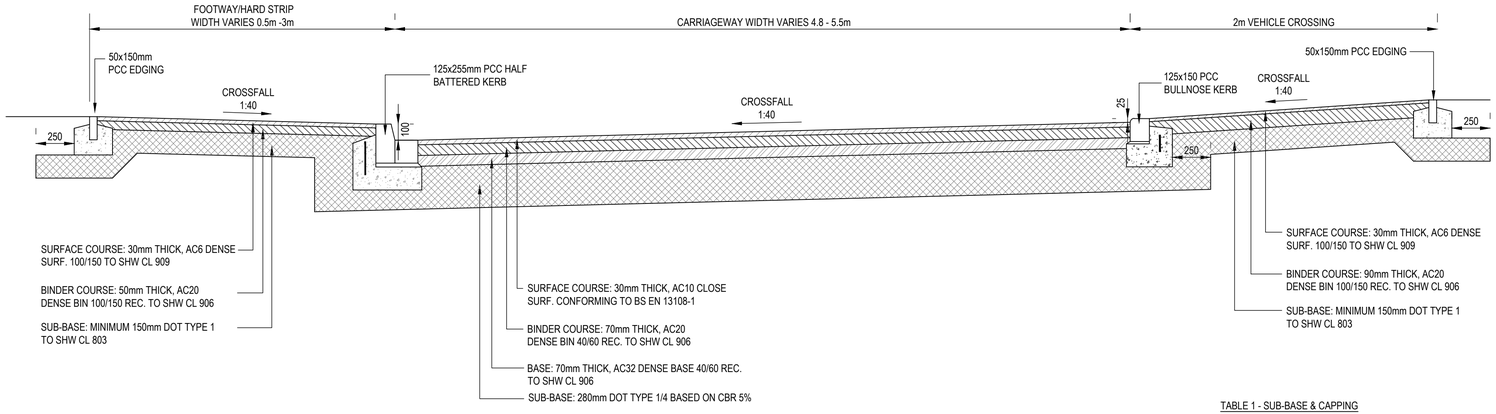


SECTION THROUGH CROSSFALL CARRIAGEWAY

SCALE 1:20

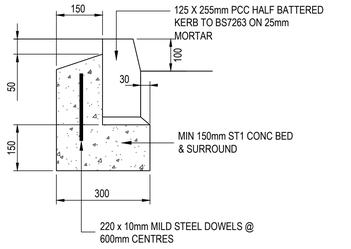
NOTE:
THIS DETAIL ALLOWS FOR MINIMUM CONSTRUCTION DEPTH OF 450mm TO NEGATE THE IMPACT OF FROST SUSECPTIBILITY AND IS BASED ON A CBR OF 5%, THE MINIMUM CBR RECORDED IN THE GROUND INVESTIGATION REPORT (PHASE II SITE INVESTIGATION BY GEOCON, REF:GSI 2132 WG PII REPORT).

SHOULD AREAS ON SITE BE ENCOUNTERED THAT HAVE A CBR <5% CONSTRUCTION SHALL BE IN ACCORDANCE WITH TABLE 1.

TABLE 1 - SUB-BASE & CAPPING

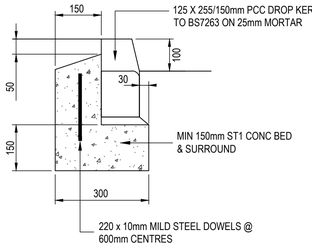
CBR VALLUE	CAPPING LAYER (mm)	SUB-BASE (mm)
15 - 30%		260
5 - 14%		260
2 - 5%	350 min.	150
<2%	600 min.	150

NOTE:
WHERE THE SUB-GRADE IS PARTCULARLY 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.



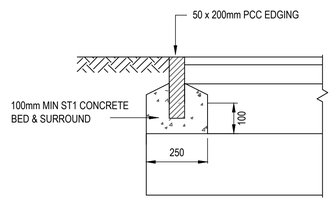
HALF BATTERED KERB DETAIL

SCALE 1:10



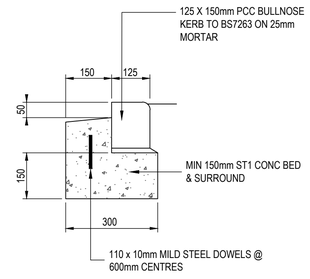
TRANSITION KERB DETAIL

SCALE 1:10



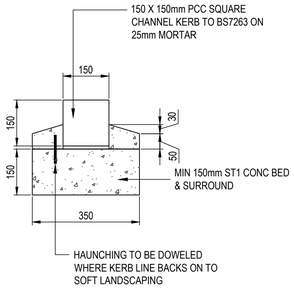
EDGING KERB DETAIL

SCALE 1:10



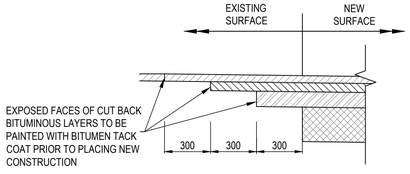
BULLNOSE KERB DETAIL

SCALE 1:10



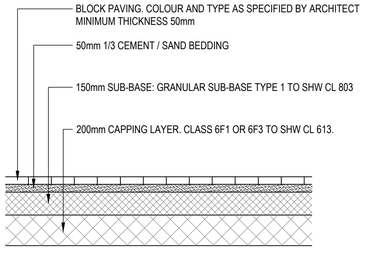
CHANNEL KERB DETAIL

SCALE 1:10



TIE IN DETAIL OF PROPOSED CARRIAGEWAY TO EXISTING

SCALE 1:20

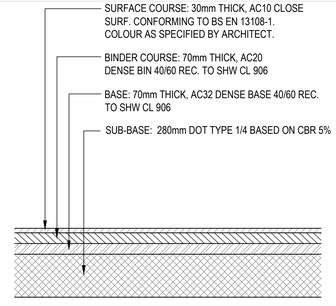


BLOCK PAVING CONSTRUCTION

SCALE 1:20

NOTE:
THIS DETAIL ALLOWS FOR MINIMUM CONSTRUCTION DEPTH OF 450mm TO NEGATE THE IMPACT OF FROST SUSECPTIBILITY AND IS BASED ON A CBR OF 5%, THE MINIMUM CBR RECORDED IN THE GROUND INVESTIGATION REPORT (PHASE II SITE INVESTIGATION BY GEOCON, REF:GSI 2132 WG PII REPORT).

SHOULD AREAS ON SITE BE ENCOUNTERED THAT HAVE A CBR <5% CONSTRUCTION SHALL BE IN ACCORDANCE WITH TABLE 1.



COLOURED TARMAC CONSTRUCTION

SCALE 1:20

NOTE:
THIS DETAIL ALLOWS FOR MINIMUM CONSTRUCTION DEPTH OF 450mm TO NEGATE THE IMPACT OF FROST SUSECPTIBILITY AND IS BASED ON A CBR OF 5%, THE MINIMUM CBR RECORDED IN THE GROUND INVESTIGATION REPORT (PHASE II SITE INVESTIGATION BY GEOCON, REF:GSI 2132 WG PII REPORT).

SHOULD AREAS ON SITE BE ENCOUNTERED THAT HAVE A CBR <5% CONSTRUCTION SHALL BE IN ACCORDANCE WITH TABLE 1, CARRIAGEWAY DETAIL.

NOTES:

GENERAL NOTES

1. ALL HIGHWAY WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH CUMBERLAND COUNCIL HIGHWAY DESIGN GUIDE.
2. DRAINAGE UNDER TRAFFICKED AREAS TO BE BACKFILLED WITH TYPE 1 GRANULAR SUB BASE TO S.H.W. CL803.
3. INSITU 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.
4. 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.
5. THE SURFACE OF BASE AND BINDER COURSE SHALL BE SWEPT 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.
6. 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.
7. A BITUMINOUS SPRAY TACK COAT SHALL BE APPLIED TO ALL ASPHALT COURSES ON WHICH LAYING IS TO TAKE PLACE. IE. BOTH WITHIN COURSES (WHERE THE COURSE IS LAID IN MORE THAN ONE LAYER) AND BETWEEN COURSES, ON EXISTING SURFACES TO BE OVERLAID AND ANY CONCRETE SURFACES. A TACK COAT MUST ALSO BE APPLIED TO ALL SCARIFIED AND PLANED 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.
8. THE FOLLOWING MATERIAL SHALL NOT BE LAID ON SHALE:- LIMESTONE, CRUSHED CONCRETE, RECYCLED AGGREGATE OR ASPHALT ARISINGS.
9. THE SUB-FORMATION SHALL BE TREATED WITH AN APPROVED WEEDKILLER (EG. DICHLOBENIL) PRIOR TO THE LAYING OF UNBOUND MATERIALS.
10. 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.

REV	AMENDMENT	BY	CKD	DATE
C1	CONSTRUCTION ISSUE.	JH	JM	10/01/25
P2	MINOR AMENDMENTS	JH	JM	20/09/24
P1	FIRST ISSUE	JH	JM	27/06/24

CLIENT

NIGEL KAY HOMES LTD.

PROJECT

DALZELL STREET
MOOR ROW

DRAWING TITLE

HIGHWAY DETAILS

Beckwith & Hanlon Consulting Engineers Limited
F22 Willow Court, Marquis Court,
Team Valley Trading Estate,
Gateshead, NE11 0RU
tel: 0191 273 7582

SCALE	BY	CHECKED	DATE
NOT TO SCALE	JH	JM	JUNE '24

DRAWING NO.
24-011-260

STATUS
CONSTRUCTION

REV C1
SIZE A1