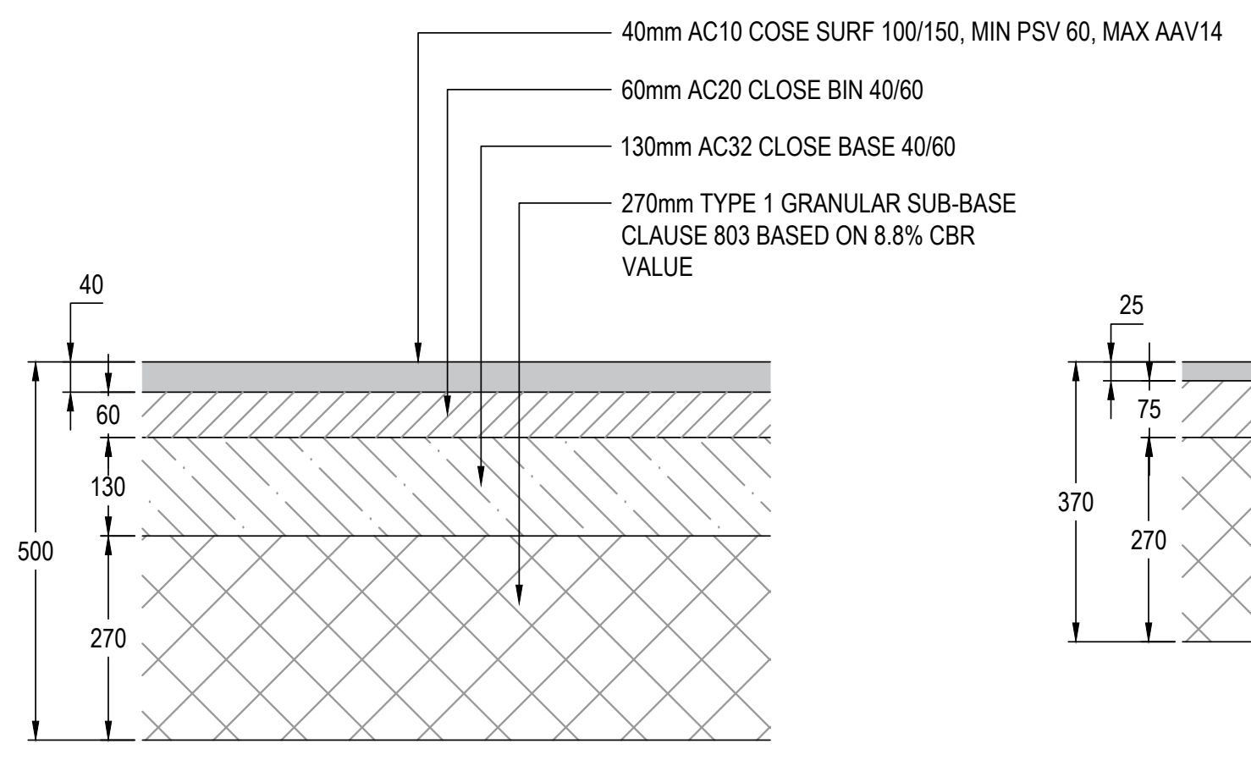
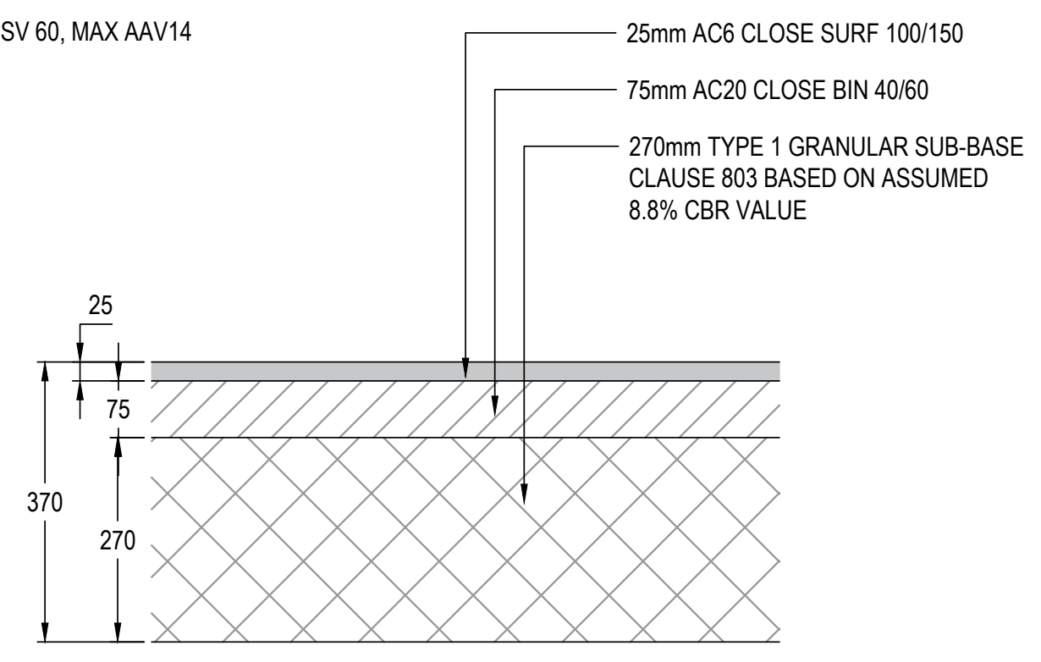

40mm AC10 COSE SURF 100/150, MIN PSV 60, MAX AAV14
60mm AC20 CLOSE BIN 40/60
130mm AC32 CLOSE BASE 40/60
270mm TYPE 1 GRANULAR SUB-BASE CLAUSE 803 BASED ON 8.8% CBR VALUE
40
60
130
500
270

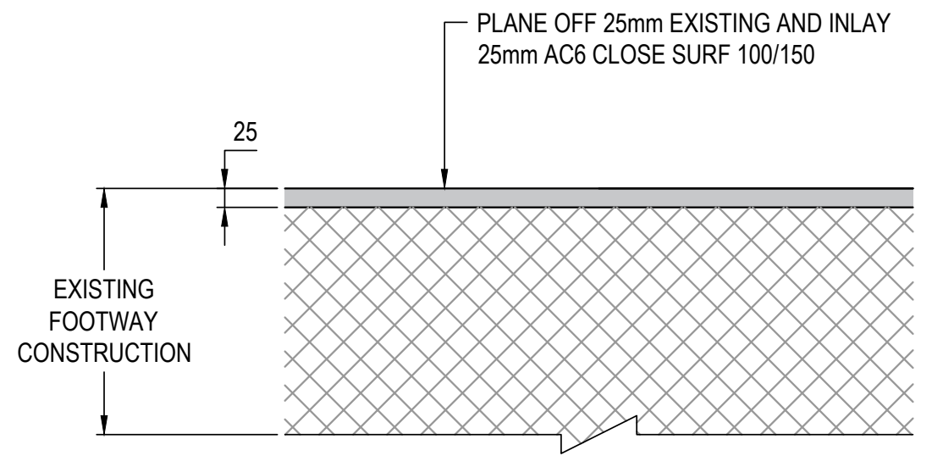
PROPOSED CARRIAGEWAY CONSTRUCTION - SUB-BASE ONLY

WOKINGHAM BOROUGH COUNCIL DETAIL WDS_HD_01

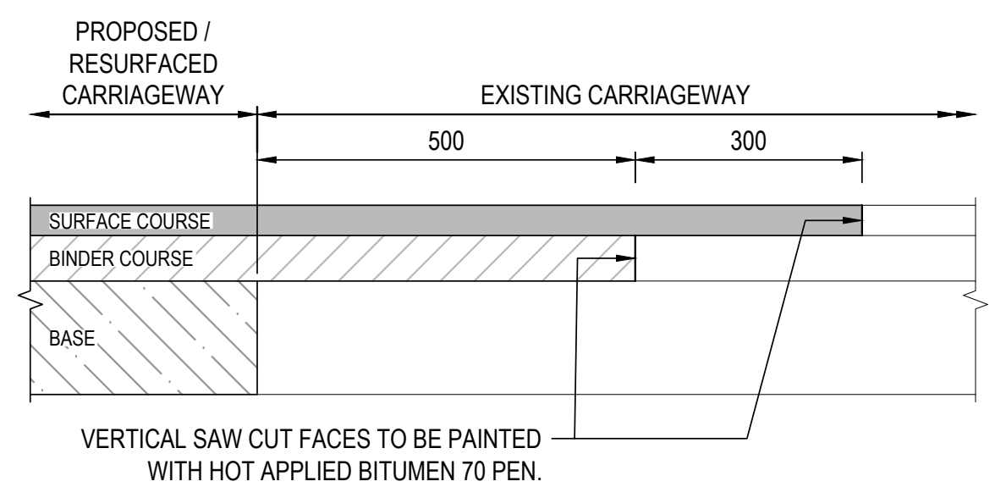

25mm AC6 CLOSE SURF 100/150
75mm AC20 CLOSE BIN 40/60
270mm TYPE 1 GRANULAR SUB-BASE CLAUSE 803 BASED ON ASSUMED 8.8% CBR VALUE
25
75
370
270

PROPOSED FOOTWAY CONSTRUCTION

WOKINGHAM BOROUGH COUNCIL DETAIL WDS_HD_01

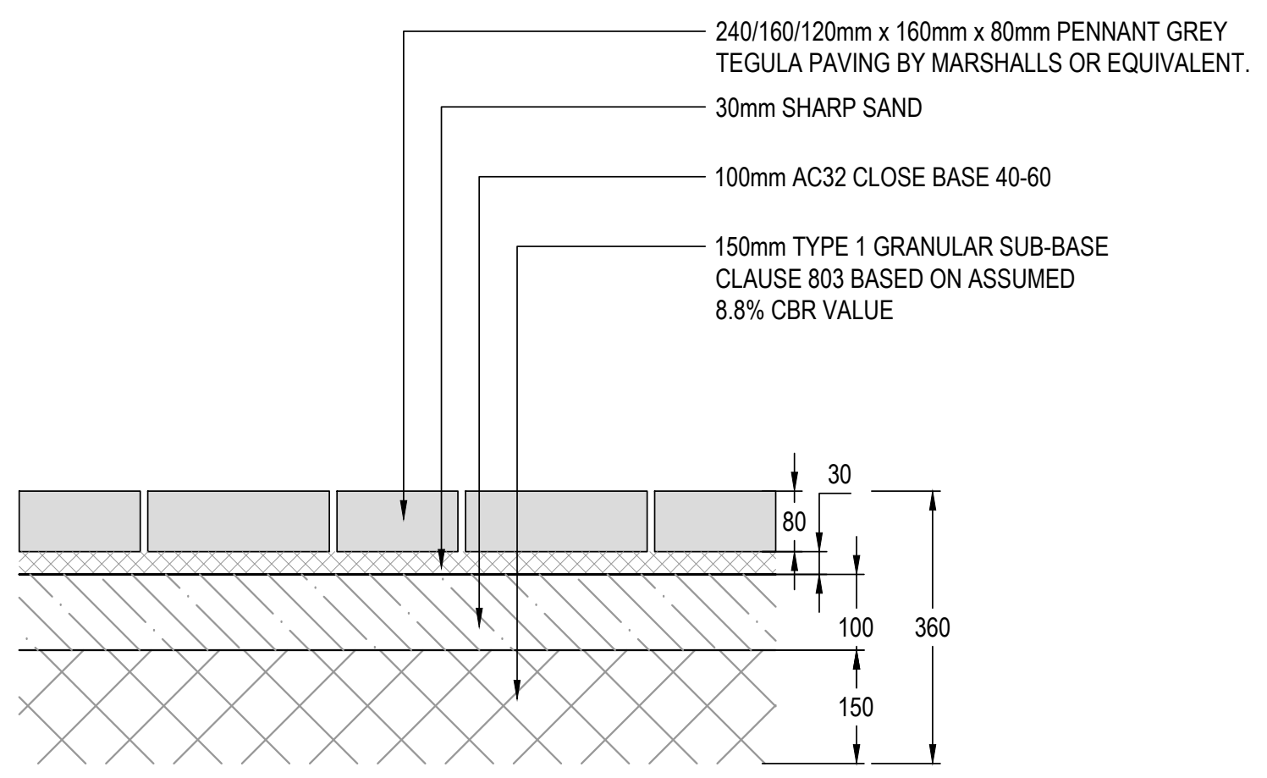

PLANE OFF 25mm EXISTING AND INLAY 25mm AC6 CLOSE SURF 100/150
25
EXISTING FOOTWAY CONSTRUCTION

EXISTING FOOTWAY RESURFACING


PROPOSED / RESURFACED CARRIAGEWAY
EXISTING CARRIAGEWAY
500
300
SURFACE COURSE
BINDER COURSE
BASE
VERTICAL SAW CUT FACES TO BE PAINTED WITH HOT APPLIED BITUMEN 70 PEN.

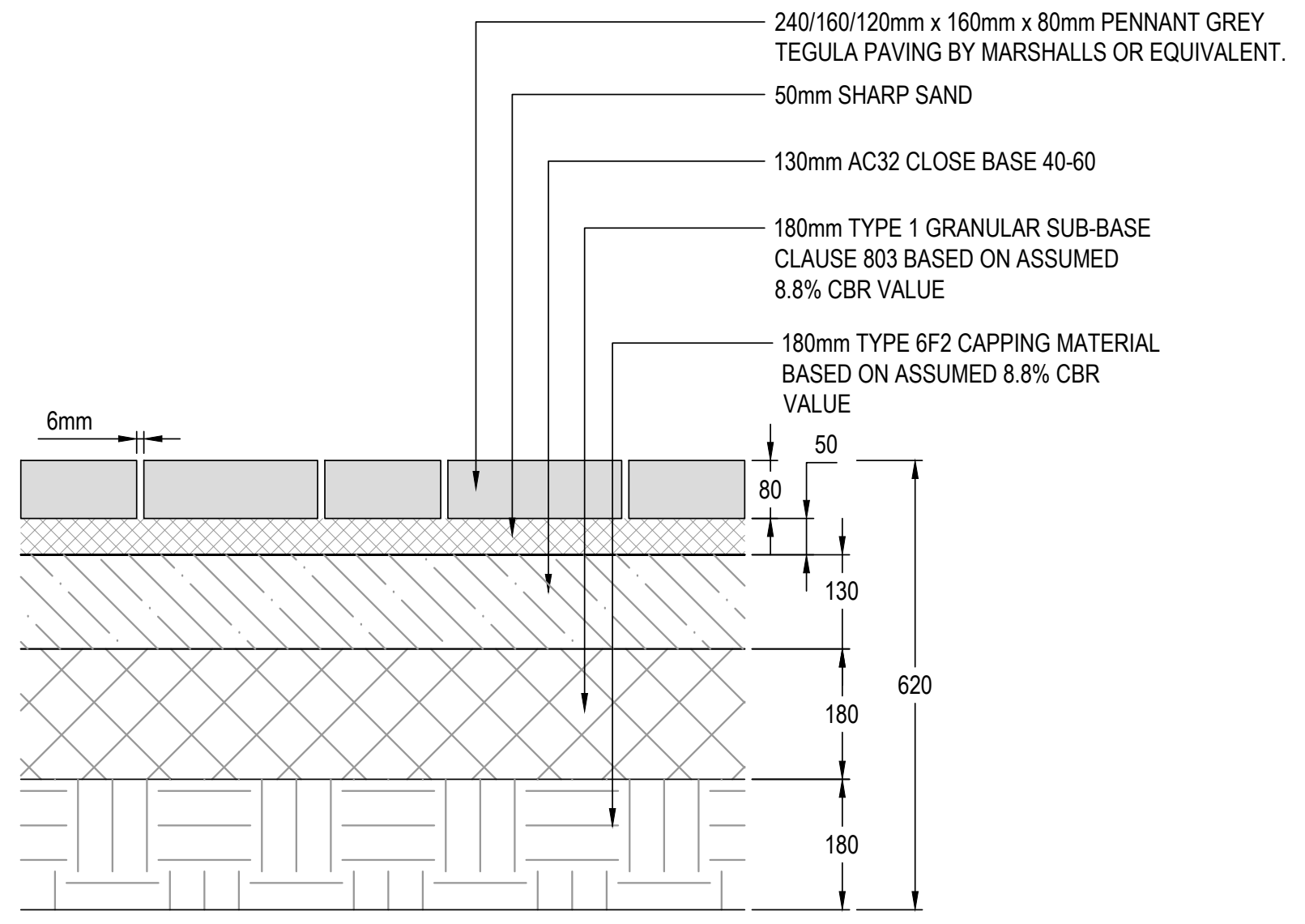
JOINT DETAIL BETWEEN NEW AND EXISTING PAVEMENT CONSTRUCTION

TYPICALLY AT ROAD WIDENING AND ISLAND REALIGNMENT LOCATIONS

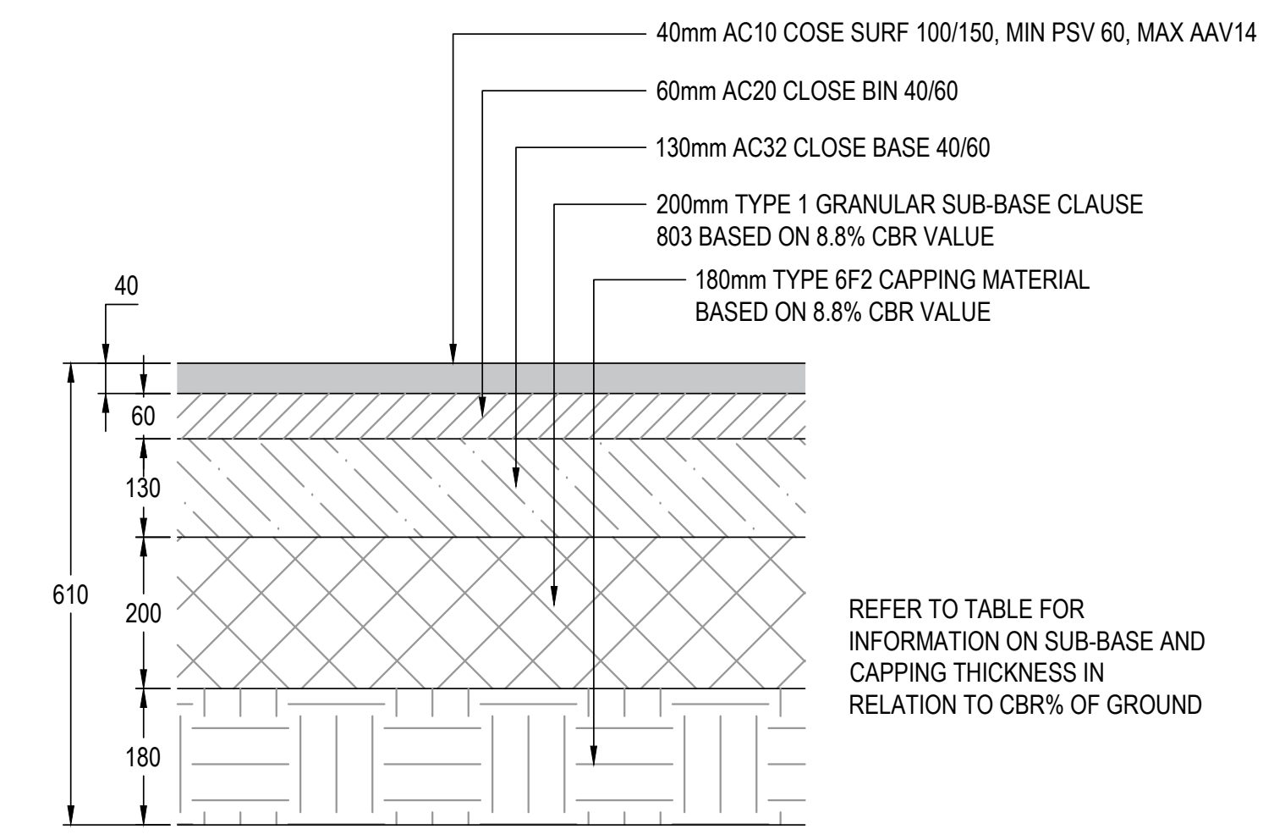

240/160/120mm x 160mm x 80mm PENNANT GREY TEGULA PAVING BY MARSHALLS OR EQUIVALENT.
30mm SHARP SAND
100mm AC32 CLOSE BASE 40-60
150mm TYPE 1 GRANULAR SUB-BASE CLAUSE 803 BASED ON ASSUMED 8.8% CBR VALUE
30
80
100
360
150

BLOCK PAVING DRIVEWAY

PRIVATE


240/160/120mm x 160mm x 80mm PENNANT GREY TEGULA PAVING BY MARSHALLS OR EQUIVALENT.
50mm SHARP SAND
130mm AC32 CLOSE BASE 40-60
180mm TYPE 1 GRANULAR SUB-BASE CLAUSE 803 BASED ON ASSUMED 8.8% CBR VALUE
180mm TYPE 6F2 CAPPING MATERIAL BASED ON ASSUMED 8.8% CBR VALUE
6mm
50
80
130
620
180
180

BLOCK PAVING PARKING COURT CONSTRUCTION - SUB-BASE AND CAPPING LAYER

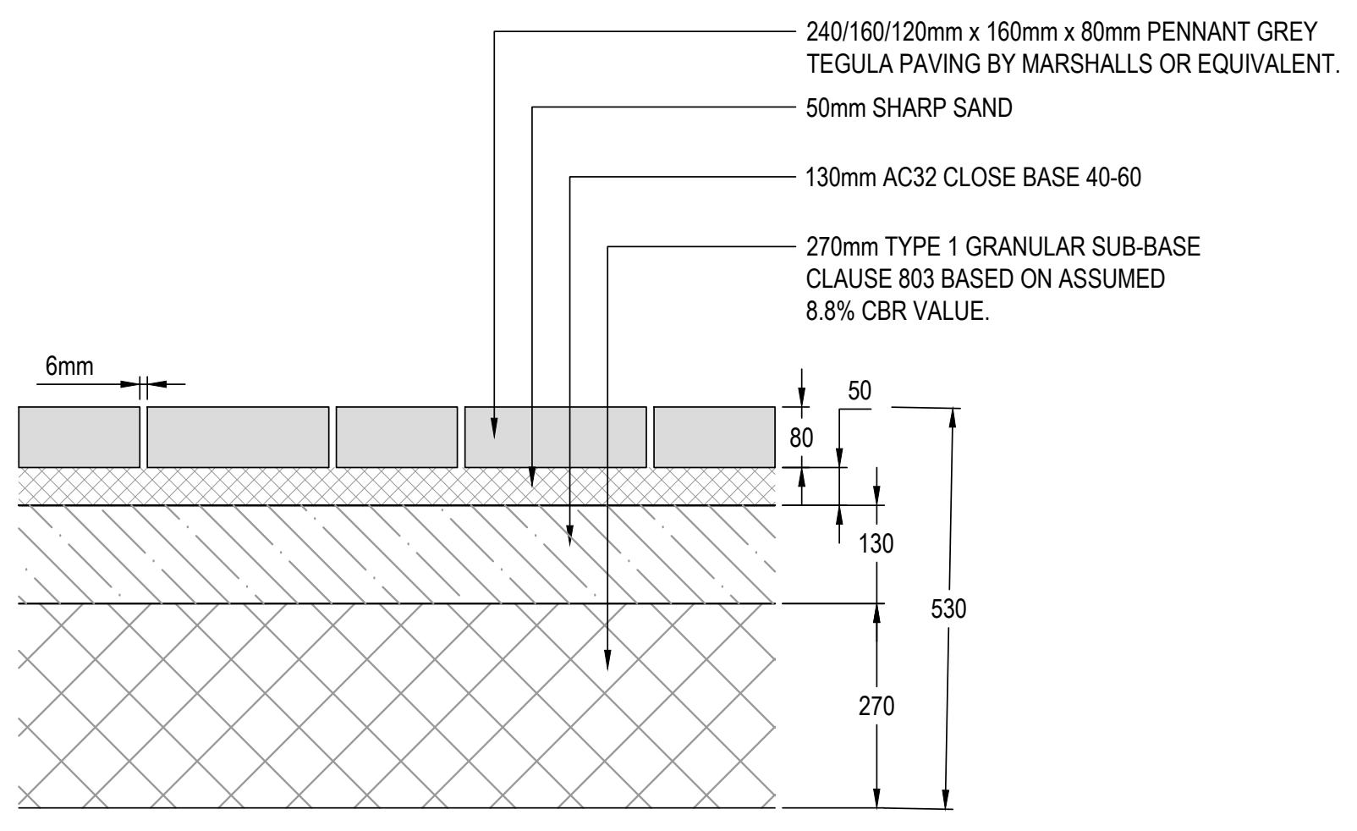

40mm AC10 COSE SURF 100/150, MIN PSV 60, MAX AAV14
60mm AC20 CLOSE BIN 40/60
130mm AC32 CLOSE BASE 40/60
200mm TYPE 1 GRANULAR SUB-BASE CLAUSE 803 BASED ON 8.8% CBR VALUE
180mm TYPE 6F2 CAPPING MATERIAL BASED ON 8.8% CBR VALUE
40
60
130
610
200
180
REFER TO TABLE FOR INFORMATION ON SUB-BASE AND CAPPING THICKNESS IN RELATION TO CBR% OF GROUND

PROPOSED CARRIAGEWAY CONSTRUCTION - SUB-BASE AND CAPPING LAYER

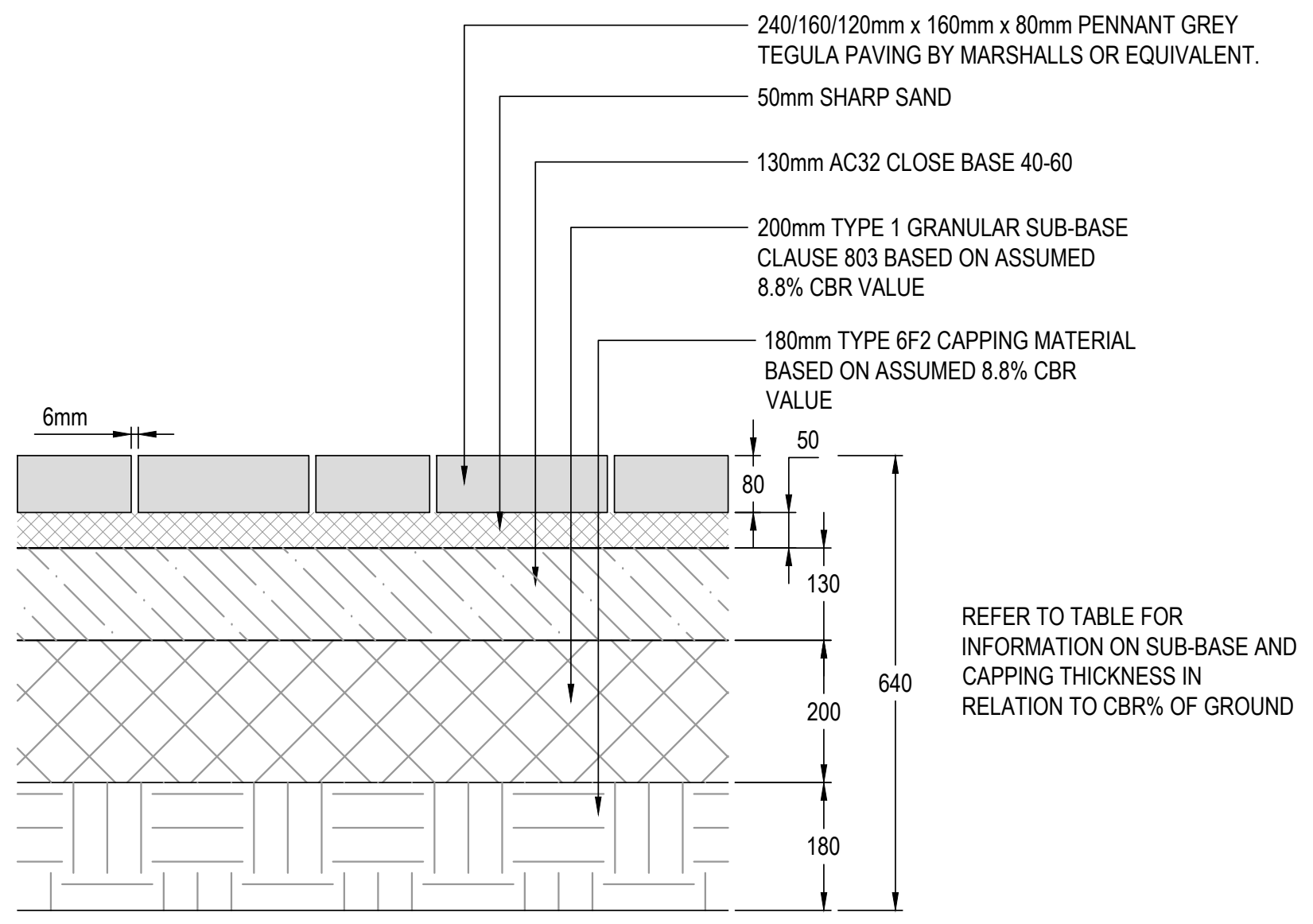
CARRIAGEWAY FOUNDATION CBR TABLE

CBR (%)	Sub-base on Capping (mm)		Sub-base Only (mm)
	Sub-base	Capping	
≤2.5	Ground Stabilisation		Ground Stabilisation
2.6-2.9	350	250	450
3.0-3.9	320	240	400
4.0-4.9	270	220	360
5.0-5.9	240	210	320
6.0-7.9	210	200	300
8.0-9.9	200	180	270
10.0-11.9	180	180	250
12.0-14.9	170	160	230
15.0≥	150	150	200

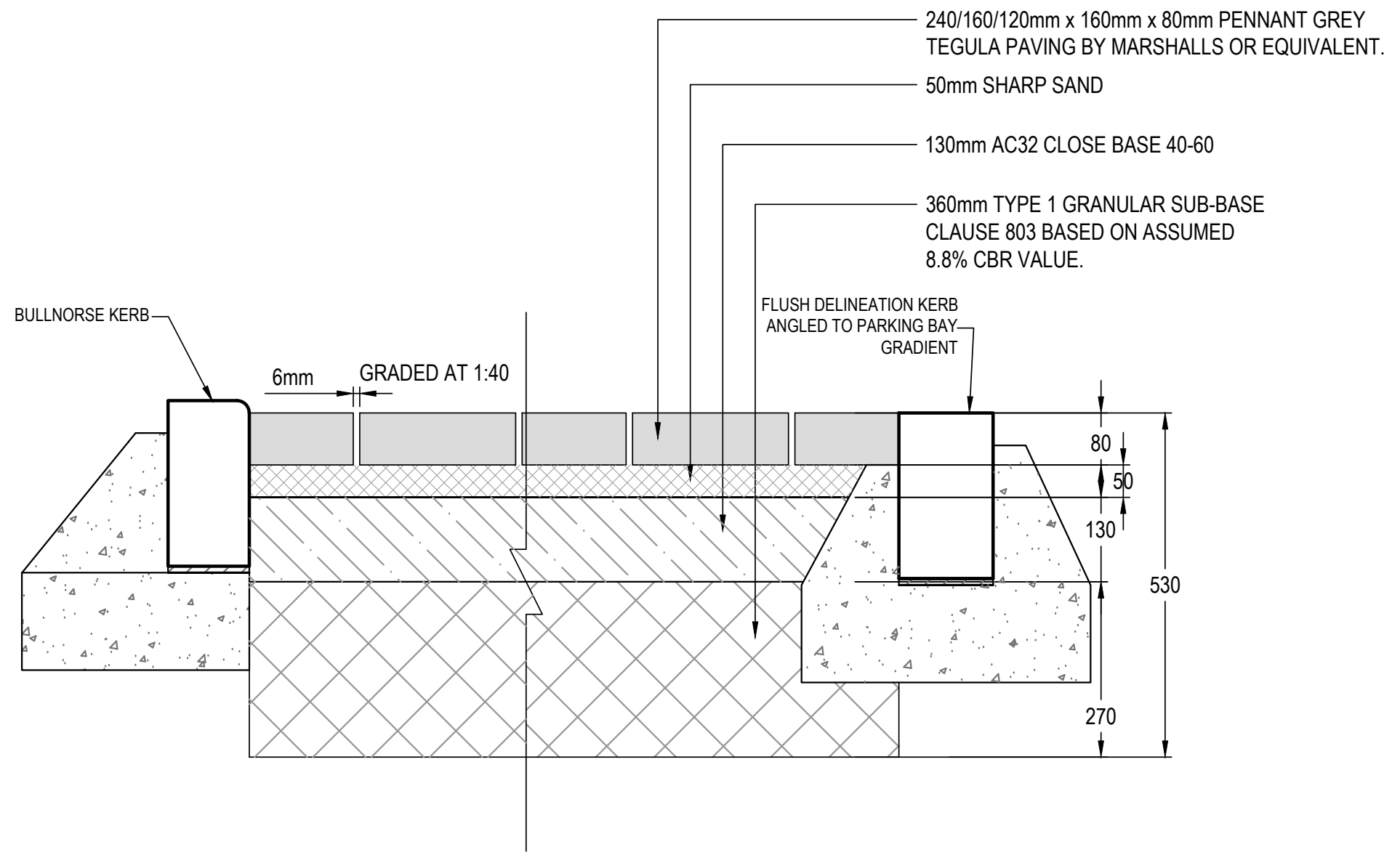
FIGURES USED IN THE TABLE ABOVE HAVE BEEN EXTRACTED FROM WOKINGHAM BOROUGH COUNCIL WDS_HD_01 STANDARD DETAILS SHEET 1 OF 4


240/160/120mm x 160mm x 80mm PENNANT GREY TEGULA PAVING BY MARSHALLS OR EQUIVALENT.
50mm SHARP SAND
130mm AC32 CLOSE BASE 40-60
270mm TYPE 1 GRANULAR SUB-BASE CLAUSE 803 BASED ON ASSUMED 8.8% CBR VALUE.
6mm
50
80
130
530
270

BLOCK PAVING CARRIAGEWAY CONSTRUCTION - SUB-BASE ONLY

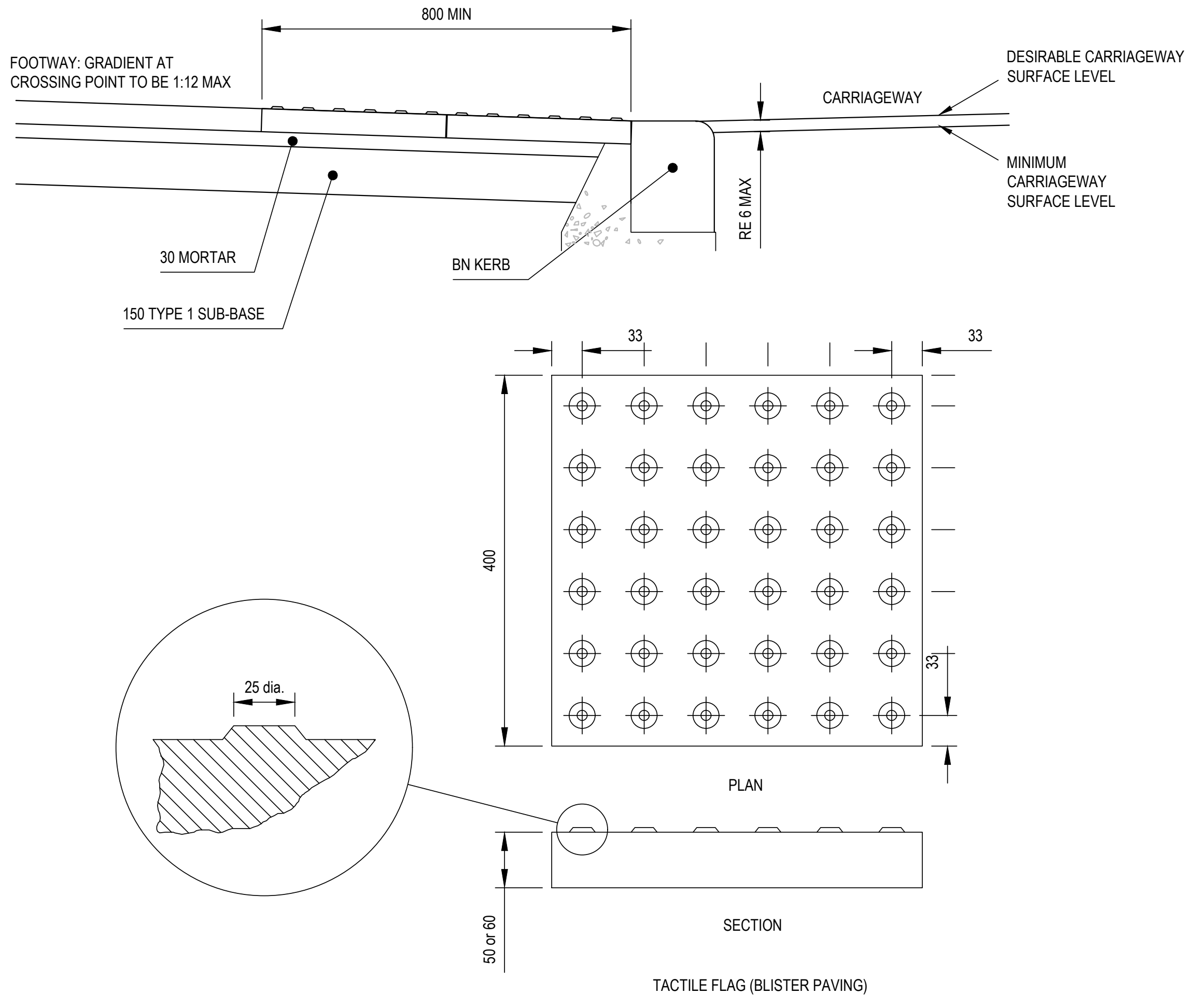

240/160/120mm x 160mm x 80mm PENNANT GREY TEGULA PAVING BY MARSHALLS OR EQUIVALENT.
50mm SHARP SAND
130mm AC32 CLOSE BASE 40-60
200mm TYPE 1 GRANULAR SUB-BASE CLAUSE 803 BASED ON ASSUMED 8.8% CBR VALUE
180mm TYPE 6F2 CAPPING MATERIAL BASED ON ASSUMED 8.8% CBR VALUE
6mm
50
80
130
640
200
180
REFER TO TABLE FOR INFORMATION ON SUB-BASE AND CAPPING THICKNESS IN RELATION TO CBR% OF GROUND

BLOCK PAVING CARRIAGEWAY CONSTRUCTION - SUB-BASE AND CAPPING LAYER


240/160/120mm x 160mm x 80mm PENNANT GREY TEGULA PAVING BY MARSHALLS OR EQUIVALENT.
50mm SHARP SAND
130mm AC32 CLOSE BASE 40-60
360mm TYPE 1 GRANULAR SUB-BASE CLAUSE 803 BASED ON ASSUMED 8.8% CBR VALUE.
BULLNORSE KERB
FLUSH DELINEATION KERB ANGLED TO PARKING BAY GRADIENT
6mm
GRADED AT 1:40
80
50
130
530
270

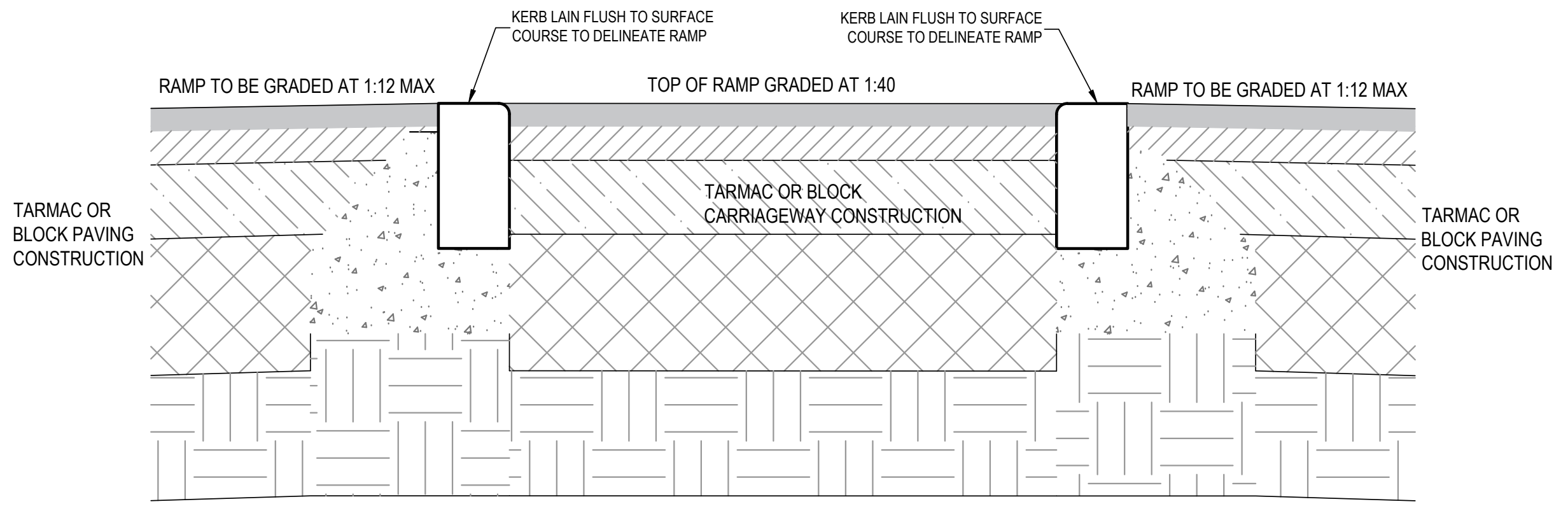
BLOCK PAVING (INSERT PARKING BAYS) CONSTRUCTION

ADOPTED

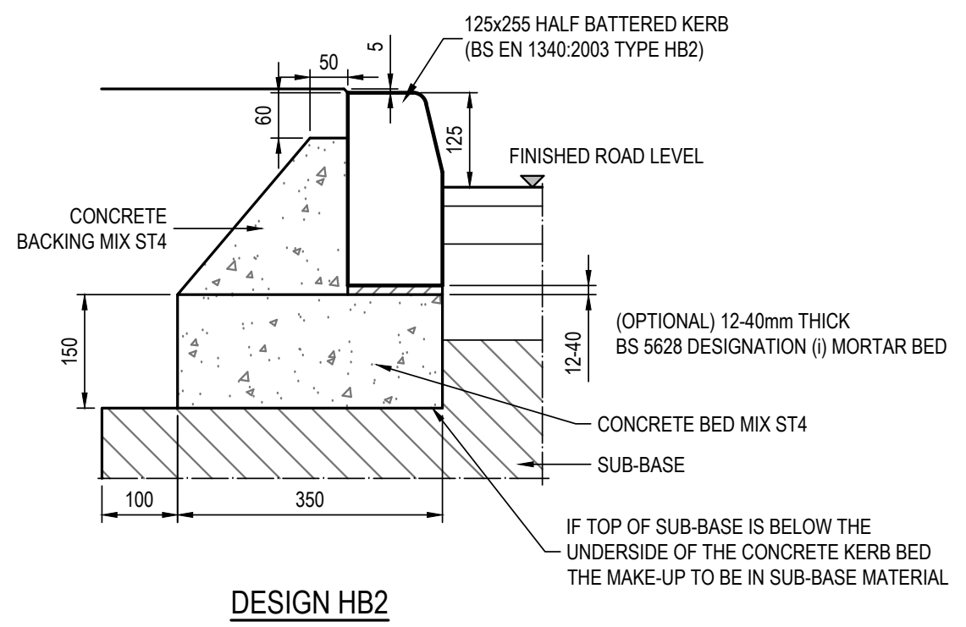

800 MIN
FOOTWAY: GRADIENT AT CROSSING POINT TO BE 1:12 MAX
CARRIAGEWAY
DESIRABLE CARRIAGEWAY SURFACE LEVEL
MINIMUM CARRIAGEWAY SURFACE LEVEL
RE 6 MAX
30 MORTAR
BN KERB
150 TYPE 1 SUB-BASE
33
33
400
33
25 dia.
PLAN
SECTION
50 or 60
TACTILE FLAG (BLISTER PAVING)

TACTILE PAVING AT CROSSING POINT DETAIL

WOKINGHAM BOROUGH COUNCIL DETAIL WDS_HD_01


KERB LAIN FLUSH TO SURFACE COURSE TO DELINEATE RAMP
KERB LAIN FLUSH TO SURFACE COURSE TO DELINEATE RAMP
RAMP TO BE GRADED AT 1:12 MAX
TOP OF RAMP GRADED AT 1:40
RAMP TO BE GRADED AT 1:12 MAX
TARMAC OR BLOCK PAVING CONSTRUCTION
TARMAC OR BLOCK CARRIAGEWAY CONSTRUCTION
TARMAC OR BLOCK PAVING CONSTRUCTION

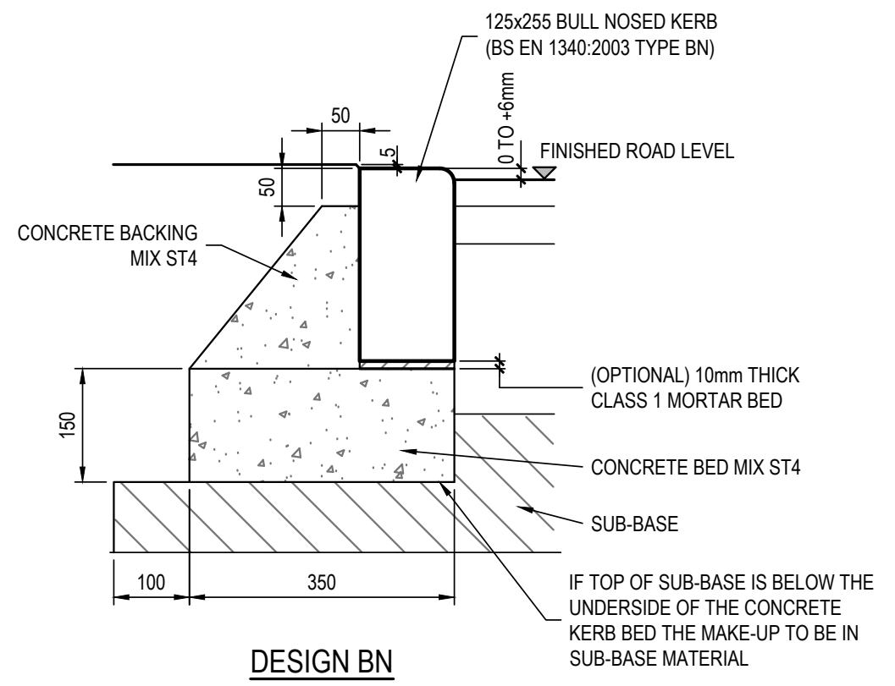
RAISED TABLE RAMP DETAIL


125x255 HALF BATTERED KERB (BS EN 1340:2003 TYPE HB2)
50
5
60
125
FINISHED ROAD LEVEL
CONCRETE BACKING MIX ST4
150
12-40
(OPTIONAL) 12-40mm THICK BS 5628 DESIGNATION (i) MORTAR BED
CONCRETE BED MIX ST4
SUB-BASE
100
350
IF TOP OF SUB-BASE IS BELOW THE UNDERSIDE OF THE CONCRETE KERB BED THE MAKE-UP TO BE IN SUB-BASE MATERIAL

DESIGN HB2

(PRECAST)

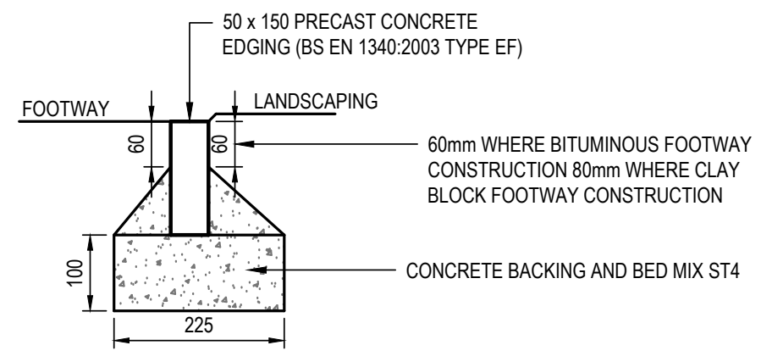
Scale 1:10


125x255 BULL NOSED KERB (BS EN 1340:2003 TYPE BN)
50
5
0 TO +6mm
FINISHED ROAD LEVEL
50
CONCRETE BACKING MIX ST4
150
(OPTIONAL) 10mm THICK CLASS 1 MORTAR BED
CONCRETE BED MIX ST4
SUB-BASE
100
350
IF TOP OF SUB-BASE IS BELOW THE UNDERSIDE OF THE CONCRETE KERB BED THE MAKE-UP TO BE IN SUB-BASE MATERIAL

DESIGN BN

DROPPED KERB (PRECAST)

Scale 1:10


50 x 150 PRECAST CONCRETE EDGING (BS EN 1340:2003 TYPE EF)
FOOTWAY
LANDSCAPING
60
60
60mm WHERE BITUMINOUS FOOTWAY CONSTRUCTION 80mm WHERE CLAY BLOCK FOOTWAY CONSTRUCTION
100
225
CONCRETE BACKING AND BED MIX ST4

EF EDGING

(PRECAST)

Scale 1:10

KERB NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES
2. ALL KERBS TO BS 7263
3. ALL INSITU CONCRETE TO FOUNDATION AND HAUNCH TO BE C16/20 CONCRETE
4. KERB FOUNDATION TO BE LAID ON ROLLED SUB-BASE OF MINIMUM THICKNESS 100
5. THE KERB BED AND BACKING SHALL NORMALLY BE LAID IN ONE OPERATION
6. WHERE BED IS LAID IN ADVANCE OF KERBS 200 X 20 DIA MILD STEEL DOWEL BARS WILL BE REQUIRED IN BACKING AT 450 CENTRES AND KERBS WILL BE BEDDED ON 10 MIN MORTAR DESIGNATION (I) SHW SERIES 2400
7. DOWEL BARS MAY BE REQUIRED WITH STANDARD KERBS IN CIRCUMSTANCES WHERE THE KERBS ARE VULNERABLE
8. WHERE GRANITE SETTS ARE USED HORIZONTAL LINKING BARS MUST BE USED BETWEEN DOWELS
9. KERBS SHALL BE LAID WITH DRY JOINTS AND CLOSELY BUTTED TO ADJACENT KERBS AND CHANNELS
10. TRANSITION KERBS TO BE USED AT ALL CHANGES IN KERB FACE
11. CHANNEL BLOCKS TO BE USED WHERE GRADIENT IS FLATTER THAN 1:150
12. FOR RADII OF 12m OR LESS KERBS AND CHANNELS OF THE APPROPRIATE RADIUS SHALL BE USED
13. FOR RADII BETWEEN 12m AND 18m STRAIGHT KERBS 600 LONG SHALL BE USED
14. CUTTING OF KERBS AND CHANNELS SHALL BE BY APPROVED MECHANICAL MEANS
15. THE LENGTH OF ANY KERB OR CHANNEL SHALL NOT BE LESS THAN 300
16. WHERE CHANNEL BLOCKS ARE LAID TO FALSE FALLS THE KERB FACE MUST BE 100 MIN - 150 MAX
17. ALL KERBING SUPPORTING VERGE AREAS SHALL BE BACKED AS SHOWN FOR SP KERB
18. HEIGHT OF KERB BACKING MAY BE REDUCED IF AREA BEHIND KERB BLOCK PAVED.
19. CROSSING POINTS SHALL BE CONSTRUCTED AS SHOWN IN SECTION A-A. CONSTRUCTION THICKNESS SHALL BE INCREASED AT VEHICULAR CROSSING POINTS, SEE TABLES

KERB FACES SHALL BE:		TOLERANCE
PEDESTRIAN	10	+ OR -6
TACTILE PAVED	0	+ 6
VEHICULAR	20	+ OR - 6

20. MINIMUM NUMBER OF BULLNOSED KERBS AT CROSSING POINTS SHALL BE:

PEDESTRIAN	2
VEHICULAR	4

21. SEE ALSO WOKINGHAM BOROUGH COUNCIL DETAILS WDS_HD_02 & 03.

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2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT CONTRACT DRAWINGS, CONSTRUCTION DETAILS AND SPECIFICATIONS.
4. REFER TO WOKINGHAM BOROUGH COUNCIL'S HIGHWAYS DEVELOPMENT DESIGN STANDARD DETAIL PLANS WDS_HD_01-04 FOR FURTHER INFORMATION.

P01 FIRST ISSUE		DM	DS	2025.03.27
Issued/Revision		By	Appd	YYYY.MM.DD
	DM	DM	DS	2025.03.27
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

Issue Status

S2 - FOR INFORMATION

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Client/Project Logo

Wates

Client/Project
WATES

GORSE RIDE

PHASE 2 B

Title
HIGHWAY CONSTRUCTION DETAILS

Project No.	Scale
330510523	N.T.S

Revision	Drawing No.
P01	**330510523-STN-ZZ-00-DR-D-7501**

Plotted: 15.05.2025 2025.05.15 5:14:06 PM By: Peck, Matthew
ORIGINAL SHEET - ISOA0 j:\330510523 - gorse ride phase 2a\2000 - civils\design\cad\dwgs\phase 2b and c\330510523-stn-zz-00-dr-d-7501 highways details