

CARRIAGEWAY CONSTRUCTION SPEC

N.T.S

Adoptable Carriageway (Width Varies - See Layout)

Adoptable Footpath
(Width Varies - See Layout)

TARMAC FOOTWAY CONSTRUCTION:

WEARING COURSE - 20MM THICK AC6 DENSE SURFACE COURSE 100/150.

BASE COURSE - 50MM THICK AC20 DENSE BIN 160/220 REC.

SUB BASE - 160MM THICK TYPE 1 GRANULAR MATERIAL INCREASED TO 225MM AT VEHICLE CROSSOVER POINTS.

CARRIAGEWAY TARMAC CONSTRUCTION SPECIFICATION:

SURFACE COURSE - 40MM CLOSE SURFACE ASPHALT CONCRETE 100/150 TO BSEN 13108-1, 125 PEN BITUMEN GRADE BINDER TO CLAUSE 906 SR (10MM NOM AGGREGATE SIZE).

BINDER COURSE - 60MM DENSE BINDER ASPHALT CONCRETE 100/150 TO BSEN 13108-1, 125 PEN BITUMEN GRADE BINDER TO CLAUSE 906 SR (20MM NOM AGGREGATE SIZE).

BASE COURSE - 150MM DENSE BASE ASPHALT CONCRETE 40/60 TO BSEN 13108-1, 125 PEN BITUMEN GRADE BASE TO CLAUSE 906 SR (32MM NOM AGGREGATE SIZE).

SUB BASE - TBC SUBJECT TO CBR RESULTS

Table MC4

CBR Value	Min 450mm Frost Susceptibility (see clause 4.68)					
	Access Road 250mm (Bituminus layer thickness)		Access Way (200mm Bituminus layer thickness)		Industrial Road (300mm Bituminus layer thickness)	
	Capping	Sub Base	Capping	Sub Base	Capping	Sub Base
Less than 2%	550	200	500	250	600	150
2%	400	200	350	250	450	150
3%	300	200	250	250	350	150
4%	250	200	200	250	300	150
5% to 15%	200	200	200	250	250	150
More than 15%		200		250		150

TARMAC FOOTWAY CONSTRUCTION:

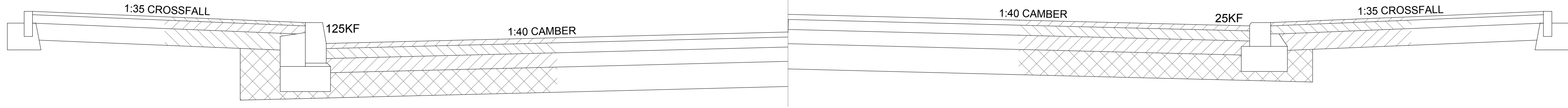
WEARING COURSE - 20MM THICK AC6 DENSE SURFACE COURSE 100/150.

BASE COURSE - 50MM THICK AC20 DENSE BIN 160/220 REC.

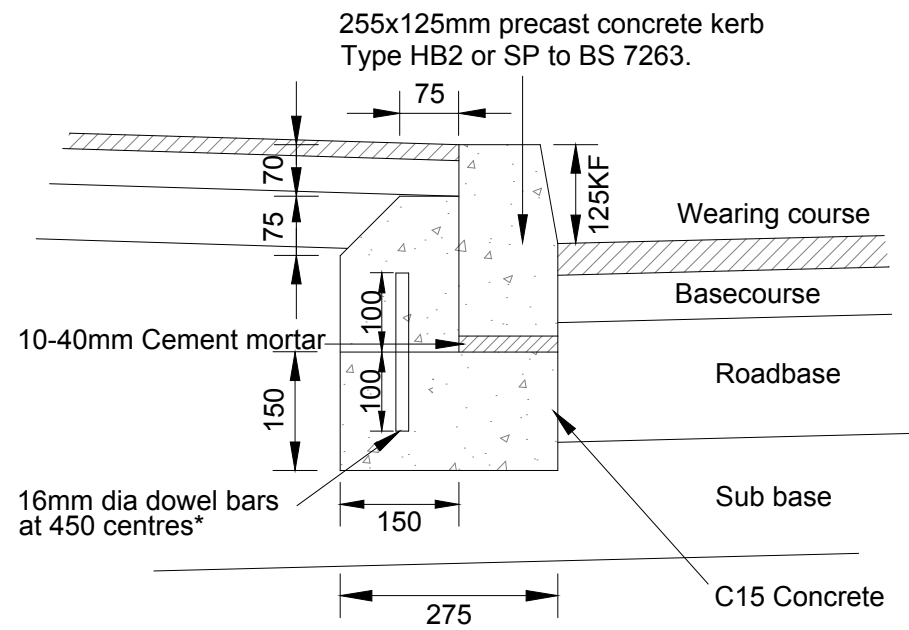
SUB BASE - 160MM THICK TYPE 1 GRANULAR MATERIAL INCREASED TO 225MM AT VEHICLE CROSSOVER POINTS.

GENERAL ROAD NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE LOCAL HIGHWAY AUTHORITY DESIGN GUIDE AND THE GENERAL SPECIFICATION FOR ROADWORKS CURRENT AT THE TIME OF CONSTRUCTION.
- ALL WORKS SHALL BE IN ACCORDANCE WITH THE LOCAL HIGHWAY AUTHORITIES APPROVED DOCUMENTS AND SATISFACTION. ANY REFERENCE TO THE SPECIFICATION SHALL MEAN THE GENERAL SPECIFICATION FOR ROADWORKS.
- PRIOR TO ANY WORKS BEING CARRIED OUT WITHIN OR IMMEDIATELY ADJACENT TO THE PUBLIC HIGHWAY, A SCHEME FOR THE SAFE CONTROL OF TRAFFIC AND PEDESTRIANS IS TO BE AGREED WITH THE HIGHWAY AUTHORITY AND IMPLEMENTED.
- WORKING AREAS WITHIN THE VICINITY OF EXISTING TREES ARE TO BE AGREED WITH THE ENGINEER AND CHESTNUT FENCING ERECTED AS DIRECTED.
- SPECIAL CARE IS TO BE TAKEN WHEN EXCAVATING IN THE VICINITY OF EXISTING TREES. IT IS NOT INTENDED THAT ANY TREE ROOTS SHOULD BE SEVERED OR DAMAGED AND SPECIALIST ADVICE SHOULD BE SOUGHT WHEN MAJOR ROOTS PRESENT A PROBLEM. CARE IS TO BE TAKEN TO AVOID DAMAGE TO BRANCHES AND FOLIAGE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO TRACE AND INDICATE THE PRECISE LOCATION AND NATURE OF ALL SERVICES.
- THE CONTRACTOR IS TO PROVIDE A CCTV SURVEY OF ANY HIGHWAY SEWERS ON COMPLETION OF THE 12-MONTH MAINTENANCE PERIOD. THIS IS TO BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LOCAL WATER AND HIGHWAYS AUTHORITIES.
- SAFE PASSAGE FOR PEDESTRIANS ACROSS THE SITE IS TO BE ENSURED AT ALL TIMES BY MEANS OF APPROVED FENCING TO BOTH SIDES OF ANY FOOTPATH ROUTE.
- ALL KERBING AND EDGINGS TO BE IN ACCORDANCE WITH SD/11/2.



*Dowel bars used when kerb base set prior to laying kerb and kerb backing.

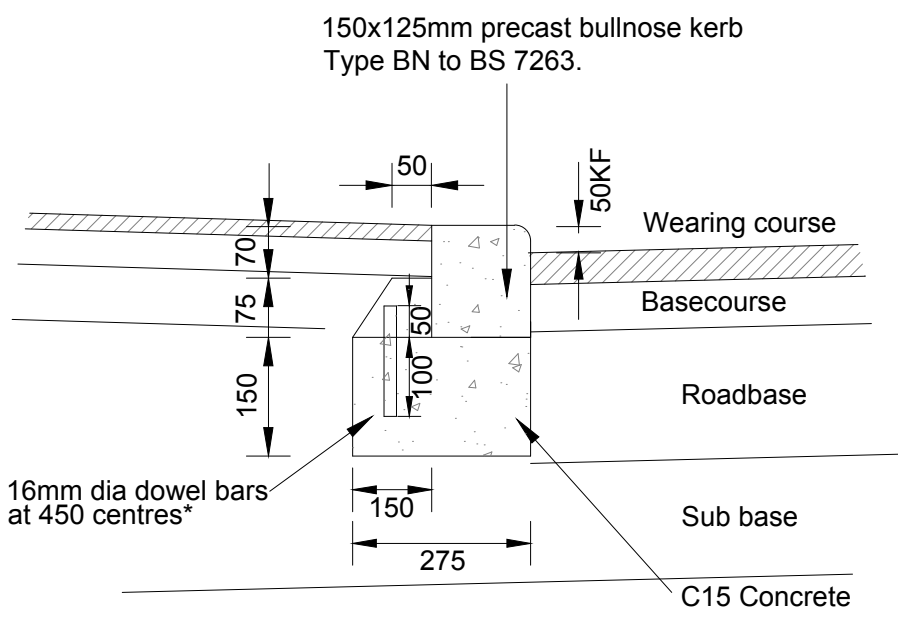


125KF

N.T.S

Note: Kerbing Details to be constructed in accordance with SD/11/2.

*Dowel bars used when kerb base set prior to laying kerb and kerb backing.

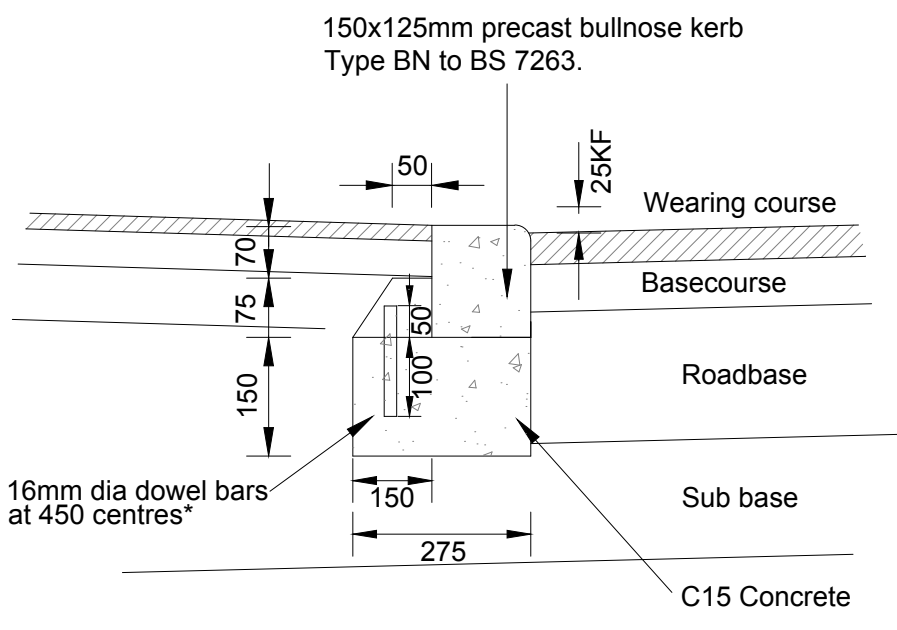


50KF

N.T.S

Note: Kerbing Details to be constructed in accordance with SD/11/2.

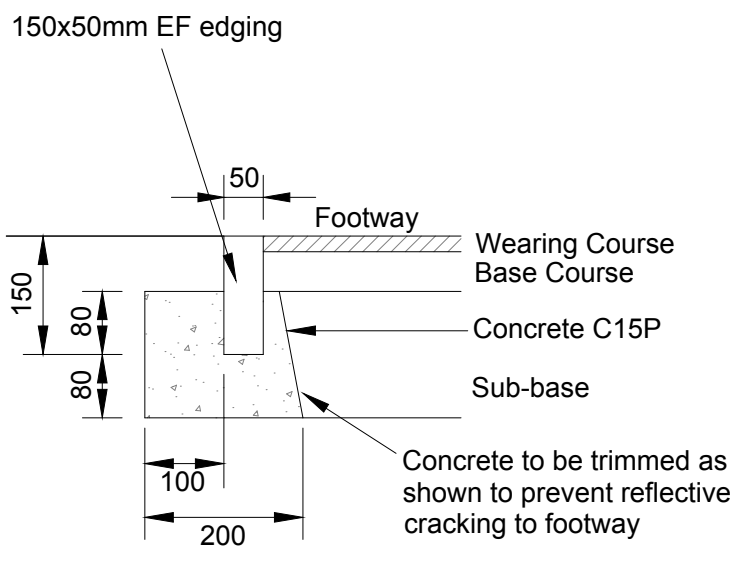
*Dowel bars used when kerb base set prior to laying kerb and kerb backing.



25KF

N.T.S

Note: Kerbing Details to be constructed in accordance with SD/11/2.



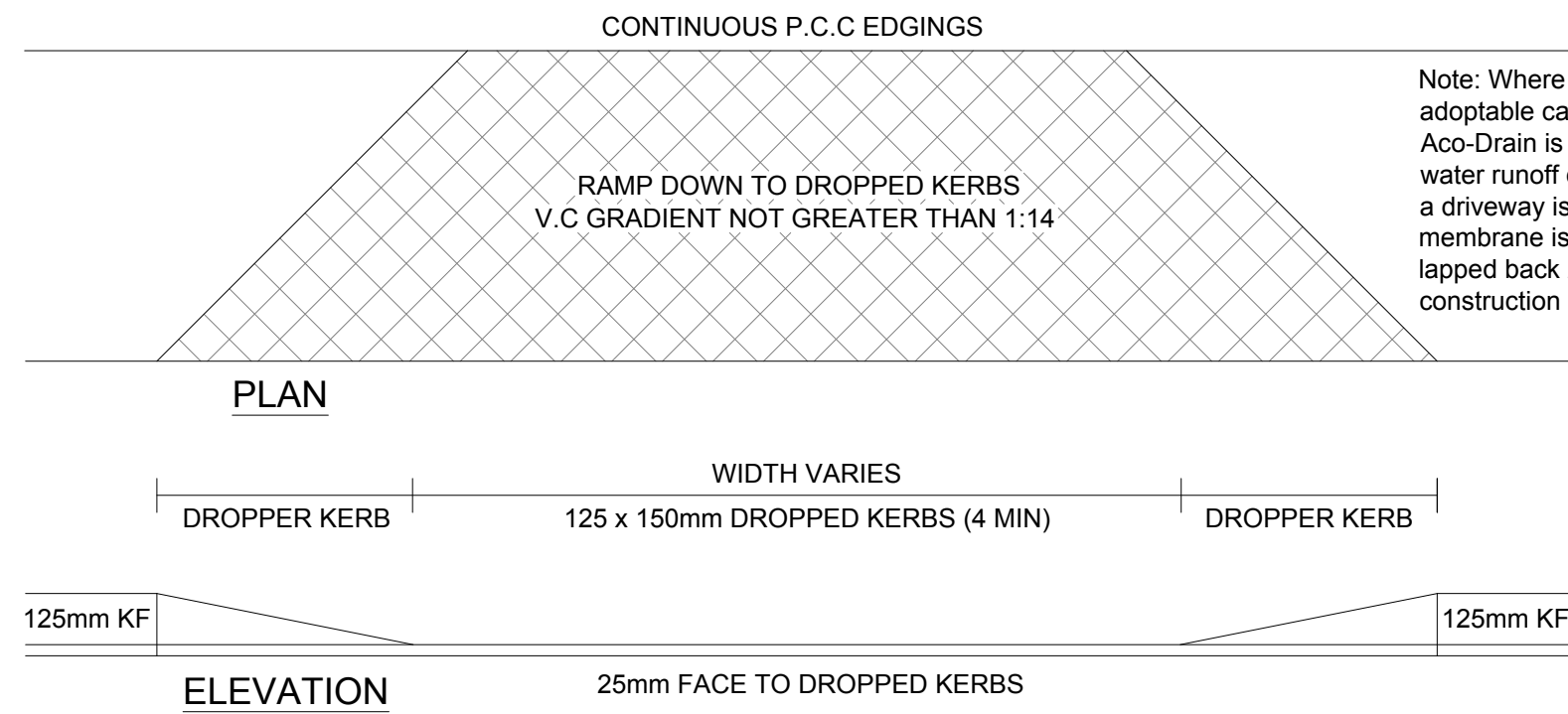
FOOTWAY / VERGE EDGING DETAIL

N.T.S

Note: Kerbing Details to be constructed in accordance with SD/11/2.

VEHICLE CROSSING DETAILS

N.T.S

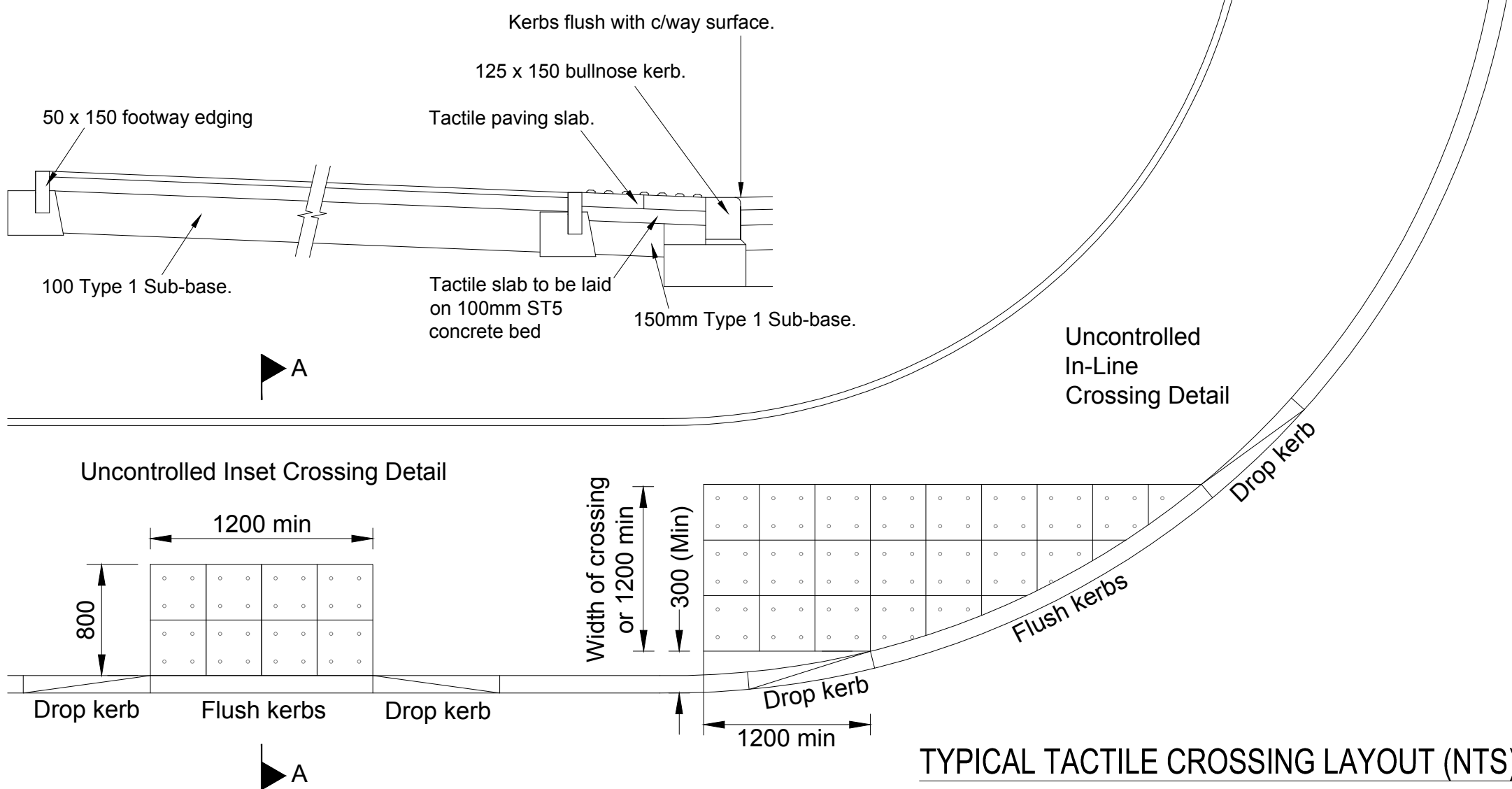


Note: Where a private driveway falls towards the adoptable carriageway, a Dished Channel or Aco-Drain is to be provided to prevent private surface water runoff discharging onto the carriageway. Where a driveway is finished in permeable paving, a suitable membrane is to be provided between constructions, lapped back 2.5m below the permeable paving construction and 1.0m beneath the surface layer.

NOTES:

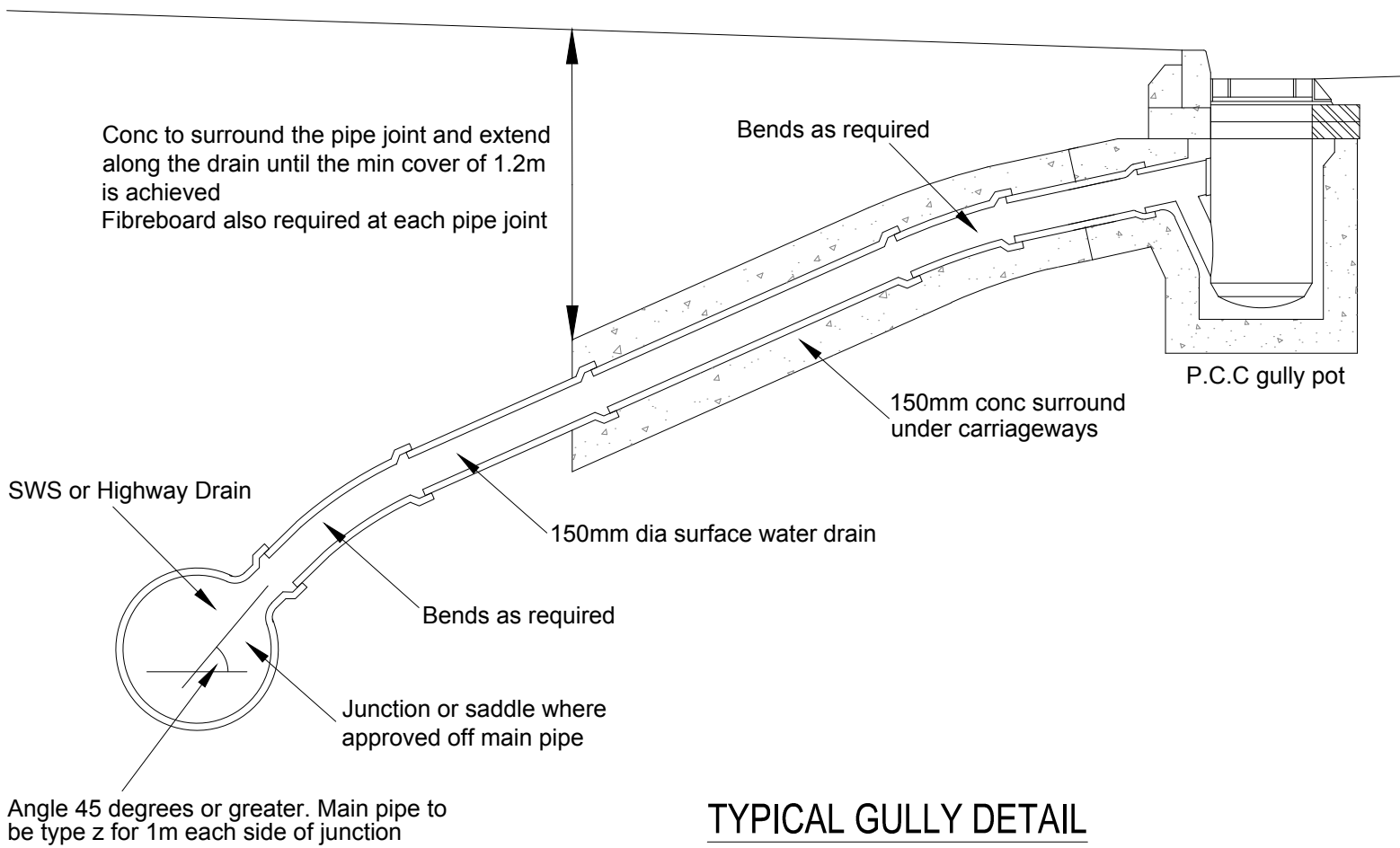
- Tactile paving shall be used at pedestrian crossing points to identify the existence of a flush dropped kerb and an appropriate place to cross.
- The use of tactile paving shall be in accordance with clause 5.16 and the recommendations given in "Disability Unit Circular 1/91" & "Guidance on the use of Tactile Paving Surfaces" 1998 published by the Department of the Environment, Transport & the Regions.
- Crossing points should be laid out directly opposite each other with domes aligned to the direction of the crossing.
- At busy locations the developer may be required to take the tactile slabs to the back of the footway.
- The paving slabs to be bedded on 150mm of ST5 Concrete with a foundation of 150mm Type 1 Sub-base.
- Tactile paving arrangement should be atleast 4 slabs wide, laid on an ST5 concrete foundation and surrounded with EF edgings
- Tactile crossing details to be constructed in accordance with SD/11/17A & SD/11/20A.

SECTION THROUGH "A - A" (NTS)



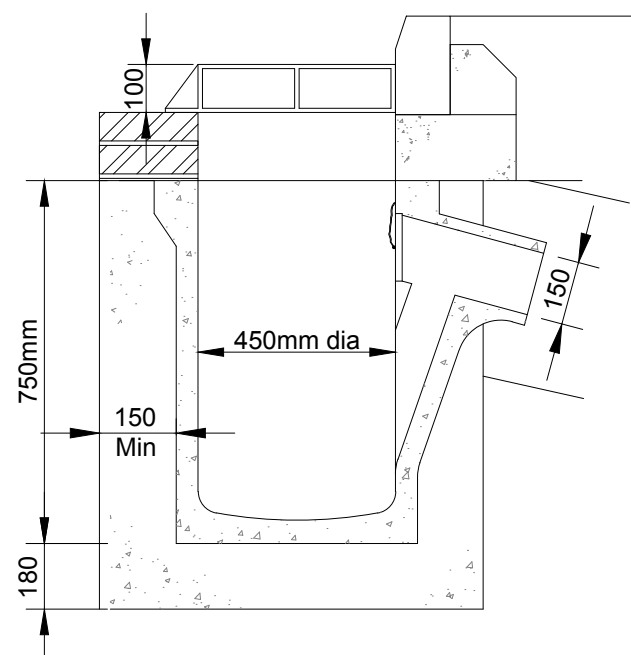
TYPICAL TACTILE CROSSING LAYOUT (NTS)

TYPICAL GULLY CONNECTION



TYPICAL GULLY DETAIL

N.T.S



NOTES

- Precast concrete gullies to BS 556. Clayware gullies to BS 539.
- Gully cover and frame to BS EN 124:1994 Grade D400.
- Gully chamber to BS 5911 to be min. 750mm internal depth and min. 450mm internal diameter fitted with 150mm diameter trapped outlet and stoppered rodding eye.
- Gully chamber to be surrounded with 150mm minimum thickness of grade 20 concrete.
- Gully frames to be hinged and set on 1-3 courses of brickwork.
- Gullies to be designed in accordance with SD/5/13.



Status:

Tender

Project:

Surrey Street, Glossop

Title:

Adoptable Highway
Construction Details

Drawing No:

WD/243/20A

Scale:

NTS @ A1

Date:

24/05/16

Drawn:

MH

Approved:

LC

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CARRIAGEWAY TIE-IN DETAIL

SCALE 1:20

