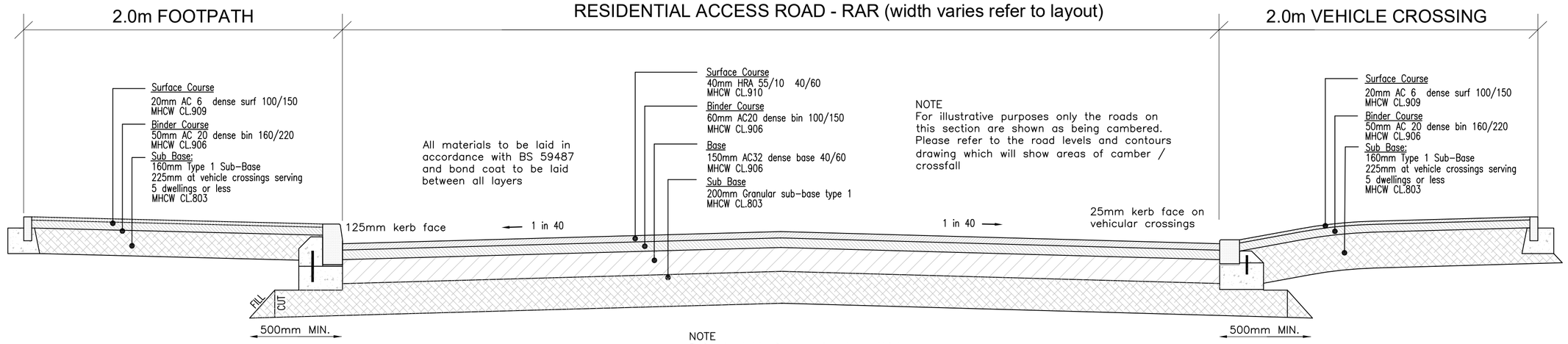
ALL WORKS IN ASSOCIATION WITH PROPOSED S38 HIGHWAY ARE TO BE CARRIED OUT IN FULLY ACCORDANCE WITH THE "6 C's" DESIGN DETAILS WHICH ARE REPRODUCED AS APPLICABLE ON THESE DETAILS.
FURTHER INFORMATION CAN BE OBTAINED BY VISITING THE WEB SITE LINK BELOW :–

http://www.leics.gov.uk/htd

DO NOT SCALE from this drawing

All dimensions must be varified on the site before setting out : commencing work, with any discrepancies reported to REFA

RESIDENTIAL ACCESS ROAD - RAR (width varies refer to layout)



NOTE
Kerb / race construction to be type A or type B, dependant on client construction programme

NOTE
Refer to table for capping layer thickness requirements.
The actual construction depth is to be finalised with highways department upon completion of CBR testing by the appointed contractor
If a capping layer is required it must be either 6F2 or 6F3 material to MCHW CL 613

**PLEASE NOTE THAT THIS DRAWING IS ISSUED FOR INFORMATION/TENDER PURPOSES ONLY UNTIL TECHNICAL APPROVAL HAS BEEN GRANTED.
ANY WORK UNDERTAKEN PRIOR TO TECHNICAL APPROVAL BEING GRANTED IS AT THE CLIENTS RISK.**

CARRIAGEWAY SUB-BASE AND CAPPING THICKNESS ⓐ

CBR % ⓑ	RESIDENTIAL ACCESS ROAD (RAR) 250mm BITUMINOUS LAYER THICKNESS		RESIDENTIAL ACCESS WAY (RAW) 200mm BITUMINOUS LAYER THICKNESS	
	Capping (mm)	Sub–base (mm)	Capping (mm)	Sub–base (mm)
Less than 2% ⓒ	550	200	500	250
2%	400	200	350	250
3%	300	200	250	250
4%	250	200	200	250
5% – 15%	200	200	200	250
more than 15%		200		250

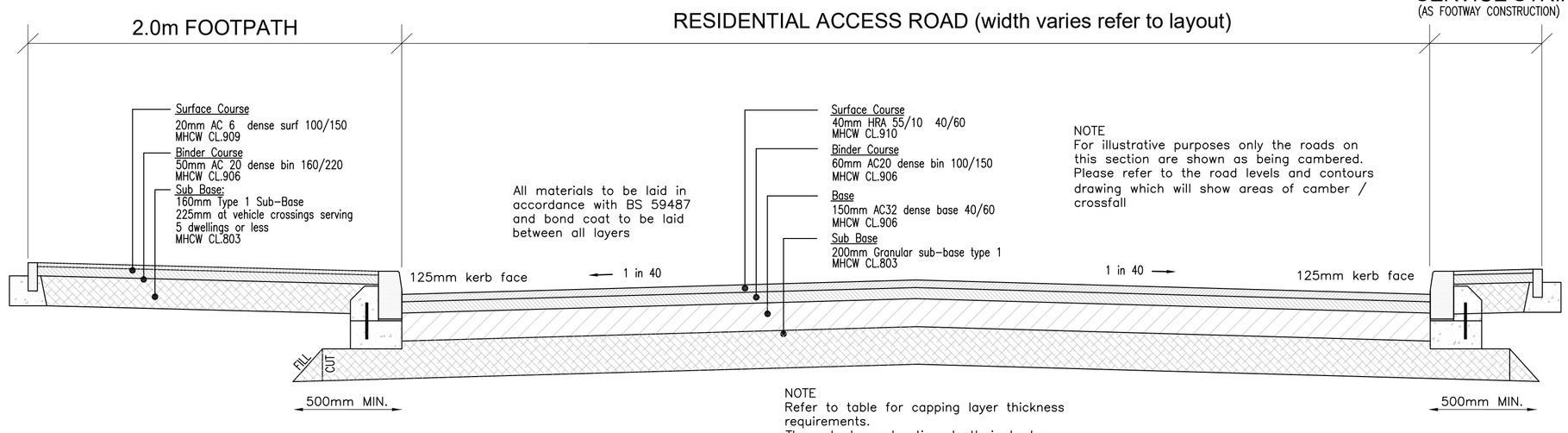
Material within 450mm of the finished road surface must not be frost susceptible

ⓐ The foundation design should not vary frequently along the road. An appropriate value should be selected for each significant change in the sub–grade properties

ⓑ Where the equilibrium CBR falls between values in the above table, you should round down the value to the lower value.

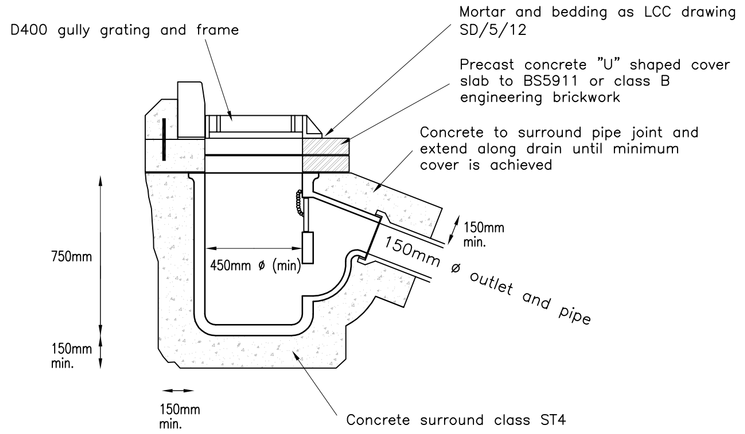
ⓒ When the subgrade CBR is sufficiently below 2% that capping with sub–base is not sufficient to support the pavement, special measures will be required. You can find advice in DMRB 7.2.2 HD25/94. Advice must also be sought from CEC engineer

RESIDENTIAL ACCESS ROAD (width varies refer to layout)

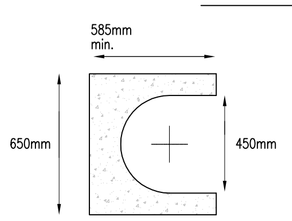


NOTE
Kerb / race construction to be type A or type B, dependant on client construction programme

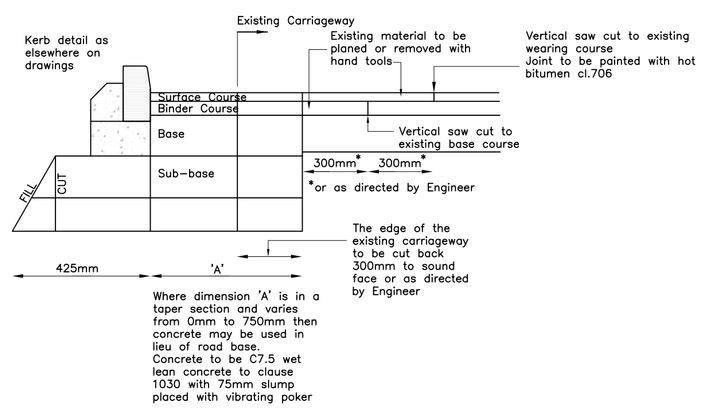
NOTE
Refer to table for capping layer thickness requirements.
The actual construction depth is to be finalised with highways department upon completion of CBR testing by the appointed contractor
If a capping layer is required it must be either 6F2 or 6F3 material to MCHW CL 613



ROAD GULLY DETAIL

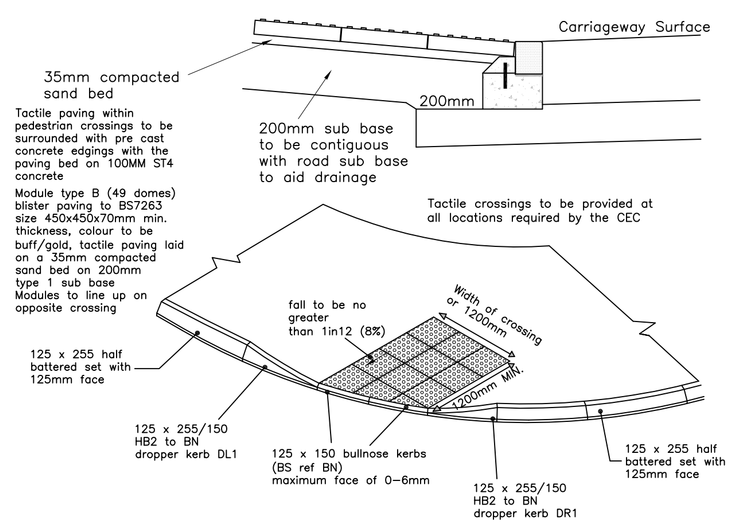


100mm thick U shaped pre cast concrete cover/riser slab to BS 5911 (as an alternative to brickwork)



CARRIAGEWAY EDGE TIE IN DETAIL

The ramp section should not have gradients in excess of 8% (1 in 12 approx.)



UNCONTROLLED TACTILE CROSSING DETAIL TYPE B

GENERAL NOTES FOR ALL DEVELOPMENT DRAWINGS

1. This drawing is to be read in conjunction with all relevant approved Architects/Planning/Designers drawings and details.
2. Construction details for adopted roads to be in accordance with:–
(i) Cheshire County Council specifications for 'Design Aid for Housing, Industrial and Commercial Estate Roads – 3rd Edition 1996'. The Developer is advised that he should obtain his own copy of this publication for his information, to ensure full compliance with the Authorities requirements for Adoption.
(ii) The Design Manual for Roads and Bridges – incorporating all current amendments.
(iii) 6 C's design guide
3. The Contractor shall comply with the following:–
(a) All operations should be carried out in accordance with the General Health and Safety Policy of the Developer as required by Sections 2 of the Health and Safety at Work Act 1974 and in particular the Construction (General Provisions) Regulations.
(b) The Local Authority and service companies are to be notified prior to commencement of work on site.
(c) Prior to construction the actual positions and depths of services likely to be affected by the works should be established by means of hand dig in close liaison with the service companies. The Contractor shall immediately advise the Adopting Engineer of any services exposed which may affect the design.
(d) All operatives working on the highway must have street works accreditation. Which must be first checked and approved by the Highways Authority before any works are commenced.
4. The Contractor and/or Developer are entirely responsible for compliance with the Health and Safety at Work Act. He shall be specifically responsible for all temporary works and for the stability of the affected land and structures.
5. CBR values to be determined on site with the Highways Authority at the time of construction and CBR testing carried out as necessary by an independent UKAS laboratory. Refer to table on this drawing for capping and sub base thickness, if CBR values are <2% refer to CEC engineer for advice.
6. The Contractor shall check all road and pavement levels before commencing the permanent adoptable works. The Adopting Engineer shall be informed immediately if any levels do not tie–in or will lead to areas of standing water. If this occurs the Developer will have to correct such problems, at his own cost, after first agreeing the necessary remedial measures required with the Adopting Engineer.
7. Clauses for materials refer to the latest DTp specification for highway works published by HMSO.
8. Vertical steps in the existing carriageway are to be formed by saw cutting. All vertical joints within surface course must be painted with hot bitumen prior to laying the surface course.
9. Nuclear density tests must be undertaken on all layers of the road and base course layers by an independent UKAS accredited laboratory whilst the materials are being laid.
10. All bituminous materials are to be machine laid in accordance with BS594987:2015 unless otherwise directed by the Engineer.
11. No limestone aggregate to be permitted in any wearing courses whether permanent wearing course or temporary. (This note should also be added to the drawing in a large box under the wearing course road construction specifications).
12. Recycled material can only be used with the approval of the Adopting Engineer.
13. All highway works must be signed and guarded in accordance with Chapter 8.
14. All materials to be kite marked where applicable.
15. All existing kerbing and footway to the entrance of the site shall be renewed and made good to the satisfaction of the Adopting Engineer.
16. All final wearing courses must only be laid once construction operations on site have been completed. All permanent kerbing shall not be installed until the final wearing course is ready for laying and all permanent kerb lines must first be approved by the Adopting Engineer accordingly. All delivery tickets will be provided for all wearing course material laid. (This note should also be added to the drawing in a large box under the road construction details).
17. Delivery tickets must be provide for other materials used in the construction process where requested by the Adopting Engineer.
18. No loose bound materials to be used adjacent to the Adoptable Highway.
19. Any retaining walls within 4m of the proposed adoptable highway and greater than 1.5m in height will need to be checked and approved by the Authority prior to construction. These may need to be adopted by the Authority with an appropriate commuted sum being paid.
20. No boundary fences or walls will be adopted by the Authority.
21. No private gates/doors/windows/or other projections to open onto the adoptable highway.

rev	Revision details	Date
C	AS DCC LETTER 30.8.16 (GWH)	23.11.16
B	AS DCC LETTER 30.8.16 (GWH)	23.11.16
A	SECTION ADDED /ROAD S.BASE TO 200mm W/COURSE ON ROADS TO HRA (GWH)	15.6.16

Drawing Stage		Drawing Status			
	Draft		Comments	●	Tender
●	Issued		Information		Construction
		●	Approval		As Built

Client
WAINHOMES LTD.

Job title
FORGE ROAD CHINLEY

Drawing title
TYPICAL ROAD CONSTRUCTION DETAILS

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CONSULTING ENGINEERS
CIVIL • STRUCTURAL
GEOTECHNICAL • ENVIRONMENTAL

Date	Scale	Drawn
23.9.14	1/50	GWH

DRAWING No 13070/13/1 Rev C

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A1 SHEET