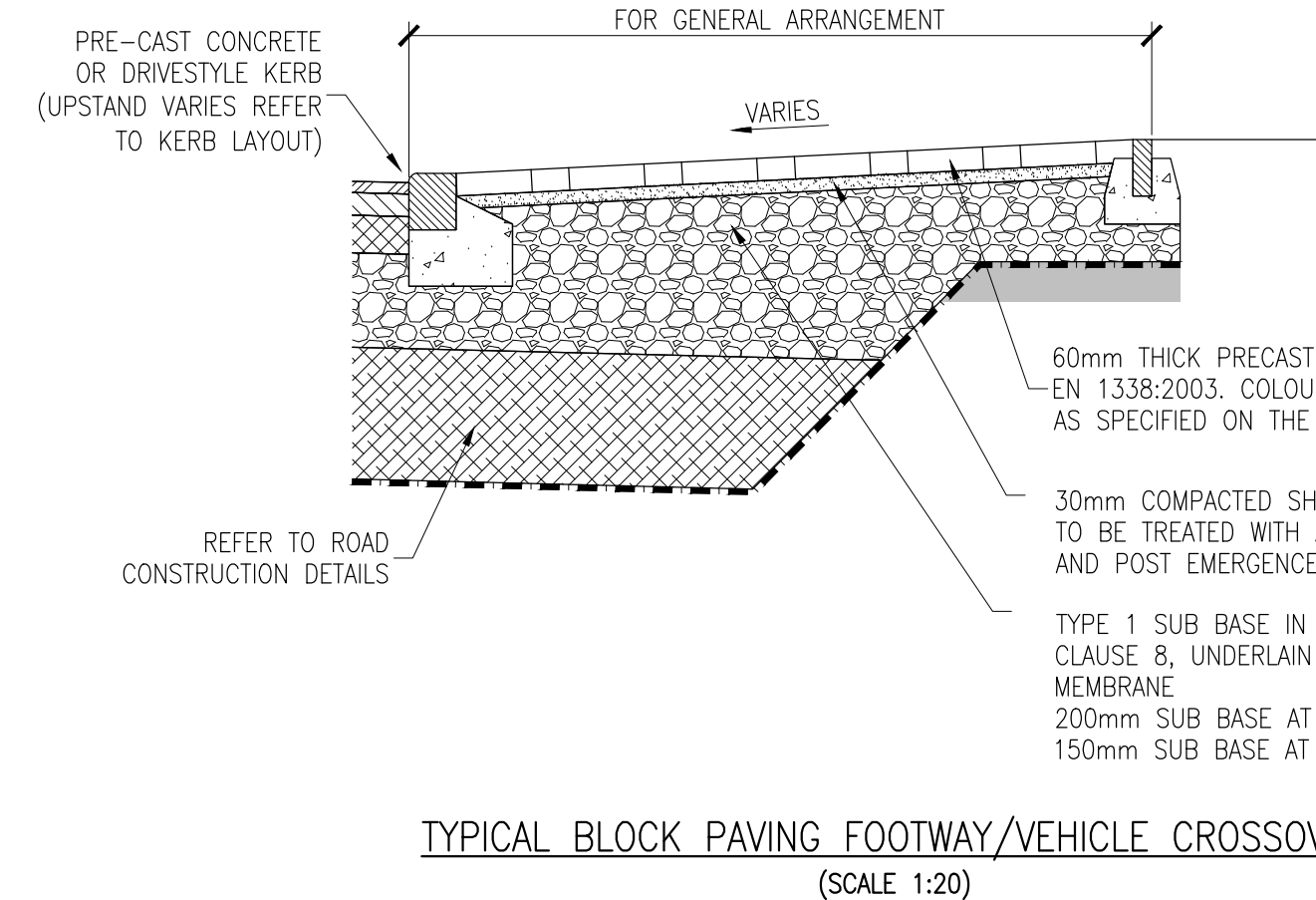
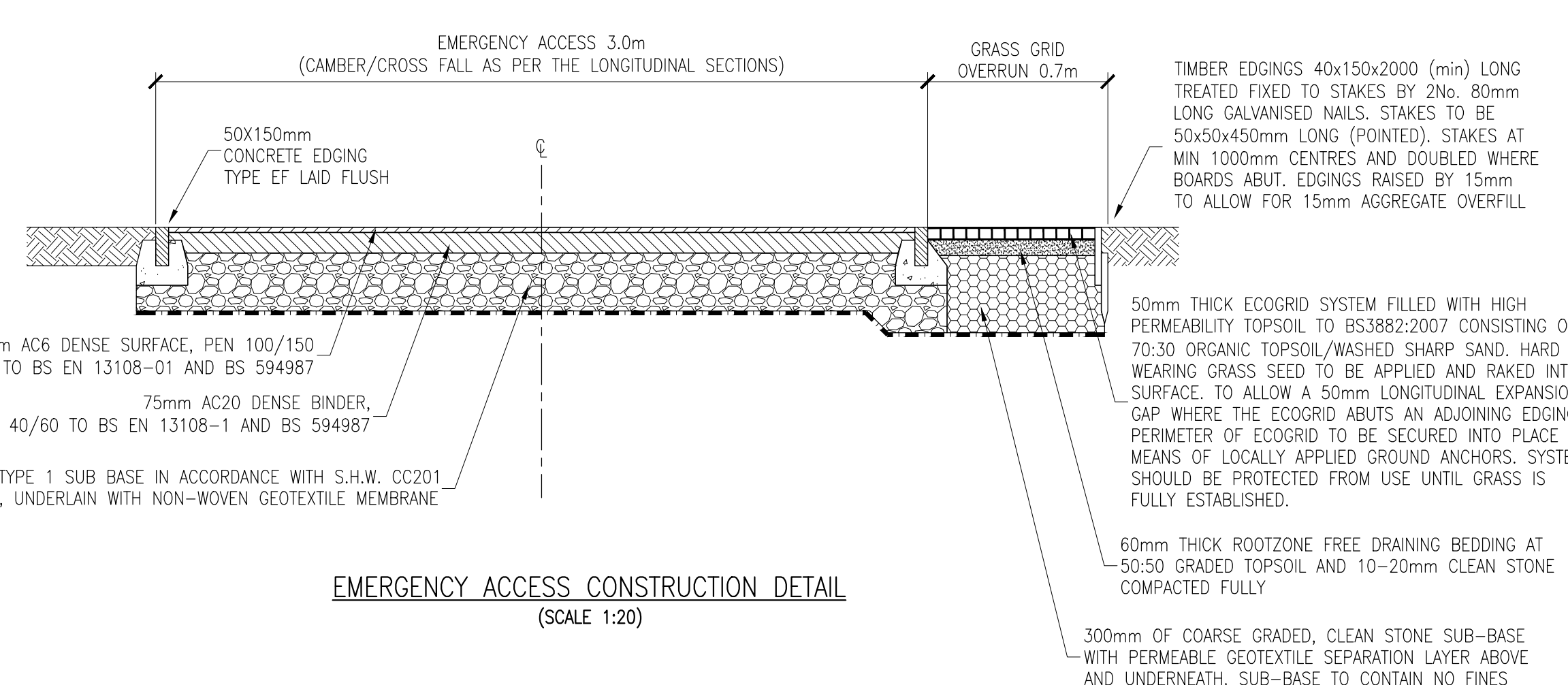
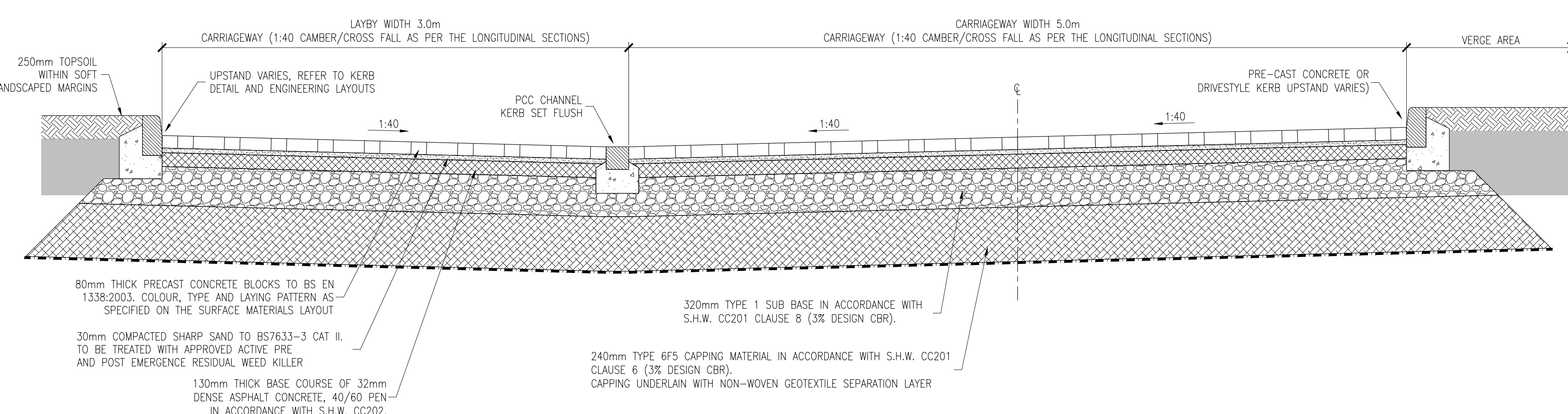
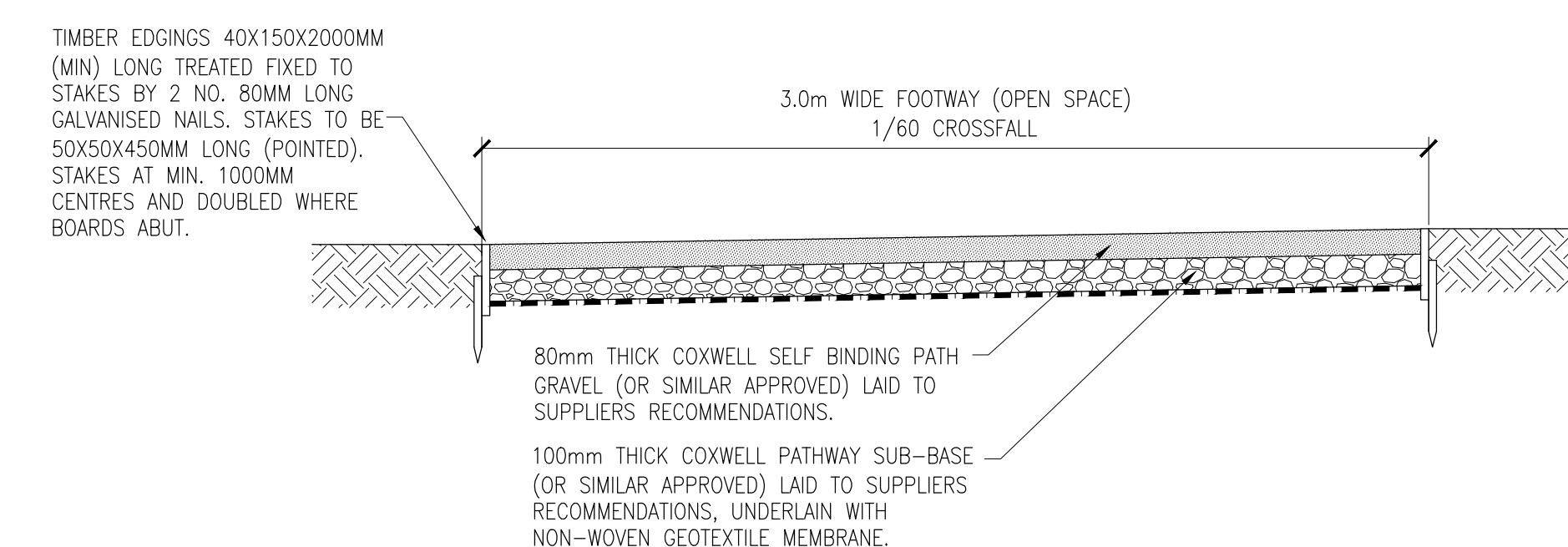
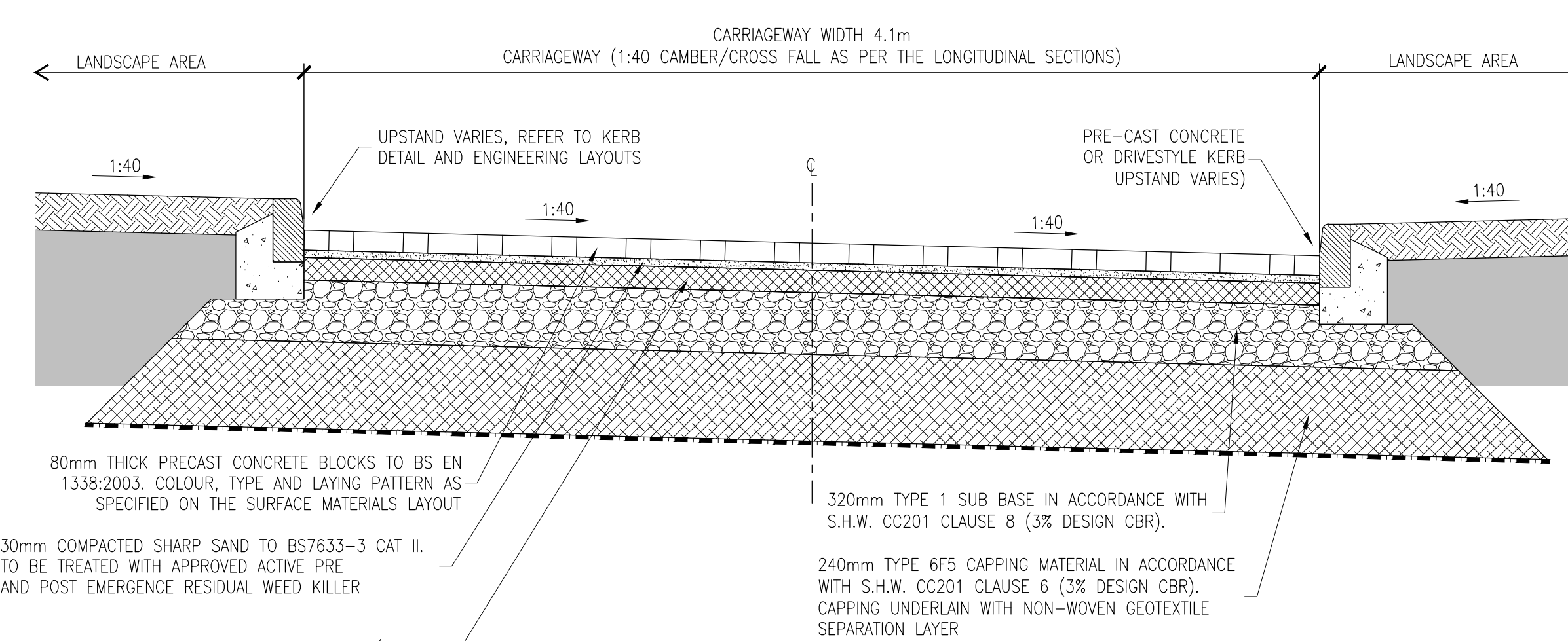
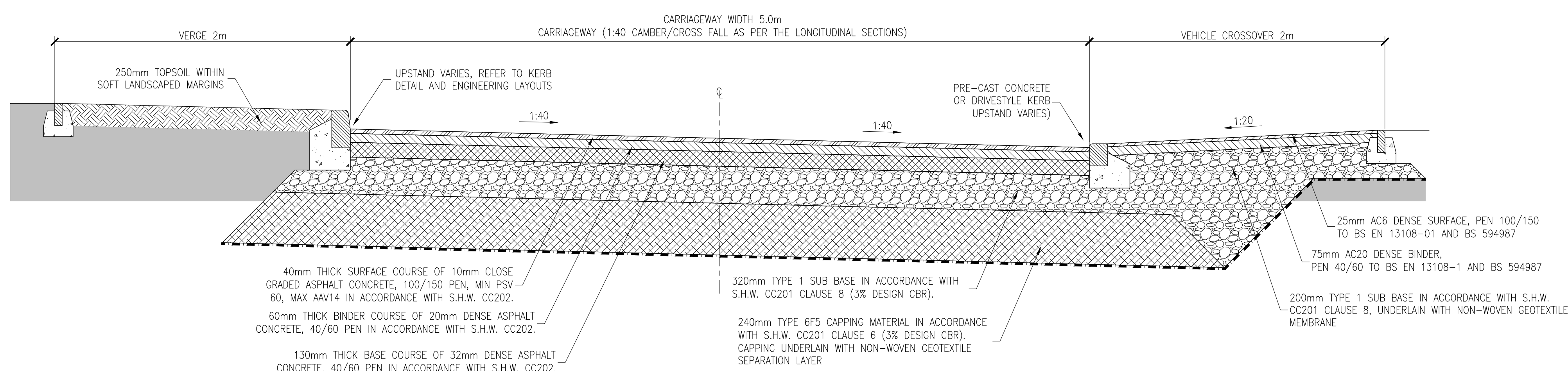
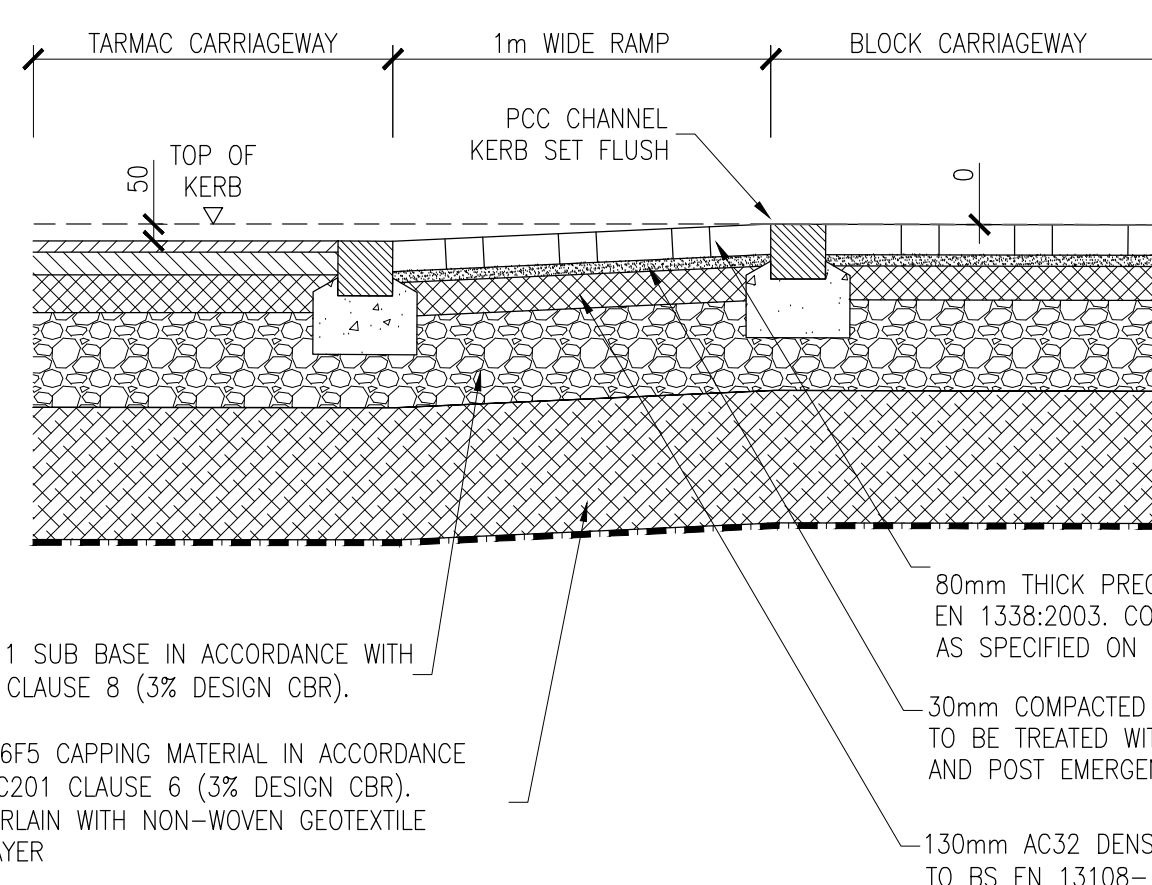
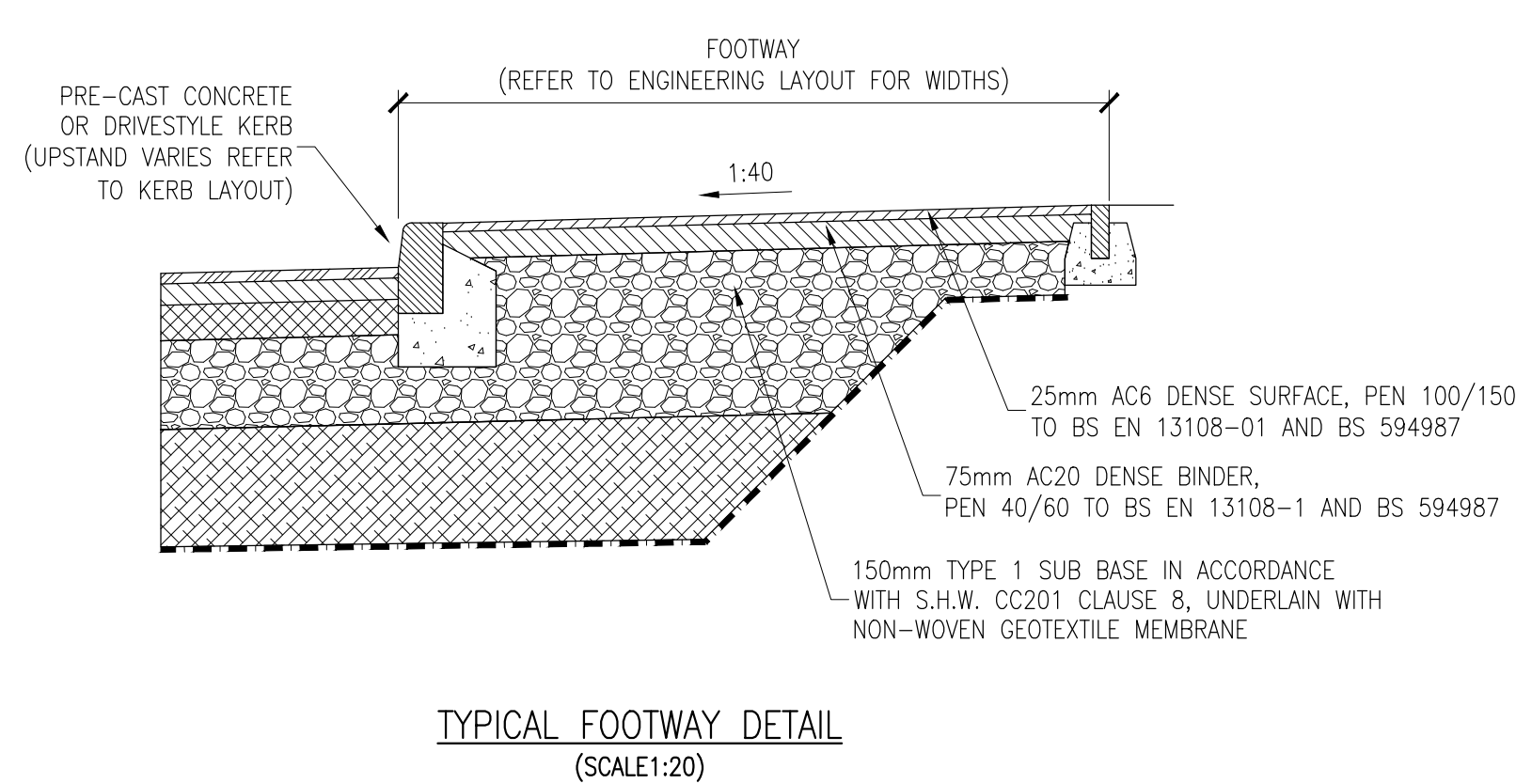
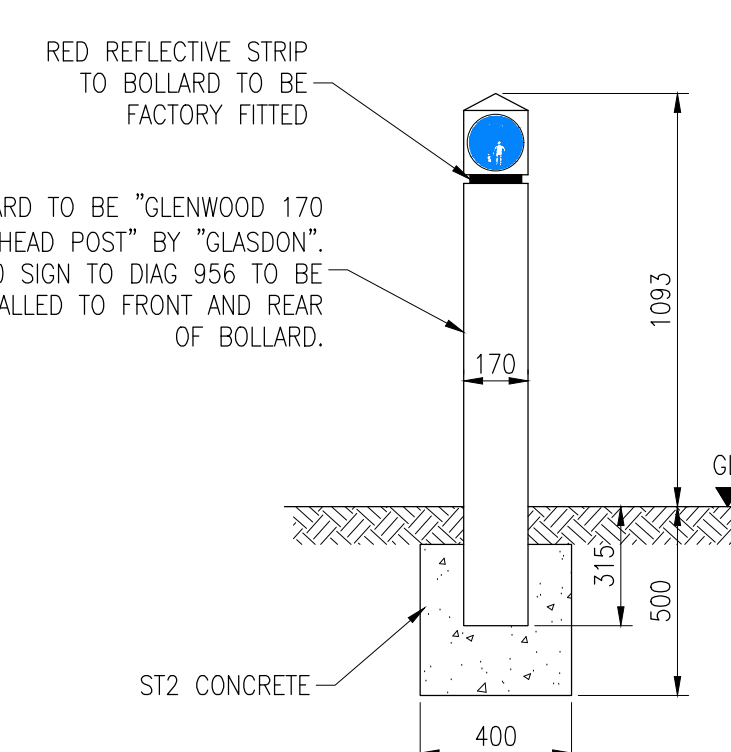
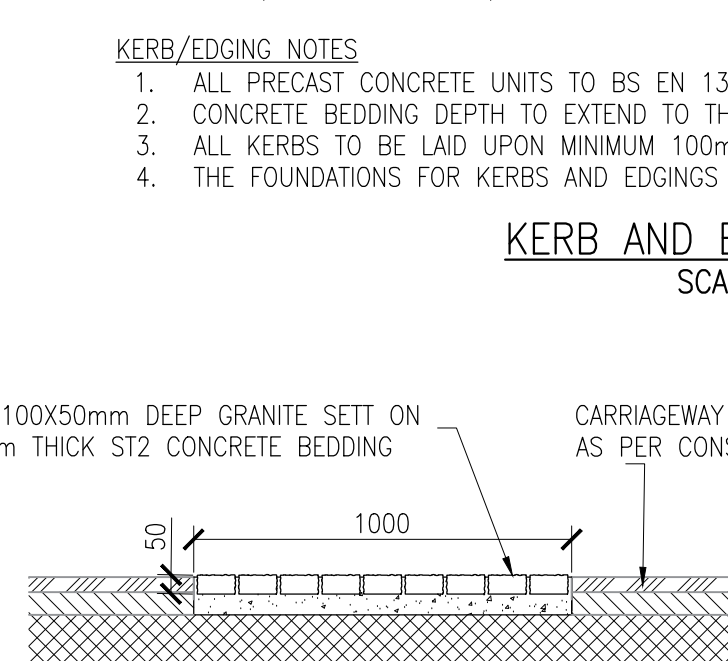
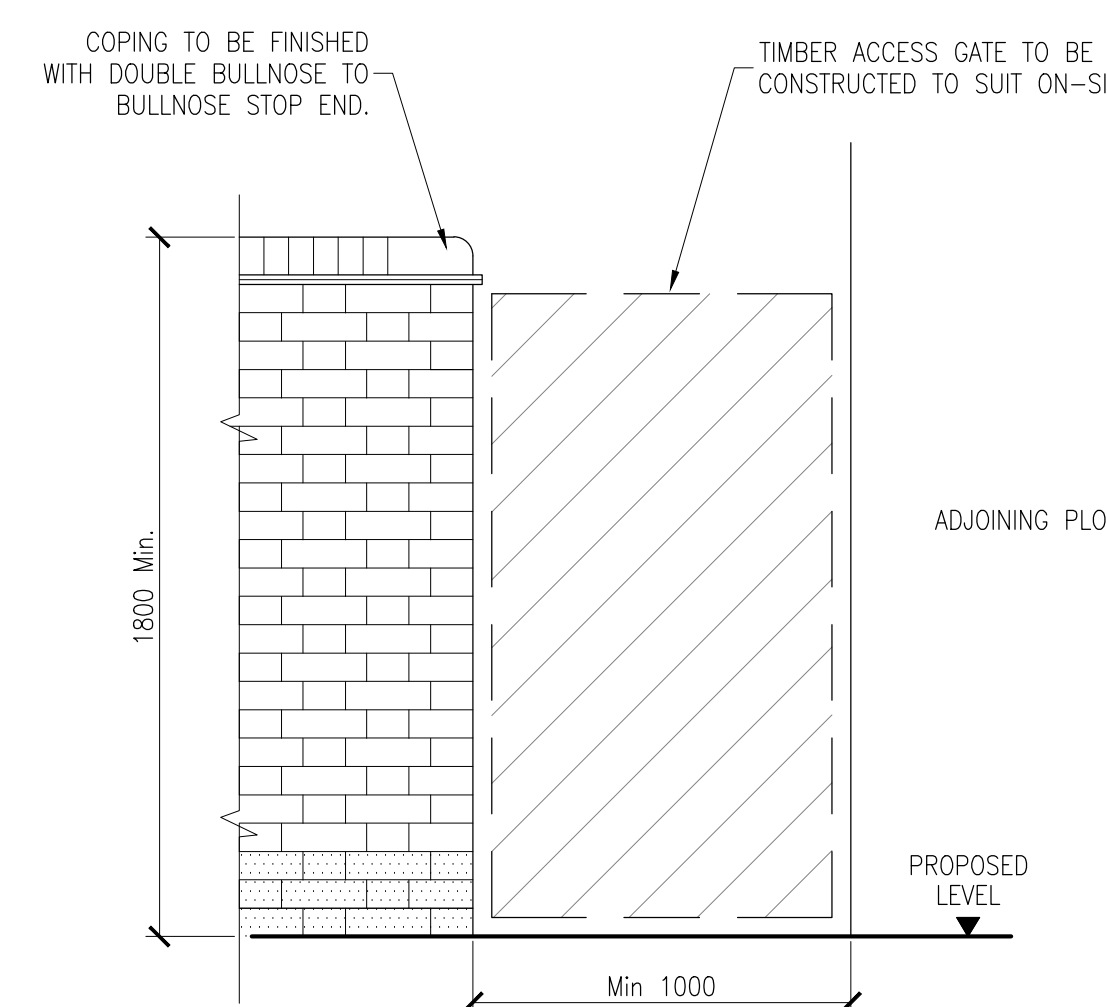
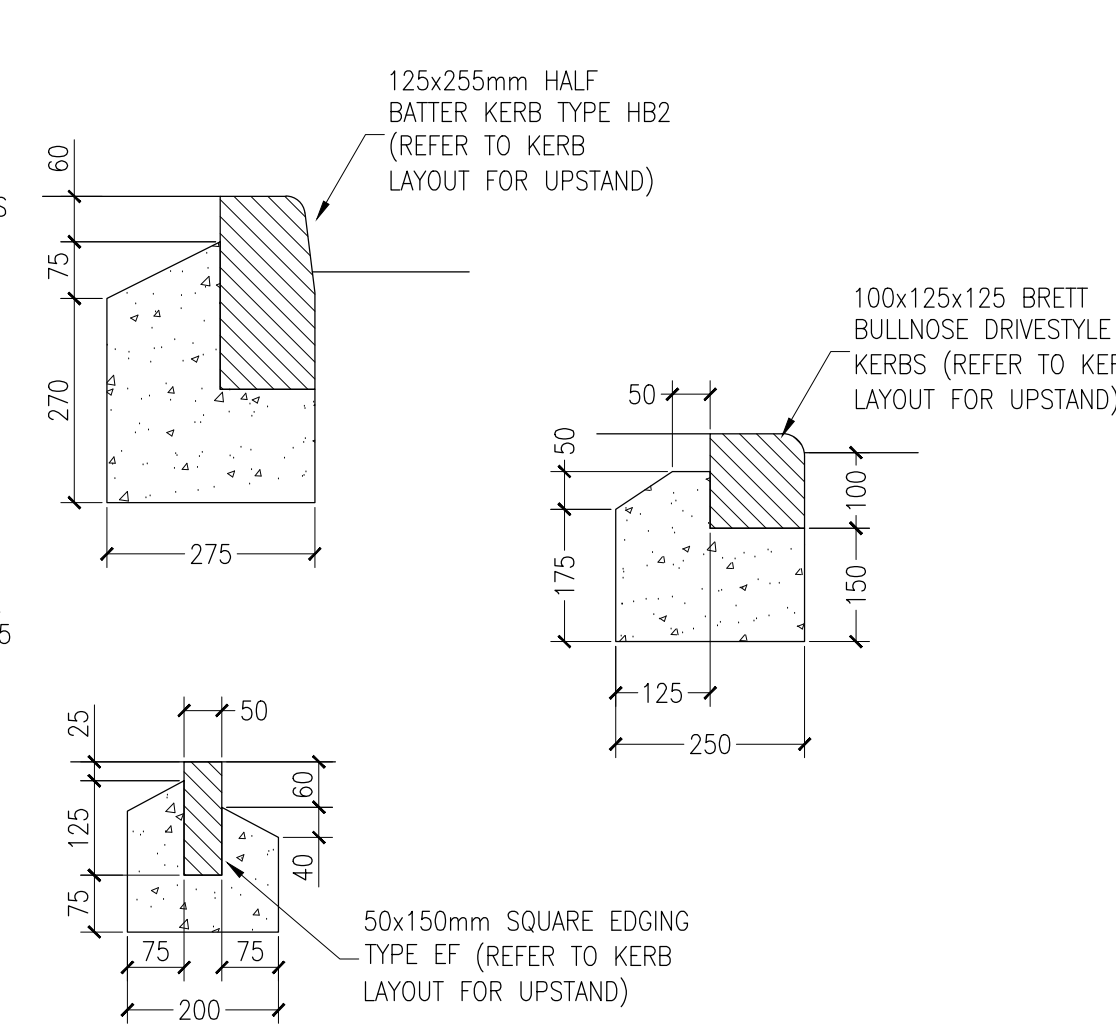
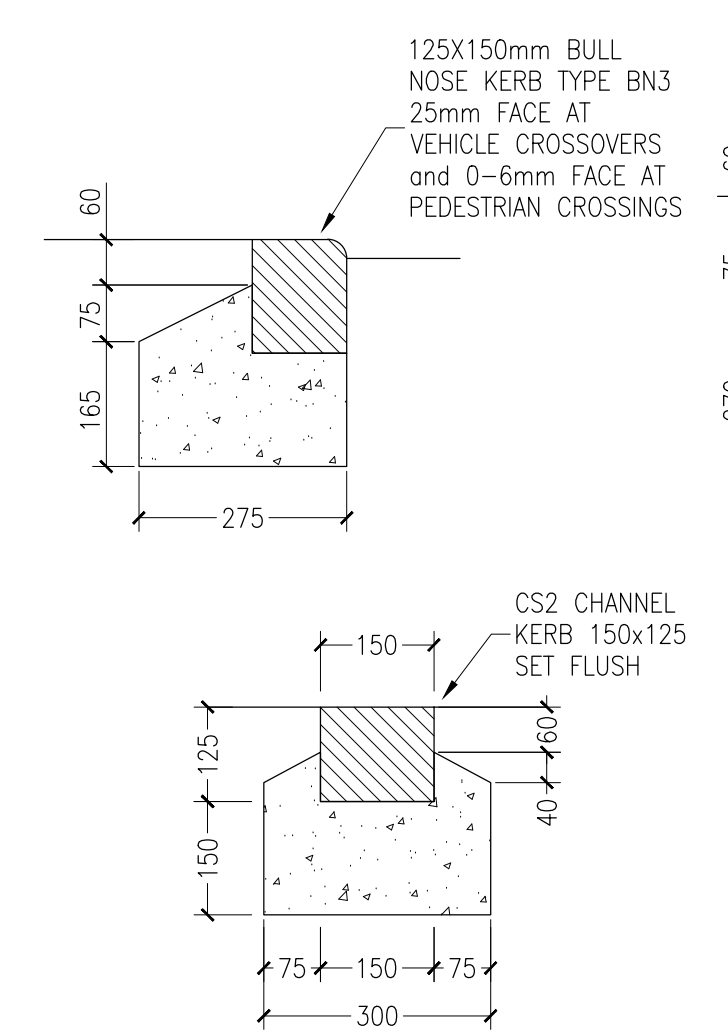
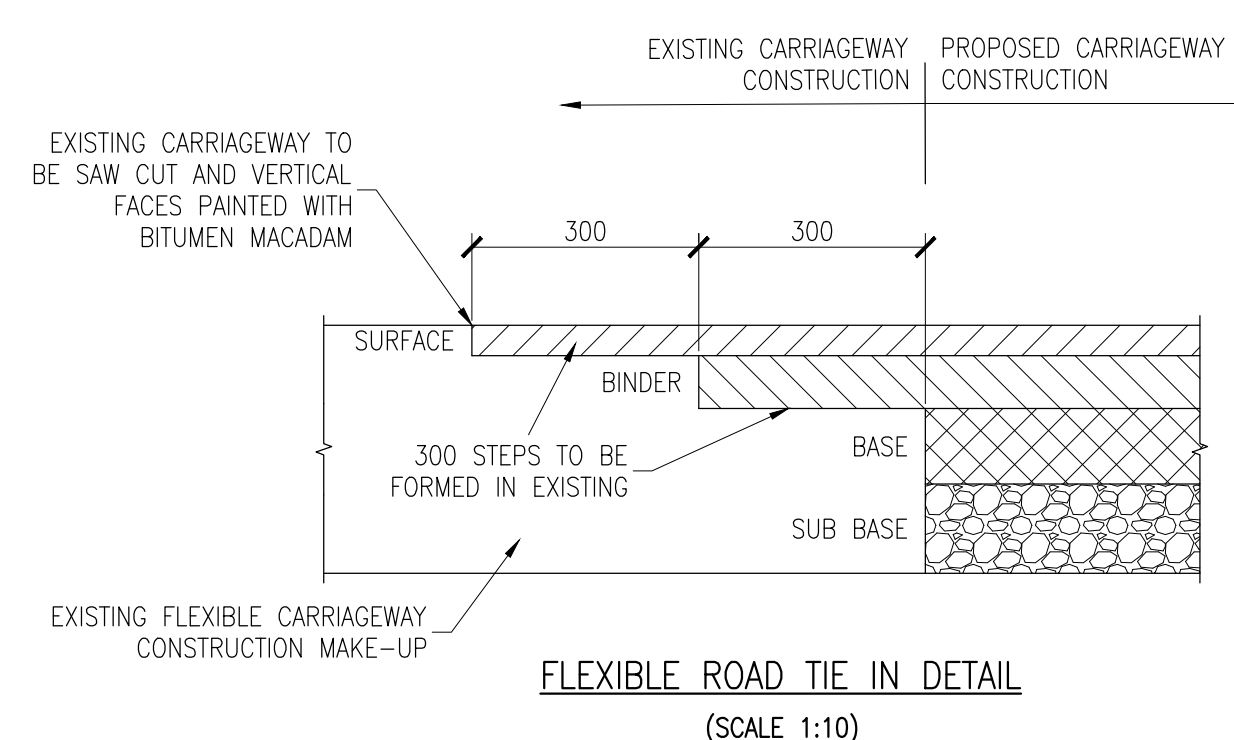
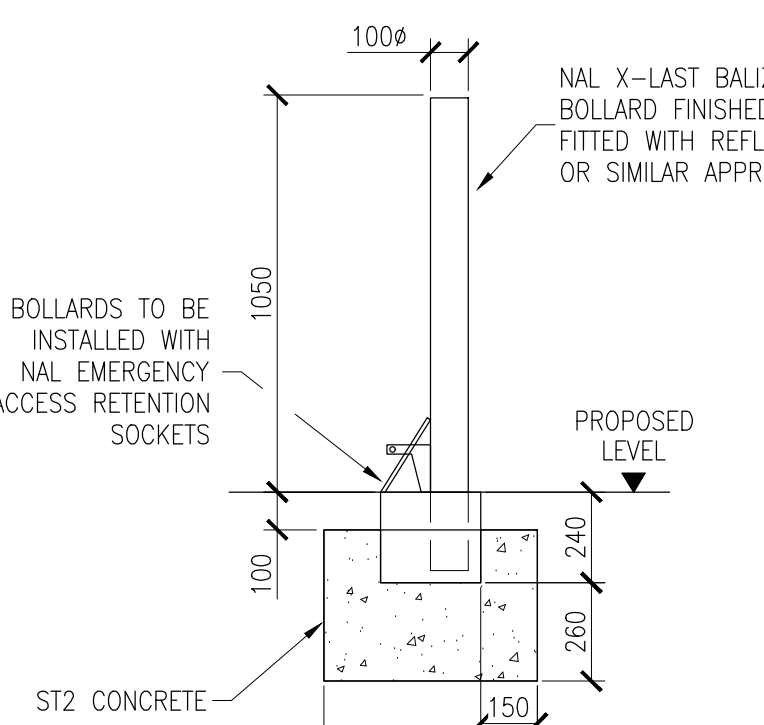
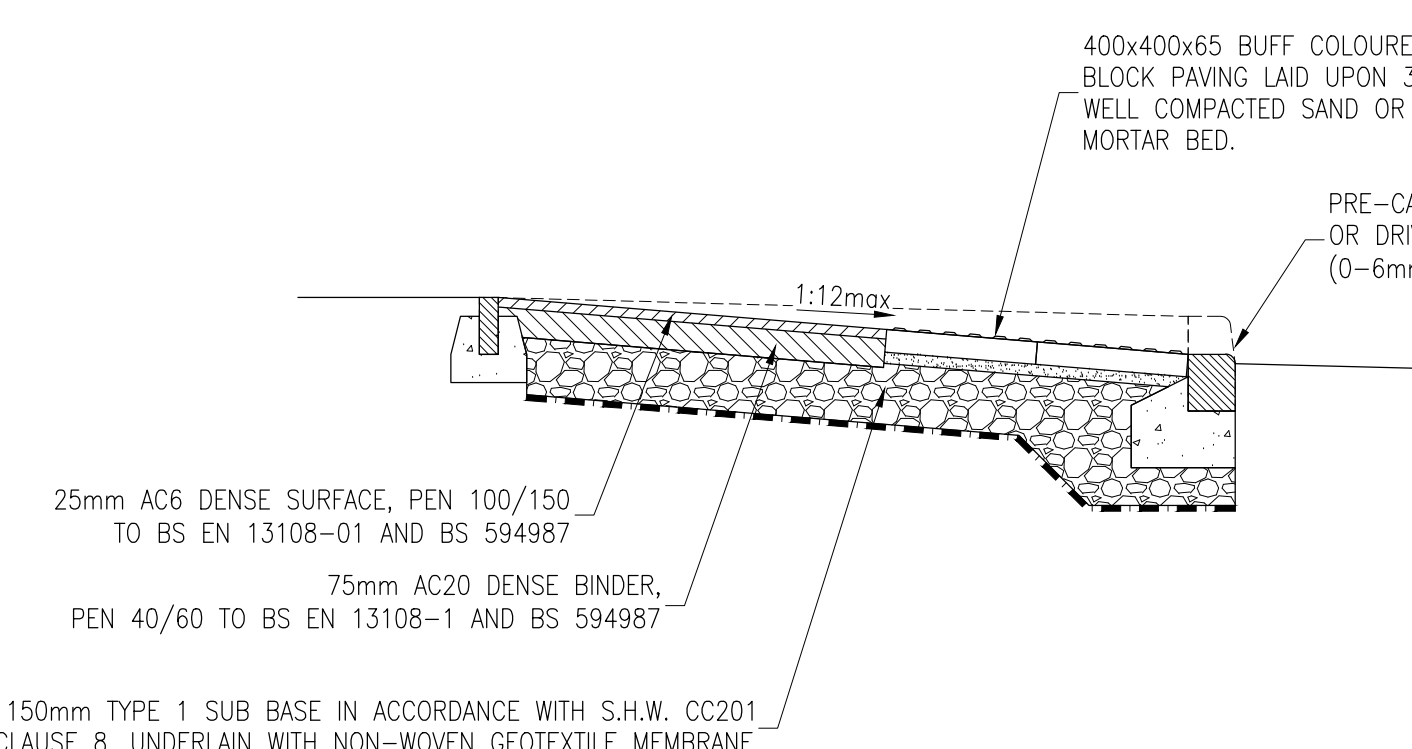
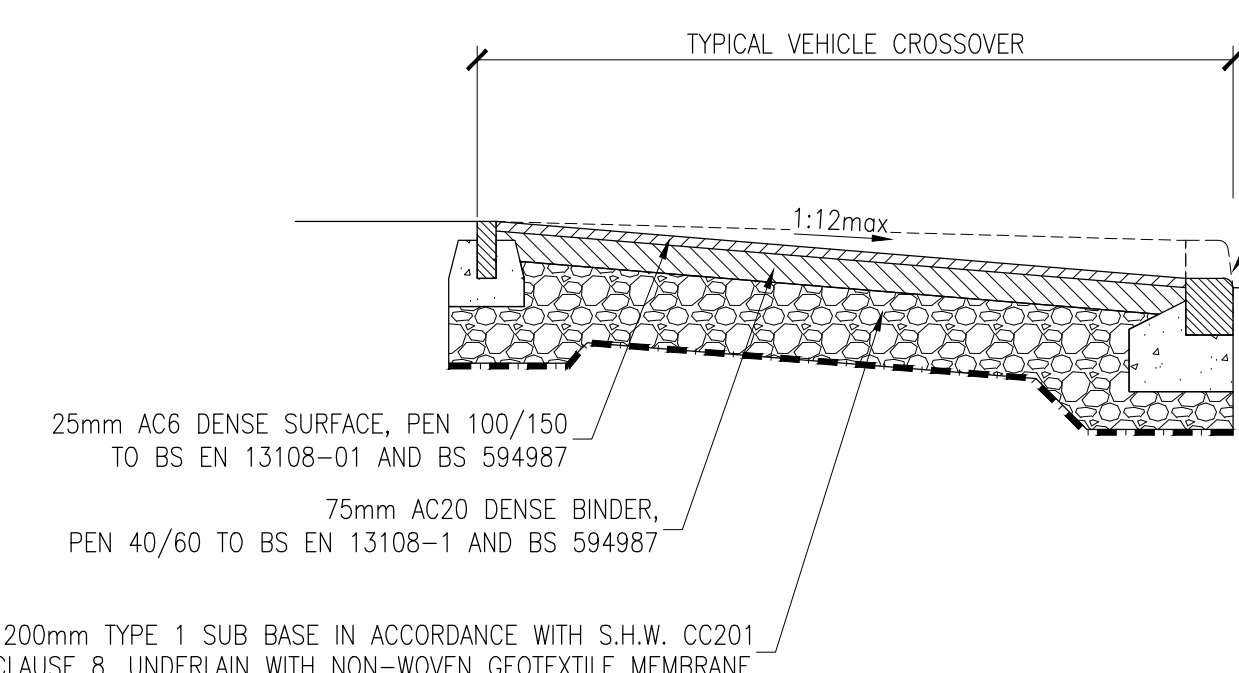
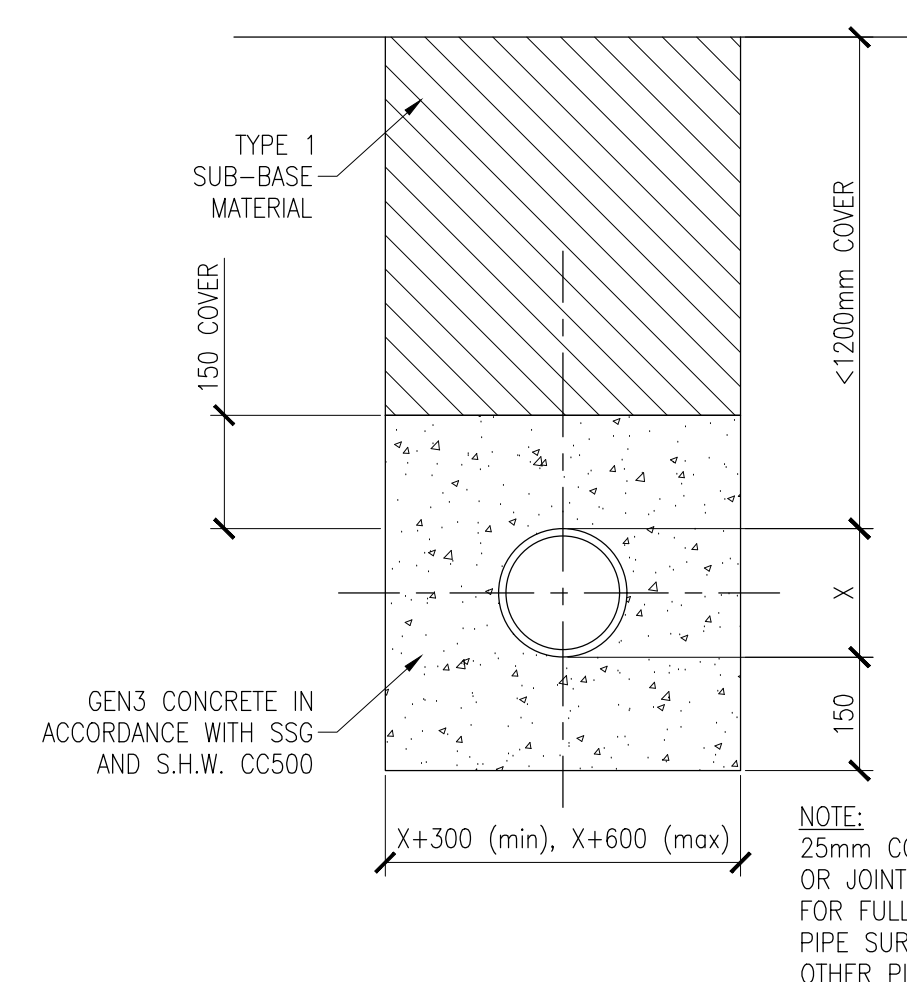
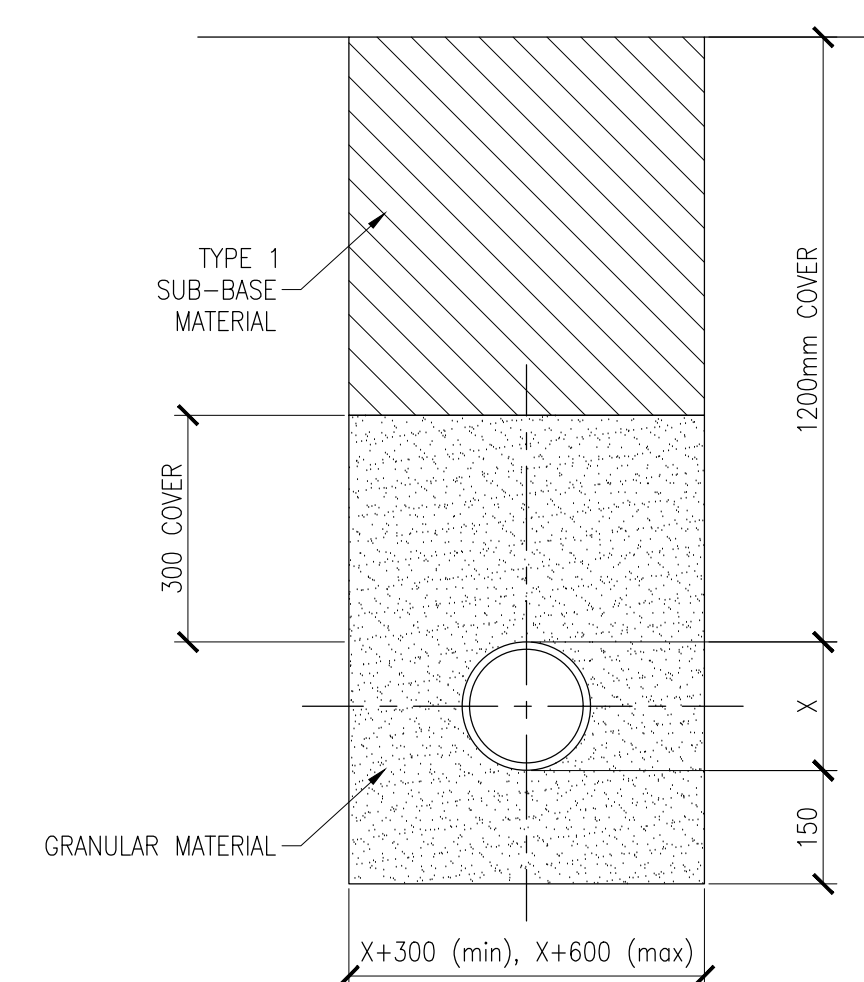
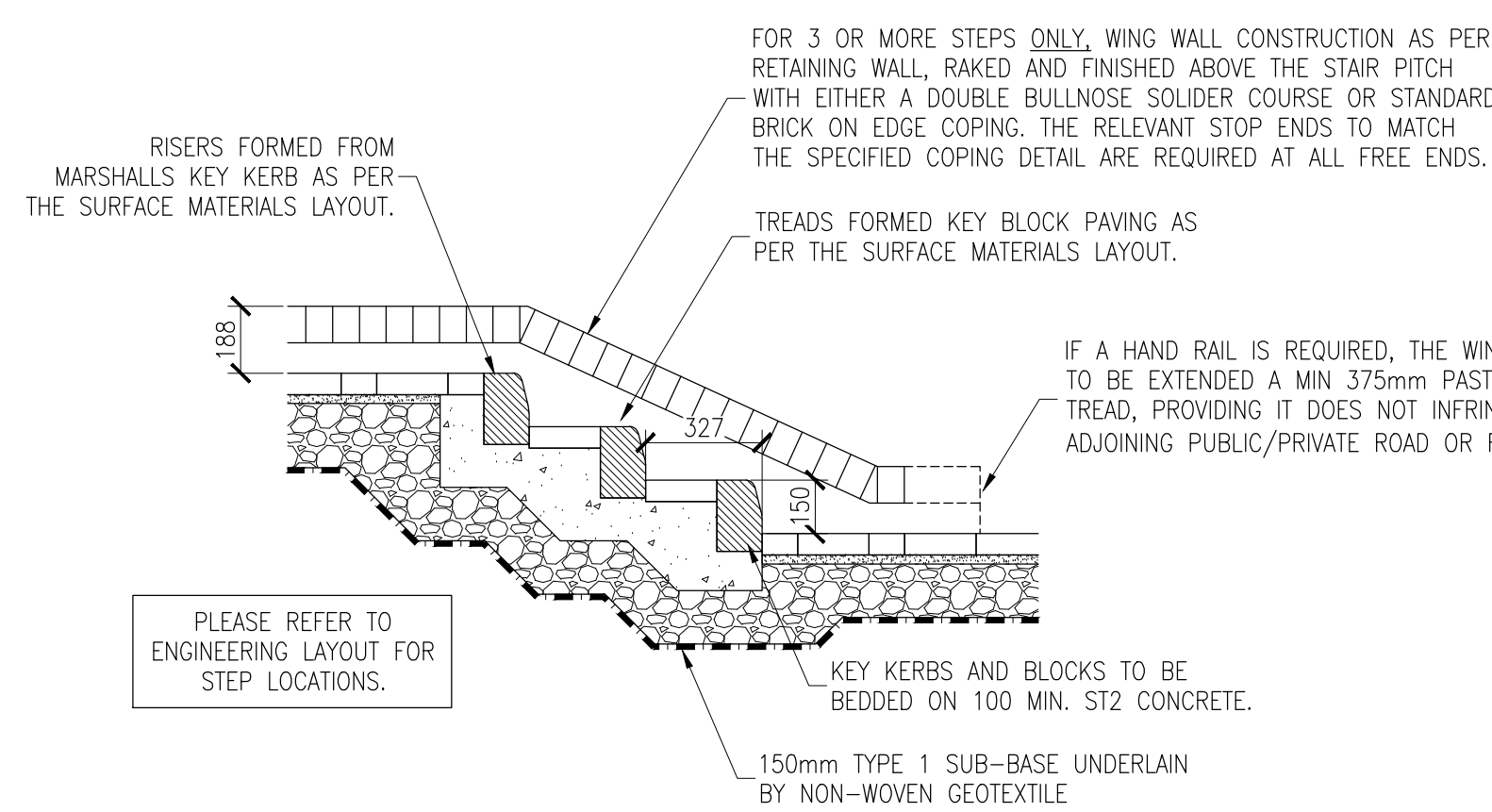
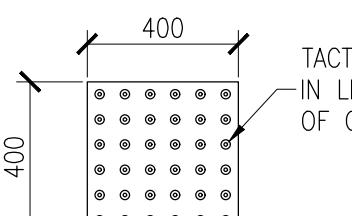
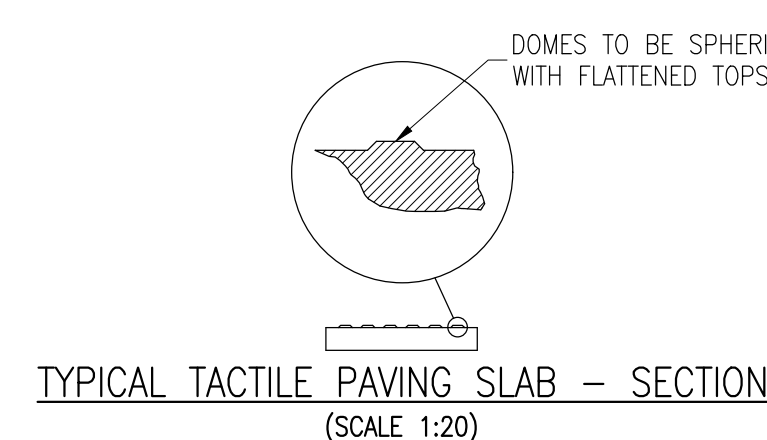
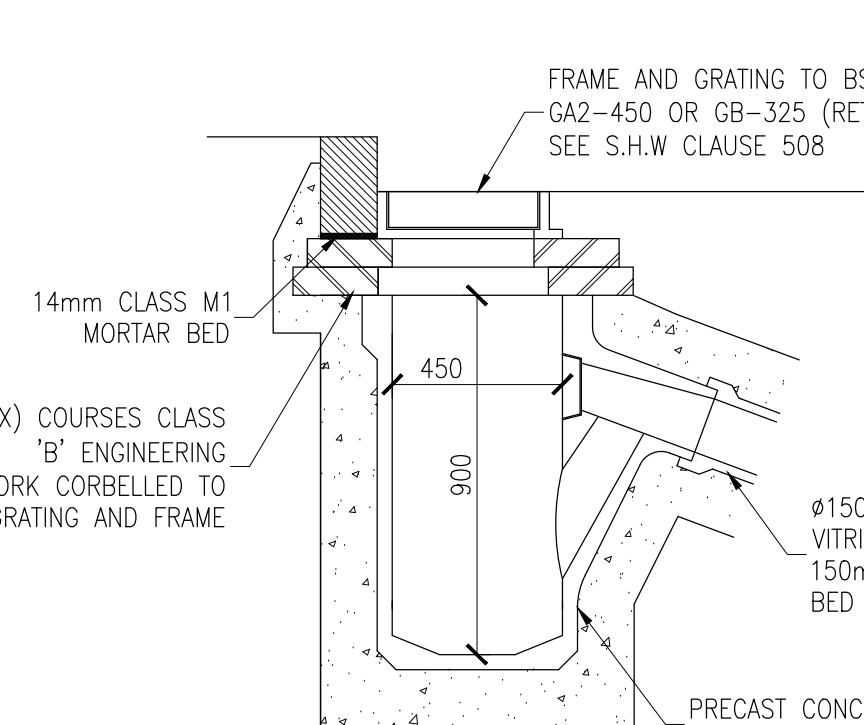
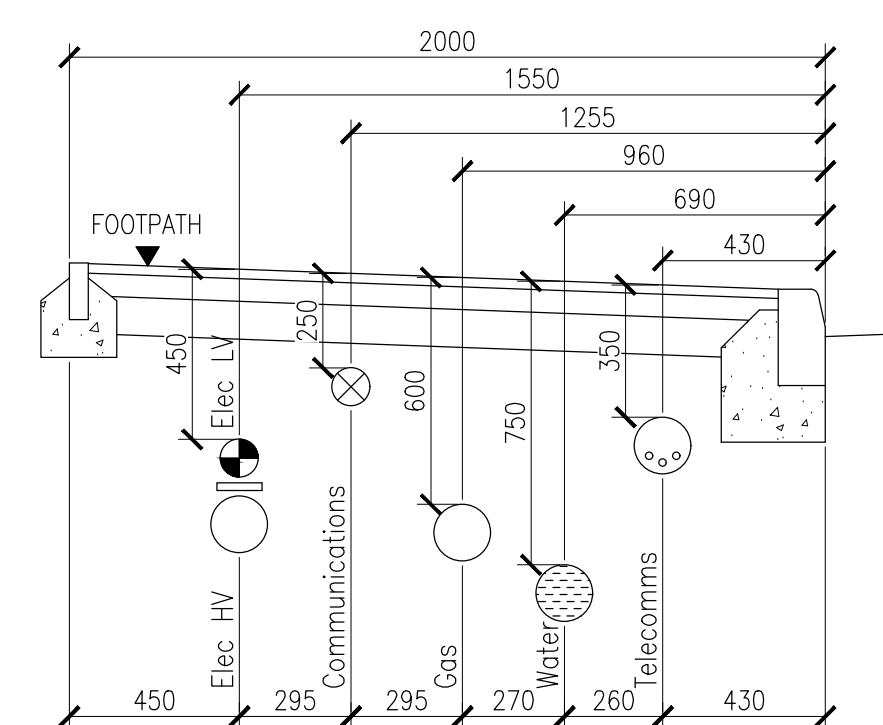




- NOTES:
1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER WORKING DRAWINGS AND ENGINEERING LAYOUTS ALONGSIDE THE RELEVANT UTILITY PROVIDER INFORMATION.
 2. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS WHERE APPLICABLE.
 3. THE CONTRACTOR SHALL OBTAIN CURRENT UTILITY INFORMATION AND IS TO LOCATE THE EXIST POSITION OF SERVICES PRIOR TO WORKS COMMENCEMENT TAKING THE NECESSARY PROTECTIVE MEASURES.
 4. NO WORKS ARE TO COME AFORE ON THE PUBLIC HIGHWAY UNDER CONSENT HAS BEEN GRANTED BY WILKINS BOROUGH COUNCIL AND CROUMBEY HOMES LTD.
 5. ALL TRAFFIC MANAGEMENT AND SAFETY MEASURES SHALL COMPLY WITH THE RELEVANT STANDARDS AND BE APPROVED PRIOR TO WORKS COMMENCEMENT.
 6. CARRIAGEWAY FOUNDATION LAYER THICKNESS IS DESIGNED BASED ON THE FOLLOWING CBR SUBSTRATE:
CBR 2.6 ~ 2.9% = 350mm SUBBASE, 250mm CAPPING
CBR 3.0 ~ 3.9% = 320mm SUBBASE, 240mm CAPPING
CBR 4.0 ~ 4.9% = 270mm SUBBASE, 220mm CAPPING
CBR 5.0 ~ 5.9% = 240mm SUBBASE, 210mm CAPPING
(TOTAL PAVEMENT THICKNESS MUST EXCEED 450mm)
 7. CBR VALUES TO FORMATION ARE TO BE CHECKED ON SITE IN ORDER TO CONFIRM FINALISED SUBBASE DEPTH.
 8. CAPPING LAYER TO BE COMPACTED STRICTLY IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS CC201 CLAUSE 6.6.
 9. THE ROAD FORMATION SHALL BE SET IN NATURAL STRATA ANY SOFT SPOTS OR UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WITH GRAVEL COMPACTED ENGINEERING FILL.
 10. ALL GULLIES TO CONNECT DIRECTLY INTO A MANHOLE, WHERE THIS IS NOT POSSIBLE, A PERFORMED 'Y' JOINT IS TO BE USED.
 11. ROCKER PIPE CONNECTIONS REQUIRED ON ALL PROPOSED MANHOLES AND GULLIES.
 12. GULLY CONNECTIONS SHALL BE FORMED USING FLEXIBLE JOINTS TO BS 5911 WITH SPIGOT AND SOCKET FLEXIBLE JOINTS OR CLAY PIPES TO BS65 WITH FLEXIBLE JOINTS.
 13. TYPE 1 BEDDING ONLY TO BE USED WHERE COVER TO CROWN OF PIPE IS LESS THAN 1200mm UNDER CARRIAGEWAYS, OR LESS THAN 900mm UNDER OTHER AREAS.
 14. TYPE 2 BEDDING ONLY TO BE USED WHERE COVER TO CROWN OF PIPE IS GREATER THAN 1200mm UNDER CARRIAGEWAYS OR GREATER THAN 900mm UNDER OTHER AREAS.
 15. WHEN RE-CYCLED COURSE CONCRETE TO BE TESTED AND CERTIFIED, STATING STRENGTH.
 16. MIN 250mm TOPSOIL TO BE USED ON GRASS VERGE AREAS.
 17. WED KILLER TO BE USED PRIOR TO ANY FOUNDATION INSTALLATION.
 18. A BITUMINOUS ROAD COAT (CLASS K1-70 OF BS 434-2) SHALL BE APPLIED TO GLASS AND DRY SURFACES IMMEDIATELY PRIOR TO LAYING SUCCESSIVE COURSES OF BITUMINOUS MATERIALS.
 19. ALL PIPEWORK TO BE VENTILATED CLAY OR CONCRETE TO BS EN 295, BS 65 AND BS 5911.
 20. ALL PRECAST CONCRETE KERB UNITS TO COMPLY WITH BS EN 1340.
 21. KERB AND EDGING FOUNDATIONS TO BE GEN1 CONCRETE, LADY IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS CC201.
 22. CONCRETE KERB BEDDING DEPTH TO EXTEND TO THE TOP OF SUB-BASE.
 23. ALL PIPEWORK TO BE VENTILATED CLAY OR CONCRETE TO BS EN 295, BS 65 AND BS 5911.

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|-----|--|---------|----------|
| D | Granite sett feature construction detail added. Drawing name changed | DT | 09/09/20 |
| C | General updates to all highway construction details | DT | 28/04/20 |
| B | Block paving footway/vehicle crossover detail included. | JA | 04/12/25 |
| A | General updates to all highway construction details | JA | 24/11/25 |
| Rev | Description | Initial | Date |