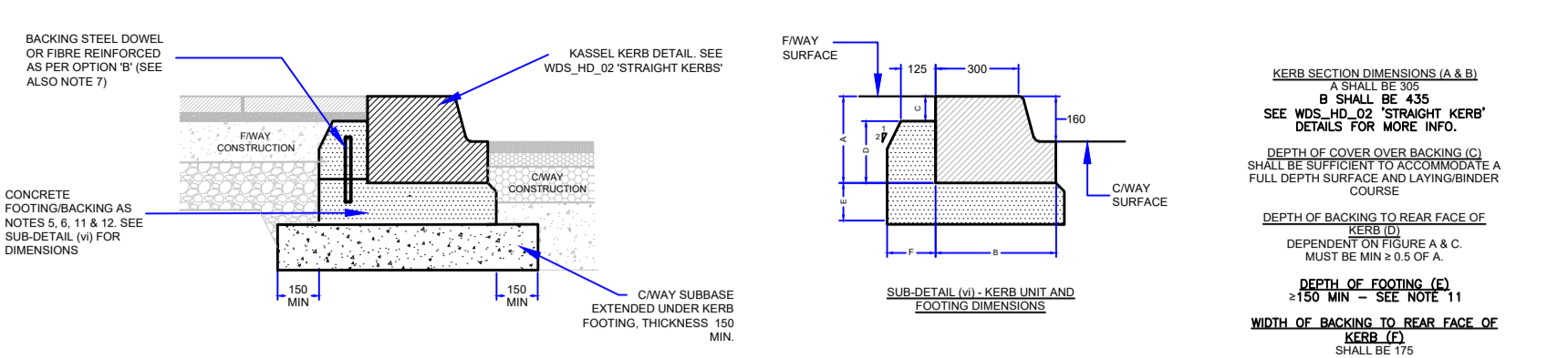
SPLAYED KERBS



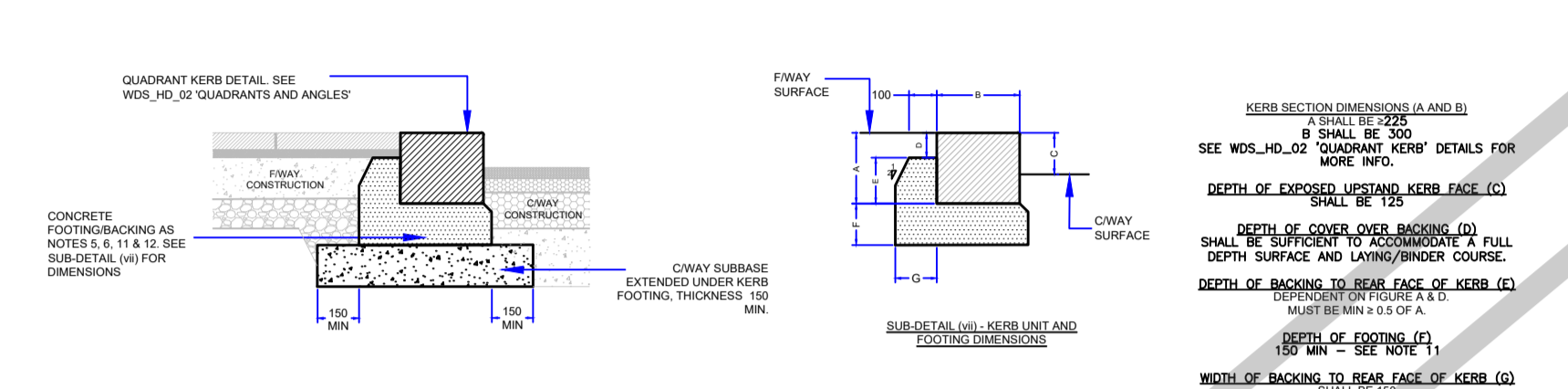
KERB TO TREEPIT/PLANTER BED



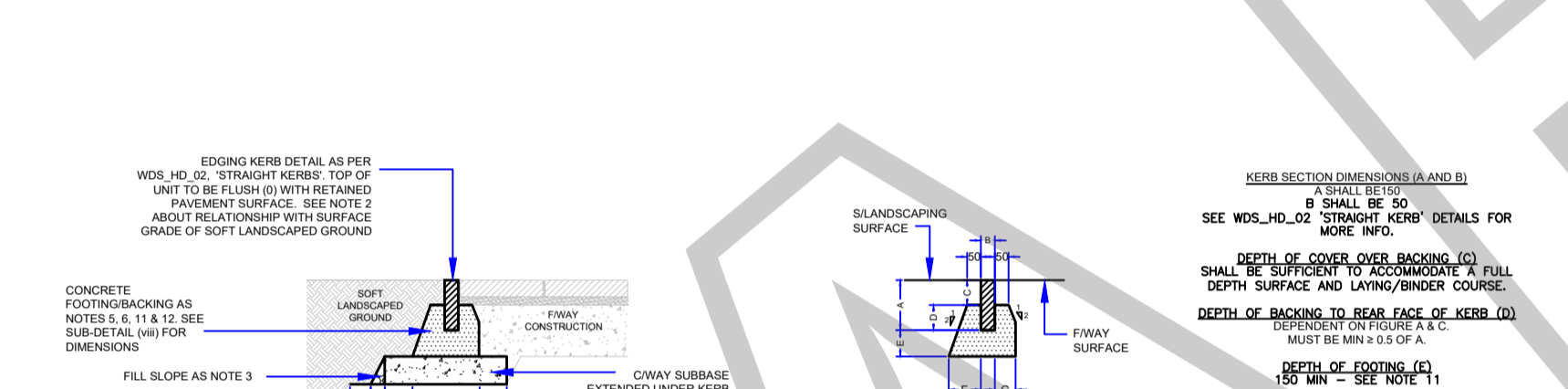
KASSEL (BUS STOP) KERBS



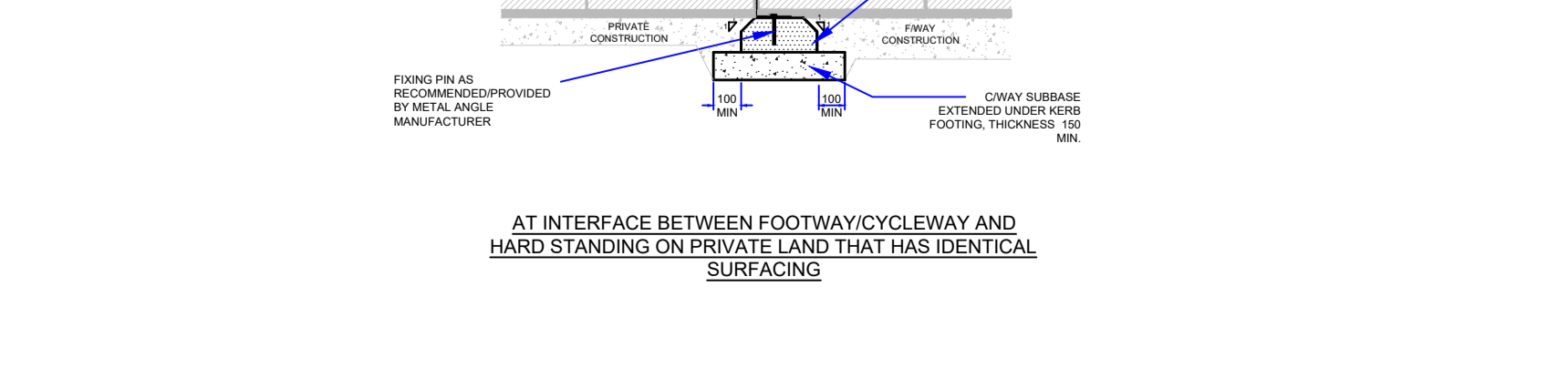
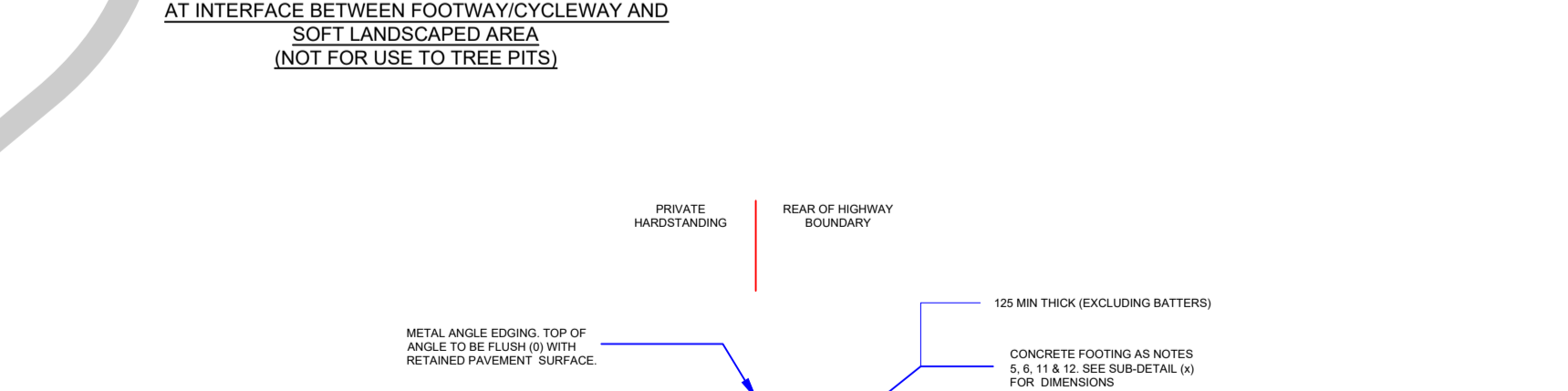
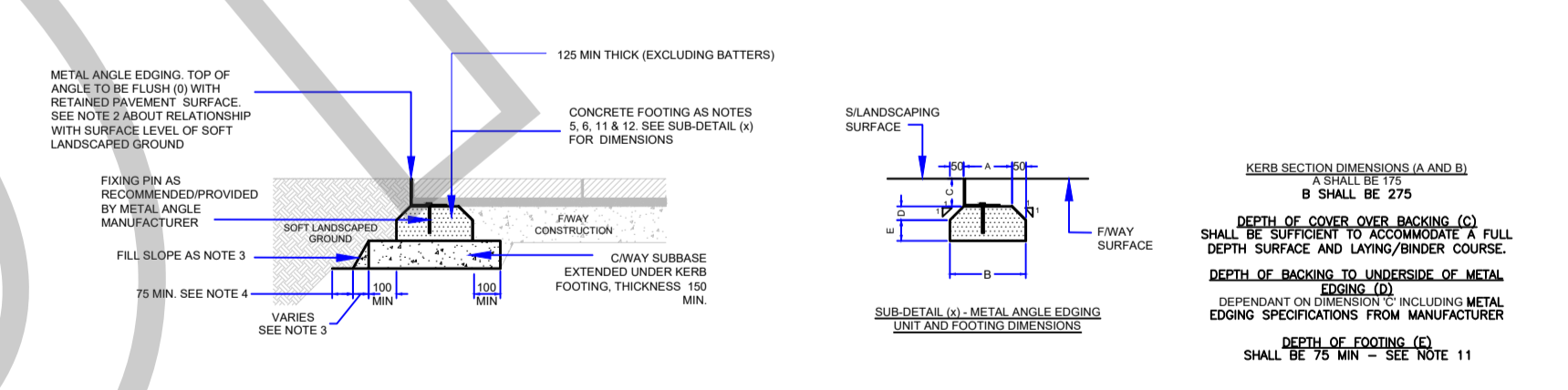
QUADRANT KERBS



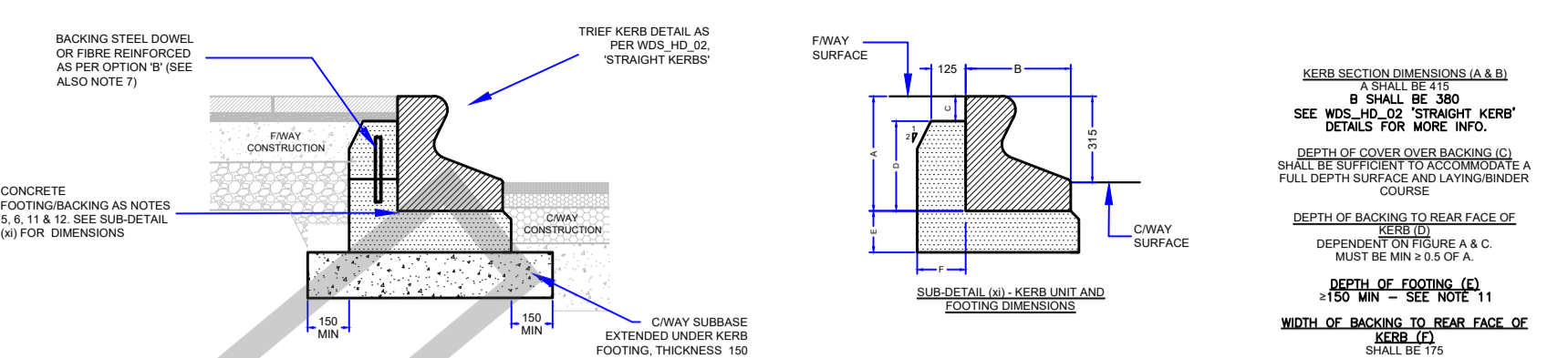
EDGING KERBS



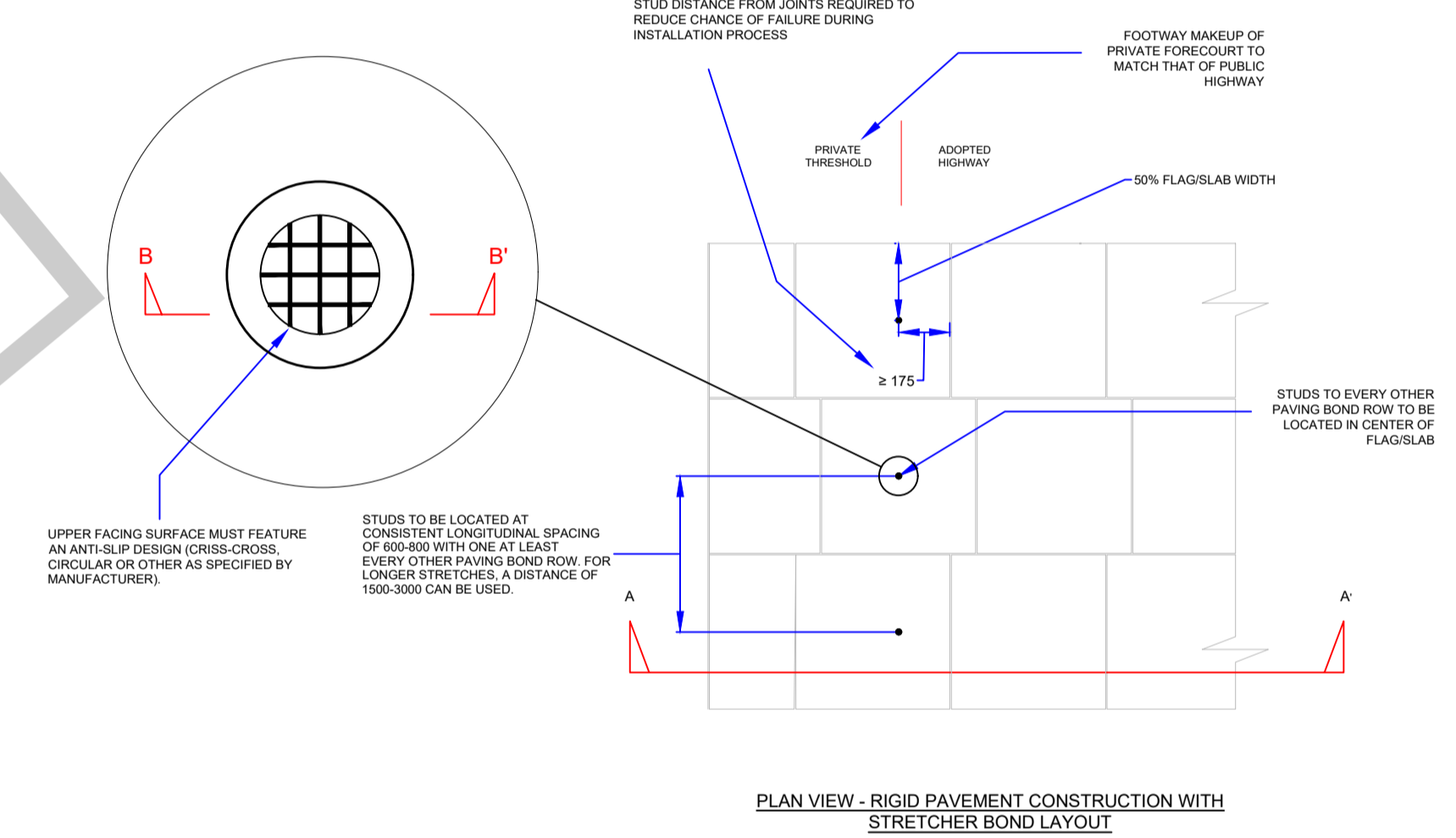
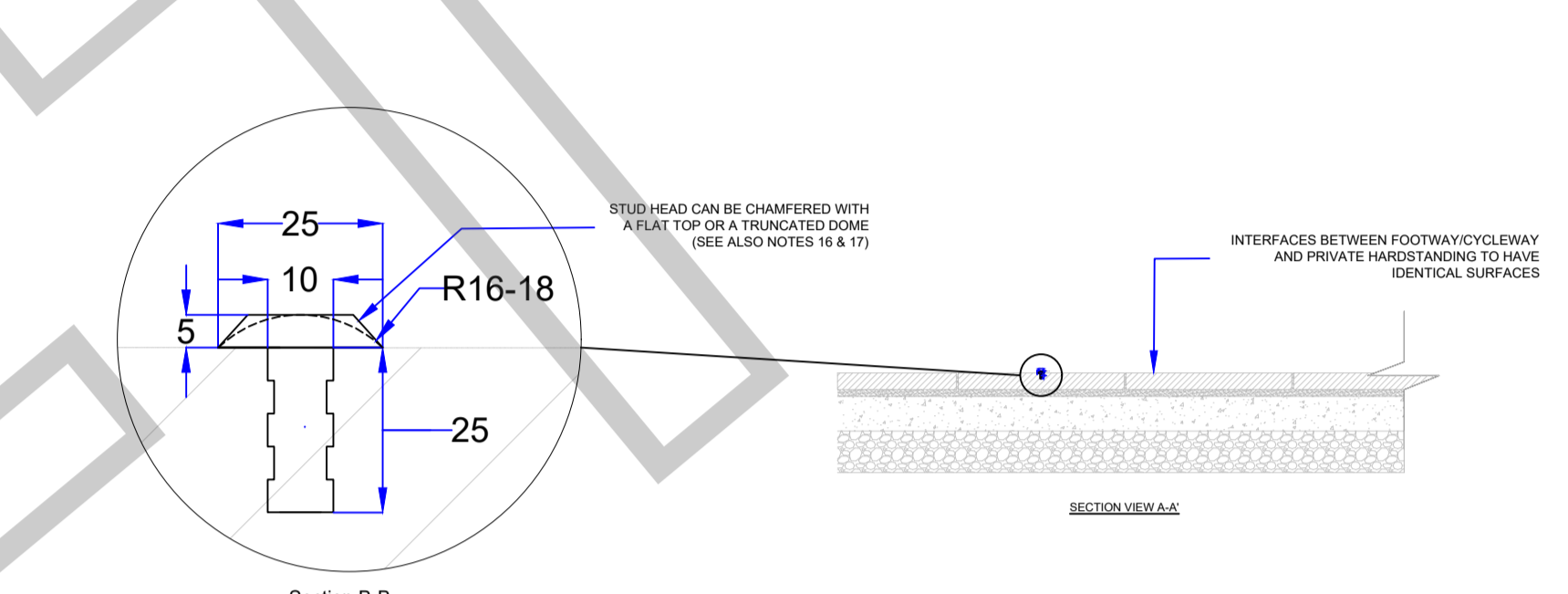
METAL EDGING/DEMARCATIION



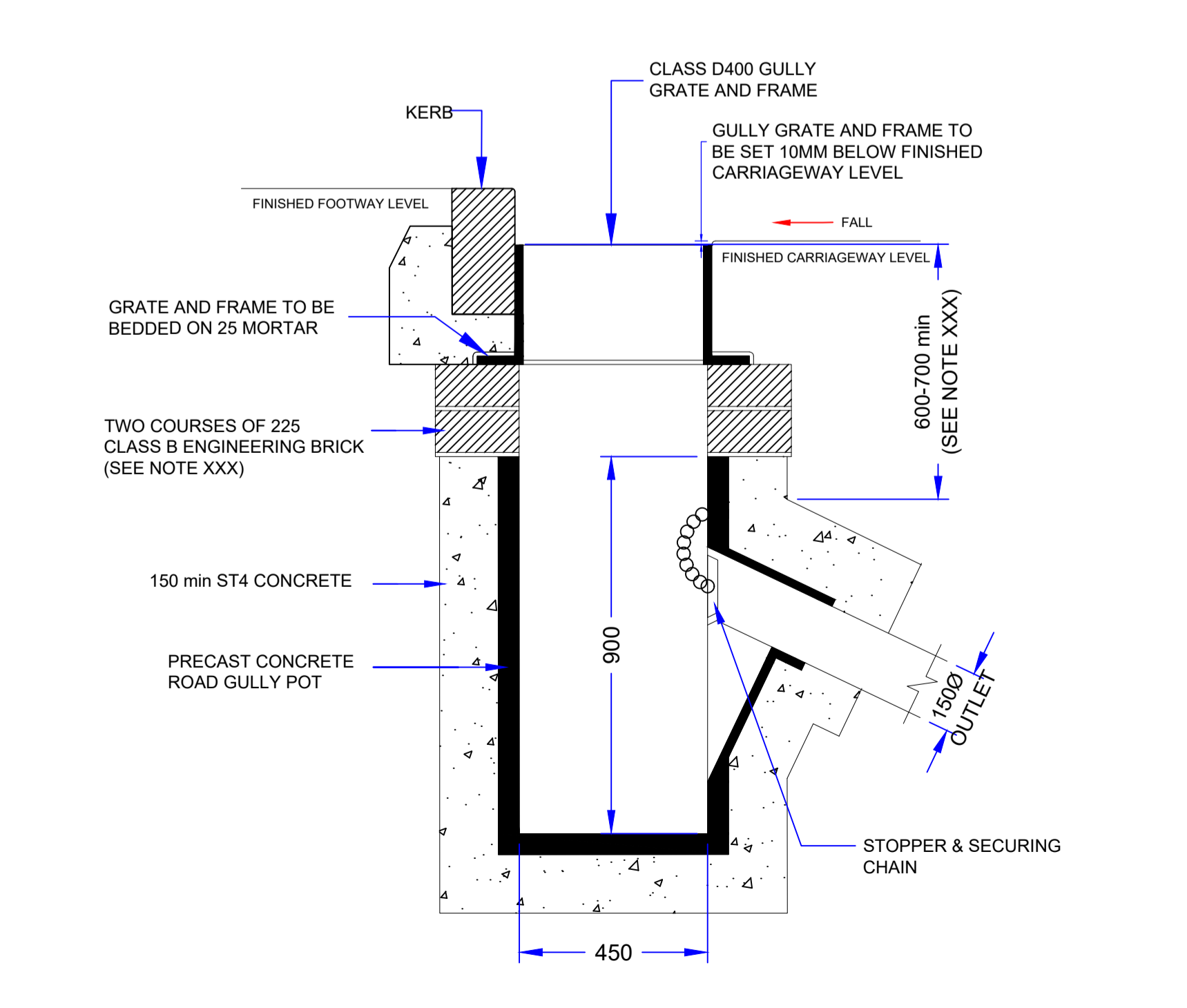
TRIEF (SAFETY/HGV) KERBS



METAL STUD DEMARCATIION LINE



PRECAST TRAPPED ROAD GULLY DETAIL (CHANNEL INLET)



NOTES

- GENERAL NOTES:
- Do not scale from this drawing. Use only written dimensions.
 - 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 relevant guidance's. In the event of any conflict with said guidance's, the standards shall prevail.
 - All kerbs to BS EN 1340:2003.
 - Appointed WBC Highway Engineer to be present during inspections/CBR testing.
 - All concrete within ground to be AC-4 with design sulphate class of DS-4.
- CONSTRUCTION NOTES:
- In all instances, the depth of footings/backings shall be sufficient to be placed directly on top of the sub-base.
 - The surface grade of the soft landscaped area of 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 it 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 of 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 previous 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.
 - The subbase beneath the footing shall be 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.
 - Minimum 75 terraced base of subbase fill slope and any further subgrade cut slope.
 - All in situ concrete footing and backing to be C20 (ST4).
 - 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 adopted as per one of the reinforced options under 'General Layouts for Adaptation' to securely bed kerbs/link backing to pre-cured footings.
 - Reinforcement dowel bars may be required with standard kerbs in circumstances where the kerbs are more vulnerable.
 - If on edge channel is required then the section of footing beyond the front face of the kerb is to be omitted.
 - 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.
 - In all instances, the depth of footings/backings shall be sufficient to allow them to be placed directly on top of the subbase.
 - Movement joints shall be provided through footings/beams/backing.
 - Root deflectors shall be 2440 high (appropriate to the required depth).
 - 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.
 - Root Barriers may be required or justified include to protect:
 - major underground utility lines (especially if these have associated easements), and;
 - 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.
 - Stud material to be stainless steel.
 - Studs to be set in resin at depths specified by manufacturer.

17/07/2020	A
Date Approved	Revision
 WOKINGHAM BOROUGH COUNCIL	
Project WOKINGHAM BOROUGH COUNCIL HIGHWAYS DEVELOPMENT DESIGN STANDARD PLANS	
Title STANDARD DETAILS SHEET 3 OF 4	
Scale	NOT TO SCALE
Drawing No.	WDS_HD_03
Date Drawn	16/07/2020
Drawn	SL
Designed	WBC
Checked	-
Approved	-
Date Approved	17/07/2020