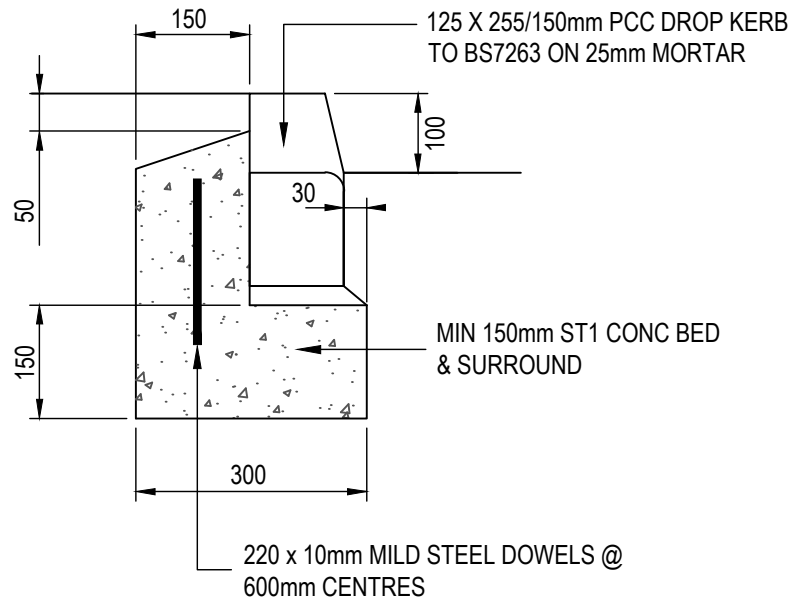
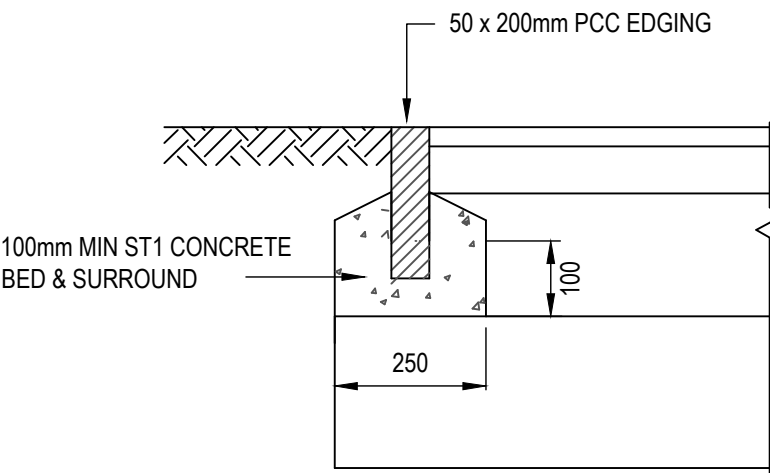


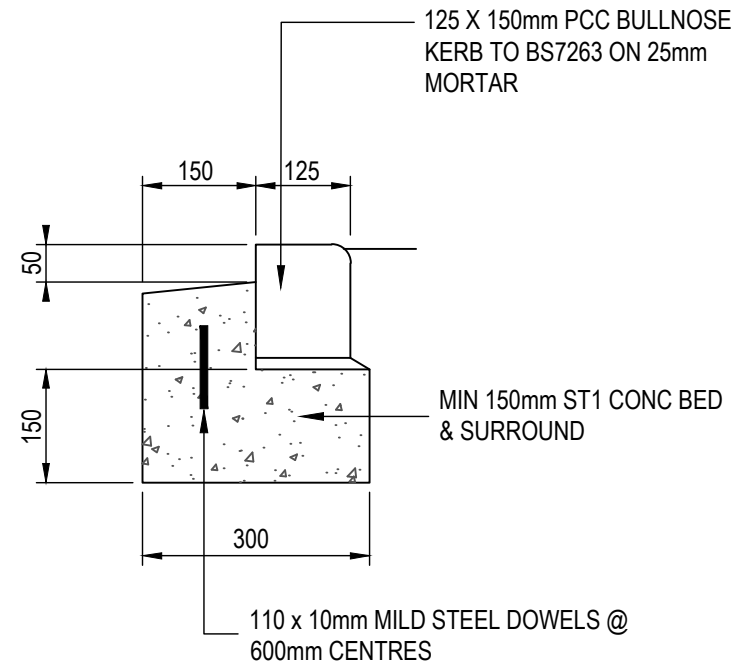
HALF BATTERED KERB DETAIL
(1:10)



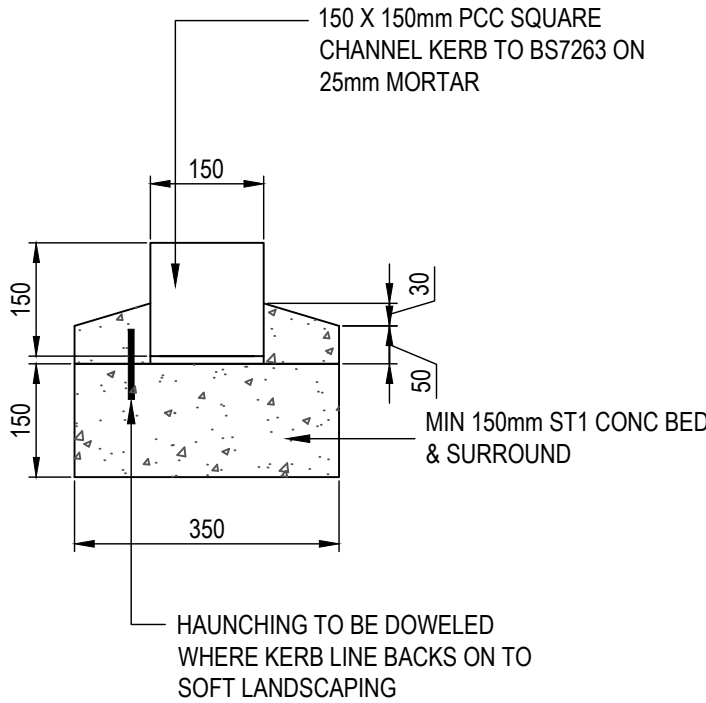
TRANSITION KERB DETAIL
(1:10)



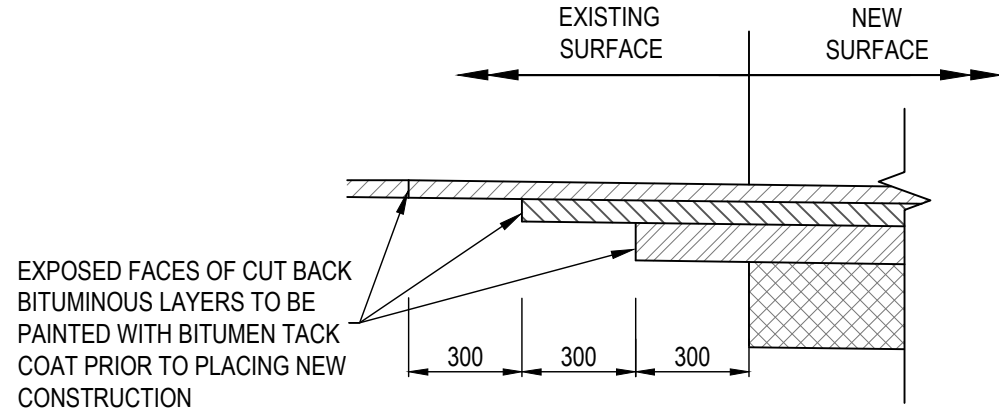
EDGING KERB DETAIL
(1:10)



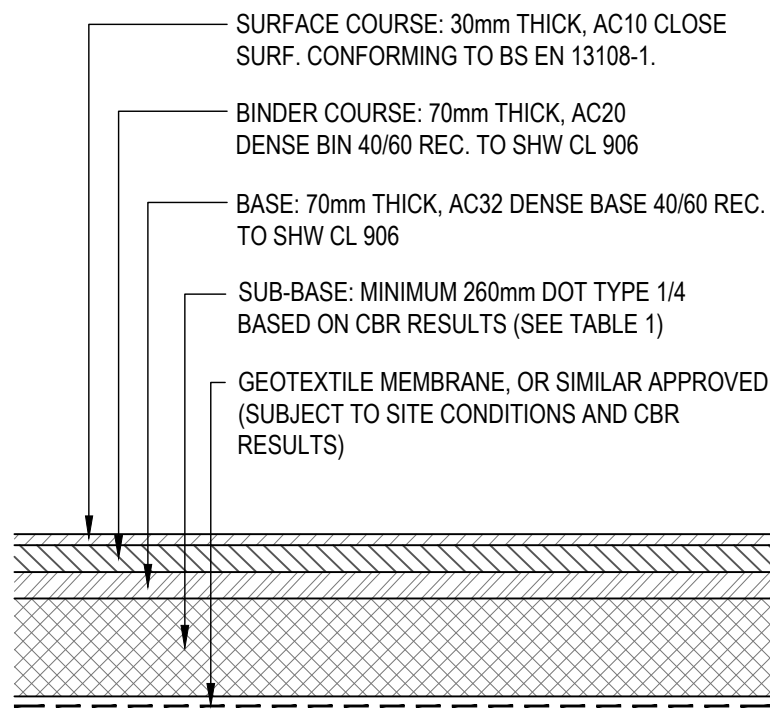
BULLNOSE KERB DETAIL
(1:10)



CHANNEL KERB DETAIL
(1:10)



TIE IN DETAIL OF PROPOSED
CARRIAGEWAY TO EXISTING
(1:20)

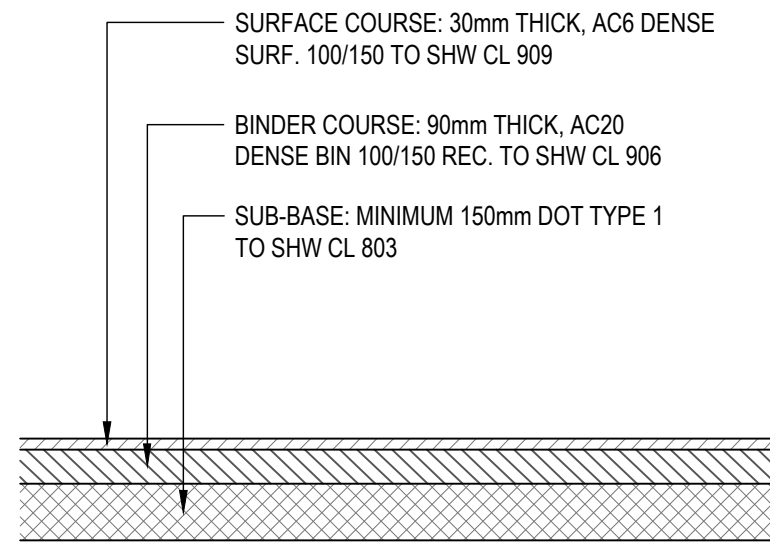


TYPICAL CARRIAGEWAY CONSTRUCTION
(1:20)

TABLE 1 - SUB-BASE & CAPPING

CBR VALLUE	CAPPING LAYER (mm)	SUB-BASE (mm)
15 - 30%		260
5 - 14%		260
2 - 5%	350 min.	150
<2%	600 min.	150

NOTE:
WHERE THE SUB-GRADE IS PARTICULARLY WEAK THE SUB-BASE THICKNESS MAY NEED TO BE INCREASED OR, IF FORMATION IS IN A POORLY DRAINED SOIL A FABRIC FILTER SHEET MAY BE REQUIRED TO BE LAID ON THE FORMATION PRIOR TO PLACING CAPPING. TO BE CONFIRMED BY THE ENGINEER.



TYPICAL FOOTWAY CONSTRUCTION
(1:20)

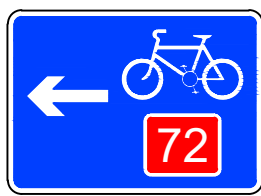
YELLOW BAR MARKING INCLUDING DIAGRAM 1062 USING SPECIALLY FORMULATED NON-REFLECTIVE THERMOPLASTIC ROAD MARKING INCORPORATING HIGH PSV AGGREGATES TO CREATE A DURABLE FINISH WITH SUSTAINED HIGH LEVELS OF SKID RESISTANCE, TO LOCAL HIGHWAY AUTHORITY SPECIFICATIONS



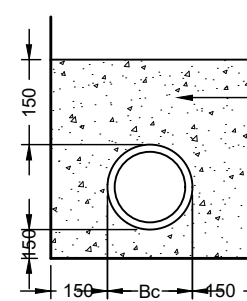
TYPICAL YELLOW BAR MARKING LAYOUT
(NTS)



TSRGD DIAGRAM 956
(NTS)



NATIONAL CYCLE ROUTE SIGNAGE FOR NCN 72
TSRGD 2602.2
(NTS)



NOTE:
1. MOVEMENT JOINT FORMED WITH 12mm BITUMEN IMPREGNATED COMPRESSIBLE BOARD AT EACH PIPE JOINT

CONCRETE SURROUND TO PIPES
CLASS Z BEDDING
PIPE WITH COVER LESS THAN 1.2m IN TRAFFICKED AREAS
AND LESS THAN 0.9m IN UN-TRAFFICKED AREAS & GULLY CONNECTIONS

TABLE 1

Strata	Dimension 'a'	Dimension 'b'
Soil	Bc or 100mm minimum. Not less than 50mm undersockets	150mm min. clearance from barrel or socket
Rock	Bc or 200mm minimum. Not less than 150mm undersockets	200mm min. clearance from barrel or socket

Bc - External pipe diameter

TABLE 2 - PIPE BEDDING & SURROUND FOR RIGID PIPES

Pipe nominal size (mm)	Aggregate to BS882
150	10 or 14mm nominal single size 14mm to 5mm graded
over 150 to 500	10, 14 or 20mm nominal single size 14mm to 5mm graded 20mm to 5mm graded
over 500	10, 14, 20 or 40mm nominal single size 14mm to 5mm graded 20mm to 5mm graded 40mm to 5mm graded

NOTE

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DO NOT SCALE OFF THIS DRAWING.

DO NOT TAKE DIGITAL DIMENSIONS OFF THIS DRAWING.

NOTES:

GENERAL NOTES

- ALL HIGHWAY WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH CUMBERLAND COUNCIL HIGHWAY DESIGN GUIDE.
- DRAINAGE UNDER TRAFFICKED AREAS TO BE BACKFILLED WITH TYPE 1 GRANULAR SUB BASE TO S.H.W. CL803.
- IN SITU AND PRECAST CONCRETE TO BE TO GEN3 (C20). USE SLUMP CLASS S1 TO PROVIDE IMMEDIATE SUPPORT AND S3 IN OTHER SITUATIONS. CONCRETE IN CONTACT WITH THE GROUND TO WITHSTAND EXPOSURE CONDITIONS NOTED IN THE GROUND INVESTIGATION REPORT.
- GULLY COVERS AND ANY OTHER CARRIAGEWAY AND FOOTWAY OR CYCLEWAY IRONWORK SHALL NOT BE INSTALLED UNTIL THE CARRIAGEWAY BINDER COURSE LAYER IS LAID. DURING THE CONSTRUCTION PROCESS PROTECTION SHALL BE GIVEN TO ALL GULLIES AND CHAMBERS FROM THE INGRESS OF DEBRIS.
- THE SURFACE OF BASE AND BINDER COURSE SHALL BE SWEEPED CLEAN AND BE FREE FROM ANY STANDING WATER, DEBRIS AND ICE PRIOR TO THE APPLICATION OF A TACK COAT IN READINESS FOR SURFACING THAT SAME DAY.
- ALL VERTICAL FACES OF KERBS, SURFACING MATS, MANHOLES, GULLIES, ETC. AGAINST WHICH ASPHALTS ARE TO BE LAID SHALL BE CLEANED AND PAINTED COMPLETELY WITH A UNIFORM COATING OF 50 OR 70 (OR EQUIVALENT) PEN GRADE HOT BITUMEN PRIOR TO LAYING.
- A BITUMINOUS SPRAY TACK COAT SHALL BE APPLIED TO ALL ASPHALT COURSES ON WHICH LAYING IS TO TAKE PLACE, I.E. BOTH WITHIN COURSES (WHERE THE COURSE IS LAID IN MORE THAN ONE LAYER) AND BETWEEN COURSES, ON EXISTING SURFACES TO BE OVERLAIN AND ANY CONCRETE SURFACES. A TACK COAT MUST ALSO BE APPLIED TO ALL SCARIFIED AND PLAINED SURFACES AND ANY TRAFFICKED BINDER COURSES PRIOR TO SURFACING. ONLY SUFFICIENT TACK COAT SHALL BE PUT DOWN FOR THE SAME DAY'S SURFACING WORKS AND, ONCE APPLIED, THE TACK COAT SHALL NOT BE TRAVERSED BY VEHICLES OR PLANT EXCEPT THAT ENGAGED IN THE SURFACING. THE TACK COAT SHALL BE K1-40 BITUMEN EMULSION TO BS 434: PART1 APPLIED AT A RATE OF 0.4 TO 0.6 LITRES PER SQUARE METRE EXCEPT BELOW THIN SURFACING SYSTEMS WHERE THE BOND COAT SPECIFIED ON THE CORRESPONDING HAPAS CERTIFICATE SHALL BE USED BETWEEN THE THIN SURFACING AND BINDER COURSE.
- THE FOLLOWING MATERIAL SHALL NOT BE LAID ON SHALE- LIMESTONE, CRUSHED CONCRETE, RECYCLED AGGREGATE OR ASPHALT ARISINGS.
- THE SUB-FORMATION SHALL BE TREATED WITH AN APPROVED WEEDKILLER (EG. DICHLOBENIL) PRIOR TO THE LAYING OF UNBOUND MATERIALS.
- PRODUCTS MADE FROM CRUSHED CONCRETE AND RECYCLED AGGREGATES SHALL BE PROCESSED IN ACCORDANCE WITH 'QUALITY CONTROL - PRODUCTION OF RECYCLED AGGREGATES' PUBLISHED BY CONSTRUCTION RESEARCH COMMUNICATIONS. ADEQUATE TESTING REGIMES SHALL BE IN PLACE TO MONITOR THE QUALITY OF THE MATERIAL BEING PRODUCED. PROOF OF COMPLIANCE WITH THESE REQUIREMENTS SHALL BE BY CERTIFICATION FROM A RECOGNIZED THIRD PARTY ASSESSOR.

C1	CONSTRUCTION ISSUE.	JH	JM	10/01/25
P1	FIRST ISSUE	JH	JM	28/06/24
REV	AMENDMENT	BY	CKD	DATE

CLIENT

NIGEL KAY HOMES LTD.

PROJECT

DALZELL STREET
MOOR ROW

DRAWING TITLE

SECTION 278 WORKS
CONSTRUCTION DETAILS



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Gateshead, NE11 0RU
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SCALE	BY	CHECKED	DATE
NOT TO SCALE	JH	JM	JUNE '24

DRAWING NO.
24-011-105

STATUS	REV	C1
CONSTRUCTION	SIZE	A1