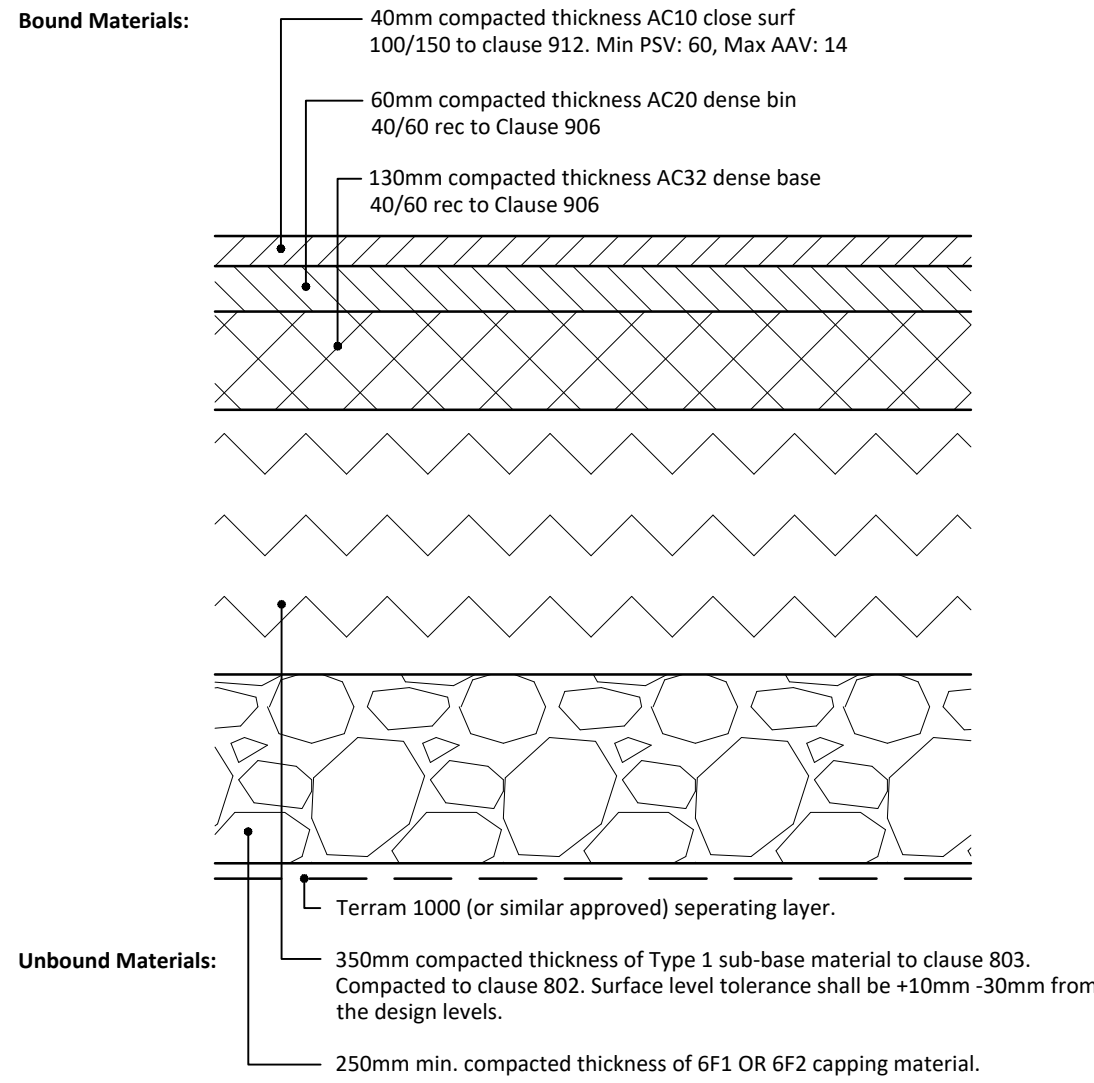


Notes & Specification

- Pavement construction shown below shall be generally constructed in accordance with the current National Highways Manual of Contract Documents for Highway Works, Volume 1, Specification for Highway Works (MCHW) in particular the 600, 700, 800 and 900 series clause numbers refer to this specification.
- Bituminous mixtures shall be to the current BS EN 13108 series, BS 594987 and BSI PD 6691.
- Construction plant and other traffic used on pavements under construction shall be suitable in relation to the material, condition and thickness of the courses it traverses so that damage is not caused to the subgrade or the pavement courses already constructed. Wheels or tracks of plant moving over the various pavement courses shall be kept free from deleterious material. Any damage to pavement courses overrun by construction traffic shall be made right to the satisfaction of the Overseeing Organisation Engineer.
- The subgrade CBR shall be measured by laboratory tests and reported to the Engineer to check the pavement design prior to construction.
- Where pavements are constructed on subgrades that have volume change potential and where roots of vegetation are below the pavement formation, there is a risk that movement may occur resulting in cracking being evident in the surface course, particularly during prolonged periods of dry weather. To reduce this risk, the formation depth shall be increased.



Formations/Subgrade:

Prior to placement of the sub-base the formation shall be trimmed and rolled to clause 616. Any soft areas shall be brought to the attention of the Engineer for selection of the appropriate remedial measures. Surface level tolerance be +/-20mm from design levels.

The pavement has been designed to satisfy Wokingham Borough Council Highway Design Guide.

Pavement Loading Limits:

The pavement is unable to accommodate jockey wheel/pad loads.

The surface course material may be subject to damage due to tight maneuvers of heavy vehicles and fork lift trucks particularly in hot weather conditions.

Bituminous Carriageway Construction

Wokingham Borough Council Detail "WDS_HD_01 Rev A"

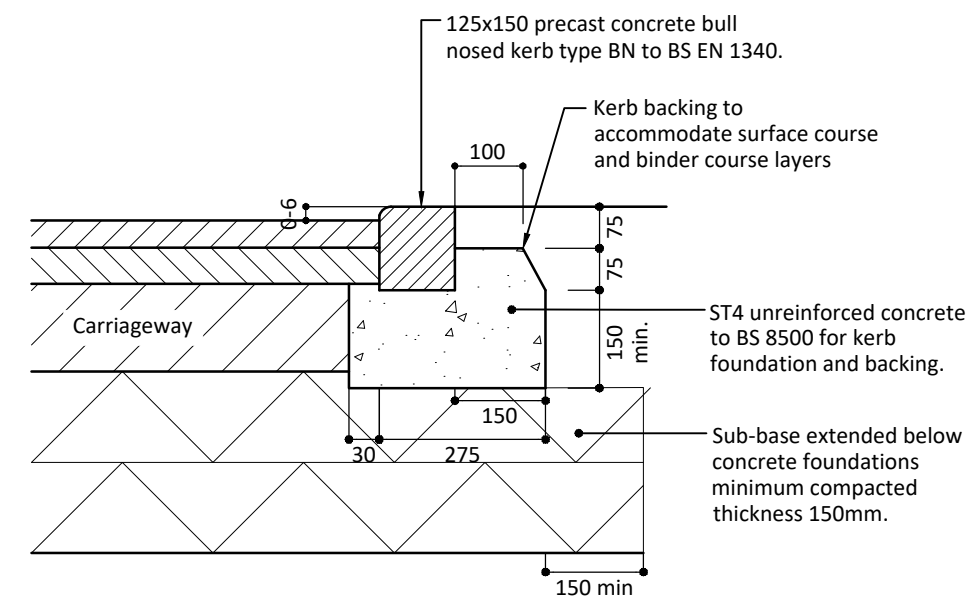
CBR table - Taken from Wokingham Borough Council's "Standard Details Sheet 1 of 4 - WDS_HD_01 Rev A" dated 17.07.2020			
CBR (%)	Subbase on Capping (mm)		Subbase only (mm)
	Subbase	Capping	
≤2.5	Ground Stabilisation		Ground stabilisation
2.6 - 2.9	350	250	450
3.0 - 3.9	320	240	400
4 - 4.9	270	220	360
5 - 5.9	240	210	320
6 - 7.9	210	200	300
8 - 9.9	200	180	270
10 - 11.9	180	180	250
12 - 14.9	170	160	230
15.0±	150	150	200

Notes

- Gap between kerbs shall be 1 to 2mm.
- Radius kerbs shall be used where the radius is less than 12m.
- Kerb face to be shuttered and mechanically vibrated to ensure proper compaction.

Limitations Of Use

- For use as an edging to pavements accommodating normal traffic and manoeuvres.

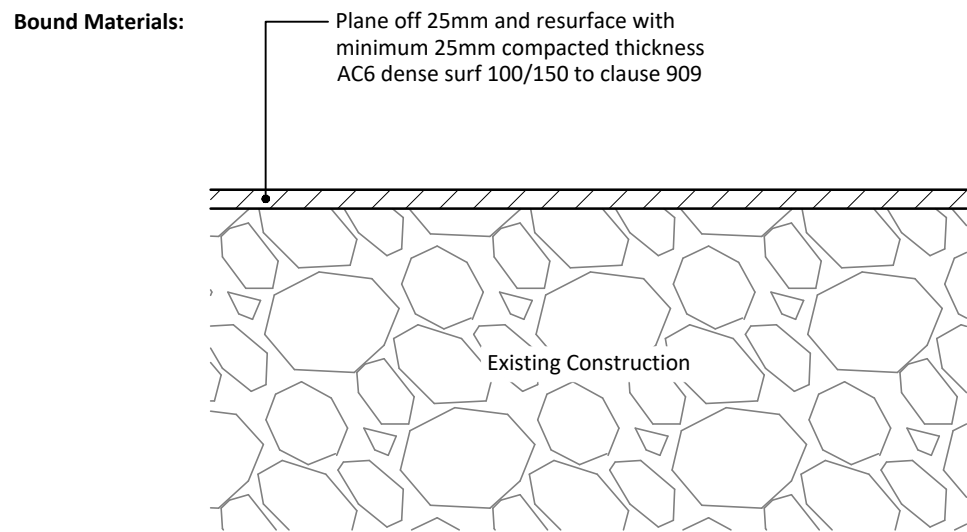


Precast Concrete Bullnosed Kerb Detail (At Interface With Footway)

Wokingham Borough Council Detail "WDS_HD_03 Rev A"

Notes & Specification

- Pavement construction shown below shall be generally constructed in accordance with the current National Highways Manual of Contract Documents for Highway Works, Volume 1, Specification for Highway Works (MCHW) in particular the 600, 700, 800 and 900 series clause numbers refer to this specification.
- Bituminous mixtures shall be to the current BS EN 13108 series, BS 594987 and BSI PD 6691.



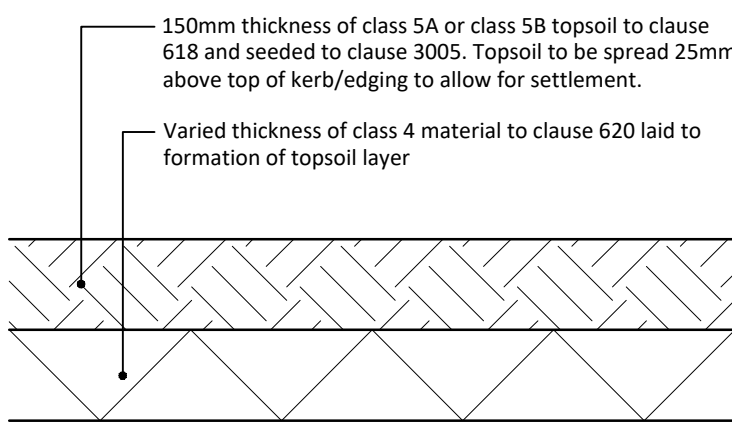
Bituminous Footway Reprofiling

Wokingham Borough Council Detail "WDS_HD_01 Rev A"

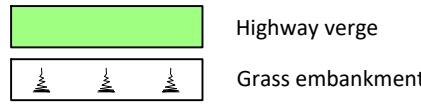


Notes & Specification

- Verge construction shown below shall be generally constructed in accordance with the current National Highways Manual of Contract Documents for Highway Works, Volume 1, Specification for Highway Works (MCHW) in particular the 600 and 3000 series clause numbers refer to this specification.
- Verge construction is not suitable for construction plant or other traffic. Any damage caused to verge layers by construction plant or other vehicles shall be made right to the satisfaction of the Overseeing Organisation Engineer.



Highway Verge Construction

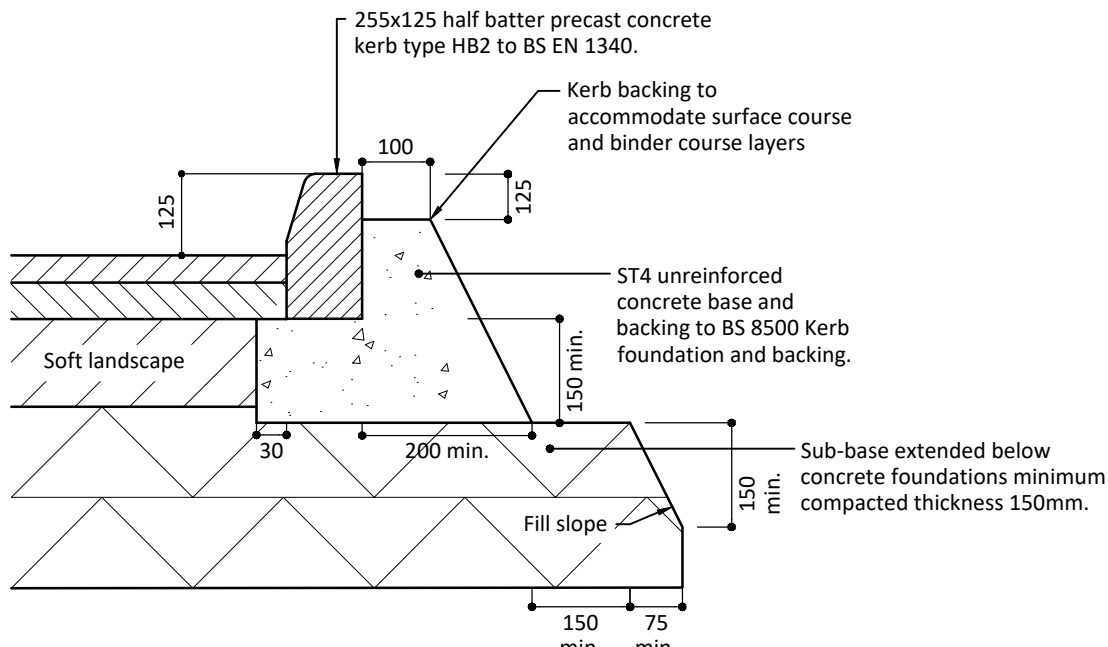


Notes

- Gap between kerbs shall be 1 to 2mm.
- Radius kerbs shall be used where the radius is less than 12m.
- Kerb face to be shuttered and mechanically vibrated to ensure proper compaction.
- Detail to be used where foundation concrete, kerb laying and haunching are carried out in separate operations.

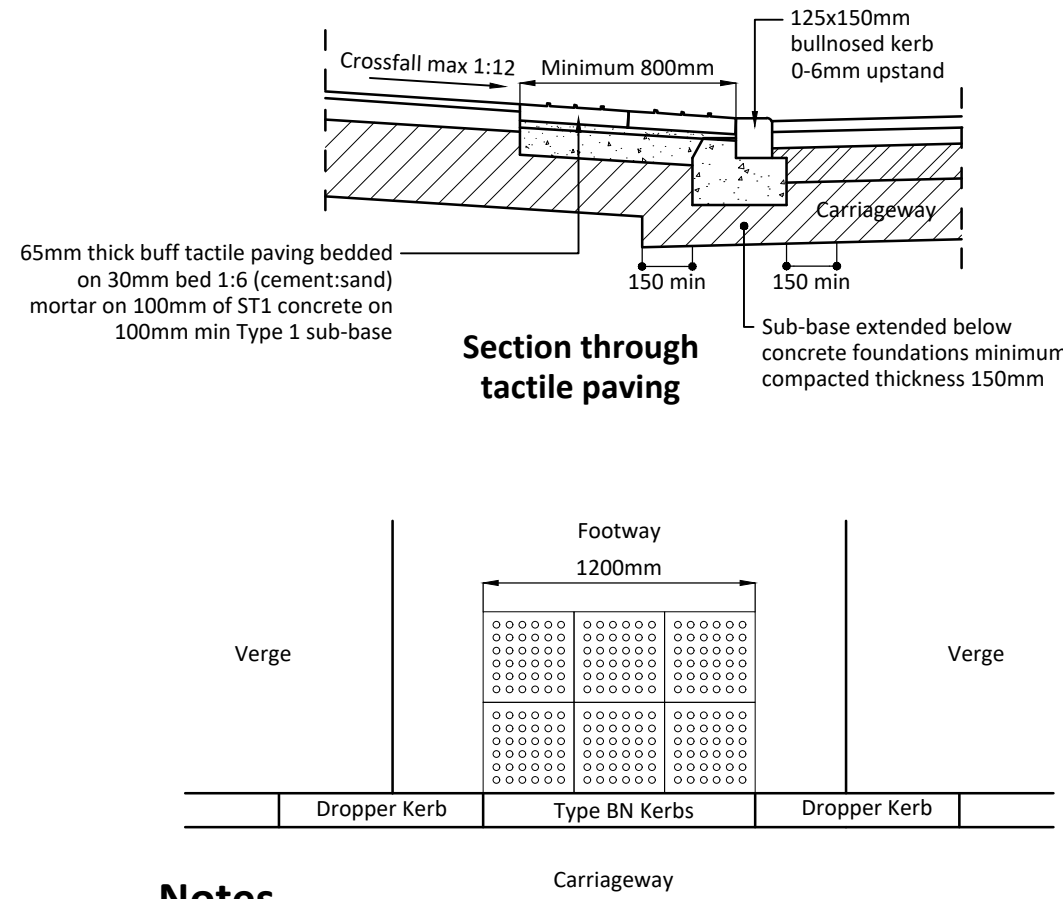
Limitations Of Use

- For use as an edging to pavements accommodating normal traffic loadings and manoeuvres.
- Edging may fail or be damaged by direct impact from heavy vehicle loads.



Precast Concrete Half Batter Kerb Detail (At Interface With Soft Landscaped Areas)

Wokingham Borough Council Detail "WDS_HD_03 Rev A"

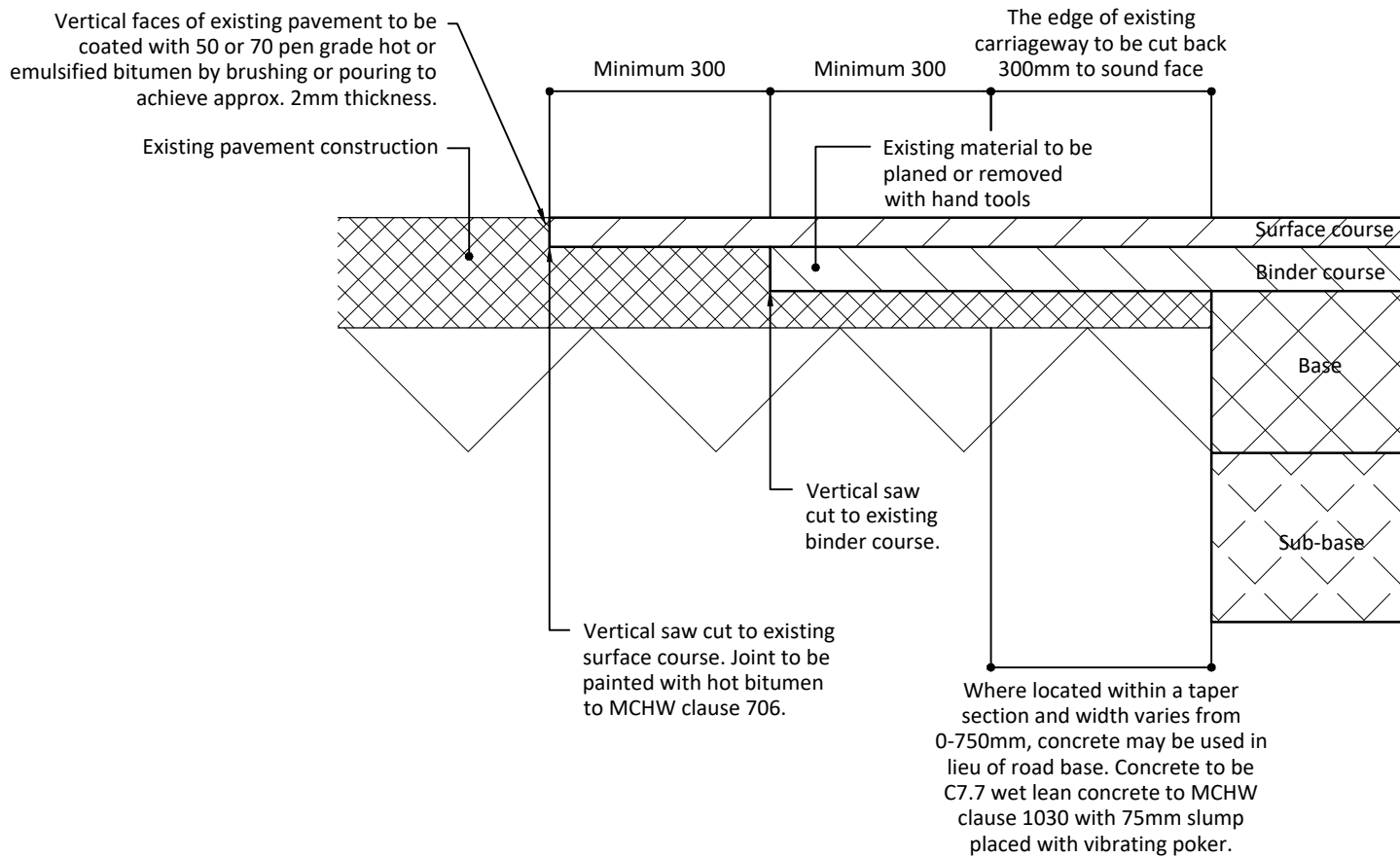


Notes

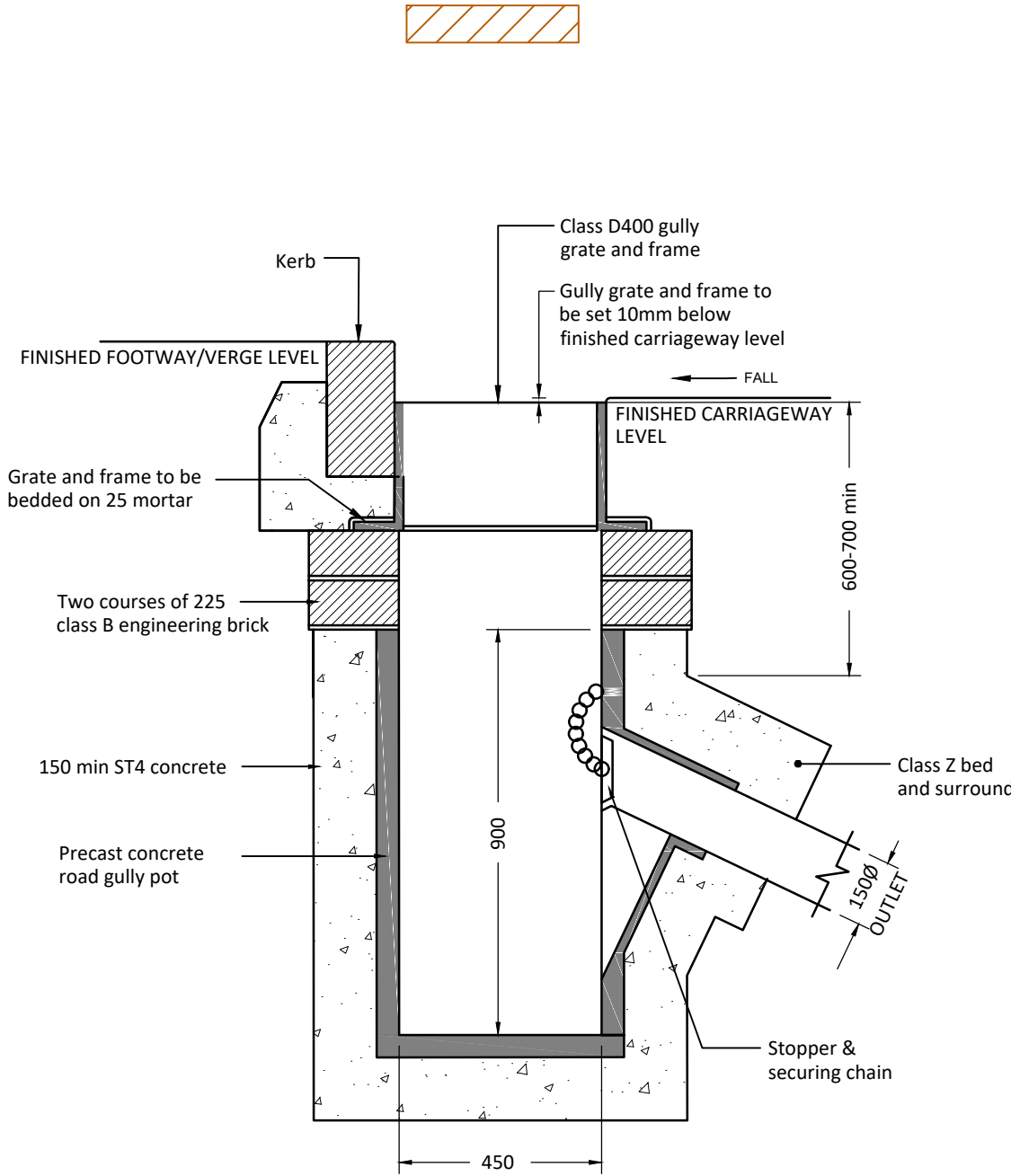
- Tactile paving shall be blister Type TA/F flags (400 x 400 x 65mm) buff in colour.
- Domes on the tactile paving flags must align exactly with the domes on the opposite side of the crossing.
- Tactile paving flags shall be 65mm thick concrete flags on 30mm thick designation (i) mortar bed on 100mm thick ST2 concrete base on 100mm thick sub-base.
- Sub-base shall be Type 1 granular mixture to SHW Cl.803 or Type 4 (asphalt arisings) Unbound Mixture to SHW Cl.807

Typical Tactile Paving Detail

Wokingham Borough Council Detail "WDS_HD_04 Rev A"



Construction Tie-In Adjacent To Existing Carriageway

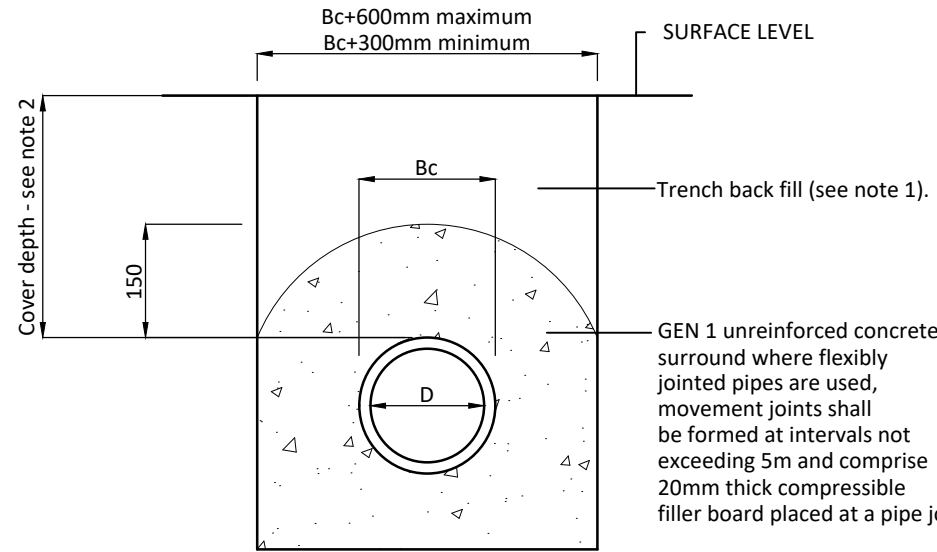


Precast Trapped Road Gully Detail (Channel Inlet)

Wokingham Borough Council Detail "WDS_HD_03 Rev A"

General Notes

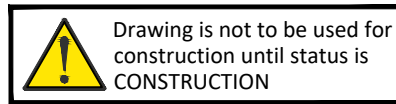
- This drawing is to be used in conjunction with all relevant drawings, specifications and details.
- All dimensions are in millimetres unless noted otherwise.
- Do not scale from this drawing.
- All works to be in accordance with Wokingham Borough Council "Living Streets - A Highways Guide for Developers in Wokingham"



Notes & Specification

- Trench excavation shall be back filled as follows:
 - Outside road pavements or areas where surface settlement cannot be accepted, back filling shall be carried out using suitable fills. Suitable fills shall be capable of accepting compaction plant subject to the Engineer's approval and shall exclude boulders, lumps of concrete, bricks, timber and vegetable matter.
 - In areas below road pavements (or where surface settlement cannot be accepted)
 - Where soffit of pipe is less than 0.5m below formation, back fill with GEN 0 unreinforced concrete.
 - Where soffit of pipe is between 0.5m and 1.0m below formation, back fill with Type 1 sub-base.
- Cover to pipes shall be:
 - 2000mm or less in areas subject to heavy construction plant.
 - 1000mm or less in areas subject to normal construction traffic.
 - 1200mm or less to finished level of new main road pavements.
 - 600mm or less in landscape areas, foot ways, gardens or fieldsOtherwise use other specified surround and back fill details.
- Pipes, unless otherwise stated, shall be:
 - Clay pipes with min FN of 40 to BS EN 295 and BS65
 - Concrete pipes to BS 5911 and BS EN 1916 or,
 - Flexible pipes shall be unplasticised UPVC to BS EN 13598.Concrete pipes shall not be used for foul sewers unless otherwise stated.
- Construction, subsequent testing, operation and maintenance shall be carried out in accordance with BS EN 752. Sewers to be adopted by water companies shall be installed in accordance with the current edition of "Sewers for Adoption" produced by the Water Services Association. Sewers to be adopted by highway authorities shall be installed in accordance with the authority's specification.
- Back filling shall only be undertaken when the concrete bedding and surround has obtained sufficient strength to accommodate back filling operations.
- This detail shall not be used where the drainage is to be adopted by Water companies.
- Workmanship shall be in accordance with BS 8000 - 14: 1989

Carrier Drain - Class Z Bedding, Surround And Backfill



 • Infrastructure Design • Structural Engineering • Development Planning • Professional Advice • Geotechnical & Environmental Surveying Northampton Grand Union Works, Whilton Locks, Daventry Northamptonshire, NN11 2NH T: 01604 781811 Poole & Milton Keynes E: mail@jppuk.net W: jppuk.net	Client	Sutton Land Development					
	Project	Sport Infrastructure Arborfield Green					
	Title	Section 278 Works Baird Road / Whitehall Drive Construction Details					
	Scale at A1	NTS	Drawn by	HH	Checked by	JW	Date
Status	Project ref		Drawing no.		Revision		
FOR APPROVAL	29462		XX - 403				