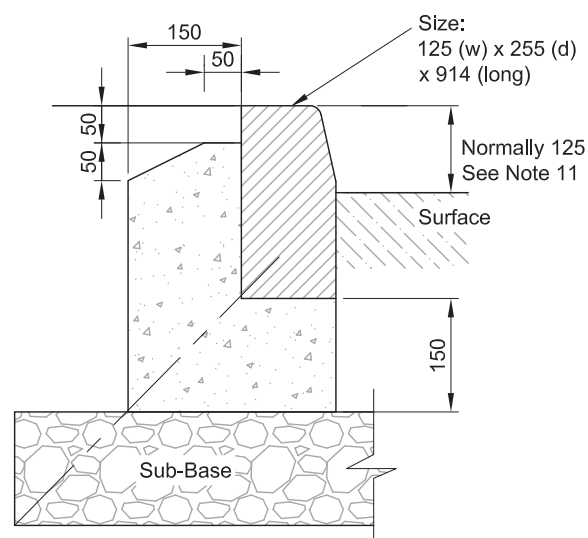
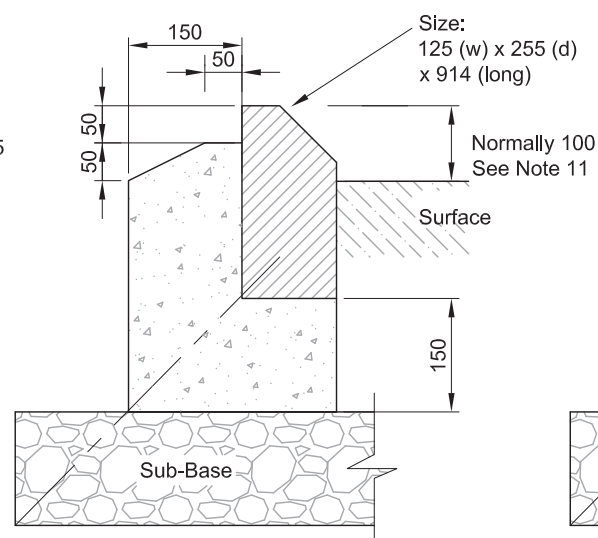
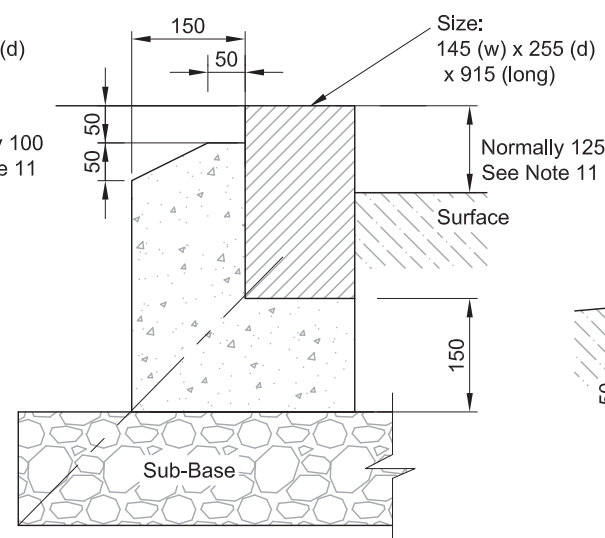




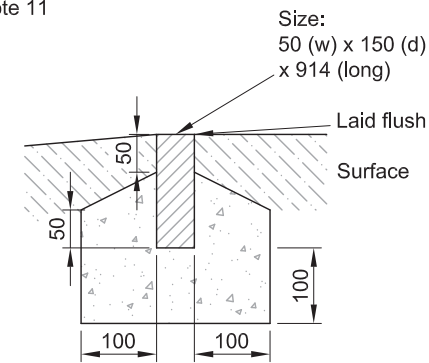
**FULL HEIGHT KERB
TYPE HB2**
(1:10)



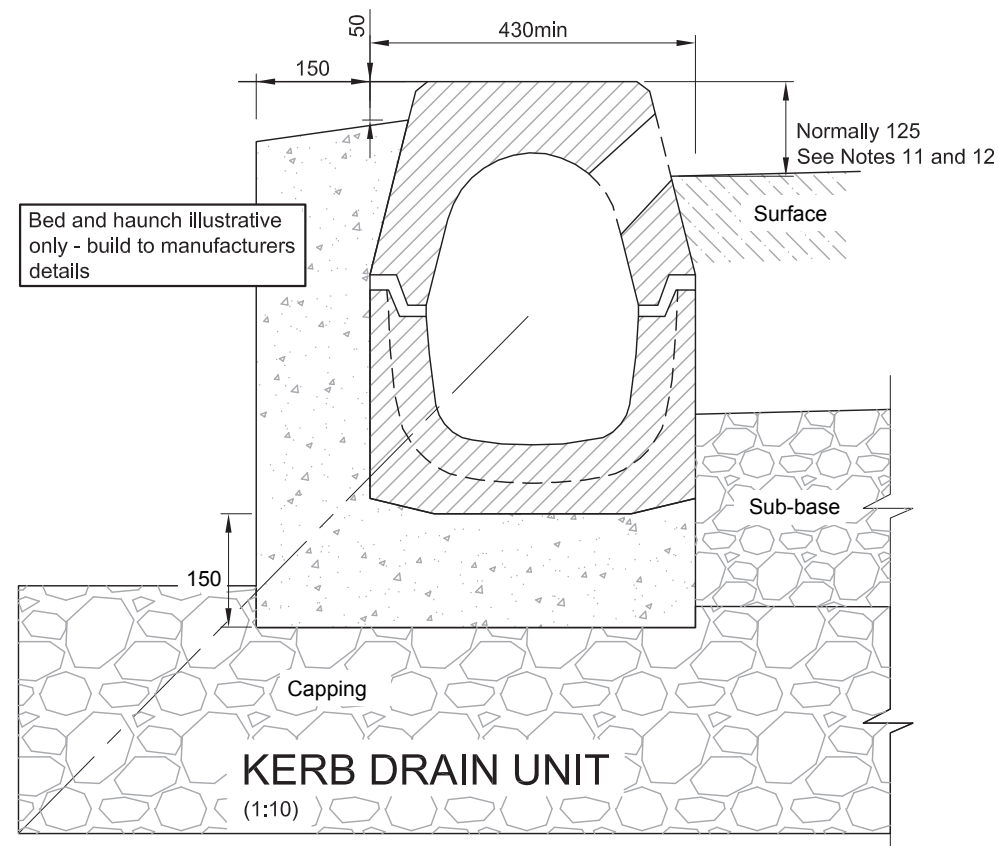
**SPLAY KERB
TYPE SP**
(1:10)



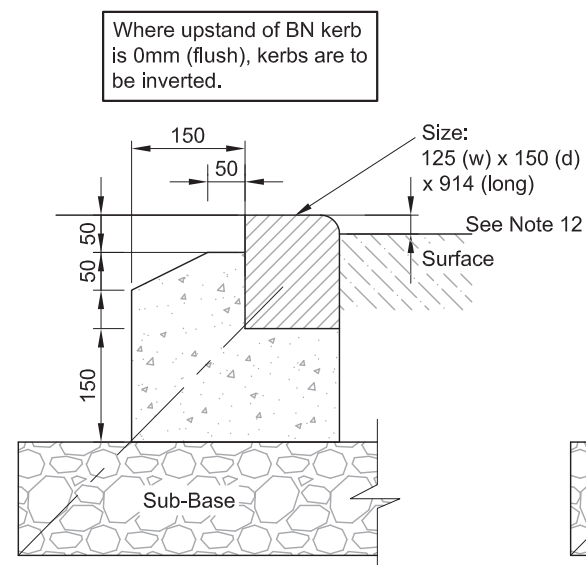
**FULL HEIGHT KERB
TYPE CONSERVATION**
(1:10)



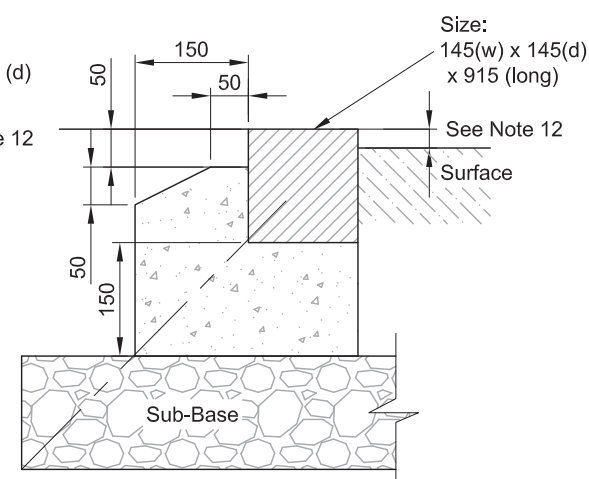
**EDGING
TYPE EF FLAT TOP**
(1:10)



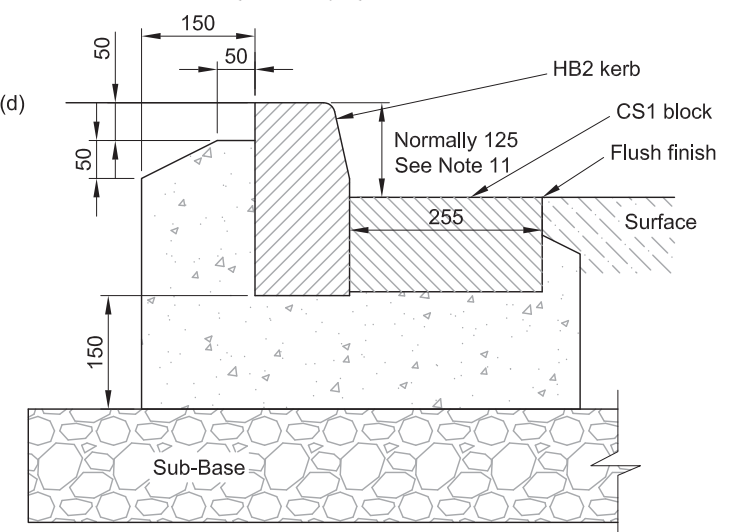
KERB DRAIN UNIT
(1:10)



**DROP KERB
TYPE BN**
(1:10)



**DROP KERB
TYPE: CONSERVATION**
(1:10)



**COMBINATION KERB
TYPE HB2+CS1**
(1:10)

To be used where longitudinal gradient is flatter than 1:150.
Gradient shall not exceed 1:200.

NOTES

1. Do not scale from this drawing.
2. Kerbs to be butt jointed. Where kerb alignments incur 'minor open joint tapers' between formed surfaces mortar jointing shall be used as directed by Highway Inspector.
3. All full length PCC kerbs are to be mechanically handled.
4. All precast concrete Kerbs & Edgings shall be to BS EN 1340 & laid to BS 7533-6.
5. All setts of natural stone shall be to BS EN 1342 & laid to BS 7533-7.
6. All Kerbs & Edgings bed & backing to be Concrete Class ST1 (C6/8), well compacted. Unless otherwise stated this shall be a minimum bed thickness of 150mm.
7. The minimum length of any cut kerb shall be 450mm (Half kerb).
8. The correct radius kerbs shall be used for all radii of 12m or less. For radii between 12m and 20m 600mm long straight units shall be used. Radius kerbs shall be used to form corners of laybys and tapers.
9. Suitable transition kerbs shall be used for all drop kerb and upstand variation locations.
10. Suitable quadrant kerbs shall be used to form corners of square areas and refuge islands.
11. Full height kerb upstand shall be as shown unless otherwise agreed by WSCC under a formal request.
12. Drop kerb upstand shall be 0-6mm for pedestrian crossings, 25mm for vehicular crossings.
13. Refer to drawing 01 for laying methods.

B	Kerb Drain added	DJL	MA	25/04/17
A	Splay kerb re-named	DJL	GM	30/11/12
Rev	Revision details	Chkd	Appd	Date
Drawn:	MJA		For comment	
Chkd:			For tender	
Appd:			For construction	
Date:			As constructed	
File ref:				
IWP Ref:				

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Project Name

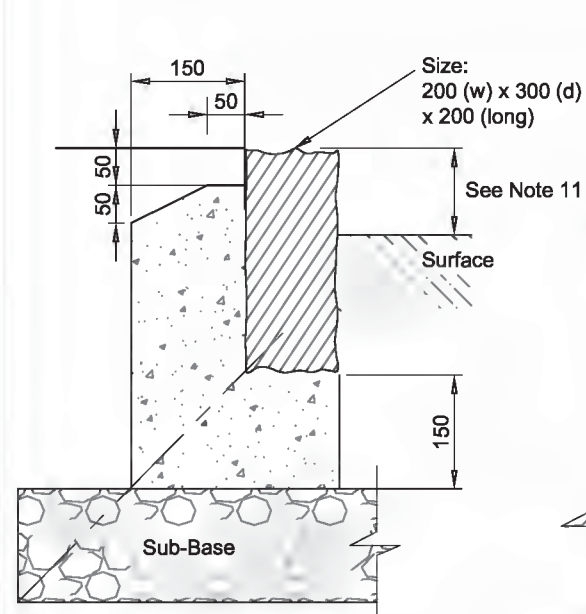
Section 278/38 Highway Agreement
Standard Details

Drawing Title

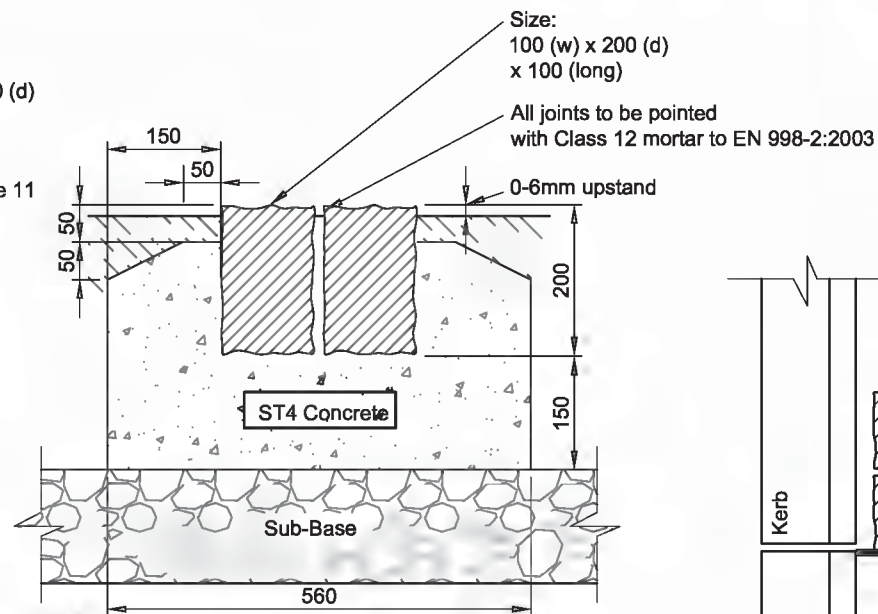
Approved Kerb Type Selection
Sheet 1



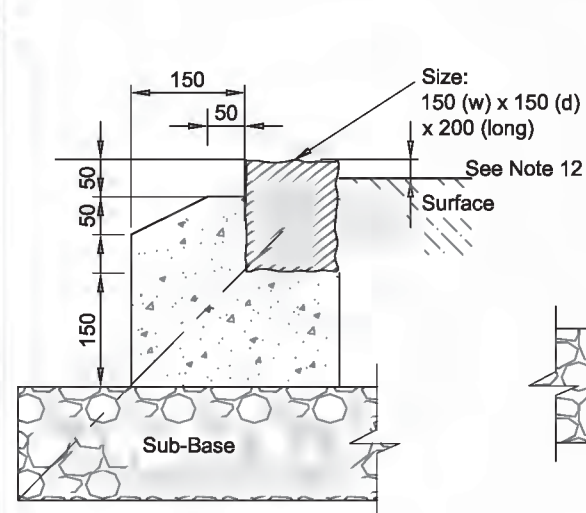
Original Drawing Size :	A3
Scale :	As Shown
Dimensions :	
Drawing No.	Rev
S278/38/02	B



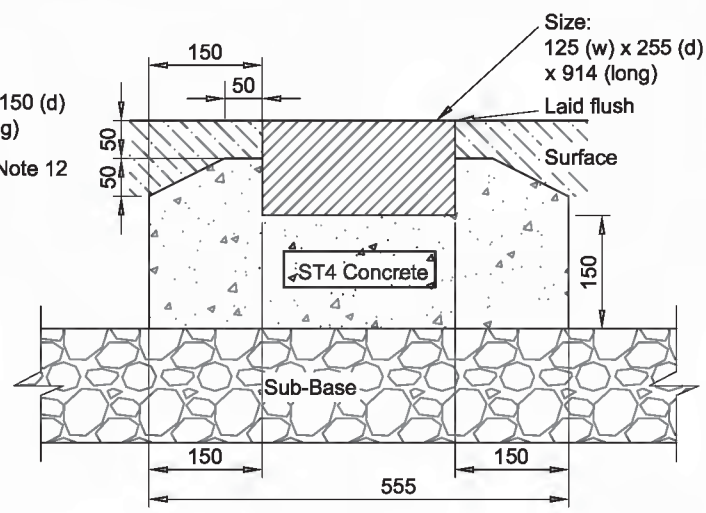
FULL HEIGHT KERB
TYPE GRANITE SETT
(1:10)



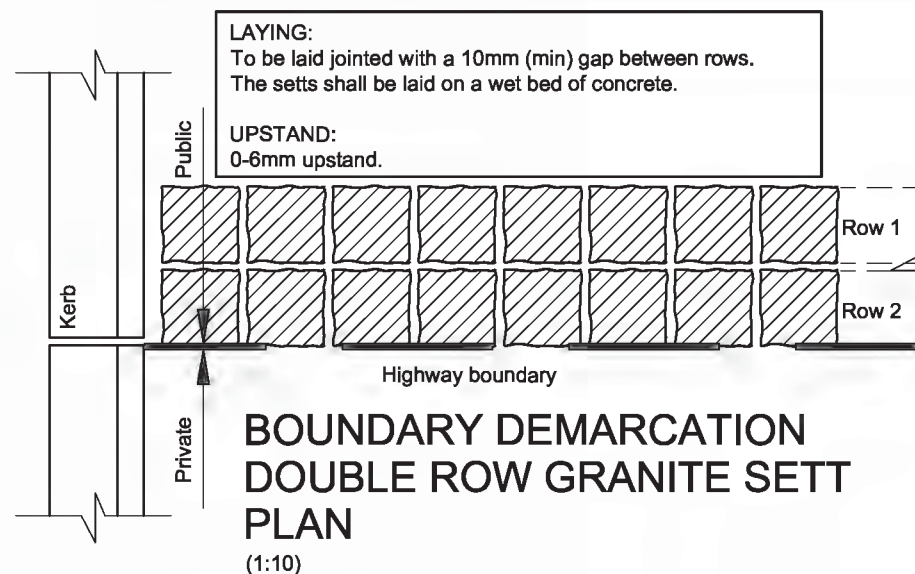
BOUNDARY DEMARCATION
DOUBLE ROW GRANITE SETT
SECTION
(1:10)



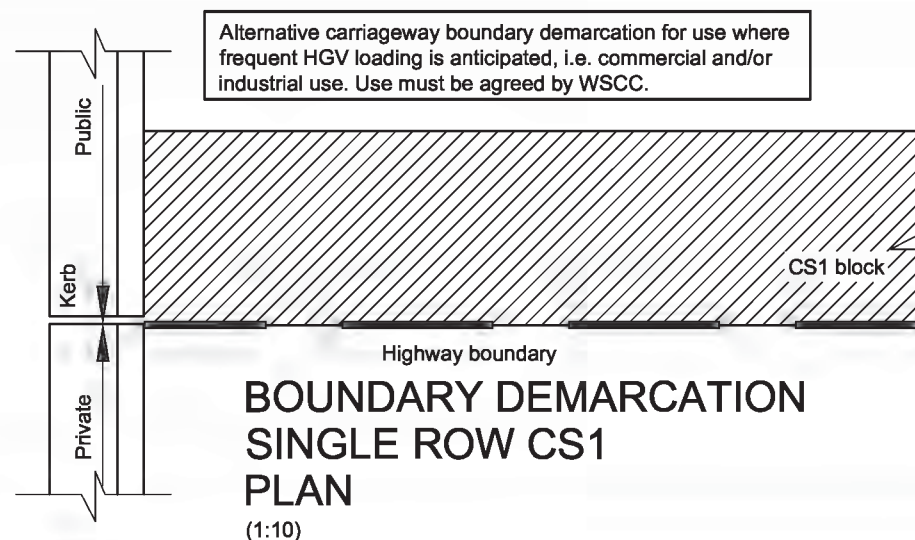
DROP KERB
TYPE GRANITE SETT
(1:10)



BOUNDARY DEMARCATION
TYPE CS1
SECTION
(1:10)



BOUNDARY DEMARCATION DOUBLE ROW GRANITE SETT PLAN (1:10)



BOUNDARY DEMARCATION
SINGLE ROW CS1
PLAN
(1:10)

- ### NOTES
1. Do not scale from this drawing.
 2. Kerbs to be butt jointed. Where kerb alignments incur 'minor open joint tapers' between formed surfaces mortar jointing shall be used as directed by Highway Inspector.
 3. All full length PCC kerbs are to be mechanically handled.
 4. All precast concrete Kerbs & Edgings shall be to BS EN 1340 & laid to BS 7533-6.
 5. All setts of natural stone shall be to BS EN 1342 & laid to BS 7533-7.
 6. All Kerbs & Edgings bed & backing to be Concrete Class ST1 (C6/8), well compacted. Unless otherwise stated this shall be a minimum bed thickness of 150mm. Carriageway demarcation CS1/Granite setts to be ST4 (C16/20).
 7. The minimum length of any cut kerb shall be 450mm (Half kerb).
 8. The correct radius kerbs shall be used for all radii of 12m or less. For radii between 12m and 20m 600mm long straight units shall be used. Radius kerbs shall be used to form corners of laybys and tapers.
 9. The correct transition kerbs shall be used for all drop kerb and upstand variation locations.
 10. The correct quadrant kerbs shall be used to form corners of square areas and refuge islands.
 11. Full height kerb upstand shall be 125mm unless otherwise agreed by WSCC under a formal request.
 12. Drop kerb upstand shall be 0-6mm for pedestrian crossings, 25mm for vehicular crossings.
 13. Refer to drawing 01 for laying methods.

A	Corrected ref to CS1	DJL	GM	30/11/12
Rev	Revision details	Chkd	Appd	Date
Drawn: MJA			For comment	
Chkd:			For tender	
Appd:			For construction	
Date:			As constructed	
File ref:				
IWP Ref:				

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Project Name Section 278/30 Highway Agreement Standard Details
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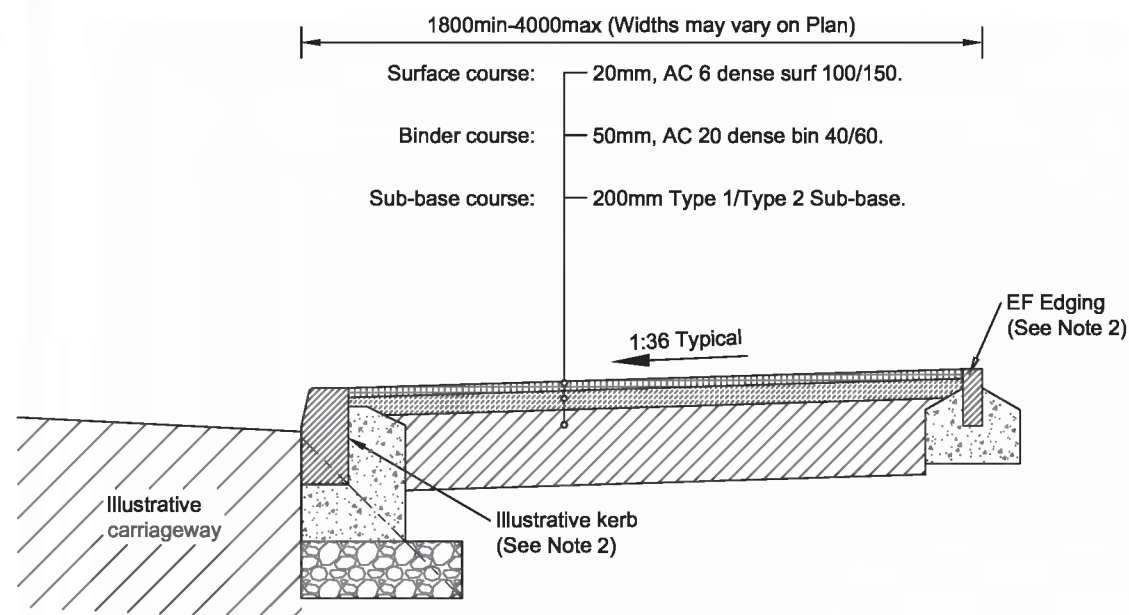
Drawing Title

Approved Kerb Type Selection

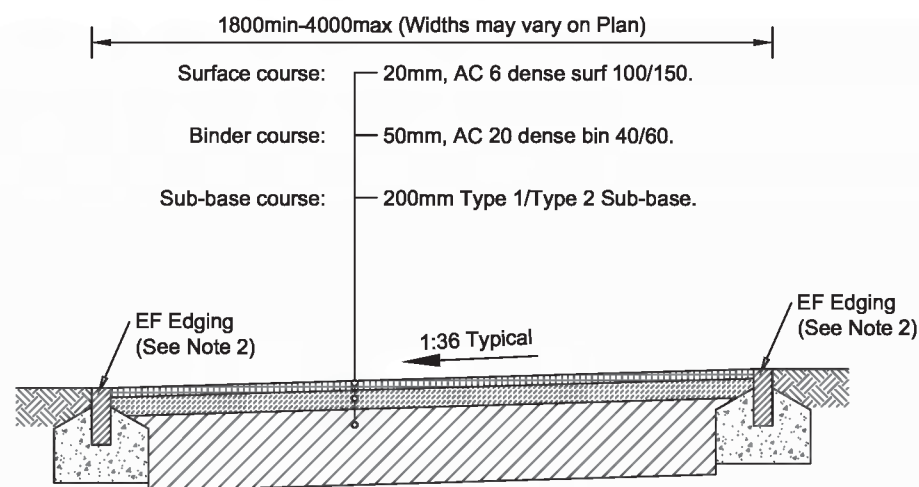
Sheet 2



Original Drawing Size : A3	
Scale : As Shown	Dimensions :
Drawing No. S278/38/03	Rev A



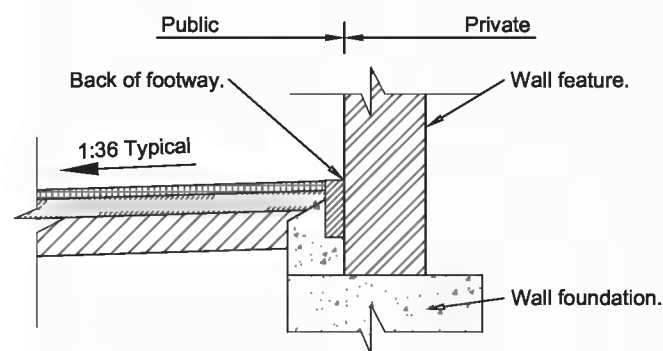
TYPE 1
FLEXIBLE FOOTWAY CONSTRUCTION
(Adjacent Carriageway)
(Scale 1:20)



TYPE 2
FLEXIBLE FOOTPATH CONSTRUCTION
(Separate from Carriageway)
(Scale 1:20)

NOTES

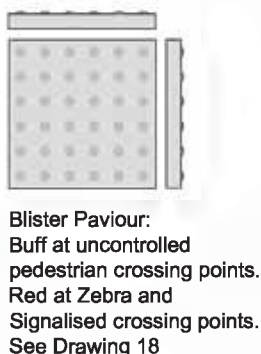
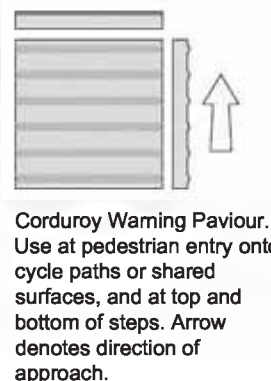
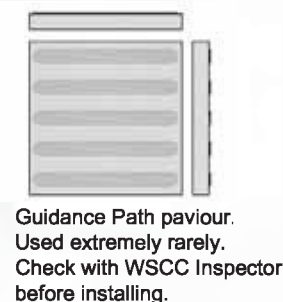
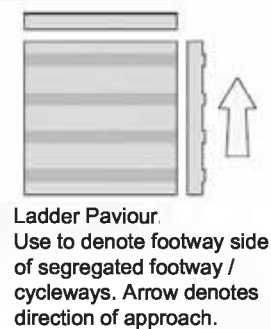
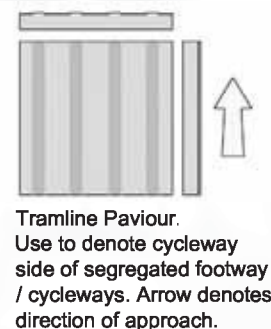
1. Do not scale from this drawing.
2. Refer to drawings 02 & 03 for Approved Kerb Type Selection.
3. Refer to drawing 01 for laying methods.
4. Prior to the commencement of laying the formation shall be treated with an approved residual weedkiller.
5. The Highway Inspector may request inclusion of a non-woven separation membrane to mitigate weed/root intrusion.
6. The Highway Inspector may increase the Sub-base depth or include a geotextile or geogrid on formation where site ground conditions are considered to be sub-standard.
7. Where there are footways without vehicle crossovers sub-base may be reduced to 100mm.
8. None of the details on this drawing are suitable where 'no-dig' construction is required.
9. Where a footpath is proposed between walls, private land or other features then positive drainage will be necessary in order to prevent run off of highway surface water.
10. Tactile paving to be specified and installed in accordance with DETR guidance on the Installation of Tactile Paving 1998



FLEXIBLE CONSTRUCTION ADJACENT WALL
(Scale 1:20)

PROPOSED WALL SCENARIO
The back of footway shall be formed with an EF Edging.

HISTORIC WALL SCENARIO
Where works are proposed directly adjacent an existing wall feature the Highway Inspector shall review the edging requirement on a case by case basis.



Small element tactile paviments to be used where vehicular overrun is likely to break slabs

TACTILE PAVING
(Scale 1:20) - See note 10

FOOTWAY - FLEXIBLE CONSTRUCTION TABLE SELECTOR			
	FOOTWAY	CROSSOVER TYPE 1 (STANDARD)	CROSSOVER TYPE 2 (INDUSTRIAL)
SUB-BASE			
Type 1 / Type 2 (Clause 803)	200 (See Note 7)	200	270
BASE			
32mm Dense Asphalt Concrete Base 40/60 PEN	-	-	100
BINDER COURSE			
20mm Dense Asphalt Concrete Binder 40/60 PEN (Not required with block paviers)	50	50	50
SURFACE COURSE			
Heavy Traffic Option: HRA 30/10 F Surf 40/60	25	25	25
HRA 45/6 Surf 160/220			
6mm Dense Graded Asphalt Concrete Surface Course 100/150	20	20	-
10mm Close Graded Asphalt Concrete Surface Course 100/150	-	-	30
Blocks on 30mm sand Bed	60	60	60

B	Tactile Paving added	DJL	GM	09.09.13
A	Notes amended	DLS	MJA	28.02.13
Rev	Revision details	Chkd	Appd	Date
Drawn:	MJA		For comment	
Chkd:			For tender	
Appd:			For construction	
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Project Name

Section 278/38 Highway Agreement
Standard Details

Drawing Title

Footway/Cycleway
Type 1 & 2



Original Drawing Size :	A3
Scale :	As Shown
Dimensions :	
Drawing No.	Rev
S278/38/04	B