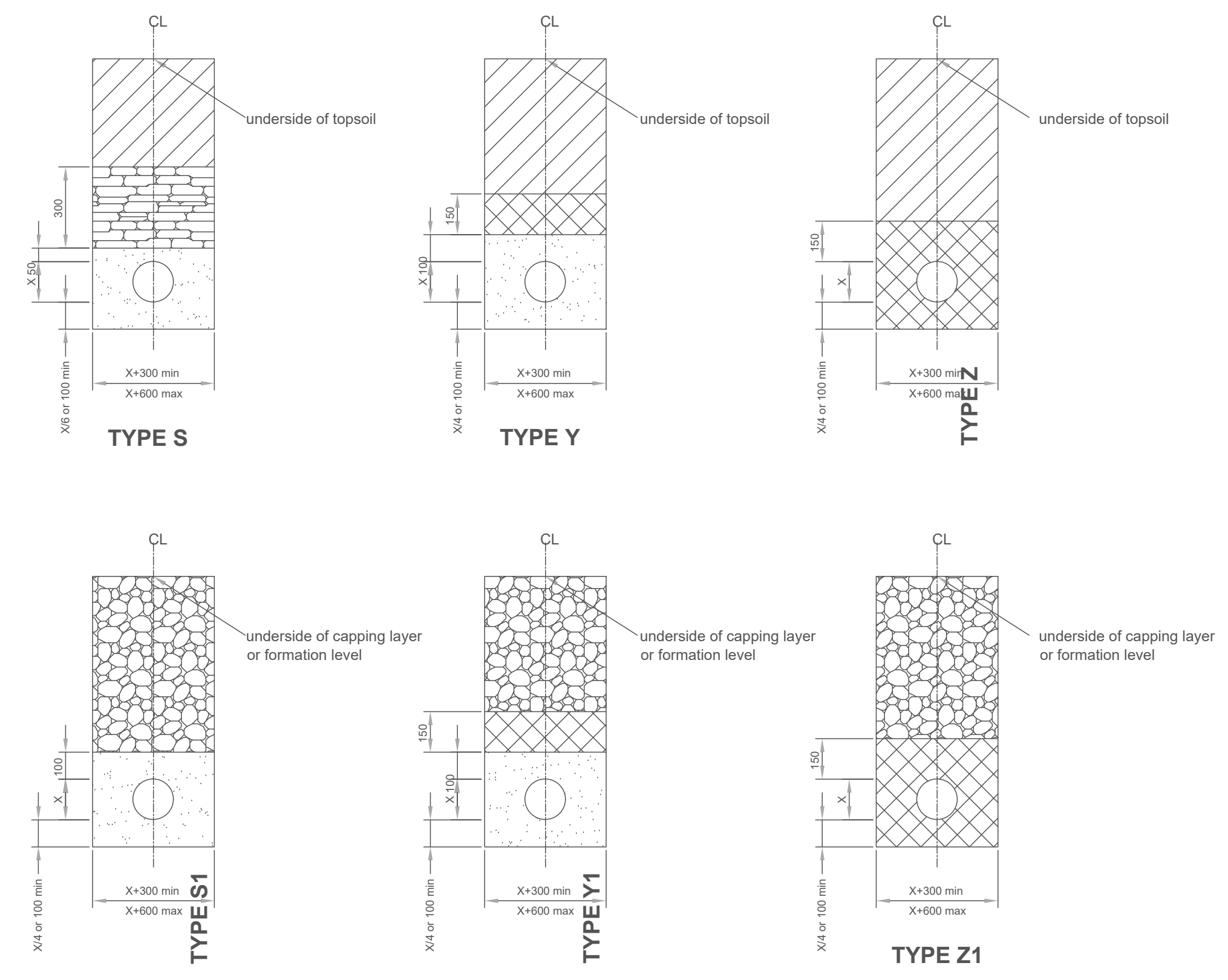
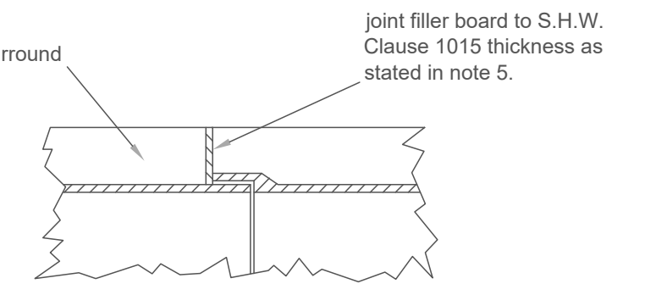


1. All dimensions are in millimetres unless stated otherwise.
2. Refer to Appendix 5/1 for pipe and bedding alternatives.
3. Dimension 'X' denotes the external diameter of the pipe.
4. The joint detail for pipe surround on Type Z and Z1 drains is for flexible joints only.
5. For pipes with a nominal diameter below 450mm, the thickness of compressible joint filler board shall be 18mm. For pipes with a nominal diameter of 450mm or greater, but not exceeding 1200mm, the thicknes of joint filler board shall be 36mm. For pipes exceeding 1200mm nominal diameter, the thickness of joint filler board shall be 54mm.
6. The work shown on this drawing could affect statutory undertakers apparatus and the contractor is required to verify the location and depth prior to the commencement of work and take all precautions necessary when working in the vicinity of such apparatus. Utility Information is produced from a digital source and no guarantee can be given regarding its accuracy. It is the recipients responsibility to check the accuracy of measurements given. Should discrepancy occur please contact the issuing authority to seek clarification.
7. The use of this drawing does not absolve the client of their responsibilities under Health & Safety: The Construction (Design & Management) Regulations 2015

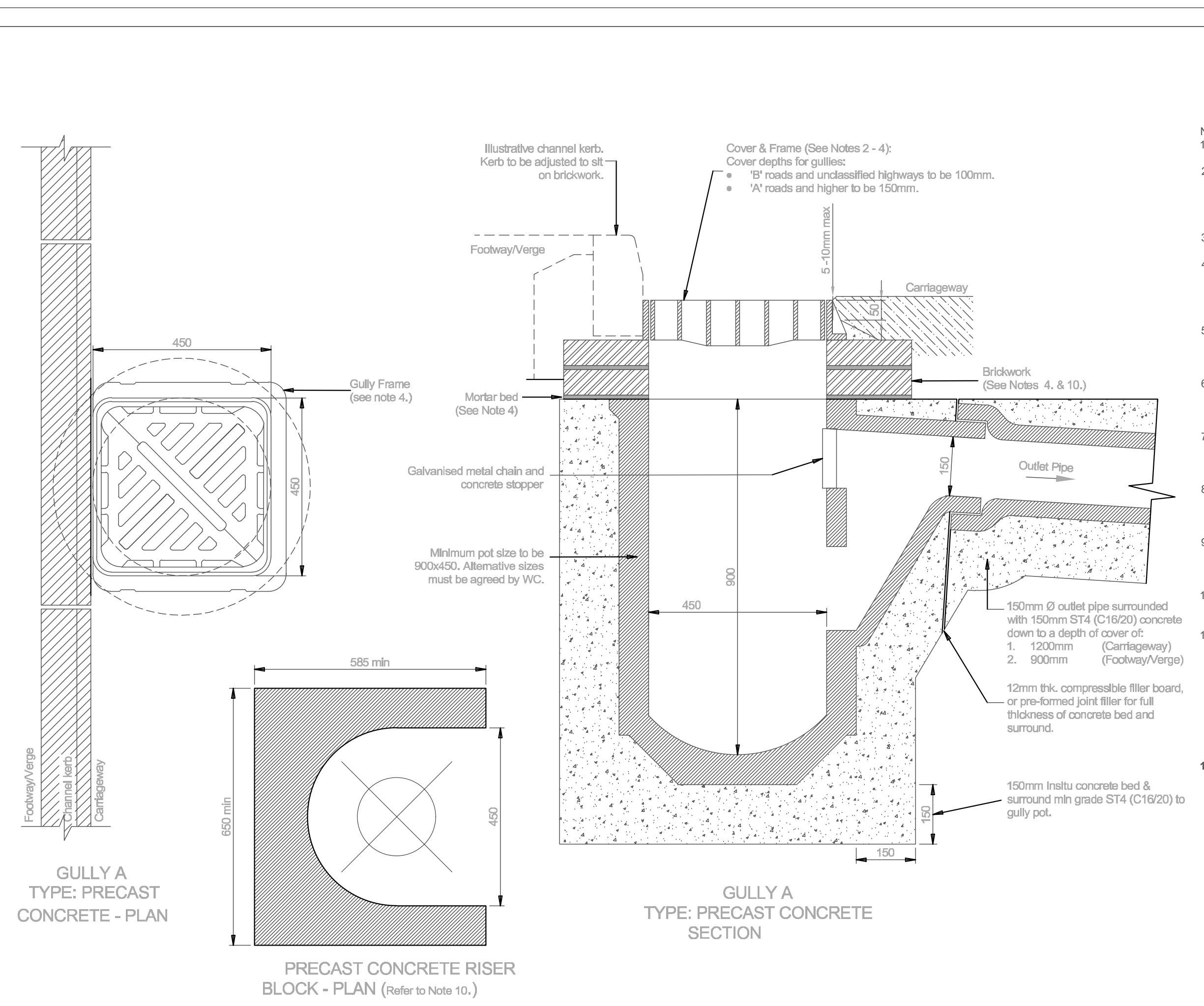
KEY

- ░ granular material to S.H.W. Clause 503.3(i)
- ▩ concrete to S.H.W. Clause 503.3(iii)
- ▦ granular material Type 1 sub-base to S.H.W. Clause 803 compacted in accordance with Clause 612, table 6/4 method 6
- ▤ Class 8 material to S.H.W. Clause 503.3(iv)
- ▨ general fill material to S.H.W. Clause 505.2

JOINT DETAIL FOR PIPE SURROUND ON TYPE Z AND Z1 DRAINS


concrete surround
joint filler board to S.H.W. Clause 1015 thickness as stated in note 5.

SURFACE WATER DRAINS: BEDDING & TRENCH DETAILS


Illustrative channel kerb. Kerb to be adjusted to sit on brickwork.
Cover & Frame (See Notes 2 - 4)
Footway/Verge
Carriageway
Gully Frame (see note 4.)
Mortar bed (see note 4)
Galvanised metal chain and concrete stopper
Minimum pot size to be 900x450. Alternative sizes must be agreed by WC.
Brickwork (See Notes 4, & 10.)
Outlet Pipe
150mm Ø outlet pipe surrounded with 150mm ST4 (C16/20) concrete
(Carriageway)
(Footway/Verge)
12mm thk. compressible filler board, or pre-formed joint filler for full thickness of concrete bed and surround.
150mm insitu concrete bed & surround min grade ST4 (C16/20) to gully pot.
GULLY A
TYPE: PRECAST CONCRETE - PLAN
GULLY A
TYPE: PRECAST CONCRETE SECTION
PRECAST CONCRETE RISER BLOCK - PLAN (Refer to Note 10.)

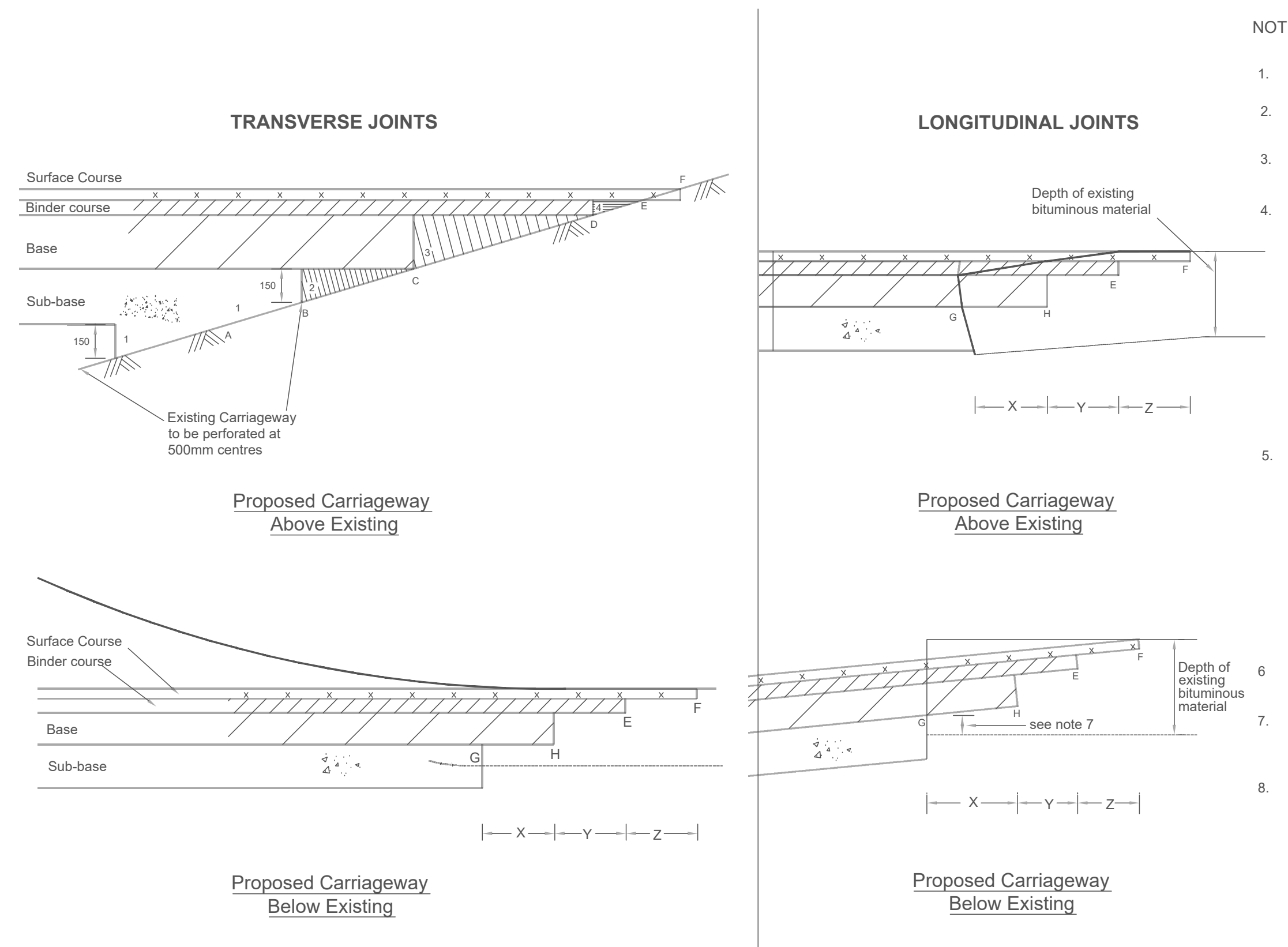
NOTES
1. Do not scale from this drawing.
2. All gully grating and frames to be 'hinged' heavy duty ductile iron minimum grade D400 in accordance with BS EN124:1994 & Section 508 of the Specification of Highway Works.Type D400 'Aqua-Max' supplied by PAM (or similar approved)
3. All ironwork shall carry a BSI kite mark.
4. Frames shall be bedded on a gauged Class 1 (3:1) sand/cement mortar to Cl.2402 of SHW Mortar Designtation (i), and either 2 or 3 courses of Engineering Brickwork Class 'B' to BS EN 771-1:2011.
5. Gully spacing is to be determined from the requirements of HA 102/00, Design Manual for Roads and Bridges, however, maximum area to be drained by one gully: 180 m 2
6. Gully pots used for carriageway gullies shall be of precast concrete using Sulphate Resisting Cement (SRC) in accordance with BS 5911, part 230, 2004.
7. All gullies to be trapped. Any variations to this i.e. 'non-trapped', 'gully chute' or 'grip' must be qualified and WC shall review each location on an individual basis.
8. Selection of gully grating type shall be to suit the application area i.e carriageway, footway/cycleway and to the satisfaction of the Engineer.
9. Pipe bedding to highway drainage to be Type Z when located under carriageway, and Type T at all other times, as detailed on Specification of Highway Works HCD no. F1.
10. 100mm thick 'U' shaped precast concrete riser slab to BS 5911 is an allowable alternative to brickwork
11. The work shown on this drawing could affect statutory undertakers apparatus and the contractor is required to verify the location and depth prior to the commencement of work and take all precautions necessary when working in the vicinity of such apparatus. Utility Information is produced from a digital source and no guarantee can be given regarding its accuracy. It is the recipients responsibility to check the accuracy of measurements given. Should discrepancy occur please contact the issuing authority to seek clarification.
12. **SURFACE WATER PIPES**
    Permitted Types as follows:

    CLAY 100-1200 diam
    All pipe shall be Vitrified Clayware to BS EN 295-1:1991.

    UPVC: 100-1100 diam
    All pipes shall be to BS EN 1401-1:1998.
    All pipes shall be ribbed 'twin wall' to provide a suitable network (pipes & couplings).

    CONCRETE: 300 diam. min
    All pipes shall be made with Sulphate resistant Cement to BS 5911-1:2002

GULLY A - PRECAST CONCRETE POT


TRANSVERSE JOINTS
LONGITUDINAL JOINTS
Surface Course
Binder course
Base
Sub-base
150
Existing Carriageway to be perforated at 500mm centres
Depth of existing bituminous material
see note 7
Proposed Carriageway Above Existing
Proposed Carriageway Below Existing
X
Y
Z

NOTES:
1. All dimensions are shown in millimetres.
2. Existing surfacing to be cut back to a clean edge & treated in accordance with Clause 706.
3. Construction materials & thicknesses shall be in accordance with Appendix 7/1.
4. Key to regulating materials & tack coats.
   1. Sub -Base
   2. Base regulating material
   3. Binder course regulating material
   4. Surface course regulating materials.

   B-F
   G-F Tack coat existing carriageway.
   E-F Plane as necessary to receive surface course.
   H-E Plane as necessary to receive binder course.
   G-H Plane as necessary to receive base.
5. Minimum joint laps

Type of joint	X	Y	Z
Transverse	1000	1000	1000
Longitudinal	100	100	100
45 deg Skew	500	500	500

For Skews other than 45 degree joint laps are to be determined on a pro-rata basis.

6. Joints in surface course are to be perpendicular to, or parallel with, the carriageway edge.
7. If the remaining depth of existing bituminous material between G and H is less than 100 it is to be excavated & replaced with full new carriageway construction.
8. The work shown on this drawing could affect statutory undertakers apparatus and the contractor is required to verify the location and depth prior to the commencement of work and take all precautions necessary when working in the vicinity of such apparatus. Utility Information is produced from a digital source and no guarantee can be given regarding its accuracy. It is the recipients responsibility to check the accuracy of measurements given. Should discrepancy occur please contact the issuing authority to seek clarification.

FLEXIBLE CARRIAGEWAY - TIE IN & STRIP WIDENING

DO NOT SCALE this drawing. Use figured dimensions only.
The Contractor must check & verify all dimensions on site.
Any discrepancies must be reported immediately to the Engineer for clarification before proceeding.
This drawing is copyright and owned by Morgan Civil + Structural.

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.

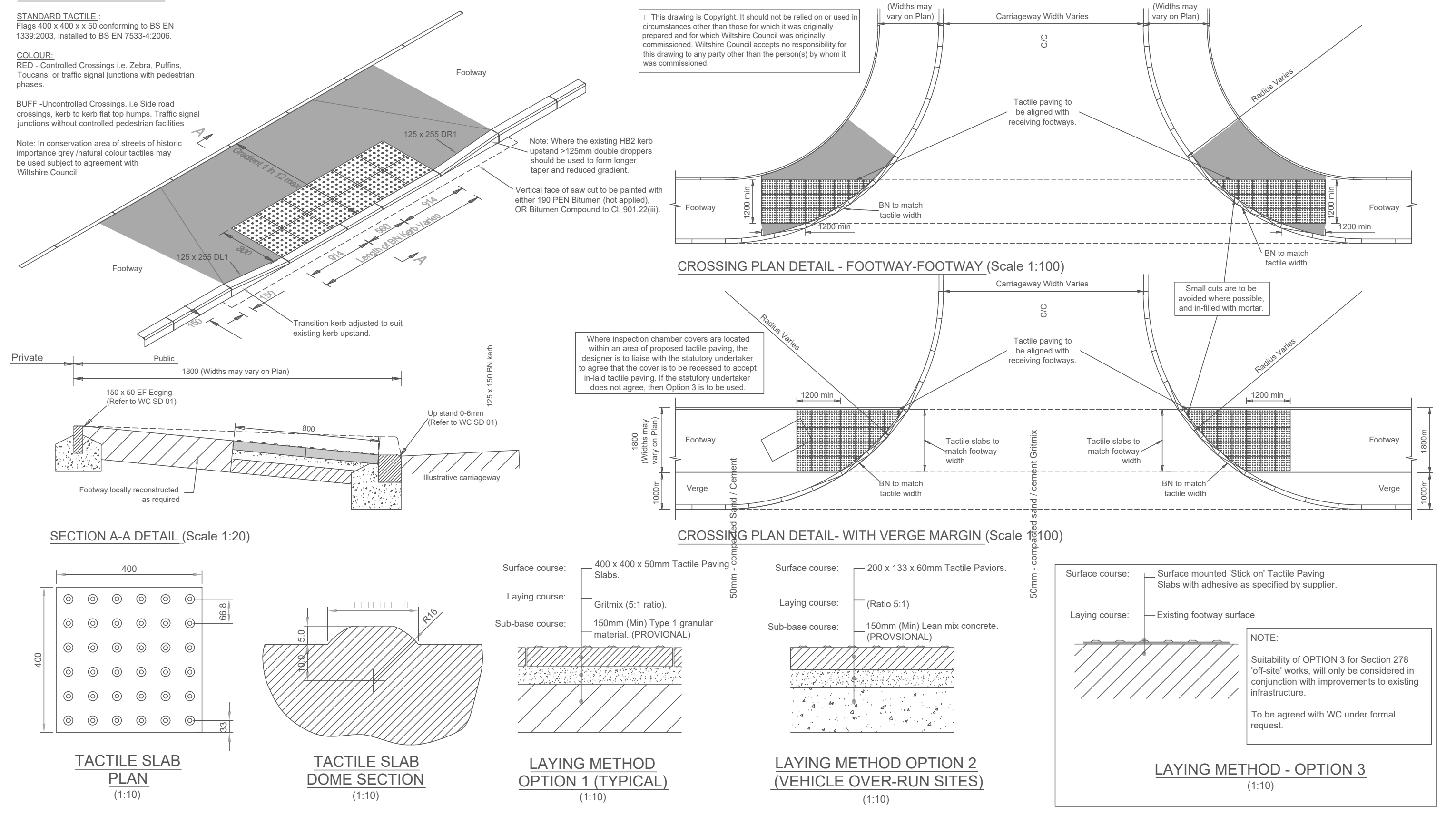
TACTILE CROSSING REQUIREMENTS

STANDARD TACTILE :
Flags 400 x 400 x x 50 conforming to BS EN 1339:2003, installed to BS EN 7533-4:2006.

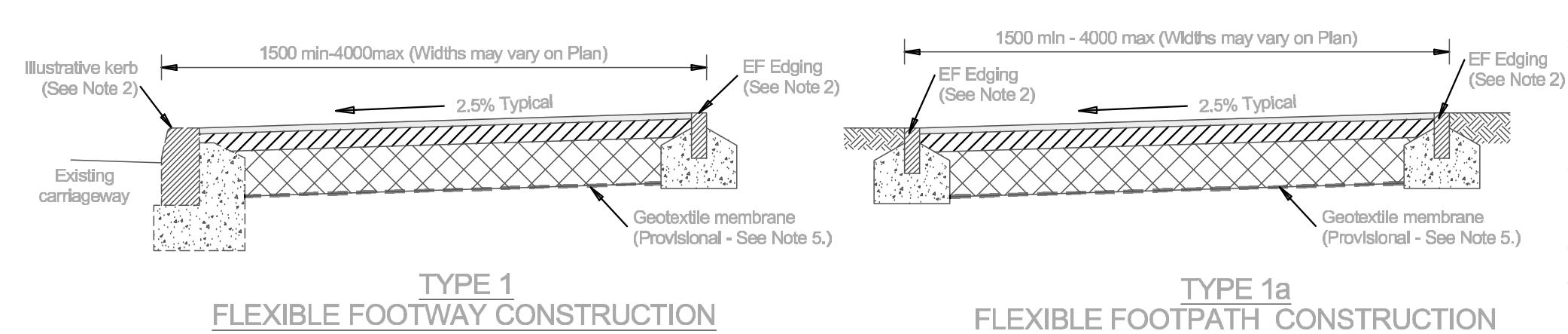
COLOUR:
RED - Controlled Crossings i.e. Zebra, Puffins, Toucans, or traffic signal junctions with pedestrian phases.

BUFF -Uncontrolled Crossings. i.e Side road crossings, kerb to kerb flat top humps. Traffic signal junctions without controlled pedestrian facilities

Note: In conservation area of streets of historic importance grey /natural colour tactiles may be used subject to agreement with Wiltshire Council

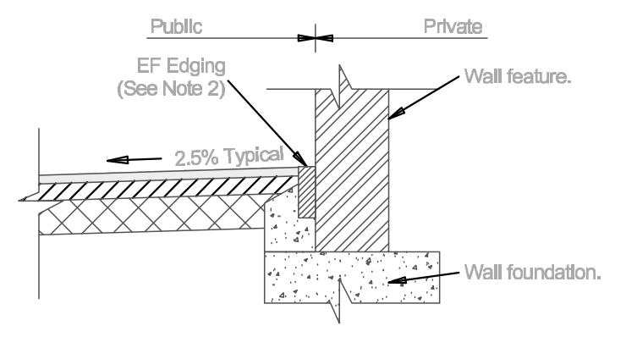

Footway
125 x 255 DR1
125 x 255 DL1
Gradient 1 in 12 max
800
914
560
Length of BN Kerb Varies
150
A
Note: Where the existing HB2 kerb upstand >125mm double droppers should be used to form longer taper and reduced gradient.
Vertical face of saw cut to be painted with either 190 PEN Bitumen (hot applied), OR Bitumen Compound to Cl. 901.22(iii).
Transition kerb adjusted to suit existing kerb upstand.
Private
Public
1800 (Widths may vary on Plan)
150 x 50 EF Edging (Refer to WC SD 01)
125 x 150 BN kerb
Up stand 0-6mm (Refer to WC SD 01)
Footway locally reconstructed as required
Illustrative carriageway
SECTION A-A DETAIL (Scale 1:20)
Carriageway Width Varies
CROSSING PLAN DETAIL - FOOTWAY-FOOTWAY (Scale 1:100)
CROSSING PLAN DETAIL - WITH VERGE MARGIN (Scale 1:100)
Verge
TACTILE SLAB PLAN (1:10)
TACTILE SLAB DOME SECTION (1:10)
LAYING METHOD OPTION 1 (TYPICAL) (1:10)
LAYING METHOD OPTION 2 (VEHICLE OVER-RUN SITES) (1:10)
LAYING METHOD - OPTION 3 (1:10)

TACTILE PAVING OPTIONS & INSTALLATION DETAIL


1500 min-4000max (Widths may vary on Plan)
2.5% Typical
Illustrative kerb (See Note 2)
EF Edging (See Note 2)
Existing carriageway
Geotextile membrane (Provisional - See Note 5.)

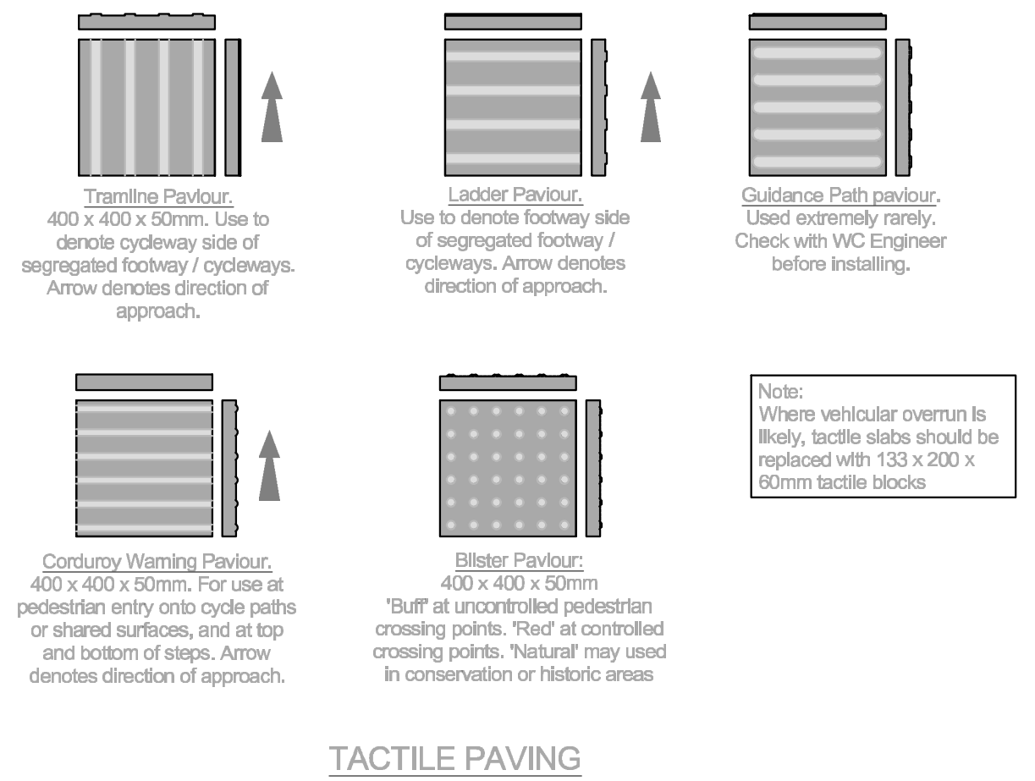
TYPE 1
FLEXIBLE FOOTWAY CONSTRUCTION
(Adjacent to Carriageway)

TYPE 1a
FLEXIBLE FOOTPATH CONSTRUCTION
(Separate from Carriageway)



FLEXIBLE CONSTRUCTION ADJACENT WALL
(Scale 1:20)

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



Tramline Paviour.
400 x 400 x 50mm. Use to denote cycleway side of segregated footway / cycleways. Arrow denotes direction of approach.

Ladder Paviour.
Use to denote footway side of segregated footway / cycleways. Arrow denotes direction of approach.

Guidance Path paviour.
Used extremely rarely. Check with WC Engineer before installing.

Corduroy Warning Paviour.
400 x 400 x 50mm. For use at pedestrian entry onto cycle paths or shared surfaces, and at top and bottom of steps. Arrow denotes direction of approach.

Blister Paviour:
400 x 400 x 50mm
'Buff' at uncontrolled pedestrian crossing points. 'Red' at controlled crossing points. 'Natural' may used in conservation or historic areas

Note:
Where vehicular overrun is likely, tactile slabs should be replaced with 133 x 200 x 60mm tactile blocks

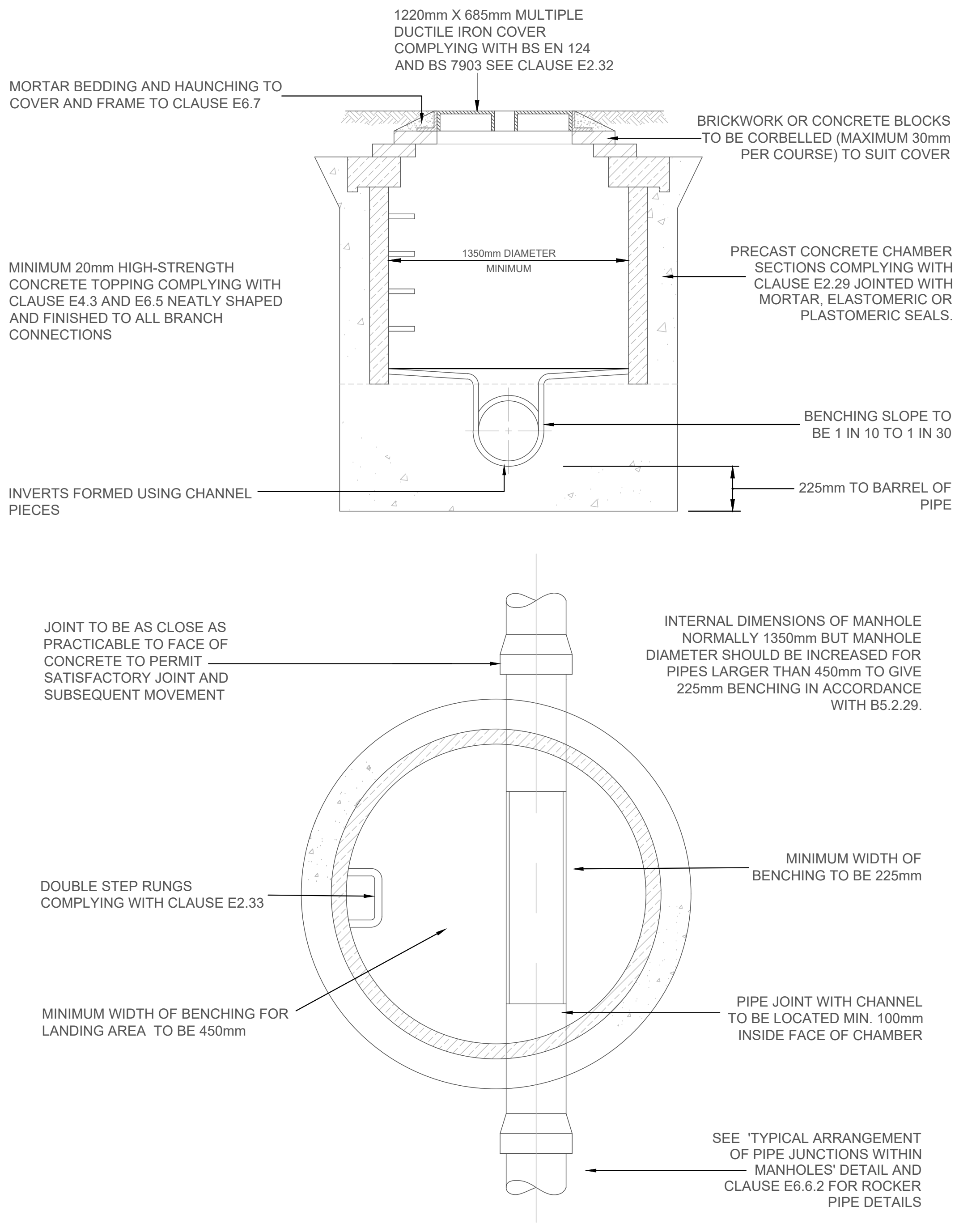
TACTILE PAVING
- See note 10.

For Tactile Installation Details refer to WC-HCD-D003-0

NOTES
1. Do not scale from this drawing. All Dimensions in mm's
2. Refer to drawings WC-HCD-1100-D001- 0 for Approved Kerb Type Selection.
3. Prior to the commencement of laying the formation shall be treated with an approved residual weedkiller.
4. The engineer may request inclusion of a non-woven separation membrane to mitigate weed/root intrusion.
5. The Engineer may increase the Sub-base to a depth of 225mm or include a geotextile membrane (Terram 1000 or similar approved) or geo-grid on formation where dictated by existing ground conditions.
6. None of the details on this drawing are suitable where 'no-dig' construction is required.
7. 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.
8. For AC 6 Dense Surf & AC 20 Dense bin, 160/220 may be used if hand laying in winter.
9. For cycleway construction machine laying is the default option for the surface course. Permission to hand lay must be sought from Wiltshire Council.
10. Tactile paving to be specified and installed in accordance with DETR guidance on the Installation of Tactile Paving 1998. Also refer to WC-HCD-1100-D003-0
11. The work shown on this drawing could affect statutory undertakers apparatus and the contractor is required to verify the location and depth prior to the commencement of work and take all precautions necessary when working in the vicinity of such apparatus. Utility Information is produced from a digital source and no guarantee can be given regarding its accuracy. It is the recipients responsibility to check the accuracy of measurements given. Should discrepancy occur please contact the issuing authority to seek clarification.

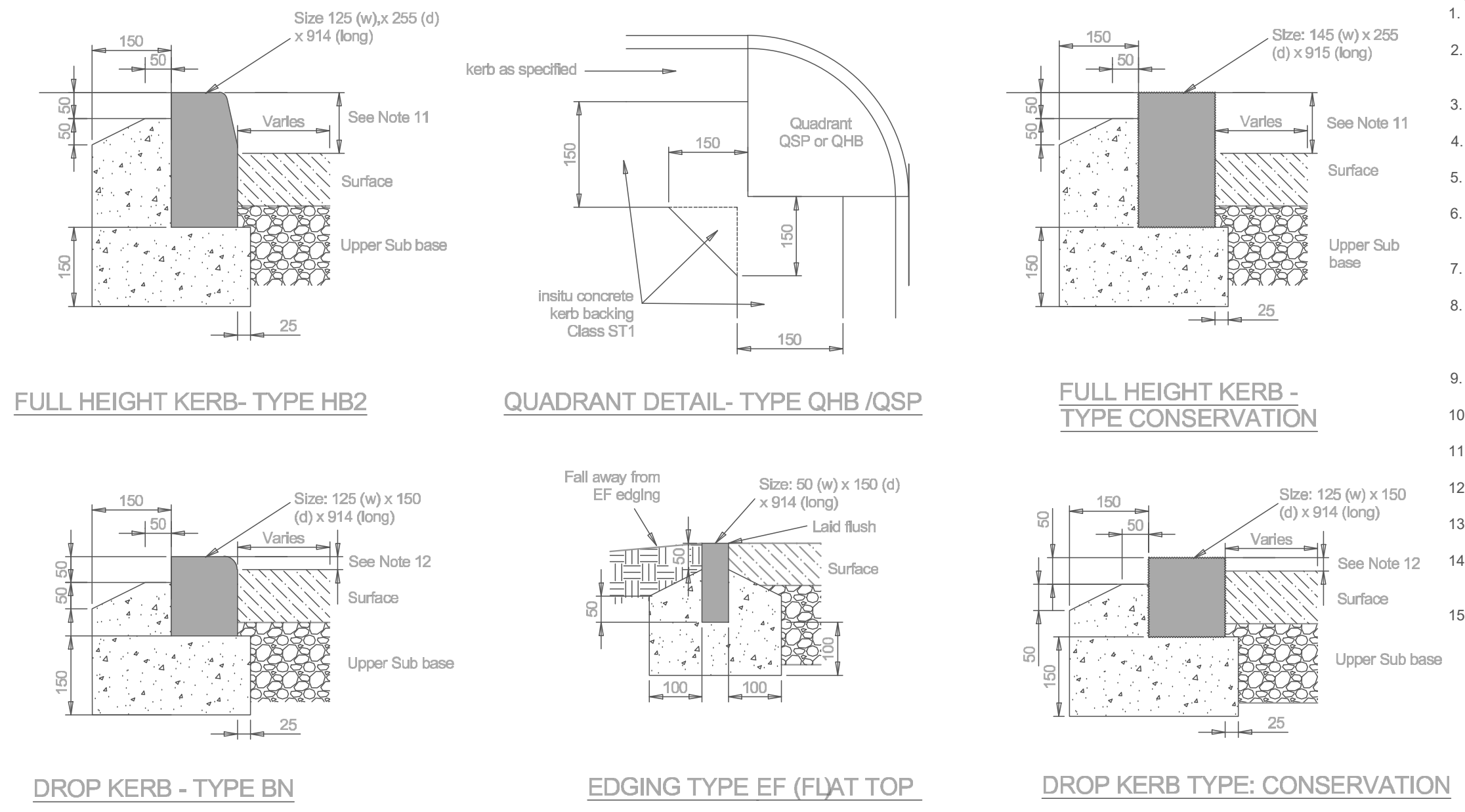
FOOTWAY / CYCLEWAY - FLEXIBLE CONSTRUCTION TABLE SELECTOR	FOOTWAY / CYCLEWAY TYPE 1 / 1A	CROSSOVER TYPE 1 (STANDARD)	CROSSOVER TYPE 2 (INDUSTRIAL)
SUB-BASE			
Type 1 / Type 2 (Clause 803)	150 (See Note 5) 225 min for Cycleways	225	270
BASE 32mm Dense Asphalt Concrete Base 40/60 PEN	-	-	100
BINDER COURSE			
20mm AC Dense Bin 40/60 (or 160/220 see note 8)	60	60	60
SURFACE COURSE			
Heavy Traffic Option: HRA 30/10 F Surf 40/60 HRA 45/6 Surf 160/220	-	25	25
AC6 Dense Surf 100/150 (or 160/220 see note 8)	20	20	-
10mm Close Graded Asphalt Concrete Surface Course 100/150	-	-	30

FOOTWAY / CYCLEWAY CONSTRUCTION


1220mm X 685mm MULTIPLE DUCTILE IRON COVER COMPLYING WITH BS EN 124 AND BS 7903 SEE CLAUSE E2.32
MORTAR BEDDING AND HAUNCHING TO COVER AND FRAME TO CLAUSE E6.7
BRICKWORK OR CONCRETE BLOCKS TO BE CORBELLED (MAXIMUM 30mm PER COURSE) TO SUIT COVER
MINIMUM 20mm HIGH-STRENGTH CONCRETE TOPPING COMPLYING WITH CLAUSE E4.3 AND E6.5 NEATLY SHAPED AND FINISHED TO ALL BRANCH CONNECTIONS
1350mm DIAMETER MINIMUM
PRECAST CONCRETE CHAMBER SECTIONS COMPLYING WITH CLAUSE E2.29 JOINTED WITH MORTAR, ELASTOMERIC OR PLASTOMERIC SEALS.
BENCHING SLOPE TO BE 1 IN 10 TO 1 IN 30
INVERTS FORMED USING CHANNEL PIECES
225mm TO BARREL OF PIPE
JOINT TO BE AS CLOSE AS PRACTICABLE TO FACE OF CONCRETE TO PERMIT SATISFACTORY JOINT AND SUBSEQUENT MOVEMENT
INTERNAL DIMENSIONS OF MANHOLE NORMALLY 1350mm BUT MANHOLE DIAMETER SHOULD BE INCREASED FOR PIPES LARGER THAN 450mm TO GIVE 225mm BENCHING IN ACCORDANCE WITH B5 2.29.
DOUBLE STEP RUNGS COMPLYING WITH CLAUSE E2.33
MINIMUM WIDTH OF BENCHING TO BE 225mm
MINIMUM WIDTH OF BENCHING FOR LANDING AREA TO BE 450mm
PIPE JOINT WITH CHANNEL TO BE LOCATED MIN. 100mm INSIDE FACE OF CHAMBER
SEE 'TYPICAL ARRANGEMENT OF PIPE JUNCTIONS WITHIN MANHOLES' DETAIL AND CLAUSE E6.6.2 FOR ROCKER PIPE DETAILS

TYPICAL MANHOLE DETAIL - TYPE C

DEPTH FORM COVER TO SOFFIT OF PIPE LESS THAN 1.5m
MINIMUM RIGID PIPE SIZE 450mm DIAMETER. RIGID MATERIAL CONSTRUCTION.
NOT TO SCALE

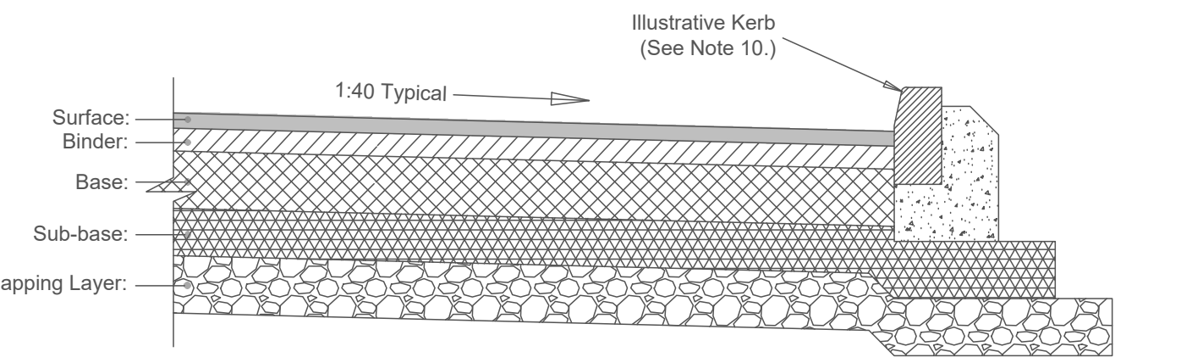

Size 125 (w) x 255 (d) x 914 (long)
kerb as specified
Varies
See Note 11
Surface
Upper Sub base
Quadrant QSP or QHB
Insitu concrete kerb backing Class ST1
Size: 145 (w) x 255 (d) x 915 (long)
FULL HEIGHT KERB- TYPE HB2
QUADRANT DETAIL- TYPE QHB /QSP
FULL HEIGHT KERB - TYPE CONSERVATION
Size 125 (w) x 150 (d) x 914 (long)
See Note 12
Fall away from EF edging
Size: 50 (w) x 150 (d) x 914 (long)
Laid flush
Size: 125 (w) x 150 (d) x 914 (long)
DROP KERB - TYPE BN
EDGING TYPE EF (FLAT TOP
DROP KERB TYPE: CONSERVATION

NOTES
1. Do not scale from this drawing. All Dimensions in mm's
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 engineer.
3. All full length Precast 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. Kerb up-stand to be denoted on relevant engineering drawing
12. Drop kerb upstand shall be 0-6mm for pedestrian crossings, 25mm for vehicular crossings.
13. Mortar shall comply with S.H.W Clause 24014 designation (i)
14. Bond coat to Clause 920 shall be applied to c/way surface in accordance with BS434: Pt 2 prior to laying extruded asphalt kerb
15. The work shown on this drawing could affect statutory undertakers apparatus and the contractor is required to verify the location and depth prior to the commencement of work and take all precautions necessary when working in the vicinity of such apparatus. Utility Information is produced from a digital source and no guarantee can be given regarding its accuracy. It is the recipients responsibility to check the accuracy of measurements given. Should discrepancy occur please contact the issuing authority to seek clarification.

KERBS, CHANNEL & EDGINGS

ROAD CATEGORISATION	AR1	AR2	AR3	AR4	AR5	AR6	AR7
	Estate Distributor Road / Industrial Estate Road	Estate Link Roads		Estate Loop Roads & Cul-De -Sacs			
SURFACE COURSE							
AC 10 close surf 100/1501 (or 40/602) des 30mm thick				Clause 912 Min PSV 55 3 Max AAV 164			
AC 10 close surf 100/1501 (or 40/602) des 40mm thick		Clause 912 Min PSV 603 Max AAV 144					
AC 14 close surf 100/1501(or 40/602) des 40mm thick		Clause 912 Min PSV 603 Max AAV 144					
HRA 35/14F Surf 40/60 des 45mm3 thick with coated chippings 14/20mm	Clause 911 Min PSV 50 Max AAV 4 Clause 915 Min PSV 653 Max AAV 124						
HRA 55/14 (or 10) F Surf 40/60 des 45mm thick5	Clause 911 Min PSV 653 Max AAV 124						
BINDER							
20mm Dense AC Bin 40/60 PEN 60mm thick	Clause 906 - BSI PD 6691 Annex B Appendix 7/1						
BASE							
32mm Dense AC Base 40/60 PEN 150mm thick	Clause 906 - BSI PD 669 Appendix 7/1						
32mm Dense AC Base 40/60 PEN 125mm thick		Clause 906 - BSI PD 669 Appendix 7/1					
32mm Dense AC Base 40/60 PEN 100mm thick				Clause 906 - BSI PD 669 Appendix 7/1			

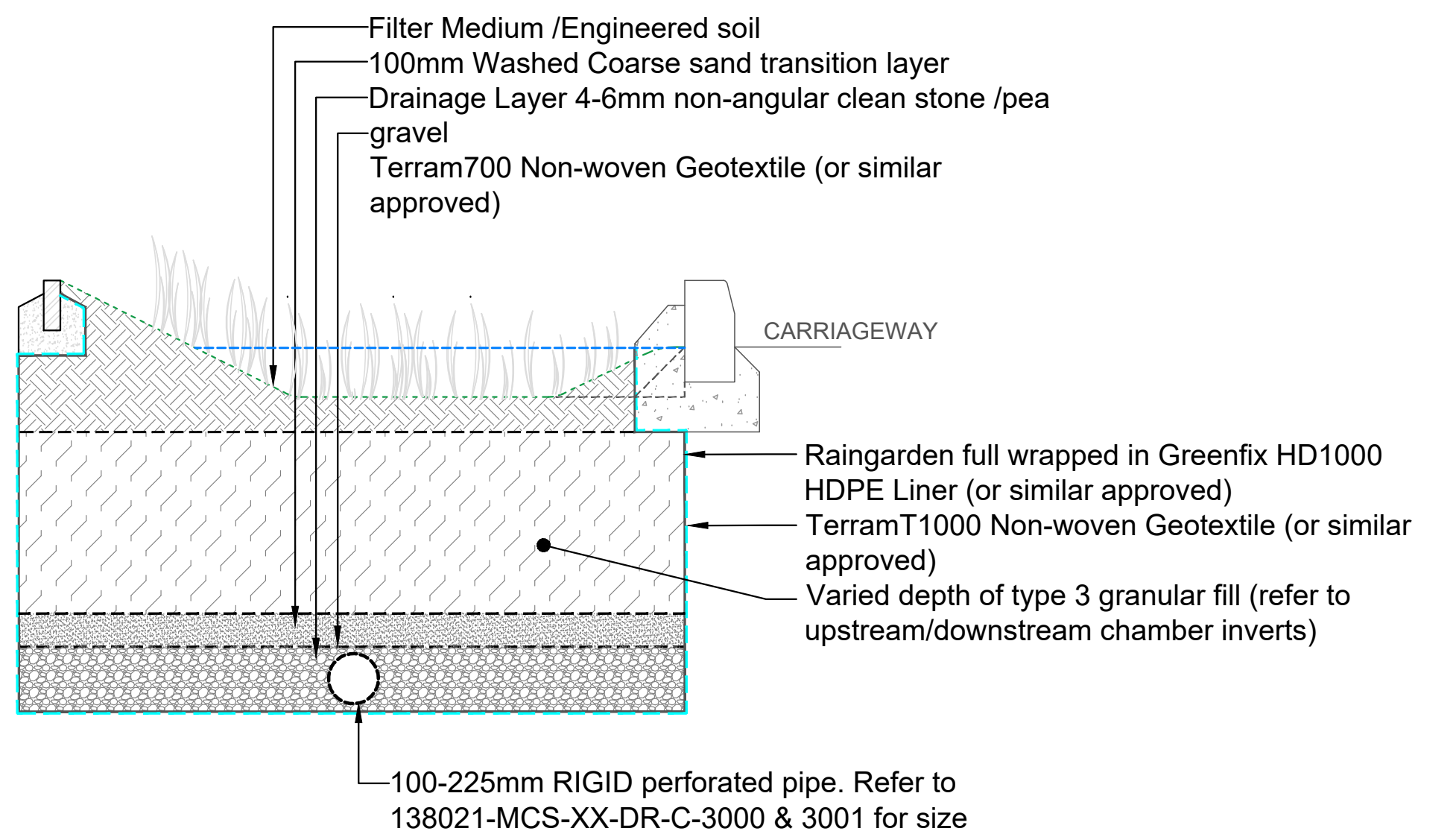
SUB BASE & CAPPING LAYER				
Subgrade CBR	Capping Layer Thickness (mm)		Sub Base Thickness (mm)	Foundation Type
CBR> 15%			200	1
	150	and	150	2
CBR> 10% - 15%	250*(note 8.)	or	230*(note 8.)	1
	170	and	180	2
CBR> 5% - 10%	390* (note 8.)	or	320*(note 8.)	1
	210	and	240	2
CBR> 2.5% - 5%	550*(note 8.)	or	450*(note 8.)	1
	250	and	350	2
CBR <2.5%	SEE NOTE 9.			



TYPICAL FLEXIBLE CARRIAGEWAY CONSTRUCTION

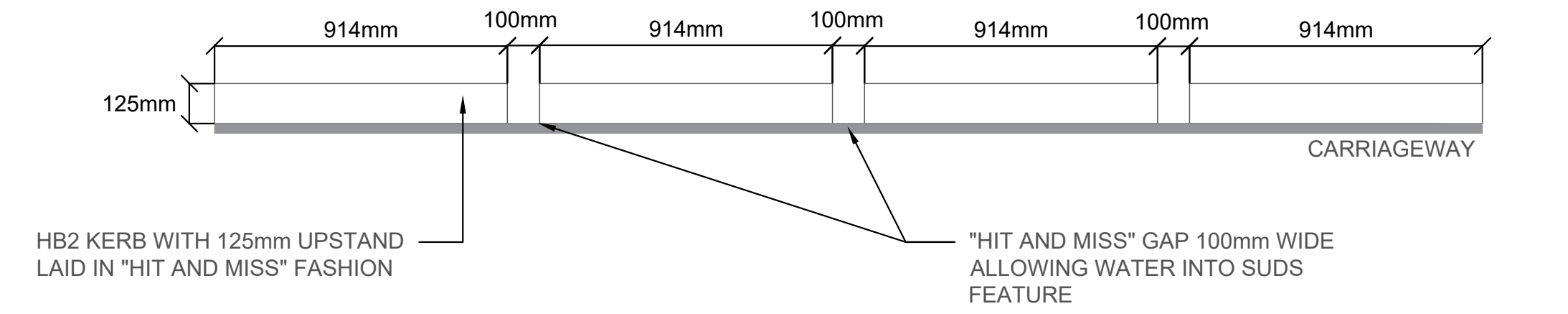
NOTES
1. 160/220 pen binder may be considered for use during winter months but prior approval for its use MUST be obtained from Wiltshire Council.
2. 40/60 Pen binder shall NOT be used for hand laying.
3. Minimum PSV value stated, Table 3 HD36/06 and appropriate site categorisation / investigatorty level to be checked by the developer to ensure the site layout does not demand higher min PSV value.
4. Maximum AAV value stated, Table 3.2 HD36/06 to be checked by developer to traffic flows do not demand lower maximum AAV values.
5. Permitted option ONLY where surface texture is NOT a consideration
6. Capping layers to MCHW Clause 613 Types 6F1, 6F2, 6F4 and 6F5
7. Sub-Base layers to MCHW Clauses 803, 804, 805 and 806.
8. * Not permitted where pavements are designed for more than 20msa.
9. Where a CBR value is less than 2.5% an alternative subgrade design involving geotextiles or soil stabilisation must be considered by the developer.
10. Refer to drawings WC-HCD-1100-D001-for Approved Kerb Type Selection.
11. Prior to the commencement of laying the formation shall be treated with an approved residual weedkiller.
12. The Engineer may request inclusion of a non-woven separation membrane to mitigate weed/root intrusion.
13. The Engineer may increase the Sub-base depth or include a geotextile or geogrid on formation where site ground conditions are considered to be sub-standard.
14. Not suitable where 'no-dig' construction is required.
15. Asphalt Concrete to be in accordance with BS EN 13108-01 and BS 594987.
16. Hot Rolled Asphalt to be in accordance with BS EN 13108-04 and BS 594987.
17. Where block paviors are the proposed surface course they must to be in accordance with BS 7533-2 2001Category II Trafficking. Prior approval required.
18. Total carriageway construction depth must be greater than 450mm to negate susceptibility to frost penetration, irrespective of CBR value.
19. More major roads shall have a bespoke pavement design in accordance with DMRB standards.
20. Carriageway widening to widths of less than 1m; Base and sub-base to be replaced with ST4 concrete with the same overall construction depth as the standard construction.
21. PSV requirements shall be declared in accordance with HD 36/06 table 3.1.
22. CBR values to be obtained from site investigation report and laboratory testing. The WC / Atkins Engineer may request additional tests.
23. The work shown on this drawing could affect statutory undertakers apparatus and the contractor is required to verify the location and depth prior to the commencement of work and take all precautions necessary when working in the vicinity of such apparatus. Utility Information is produced from a digital source and no guarantee can be given regarding its accuracy. It is the recipients responsibility to check the accuracy of measurements given. Should discrepancy occur please contact the issuing authority to seek clarification.

FLEXIBLE CONSTRUCTION (SPEED LIMIT 40MPH OR LESS)


Filter Medium /Engineered soil
100mm Washed Coarse sand transition layer
Drainage Layer 4-6mm non-angular clean stone /pea gravel
Terram700 Non-woven Geotextile (or similar approved)
CARRIAGEWAY
Raingarden full wrapped in Greenfix HD1000 HDPE Liner (or similar approved)
TerramT1000 Non-woven Geotextile (or similar approved)
Varied depth of type 3 granular fill (refer to upstream/downstream chamber inverts)
100-225mm RIGID perforated pipe. Refer to 138021-MCS-XX-DR-C-3000 & 3001 for size

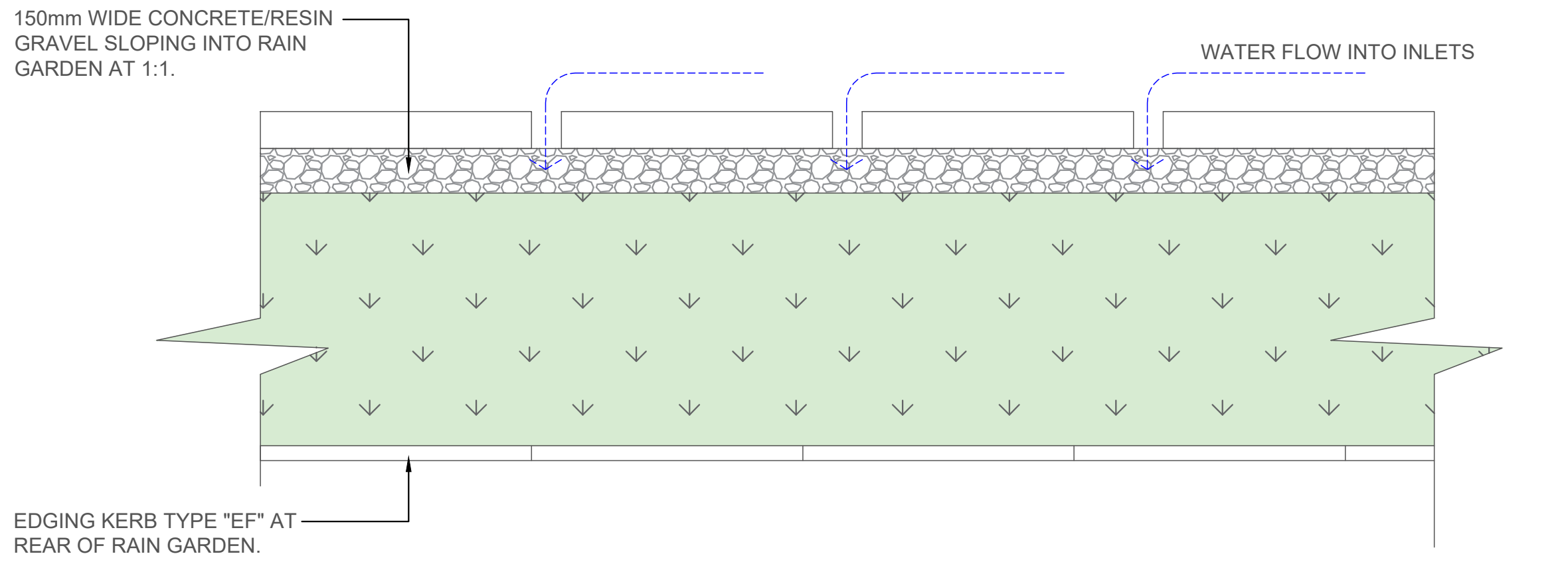
TYPICAL SECTION THROUGH RAINGARDEN ADJACENT TO CARRIAGEWAY

SCALE 1:20


914mm
100mm
125mm
CARRIAGEWAY
HB2 KERB WITH 125mm UPSTAND LAID IN "HIT AND MISS" FASHION
"HIT AND MISS" GAP 100mm WIDE ALLOWING WATER INTO SUDS FEATURE

HIT AND MISS KERBING - SECTION VIEW

SCALE 1:20


150mm WIDE CONCRETE/RESIN GRAVEL SLOPING INTO RAIN GARDEN AT 1:1.
WATER FLOW INTO INLETS
EDGING KERB TYPE "EF" AT REAR OF RAIN GARDEN.

HIT AND MISS KERBING - PLAN VIEW

SCALE 1:20

Rev	Date	Description	By
P01	04/03/26	First Issue	AM

Client
Redcliffe Homes

Project
Woodlands Road,
Mere

Title
Section 38 Adoptable Highway Details
Sheet 1

Drawing Status
APPROVAL

Drawn	Checked	Approved	Date	Scale @ A0
AM	NT	NT	FEB 2026	N.T.S

Project No.	Drawing No.	Revision
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