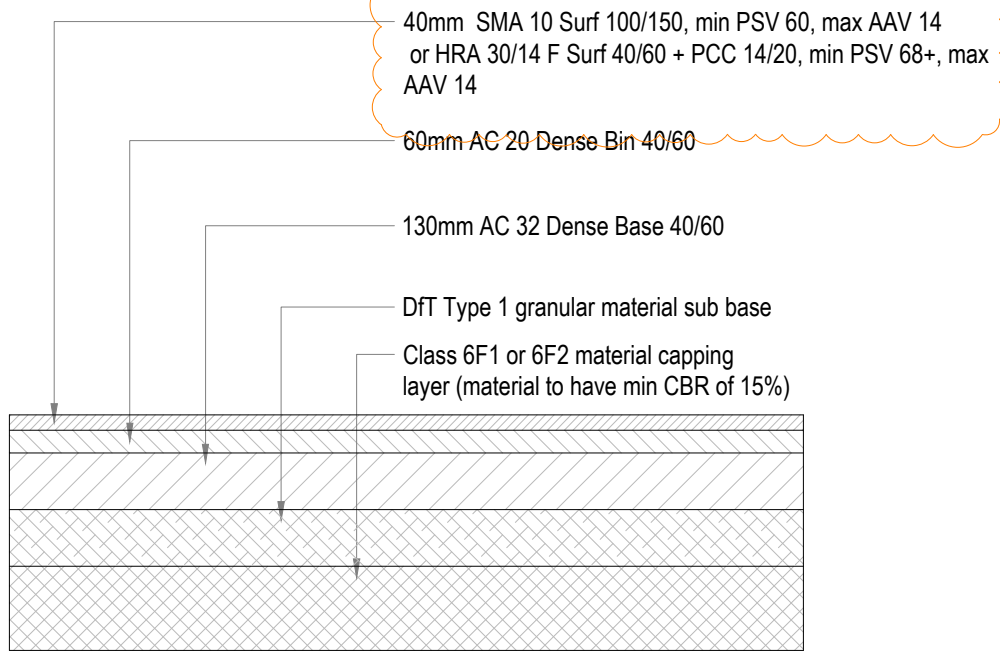
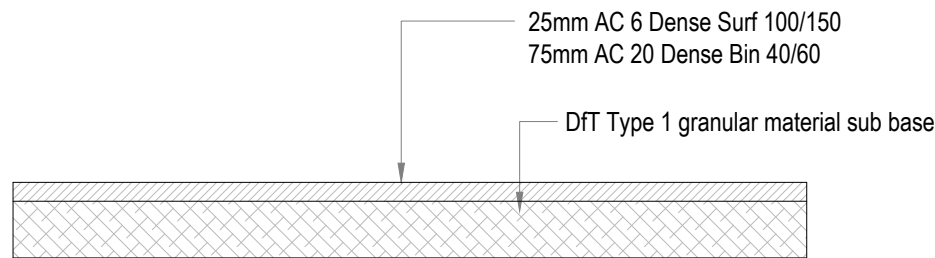




- Note:
- Sub-base and capping requirements to be determined by CBR test.
 - For subbase and capping material thicknesses, refer to table below.

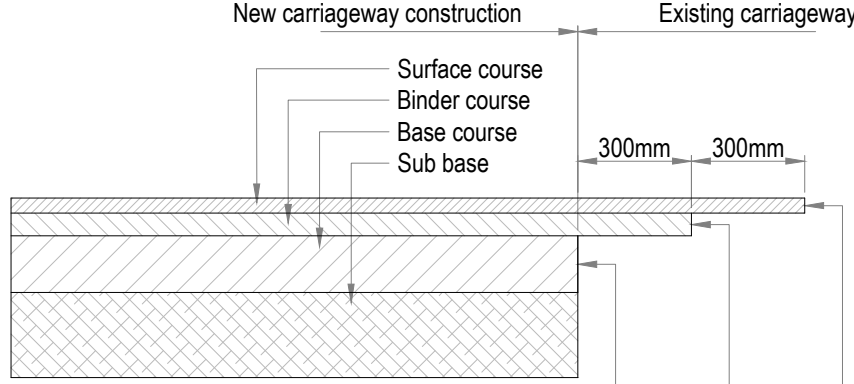
Carriageway construction
(Asphalt)
Scale 1:20



Note: Type 1 thickness to be determined by in situ CBR tests. Refer to table below.

Footways to be machine laid (Gradient slacker than 1 in 12: PSV 55
Gradient steeper than 1 in 12: PSV 60)

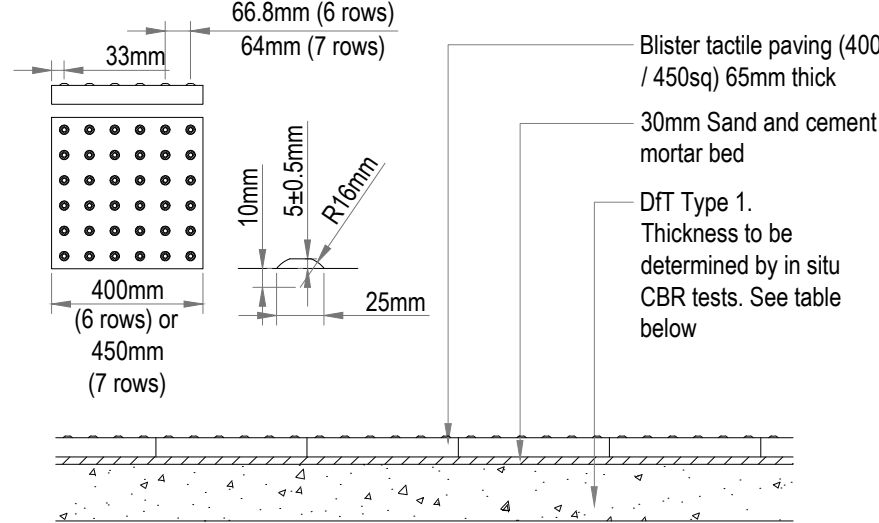
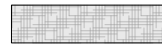
Paved Footways
(Asphalt)
Scale 1:20



Existing bituminous material cut back to a vertical face and painted with hot bitumen

Note: For surface and binder course specs, refer to carriageway construction detail

Staggered Joints in Flexible Carriageways
Scale 1:20



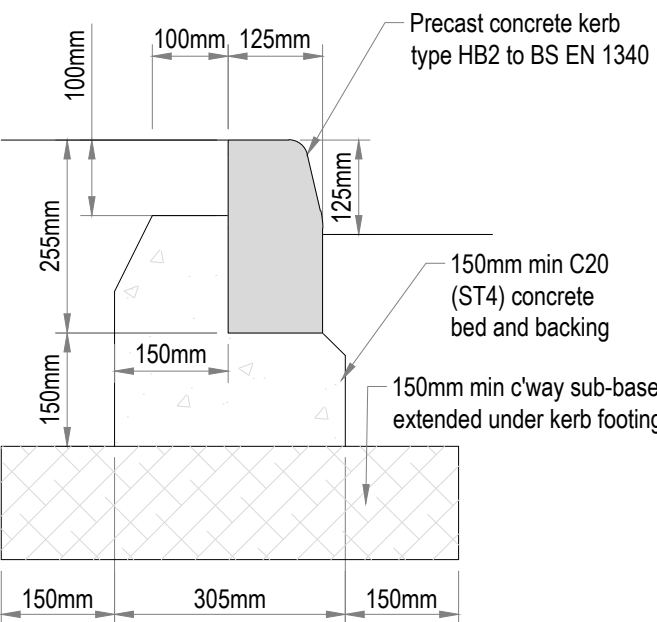
Blister Pavers Construction Details
Scale 1:20

CBR (%)	Subbase on Capping (mm)		Subbase Only (mm)
	Subbase	Capping	
≤2.5	Ground Stabilisation		Ground Stabilisation
2.6 – 2.9	350	250	450
3.0 – 3.9	320	240	400
4.0 – 4.9	270	220	360
5.0 – 5.9	240	210	320
6.0 – 7.9	210	200	300
8.0 – 9.9	200	180	270
10 – 11.9	180	180	250
12.0 – 14.9	170	160	230
15.0≥	150	150	200
(figures used in the table above have been extracted from figures 3.1 and 3.2 of IAN 73/06 Rev 1)			

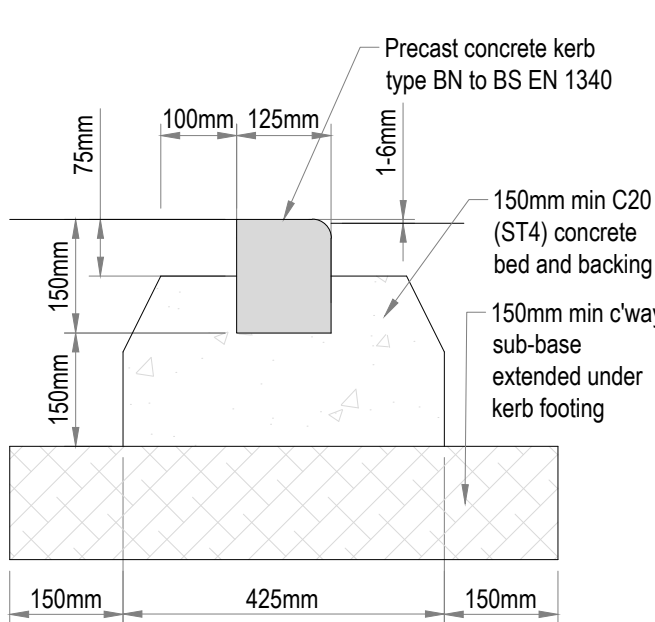
Carriageway subbase and capping thicknesses

Surface Options Layer	Bituminous	Pavers			Flags			Concrete
		≥50mm clay pavers	≥60mm concrete blocks		300mm x 300mm x 60mm or 400mm x 400mm x 65mm or 450mm x 450mm x 70mm			
Surfacing ⁽²⁾	20mm surface course ⁽⁴⁾ 40mm binder course ⁽¹⁾	30mm laying course sand (compacted)			25mm laying course sand (compacted) or mortar			150mm unreinforced, Grade C30P
Sub-base ⁽²⁾	150mm	250mm	200mm	150mm	250mm	200mm	150mm	75mm
Subgrade ⁽³⁾	–	CBR ≤2%	2% ≤ CBR ≤5%	CBR >5%	CBR ≤2%	2% ≤ CBR ≤5%	CBR >5%	–

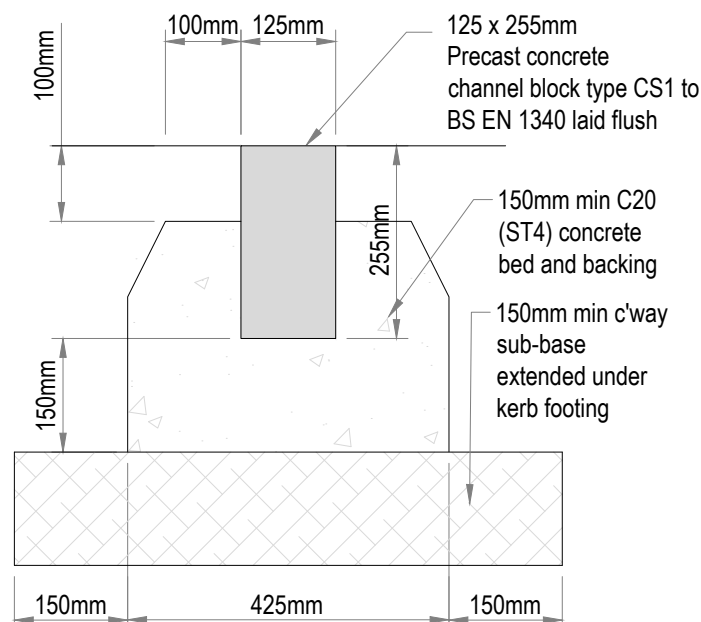
Footway subbase thicknesses



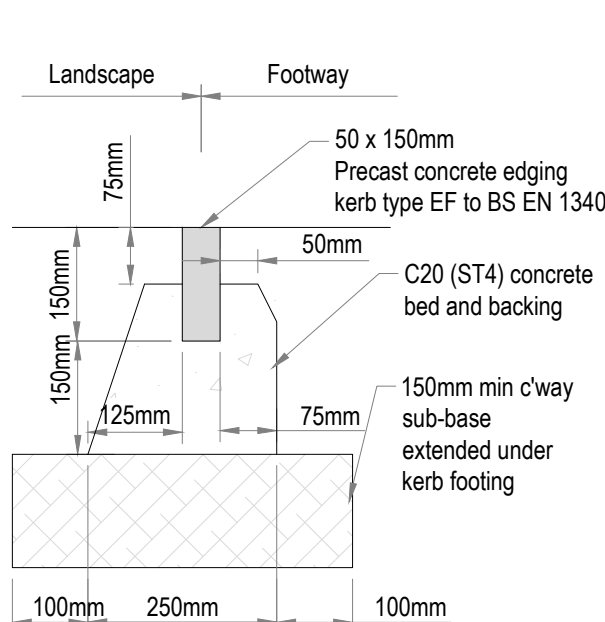
Half Battered Kerb Type HB2
Scale 1:10



Bull Nosed Kerb Type BN0
Scale 1:10



Kerb Type CS1
Scale 1:10



Edging Kerb Type EF
Scale 1:10

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GENERAL NOTES

DRAWINGS AND SPECIFICATIONS: This drawing is to be read in conjunction with all relevant Architects, Engineers and Specialists drawings together with the specification.

BITUMINOUS MATERIALS: All bituminous materials to be machine laid. Hand laid materials may only be used where restricted to small areas and at the agreement with the Engineer. All materials to be supplied, laid and compacted to BS 594987.

BOND COAT: A bond coat must be used in accordance with MCHW 920 and BS 594987. All transverse and longitudinal joints in any bituminous layer must be cut back to expose the full thickness of that layer, ensuring any loose material is cleared away and the vertical face painted with a uniform coating of hot applied bitumen emulsion 40/60 pen or bond coat. All raised ironworks and projections (including kerb faces) against which bituminous materials will abut will be subject to the above jointing requirements.

CONSTRUCTION NOTES:

- Appointed WBC Highway Engineer to be present during inspections/CBR testing.
- An approved residual weedkiller which does not contain atrazine or simazine must be applied to all formations.
- If bituminous layers are not laid immediately after one another, a Bond Coat shall be applied.
- Tact Coat to be applied to kerb-face prior to bituminous surface course being laid.
- The aggregate in surface course materials shall have a minimum polished stone value of 60 and a maximum aggregate abrasion value of 14.
- Limestone aggregate will not be permitted in surface course material or binder course material which is to be trafficked.
- Type 1 material with crushed gravel aggregate shall not be used in the top 150mm below base course level unless permitted by WBC.
- Use of recycled/reclaimed aggregate material is not permitted unless approved by appointed WBC engineer.
- Overbanding is not to be used on the public highway unless it features anti-skid properties and is a proprietary product with HAPAS standards for anti-skid BS EN 1423:2012.
- If kerbs and footing/backing cannot be laid in one operation (else where reinforcement of backing in non-reinforced details is required) then standard details shall be adopted as per one of the reinforced options under "General Layouts fro Adoption" to securely bed kerb/link backing to pre-cured footings.
- Reinforced dowel bars may be required with standard kerbs in circumstances where the kerbs are more vulnerable.

C D M : SIGNIFICANT HAZARDS

THE FOLLOWING HEALTH AND SAFETY HAZARDS ARE IDENTIFIED BY THE DESIGNER AS ABNORMAL IN PURSUANCE OF THE CURRENT CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.

RISKS DURING CONSTRUCTION:

- No abnormal risks have been identified relating to this design element.

OPERATION / MAINTENANCE RISKS:

- No abnormal risks have been identified relating to this design element.

RISKS DURING DEMOLITION / DECOMMISSIONING / DISMANTLING / ALTERATIONS:

- No abnormal risks have been identified relating to this design element.

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY COMPETENT & ADEQUATELY RESOURCED CONTRACTOR(S) WORKING TO SAFE SYSTEMS OF WORK.

C01	TENDER	AG 23.05.25
P02	PSV VALUE REVISED	AG 12.06.24
P01	FIRST ISSUE	AG 24.04.24
REV	REVISION DETAILS	BY DATE

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PROJECT TITLE
**RESIDENTIAL DEVELOPMENT
NINE MILE RIDE
FINCHAMPSTEAD**

DRAWING TITLE
**HIGHWAY WORKS
CONSTRUCTION DETAILS**

CLIENT
ELIVIA HOMES

STATUS
A4 - TENDER

SCALE AT A1	DRG SIZE	DRAWN	CHECKED	APPROVED
AS SHOWN	A1	AG	AS	AR

JOB NO.	DRAWING NUMBER	REV
13555	13555-CDY-XX-XX-DR-H-0011	C01