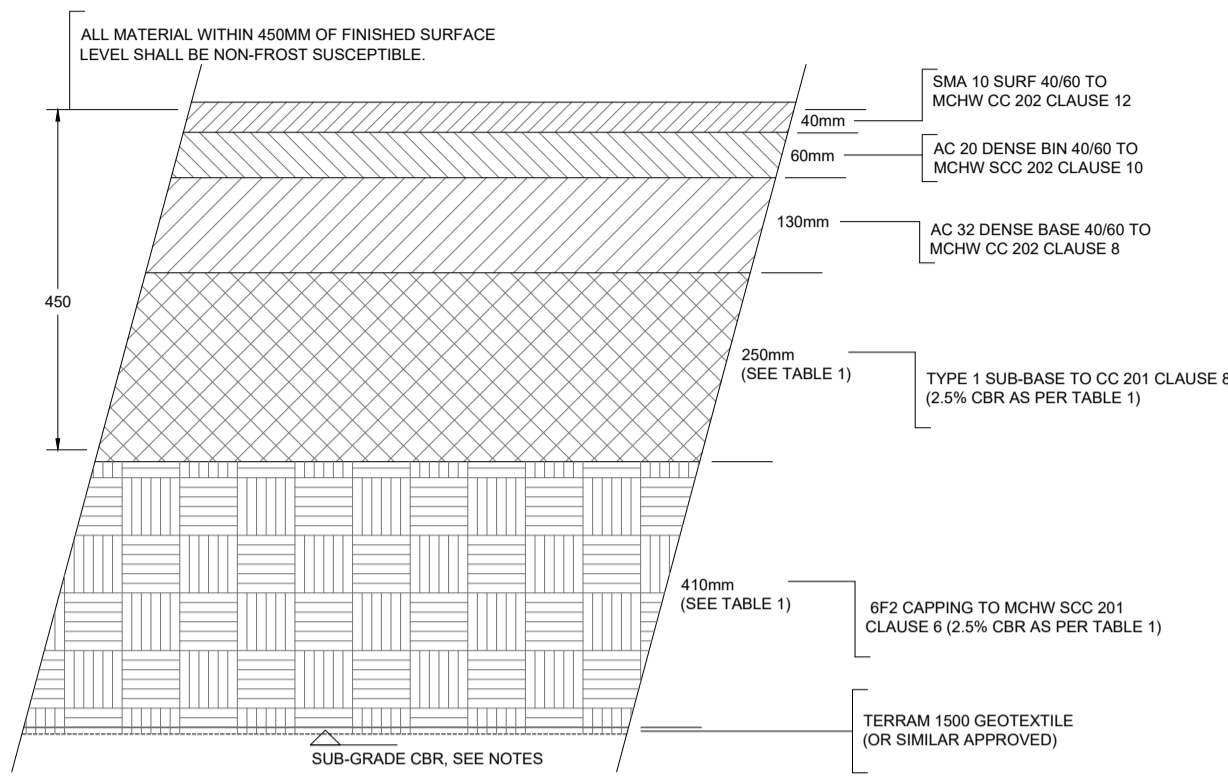


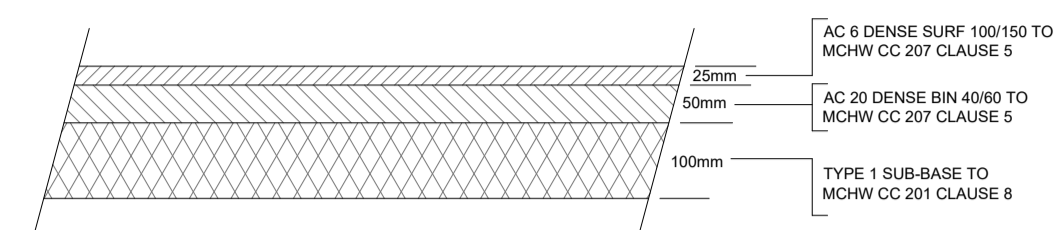
Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in meters unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.
5. This drawing should be printed and read in colour.

ESTATE ROAD BITUMINOUS CONSTRUCTION
[up to 4msa] - 25 YEAR DESIGN LIFE
(SCALE 1:10)



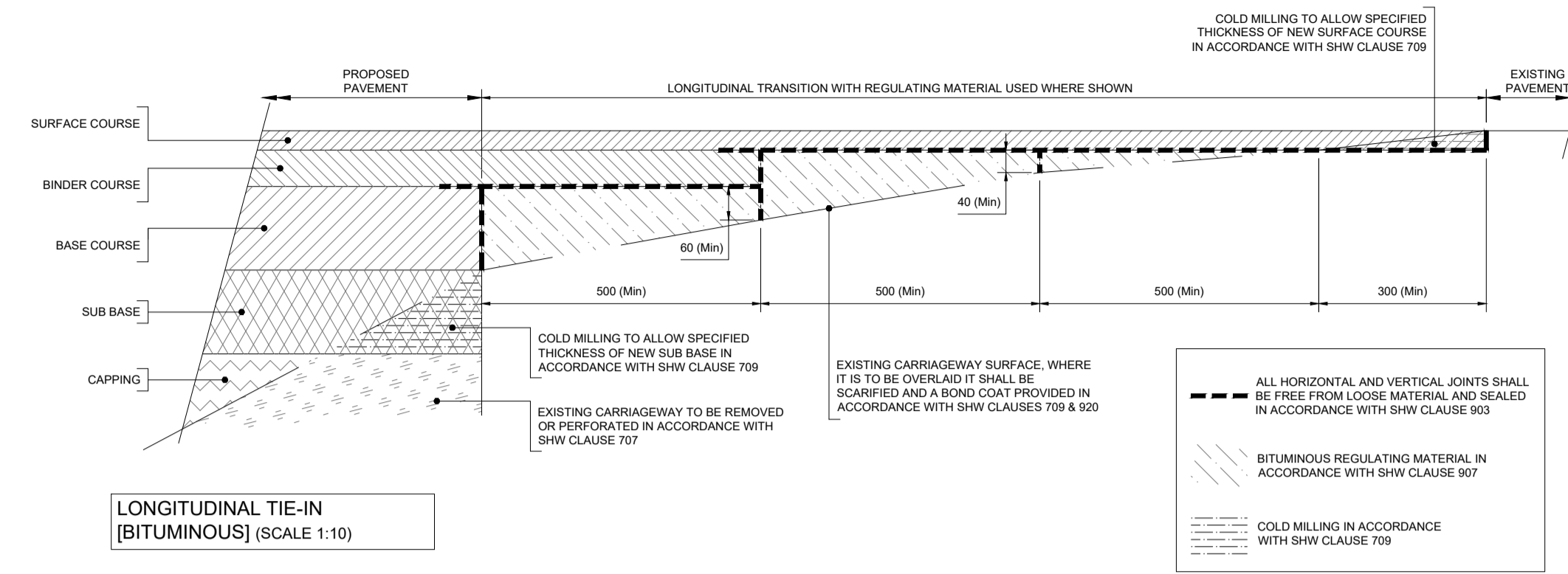
FOOTWAY BITUMINOUS CONSTRUCTION
[LIGHT DUTY, NO VEHICLE OVERRUN]
(SCALE 1:10)



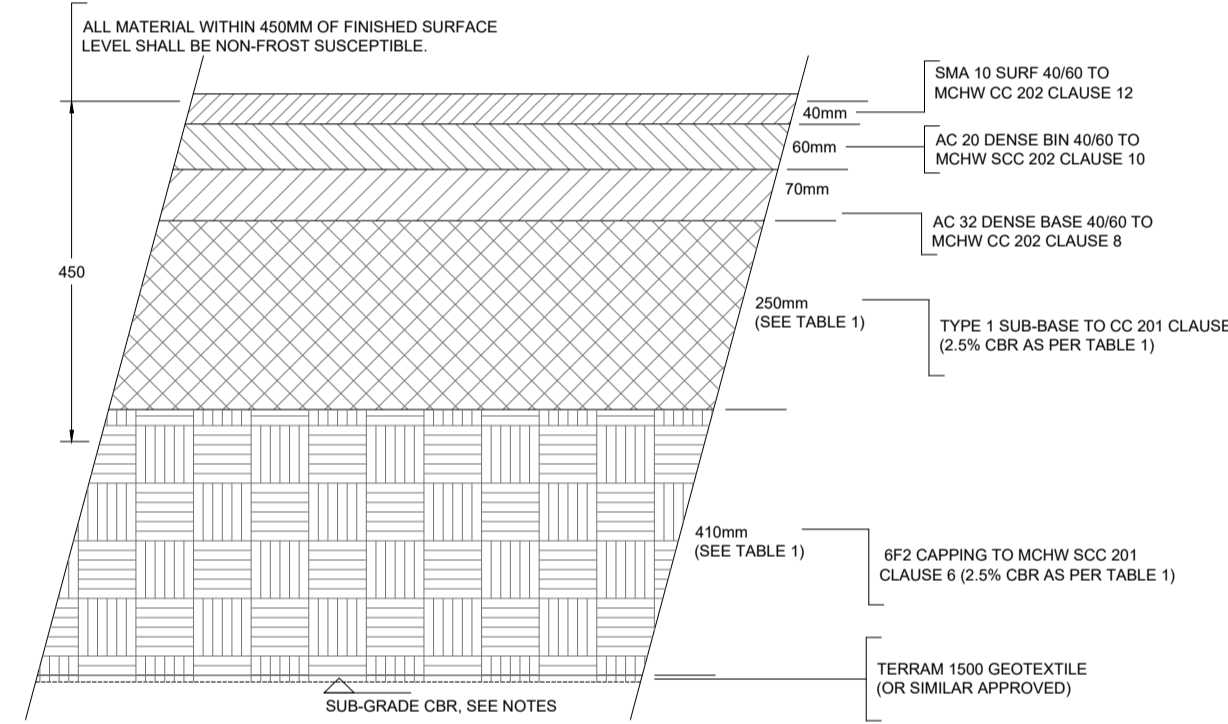
1. PAVEMENT DESIGN IS BASED ON AN ASSUMED EQUILIBRIUM CBR OF 2.5%. IN-SITU CBR TESTING AT SUB-FORMATION LEVEL SHALL BE UNDERTAKEN TO CONFIRM DESIGN ASSUMPTIONS.
2. WHERE THE MEASURED EQUILIBRIUM CBR IS BELOW 2.0%, THE SUB-GRADE SHALL BE IMPROVED OR REPLACED PRIOR TO CONSTRUCTION OF CAPPING OR SUB-BASE. ALL SOFT SPOTS SHALL BE REMOVED.
3. CAPPING AND SUB-BASE DEPTHS SHALL BE DETERMINED FROM EQUILIBRIUM CBR TESTING AND SHALL BE IN ACCORDANCE WITH TABLE 1. THE CONTRACTOR IS RESPONSIBLE FOR ALL CBR TESTING AND FOR DEMONSTRATING THE VALIDITY OF EQUILIBRIUM RESULTS.
4. THE CONTRACTOR SHALL ENSURE THE SUB-GRADE IS PROTECTED FROM INCLEMENT WEATHER AT ALL TIMES. SUB-GRADE-ONLY CONSTRUCTION IS PERMITTED ONLY WHERE ADEQUATE DRAINAGE EXISTS AND WEATHER CONDITIONS ARE FAVOURABLE.
5. PAVEMENT CONSTRUCTION DETAILS ARE DESIGNED IN ACCORDANCE WITH DMRB AND BS 7533-101.
6. IF PROPOSED TRAFFIC LOADING DIFFERS FROM THAT ASSUMED IN THE DESIGN, THE ENGINEER SHALL BE NOTIFIED AND THE PAVEMENT DESIGN REVIEWED AND REVISED AS NECESSARY.
7. TACK COATS AND BOND COATS SHALL BE PROVIDED WHERE REQUIRED IN ACCORDANCE WITH BS 594987 AND MANUFACTURER'S RECOMMENDATIONS.
8. SEALING GRIT SHALL BE USED ONLY FOR TEMPORARY BASE COURSE RUNNING SURFACES AND SHALL NOT BE APPLIED TO SURFACE COURSES.
9. MATERIAL SHALL BE NON-FROST SUSCEPTIBLE WHEN USED WITHIN 450mm OF THE DESIGNED FINAL SURFACE OF A ROAD OR CAR PARK.

TABLE 1: CAPPING LAYER AND SUB-BASE THICKNESS

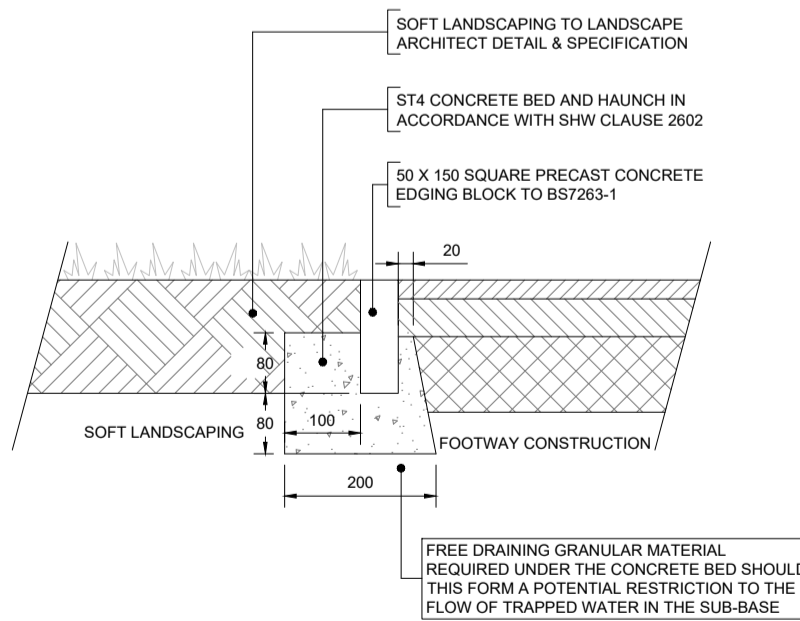
SUB-GRADE (CBR)	CAPPING + SUB-BASE (mm)	CLASS 2 SUB-BASE ONLY (mm)
<2.5%	SUB GRADE IMPROVEMENT REQUIRED	
2.5%	410 + 250	415
3%	380 + 230	370
4%	320 + 220	320
5%	250 + 200	270
6%	240 + 180	260
7%	230 + 170	250
8%	220 + 160	240
9%	210 + 150	230
10%	200 + 150	225
11%	190 + 150	220
12%	180 + 150	215
13%	170 + 150	210
14%	160 + 150	205
15%	150 + 150	200



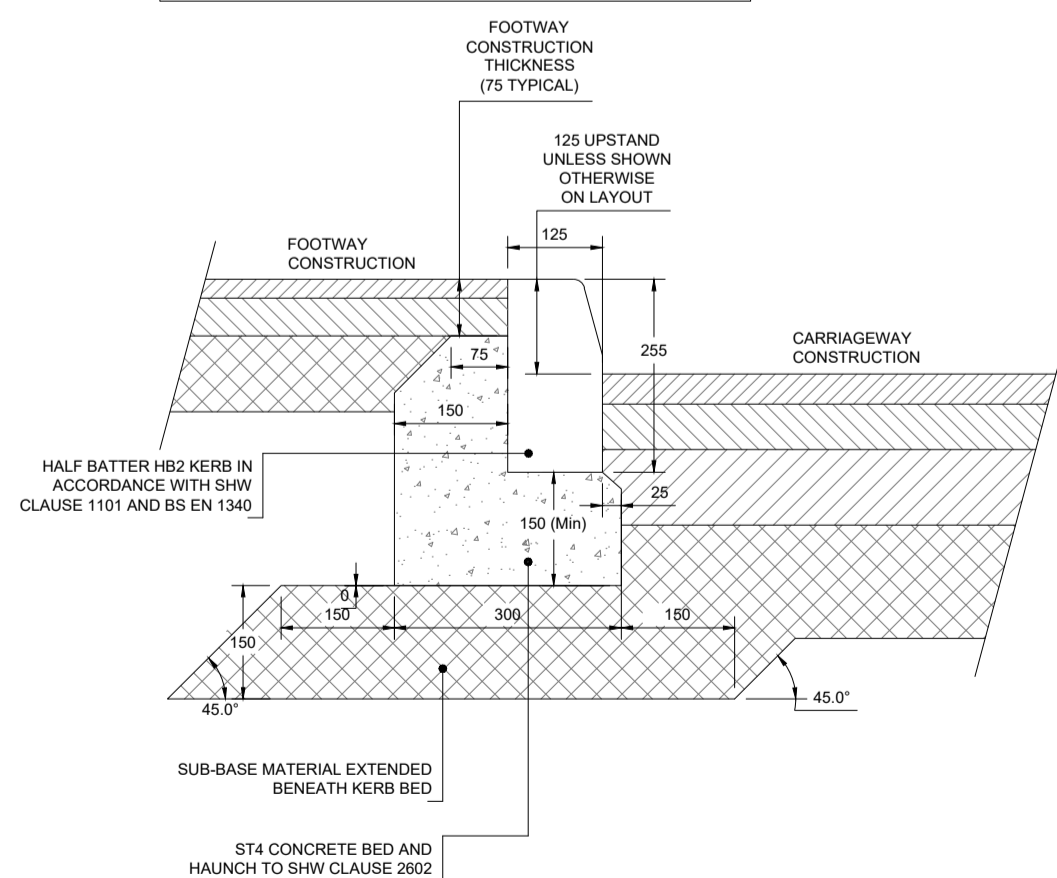
PLOT ACCESS ROAD BITUMINOUS CONSTRUCTION
[up to 2msa] - 25 YEAR DESIGN LIFE
(SCALE 1:10)



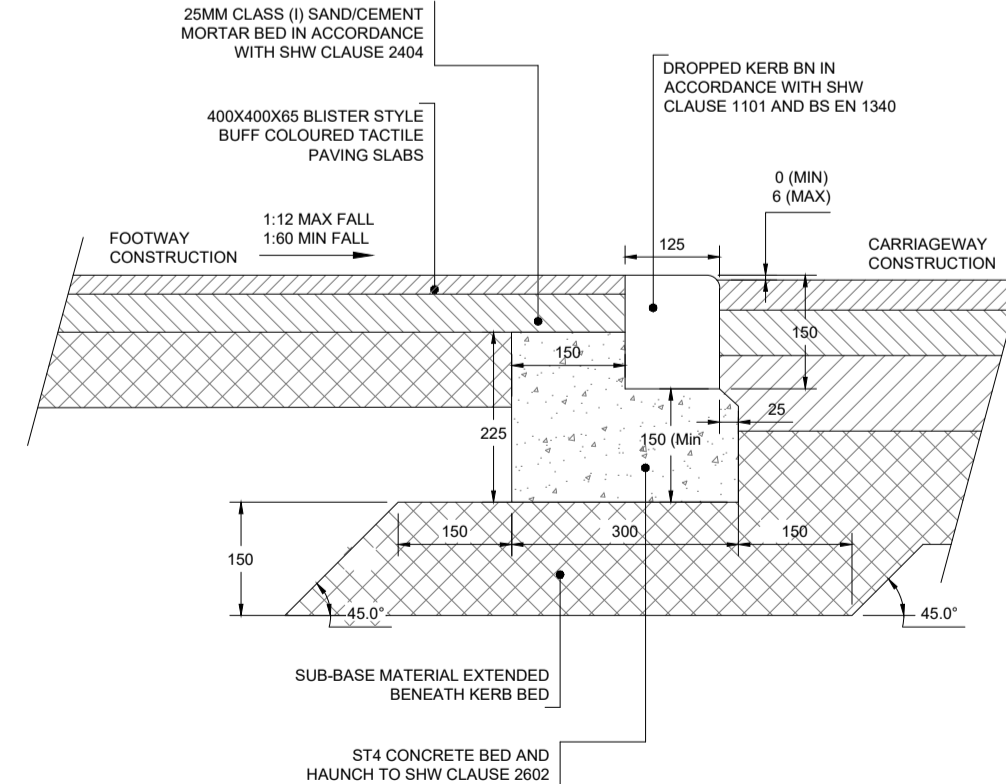
CONCRETE FOOTWAY EDGING EF CONSTRUCTION
(SCALE 1:10)



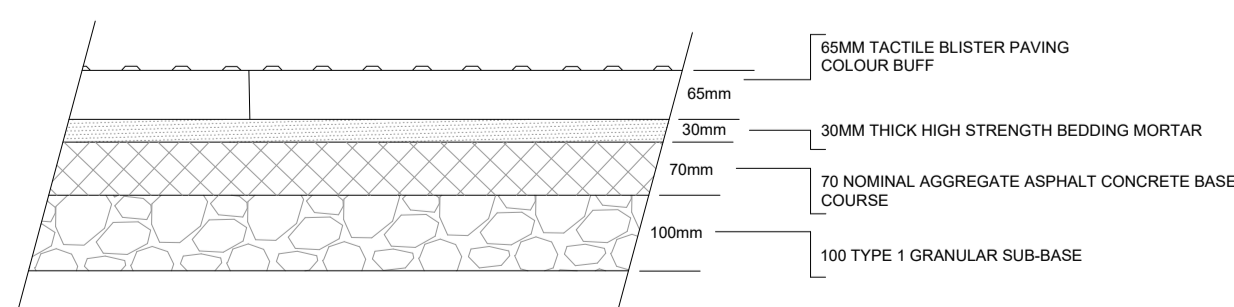
HALF-BATTERED HB2 KERB CONSTRUCTION
(SCALE 1:10)



DROPPED BULLNOSED BN2 KERB CONSTRUCTION
(SCALE 1:10)



TACTILE BLISTER PAVING
(SCALE 1:10)



P01	10.04.26	PRELIMINARY ISSUE	SM	KJ
Rev	Date	Details of Issue	Drawn	Rwd

Issues & Revisions

Consultant

HEXA

Client
MORE CONSTRUCTION

Project Title
LINDLEY MOOR ROAD

Drawing Title
PROPOSED ESTATE ROAD
TYPICAL EXTERNAL WORKS
DETAILS

Drawn By	SM	Reviewed By	KJ
Hexa Ref	800150	Scale at A1	AS SHOWN

Purpose of Issue
PRELIMINARY ISSUE
Status
S1

Project - Originator - Zone - Level - Type - Role - Number
800150-HEX-XX-XX-DR-C-9302
Revision
P01