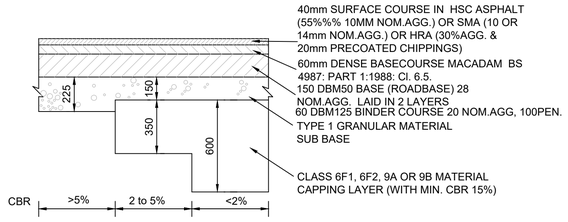
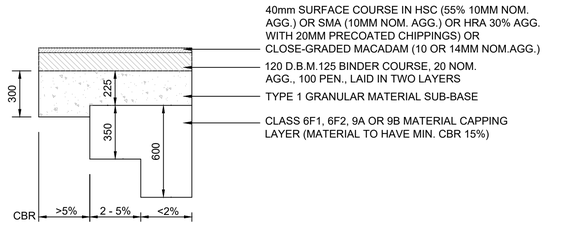


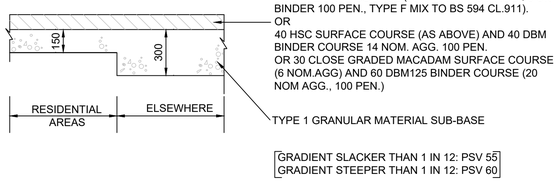
FLEXIBLE CONSTRUCTION TYPE 2 ROAD

SCALE 1:20



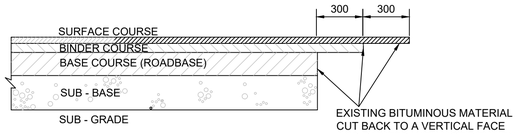
FLEXIBLE CONSTRUCTION TYPES 3 & 4 ROADS

SCALE 1:20



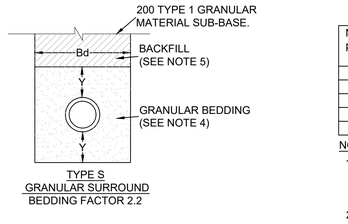
FLEXIBLE CONSTRUCTION MACHINE LAID FOOTWAYS

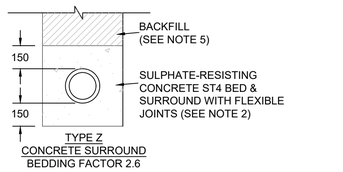
SCALE 1:20

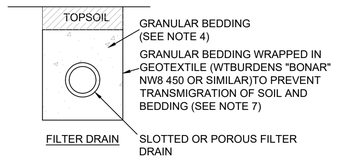


STAGGERED JOINTS IN FLEXIBLE CARRIAGEWAYS

SCALE 1:20







Nom. pipe Dia.	Max trench width (Bd)	Y	Joint filler board thickness
150	690	200	18
225	690	200	18
300	760	200	18
375	1070	200	18
450	1140	200	36

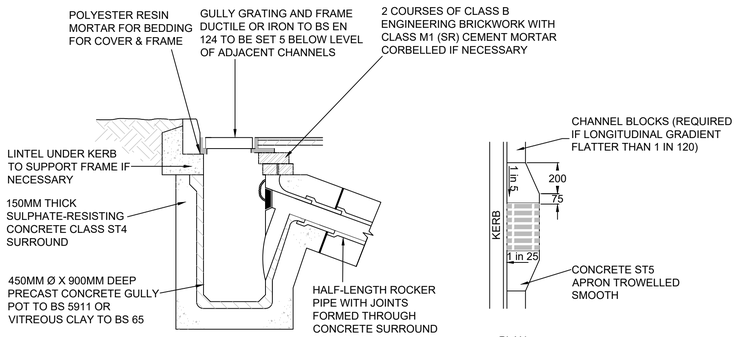
NOTES

1. PERMITTED PIPE MATERIALS ARE:-
   PRECAST CONCRETE
   VITREOUS CLAY
   RIGIDRAIN (GULLY CONNECTIONS ONLY)
2. FULL CONCRETE SURROUND IS REQUIRED
   (A) TO ALL GULLY CONNECTIONS
   (B) IF COVER IS LESS THAN 1.2M
   (C) IF COVER IS MORE THAN 6M
   (D) IF PIPES ARE IN HEADING
   (E) IF TRENCH IS WIDER THAN THE MAXIMUM TRENCH WIDTH AS GIVEN ABOVE.
3. FLEXIBLE JOINTS SHALL BE FORMED FULLY THROUGH THE CONCRETE BED AND SURROUND AT 8M CENTERS OR LESS AND COINCIDING WITH PIPE JOINTS USING COMPRESSIBLE BOARD TO BS 1142:3 THICKNESS AS GIVEN ABOVE.
4. GRANULAR BEDDING MATERIAL SHALL BE AS DEFINED IN DOT SPECIFICATION TABLE 5/5 (WWA GRANULAR BEDDING TYPE A)
5. IN CARRIAGEWAYS, BACKFILL SHALL BE ST1 OR FOAMED CONCRETE. IN FOOTWAYS AND FOOTPATHS, TYPE 1 GRANULAR MATERIAL MAY BE USED. SELECTED EXCAVATED MATERIAL MAY BE USED ELSEWHERE.
6. CLAY PUDDLE WATERSTOPS SHALL BE 300 THICK EXTENDING FULLY THROUGH THE BED AND SURROUND AND BACKFILL IF PERVIOUS IMMEDIATELY DOWNSTREAM OF SUMPS, WHERE REQUIRED.
7. IN POOR GROUND IT MAY BE NECESSARY TO WRAP THE BED AND SURROUND IN GEOTEXTILE (WTBURDENS "BONAR" NW8 450 OR SIMILAR) TO PREVENT MIGRATION OF MATERIAL INTO THE GRANULAR BEDDING.
8. CONNECTIONS:- PROPRIETORY CONNECTION UNITS SHALL BE USED TO MAKE CONNECTIONS BETWEEN PIPES. CONNECTIONS SHALL BE PREFERABLY AT RIGHT ANGLES, OR AT AN ANGLE RUNNING WITH THE DIRECTION OF FLOW.
9. SLOW BENDS ONLY SHALL BE USED AT CHANGES OF DIRECTION IN A PIPE, AND MAY ONLY BE USED ON GULLY CONNECTIONS.

PIPELESS FILTER DRAIN
FILTER DRAINS CAN ALSO BE CONSTRUCTED IN A SIMILAR FASHION BUT WITHOUT THE PIPE, USING A GRANULAR BEDDING CROSS-SECTION OF 690X750.

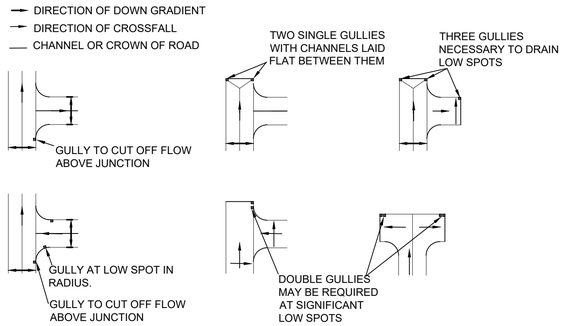
TRENCH DETAILS

SCALE 1:20



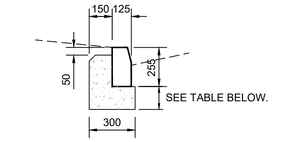
NOTES:-
1. ALL GULLY CONNECTIONS SHALL HAVE CONCRETE SURROUND. (TYPE Z BED)
2. MAXIMUM LENGTH OF GULLY CONNECTIONS IS 12M.
3. GULLIES SHALL CONNECT TO PIPES, NOT TO OTHER GULLIES.

POSITIONING OF GULLIES AT JUNCTIONS AND IN TURNING HEADS
(N.T.S)



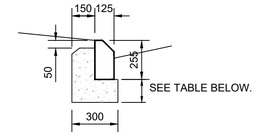
TYPICAL GULLY

SCALE 1:20



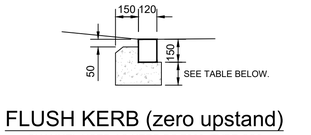
HALF BATTER KERB
Kerb BS 7263: Type HB2

SCALE 1:20



FULL BATTER KERB
KERB BS 7263: TYPE SP

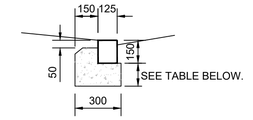
SCALE 1:20



FLUSH KERB (zero upstand)

CHANNEL USED AS KERB BS 7263: TYPE CS2

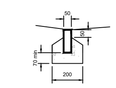
SCALE 1:20



BULL NOSED KERB
(25mm upstand)

KERB BS 7263: TYPE BN

SCALE 1:20



EDGINGS

Edgings BS 7263: Type EF, 50x150mm square top

SCALE 1:10

DEPTH OF KERB RACE
CONCRETE CLASS ST1
DEPTH OF KERB RACE UNDER KERBS SHALL BE:
RESIDENTIAL AREA: 150MM
ELSEWHERE: 225MM

NOTES

THE TYPICAL DETAILS SHOWN ARE FOR PRECAST CONCRETE KERBING WITH BITUMINOUS PAVEMENTS. SOME VARIATIONS IN THE DETAILS MAY BE NECESSARY FOR OTHER TYPES OF KERBING AND IN PARTICULAR FOR OTHER TYPES OF PAVEMENTS.

1. KERB FACES SHALL BE: FULL KERBS 125MM
   : VEHICULAR DROP KERBS 25MM
   : PEDESTRIAN DROP KERBS FLUSH (0MM)
2. FULL-LENGTH KERBS SHALL BE USED WHEREVER POSSIBLE. CUT KERBS WHERE UNAVOIDABLE SHALL BE AT LEAST 300MM LONG AND CUT WITH A SAW OR DISC-CUTTER.
3. PURPOSE MADE TRANSITION KERBS SHALL BE USED TO CHANGE FROM ONE KERB TYPE TO ANOTHER. DOUBLE LENGTH TAPER KERBS (FROM ZERO UPSTAND TO FULL KERBS) CAN BE FORMED FROM ONE BN AND ONE STANDARD TAPER KERB, BUT PROPRIETARY DOUBLE-LENGTH TRANSITIONS ARE STRONGLY PREFERRED.
4. PURPOSE MADE RADIUS KERBS & CHANNELS SHALL BE USED FOR RADII OF LESS THAN 12M. PROPRIETORY INTERNAL OR EXTERNAL ANGLE KERBS SHALL BE USED TO FORM RIGHT-ANGLES IN AREAS OF PCC KERBING. MITRING OF PCC KERBS IS NOT ACCEPTABLE ON EXTERNAL ANGLES. QUADRANTS, CUT IF NECESSARY, MAY BE USED TO FORM CORNERS.
5. KERBING SHALL BE LAID CLOSE-BUTTED WITHOUT GAPS. MORTARED JOINTS ARE NOT ACCEPTABLE.
6. FOUNDATION:- KERBS SHALL BE LAID DIRECTLY ON A CONCRETE CLASS ST1 RACE OR ALTERNATIVELY ON A 12MM THICK CLASS 1 MORTAR BED ON THE CONCRETE CLASS ST1 RACE. THE KERB RACE SHALL BE LAID ON ROLLED SUB-BASE AT LEAST 100MM THICK.
7. DELAYS:- IF THERE IS MORE THAN 24 HOURS DELAY BETWEEN LAYING THE FOUNDATION AND PLACING HAUNCHING, THE JOINT SHALL BE PAINTED WITH A CEMENT SLURRY BEFORE HAUNCHING. DOWEL BARS MAY BE REQUIRED (20DIA. MS 200 LONG AT 450 C/C, 300 LONG FOR SAFETY KERBS AND BUS KERBS).
8. CHANNELS ARE REQUIRED IF LONGITUDINAL GRADIENT OF ROAD IS LESS THAN 1 IN 120.
9. DUST SUPPRESSION SHALL BE USED WHEN DISC-CUTTING KERBING.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

Refer to the relevant Construction (Design and Management) documentation where applicable.
It is assumed that all works on this drawing will be carried out by a competent contractor, working where appropriate to an approved method statement.

Notes

1. The adopting authority's standard details, where they exist, shall be used in preference to this standard detail.
2. All adoptable highway works shall be carried out in accordance with the specific requirements of Wokingham Borough Council's specification and the general requirements of 'Specification For Highway Works' (SHW), Volume 1 of the Highways Agency's Manual of Contract Documents for highway works and any amendments thereto current at the time of tender issue date.
3. This drawing is to be read in conjunction with all other relevant drawings/specifications.
4. Do not scale from this drawing, use figured dimensions only. All dimensions are in meters.
5. All the above requirements shall apply unless otherwise stated in the general arrangement drawings/specification. In the event of a contradiction the contract specific documents shall be deemed to prevail.
6. The contractor is to check and verify all site dimensions and levels, including existing sewer invert levels and utilities, prior to start on site.
7. Positions of existing services/statutory undertakers apparatus adjacent to or crossing proposed excavations are to be confirmed prior to start on site.
8. This drawing is to be read in conjunction with and checked against all, engineering details, specifications, geotechnical and other relevant documentation provided.
9. Where trees adjacent to highways or drainage are proposed, root barriers (type to be approved) are required to prevent structural damage.
10. Any anomaly or contradictions between any of the above is to be reported immediately.
11. The contractor is to comply in all aspects with the current british standards, building regulations and building legislation etc.

Rev	Date	Description	By
T01	03.06.25	First issue	OT

Client
Vistry Thames Valley

Project
Finchwood Park, Parcel 13
Finchampstead

Title
Construction Details
Sheet 1

Drawing Status
Tender

Drawn	Checked	Approved	Date	Scale @ A1
OT	NT	NT	JUN 2025	As Shown

Project No.	Drawing No.	Revision
138053	138053-MCS-XX-DR-C-6000	T01

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