

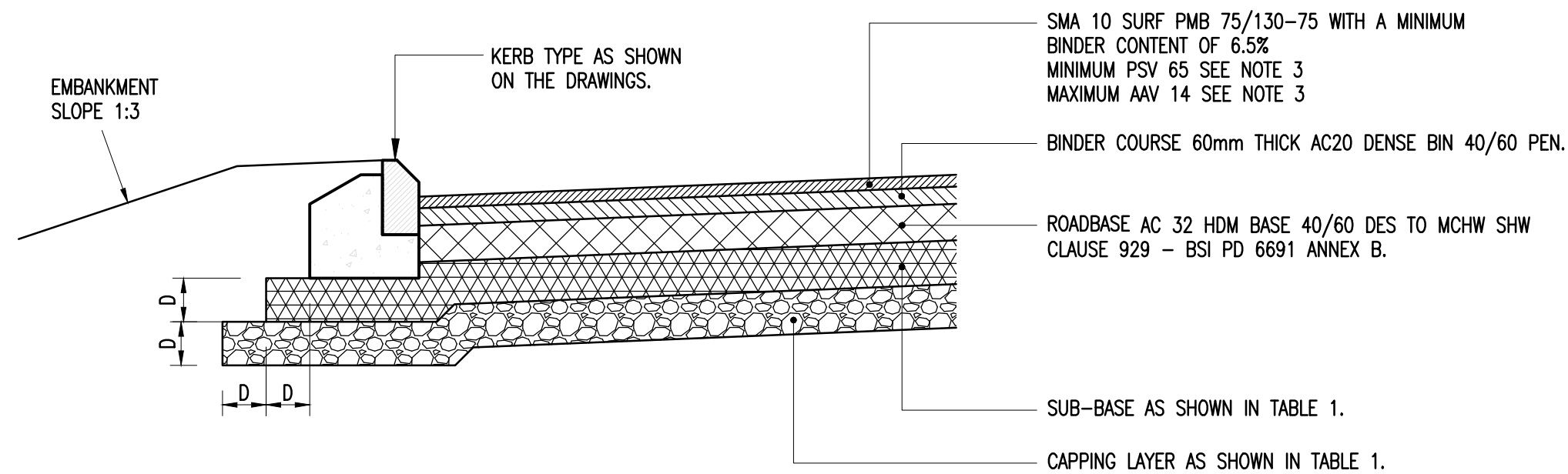
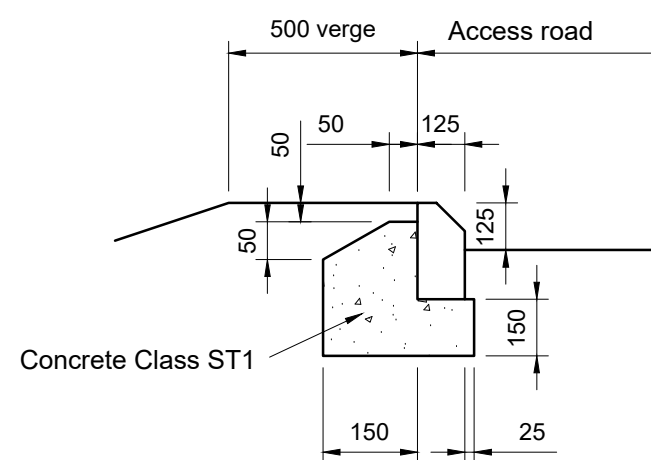


Table 1 - SUB-BASE AND CAPPING LAYER THICKNESSES					
SUBGRADE CBR	EQUIVALENT DESIGN SUBGRADE SURFACE MODULUS (MPa)	FOUNDATION TYPE	CAPPING LAYER THICKNESS (mm)		SUB-BASE TICKNESS (mm)
>15%	100	2	150	and	150
>10 - 15%	75	2	200	and	150
5 - 10%	50	2	250	and	200
>2.5 - 5%	30	2	420	and	250
<2.5%	-	Refer to note 1 and 2			

NOTES

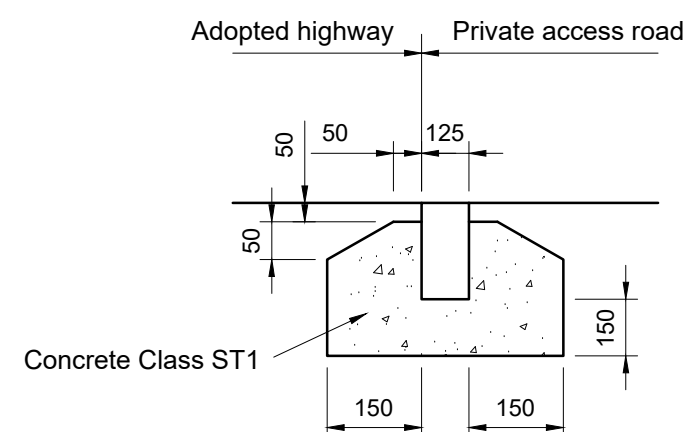
1. CAPPING LAYERS TO MCHW CLAUSE 613 TYPES 6F1, 6F2, 6F4 AND 6F5.
2. SUB-BASE LAYERS TO MCHW CLAUSES 803, 804, 805 AND 806.

New Full Depth Carriageway Construction



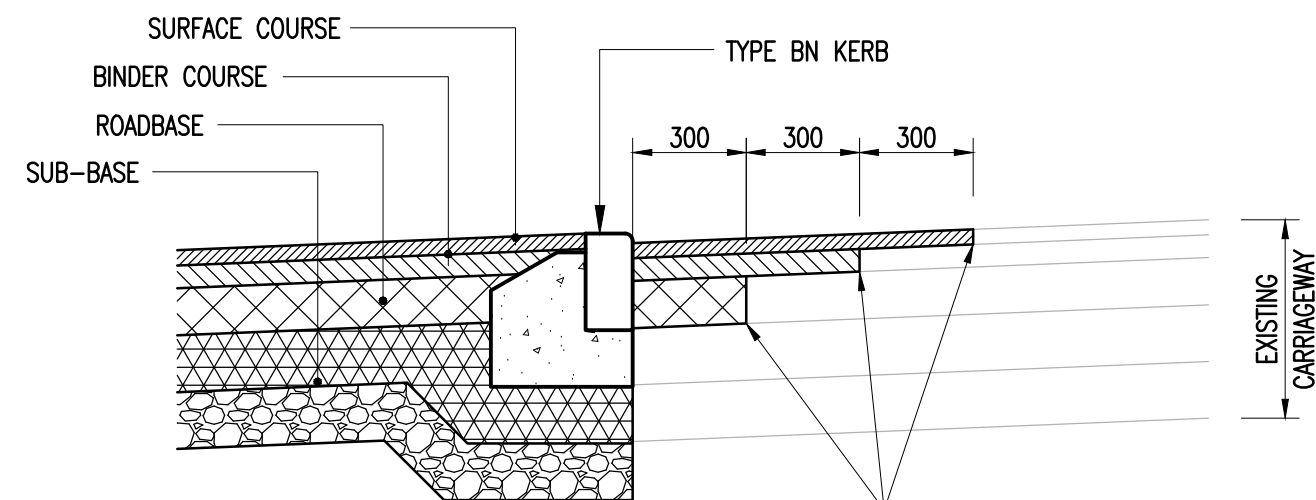
125 x 255 deep PCC Type SP kerb bedded on
Class 1 mortar bed not less than 14mm.

45° Splayed Kerb Type SP



125 x 255 deep PCC Type CS1 channel kerb bedded on Class 1 mortar bed not less than 14mm.

CS1 Channel At Highway Boundary
(Laid Flush)

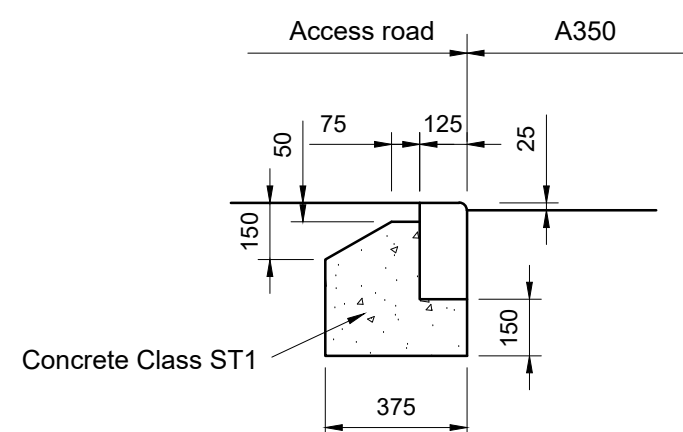


EXISTING BITUMINOUS MATERIAL CUT BACK TO A VERTICAL FACE AND PAINTED WITH A POLYMER MODIFIED BOND COAT TO SHW CLAUSE 920.

Tie-in Joint With Existing

Road Type	Posted speed limit (mph)	Average per 1,000m section (mm)		Average for a section of 10 measurements (minimum) (mm)
		Minimum initial (mm)	Maximum initial (mm)	
AR2A ^{See note 4} (SMA 14 PMB)	> / = 50mph	1.0	1.5	0.9
AR1B, AR2B (SMA 10 PMB)	> / = 40mph	0.8	1.3	0.7

	Average per 1,000m section (mm)
AR2A ^{See note 4} (SMA 14 PMB)	0.9
AR1B & AR2B (SMA 10 DMB)	0.6



125 x 255 deep PCC Type BN kerb bedded on Class 1 mortar bed not less than 14mm.

Bull Nosed Kerb As Dropped Kerb

NOTES:

1. Where a CBR value is less than 2.5% options for improvement of the subgrade must be included in the design. Options for improvement of the subgrade include excavation and replacing between 500 to 1000 of the soft subgrade with granular fill, mechanical stabilisation (geogrids and/or geotextiles) and soil stabilisation. Following ground improvement works, the CBR test shall be undertaken again, a minimum of 2.5% is required prior to placing road pavement foundation layers using the guidance layer thickness in table 2
2. Geogrid ground reinforcement will not be permitted where this conflicts with proposed or existing underground service utilities within the road pavement. A separate service utilities corridor within the verge, footway or adjacent land shall be included in the scheme proposal. The designer or developer shall submit the service utilities design for diversion, protection and new services, this shall form part of the technical approval.
3. SMA PMB surface course materials shall conform with the binder grade, binder content and texture depth properties listed on this drawing. A product specification with the following performance characteristics shall be submitted to Wiltshire Council for approval:-
 - a) Durability - Initial macrotexture depth = See table 2 for requirements
 - b) Durability - Trafficked (2 years after opening) macrotexture depth = See table 3 for requirements
 - c) Resistance to permanent deformation (WTS_{AIR}) to PD 6691 table D.2 = Minimum Class 1
 - d) Sensitivity to water (TSR_{MIN}) = / = 70
 - e) Visual Inspection
 - At Opening = Good or Excellent
 - 12 months after opening to traffic = Good or Excellent
 - 24 months after opening to traffic = Good or ExcellentCase studies and example sites for verification are required. A minimum 5 year guarantee shall be included.
4. SMA 10 PMB shall be used for the following highway features:-
 - a) Circulatory at roundabout junctions
 - b) Bends < 250m radius
 - c) Junctions where turning radius movements are < 250m

B	23.04.26	Updated sub base and capping table.	KVT	AG	JD
A	20.04.26	Updated based on comments.	KVT	AG	JD
Rev	Date	Details	Drawn by	Checked by	Approved by

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CLIENT:

EDEN RB SOLAR LTD

PROJECT:
RED BARN SOLAR FARM,
CHIPPENHAM

TITLE:
A350 Western Land Parcel -
Typical Construction
Details

STATUS:

FOR APPROVAL

SCALE: NTS	DATE: 22.10.25	DRAWN: PSW	CHECKED: AG	APPROVED: JD
JOB NO: 2508-038		DRAWING NO: H04		REVISION: B