



<div></div>	ACCESS ROAD	HRA 30/14F surf 40/60 to Cumbria County Council d 911
	40mm Surface Course	AC 20 HDM bin 40/60 to Cumbria County Council d 911
	55mm Binder Course	AC 32 HDM bin 40/60 to Cumbria County Council d 911
	90mm Base	GSB TYPE 1- Based on 5% however depth subject to insitu tests
<div></div>	SHARED SURFACE	HRA 30/14F surf with red chippings 40/60 to Cumbria County Council d 911
	45mm Surface Course	AC 20 HDM bin 40/60 to Cumbria County Council d 911
	55mm Binder Course	AC 32 HDM bin 40/60 to Cumbria County Council d 911
	90mm Base	GSB TYPE 1- Based on 5% however depth subject to insitu tests
<div></div>	FOOTWAY	AC 6 dense surf 100/150
	30mm Surface Course	AC 20 dense bin 100/150
	50mm Binder Course	GSB TYPE 1 (subject to site CBR test)
	150mm Sub-base	
<div></div>	VERGE	
	300mm seeded topsoil	
SHARED PRIVATE DRIVEWAY		
60mm PCC block paving - colour fbc by architect		

Kerb type details

100 125 x 25mm precast concrete square half battered kerb with 10mm face

25 125 x 150mm precast concrete buffcolored kerb with 25mm face

0-6 125 x 150mm precast concrete buffcolored kerb with 5mm face

Transferred kerb to be positioned as shown, between differing kerb face heights at driveway crossings and shared surfaces

25mm 1R 100mm

For the back of footway areas 50 x 150mm flat top edging kerb is proposed.

All driveway crossings to be a minimum of 4.5m wide.

Note

Footways shown are based on an insitu tested CBR value of 5% or greater.

For CBRs below 5%:

2.5% - 5% requires a 300mm Type 6F4/6F5 Capping Layer.

Less than 2.5% requires a 450mm Type 6F4/6F5 Capping Layer.

Sub Base/capping depths for highways.

Thickness of sub formation and capping layers.

CBR (%)	Sub-base (mm)	Capping (mm)
CBR<=2.0 **	150 **	600 **
2.0<CBR<=2.5	150	450
2.5<CBR<=3.0	150 (350)	400
3.0<CBR<=4.0	150 (350)	350
4.0<CBR<=5.0	150 (300)	300
5.0<CBR<=10.0	(300)	
10.0<CBR<=20.0	(200)	
20.0<CBR	(150)	

Figures in brackets are the thickness of sub-base only (i.e. without a capping layer).

** soft subgrades require one of the following:-

a) Removed and replaced.

Treatments in addition to sub-base/capping:-

b) Lime stabilisation

c) Approved geotextile layer.

CONTRACTOR TO ALLOW FOR PRECONSTRUCTION MEETING WITH HIGHWAY AUTHORITY CLERK OF WORKS TO UNDERTAKE A CONDITION SURVEY OF EXISTING PUBLIC HIGHWAYS. ANY DEFECTS CAUSED AS A RESULT OF CONSTRUCTION TRAFFIC TO BE MADE GOOD TO THE SATISFACTION OF THE HIGHWAY AUTHORITY UPON COMPLETION OF THE WORKS