

GENERAL NOTES

This drawing shows the detailed design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

KERBING NOTES

Concrete kerbs abutting tarmac surfacing are required to be painted with a tack coat of 200pen bitumen.

Any kerbs that are to remain in-situ and are either damaged or are out of horizontal / vertical alignment will need replacing within the S38 / S278 limits area.

CONSTRUCTION NOTES

Any soft areas will require excavating until firm ground is found and backfilling with a 6F2 material and to be compacted in 150mm layers.

Pavement construction to be used would be selected on the basis of CBR values obtained on site once construction of road is underway.

Granular sub base layers to be compacted in depth layers of no greater than 150mm.

When the width of the base or sub base is less than 1.0m, concrete mix ST5 25 N/mm² shall be used in lieu. The width of the concrete will vary from 0.0m to 1.0m; although in lieu of sub base under the kerbs, the width will not be less than total thickness of the full carriageway construction. 100mm of surfacing is required on top of the ST5 concrete.

Planned carriageway areas or any newly laid tarmac more than 24 hour old requires a hot tanker applied bitumen tack coat in accordance with the Specification for Highways Works, as follows:

a. Binder classification and application details to

CL.920

b. The binder shall be bitumen emulsion to BS 434:Part 1

c. The binder shall be class A1-40 or K1-40

d. Rate of spread shall be 0.3 to 0.5/m²

e. Permitted additives to binder: none

f. Binding material: none

Carriageway overbreak areas require:

a. Planed horizontal faces to be sprayed with bitumen emulsion class K1-40 BS 434 at rate of spread 0.5±0.1 L/m²

b. Vertical planed faces to be coated with ah 50 to 70 pen grade hot or emulsion bitumen by brushing or puring to achieve approximately 2mm thickness.

DRAINAGE/UTILITIES NOTES

Any polished / damaged inspection chambers will require replacing with a class D400 600x600x150 cover and frame and placed on a solid class B engineering brick with a class 1 (1:3) mortar bed to the finished surface course material.

Any statutory utility covers / frames that are damaged will require renewing and resetting to the new finished surface levels. Any damaged during works will need to be replaced.

All newly installed statutory undertakers apparatus will require the appropriate warning tape / armoured tape to be laid on top of their ducts, and all ducts should be laid to the depths in accordance with the latest NJUG guidance publication.

Gullies located in shared used surfaces must have suitable pedestrian and cyclist friendly covers. The openings in gully gratings must not align with cyclists anticipated wheel tracks.

Any double gullies to have individual gully leads.

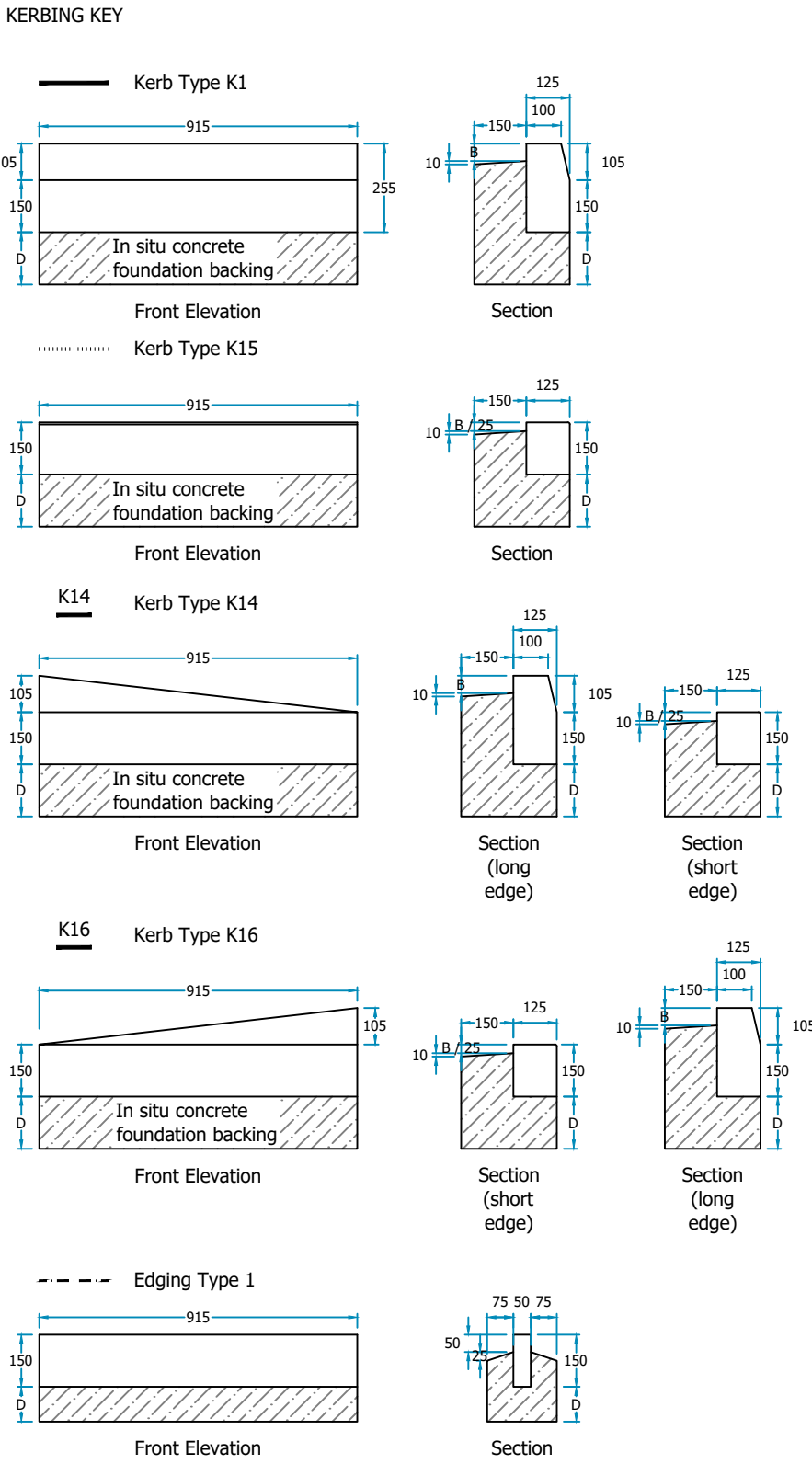


- CONSTRUCTION KEY
- PAVEMENT CONSTRUCTION
See Pavement Design & Pavement Foundation tables
 - FOOTWAY RESURFACING
Excavate construction depth as required and reconstruct with proposed surface & binder courses (see Footway / Margin Design table). Any voids to be backfilled with binder course.

PAVEMENT DESIGN		
ROAD LAYER	MATERIAL	SHARED SURFACE / HOME ZONE
Surface Course	0 / 6mm dense surface course AC. 6 dense surf 100 / 150	30
Binder Course	0 / 20 dense binder course AC. 20 dense bn 100 / 150	55
Base Course	0 / 32 dense / binder course AC. 32 dense base / bin 100 / 50	85

PAVEMENT FOUNDATION			
CBR %	Including Capping Layer		Excluding Capping Layer
	CAPPING (mm) + SUB-BASE (mm)		SUB-BASE (mm)
Less than 2.5	Ground remediation will need to be considered to improve the subgrade CBR		
2.5	250	350	450
3	240	320	420
4	230	270	370
5 - 15	210	240	330
Greater than 15	150	150	200

FOOTWAY / MARGIN DESIGN			
TYPE	SUB-BASE	BINDER COURSE	SURFACE COURSE
Pedestrian Footway or Footpath	100mm Type 1	40mm 0/20 dense binder course ac20 dense bin 100/150	25mm 0/6 dense surface course ac20 dense bin 100/150



Kerbing Notes

- All dimensions are in millimeters.
- The depth 'D' of foundations, beds, channels, etc shall unless otherwise shown be measured at the edge of the carriageway or hardshoulder defined on the drawings and shall include the mortar bed where appropriate.
- Although the underside of foundations are shown horizontal on the standard detail drawings, allowance must be made for cross-falls of formations, pavement courses, and verges.
- Where a concrete kerb or channel abuts rolled asphalt surfacing course, it shall be painted with tack coat of 70 / 100 pen bitumen.
- For kerbing and channeling including the suffix 'V' grade C25 / 30 concrete is to be used in the foundation and backing.
- For kerb adjacent to flagged or block paved areas, dimension 'B' shall be 15mm greater than depth of precast element or unit but not less than 50mm. In all other situations 'B' = 50.
- Insitu concrete to be class C8 / 10 or ST2.
- Drop kerbs to be set flush to channel except where backfall to ramp is unavoidable - If so set drop kerb 6mm above channel for drainage purposes. Channel blocks to be provided if carriageway surfacing is included in the works.

A 06.05.2020
CHANGES TO LAYOUT

REVISIONS

PROJECT

MARSH GARDENS,
HONLEY

TITLE

PROPOSED KERBING AND
CONSTRUCTION

SCALE

1:100 @ A1

DRAWING

1720-101 rev A

DATE

06.05.2020

DRAWN

AH

CHECKED

PH

ALTERED

AH



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