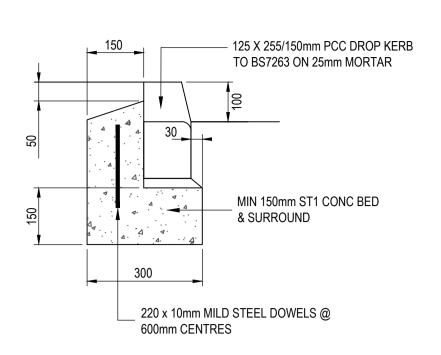


## HALF BATTERED KERB DETAIL (1:10)

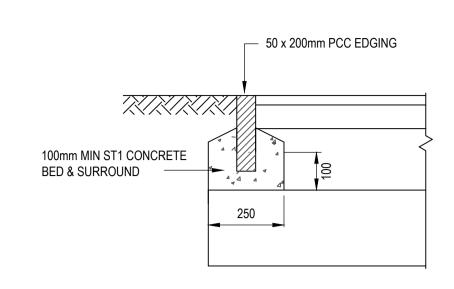
150 X 150mm PCC SQUARE CHANNEL KERB TO BS7263 ON 25mm MORTAR MIN 150mm ST1 CONC BED & SURROUND - HAUNCHING TO BE DOWELED WHERE KERB LINE BACKS ON TO

CHANNEL KERB DETAIL

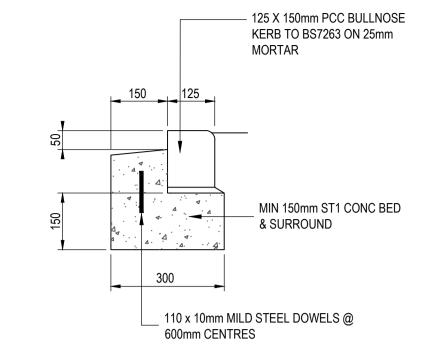
SOFT LANDSCAPING



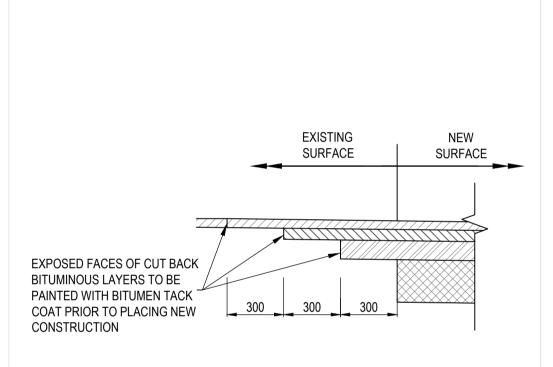
TRANSITION KERB DETAIL



**EDGING KERB DETAIL** 



**BULLNOSE KERB DETAIL** 



TIE IN DETAIL OF PROPOSED **CARRIAGEWAY TO EXISTING** 

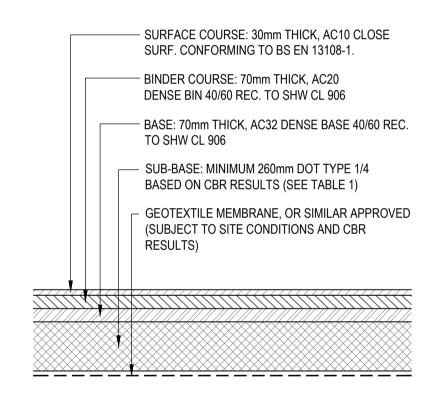


TABLE 1 - SUB-BASE & CAPPING

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

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.

TYPICAL FOOTWAY CONSTRUCTION

SURFACE COURSE: 30mm THICK, AC6 DENSE SURF. 100/150 TO SHW CL 909 BINDER COURSE: 90mm THICK, AC20 DENSE BIN 100/150 REC. TO SHW CL 906 SUB-BASE: MINIMUM 150mm DOT TYPE 1 TO SHW CL 803 ~~~~~~

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)

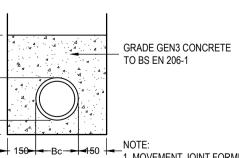


TYPICAL CARRIAGEWAY CONSTRUCTION

(1:20)

NATIONAL CYCLE ROUTE SIGNAGE FOR NCN 72 TSRGD 2602.2

(NTS)



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

Bc - External pip ABLE 2 - P	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

150mm min. clearance from barrel or socket

200mm min. clearance from barrel or socket

Dimension 'a'

or 100mm minimum.

Not less than 50mm undersockets

or 200mm minimum.

**CONCRETE SURROUND TO PIPES** 

PIPE WITH COVER LESS THAN 1.2m IN TRAFFICKED AREAS AND LESS THAN 0.9m IN UN-TRAFFICKED AREAS & GULLY CONNECTIONS

P1	FIRST ISSUE	JH	JM	28/06/24		
REV	AMENDMENT	BY	CKD	DATE		
CLIENT						

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ALL HIGHWAY WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH CUMBERLAND COUNCIL

DRAINAGE UNDER TRAFFICKED AREAS TO BE BACKFILLED WITH TYPE 1 GRANULAR SUB BASE

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

GULLY COVERS AND ANY OTHER CARRIAGEWAY AND FOOTWAY OR CYCLEWAY IRONWORK SHALL NOT BE INSTALLED UNTIL THE CARRIAGEWAY BINDER COURSE LAYER IS LAID. DURING

STANDING WATER, DEBRIS AND ICE PRIOR TO THE APPLICATION OF A TACK COAT IN

THE CONSTRUCTION PROCESS PROTECTION SHALL BE GIVEN TO ALL GULLIES AND CHAMBERS

THE SURFACE OF BASE AND BINDER COURSE SHALL BE SWEPT CLEAN AND BE FREE FROM ANY

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, 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.

THE FOLLOWING MATERIAL SHALL NOT BE LAID ON SHALE:- LIMESTONE, CRUSHED CONCRETE,

. THE SUB-FORMATION SHALL BE TREATED WITH AN APPROVED WEEDKILLER (EG.

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

DICHLOBENILL) PRIOR TO THE LAYING OF UNBOUND MATERIALS.

TRANSMITTED OR PASSED TO OTHERS. DO NOT SCALE OFF THIS DRAWING.

HIGHWAY DESIGN GUIDE.

FROM THE INGRESS OF DEBRIS.

READINESS FOR SURFACING THAT SAME DAY.

RECYCLED AGGREGATE OR ASPHALT ARISINGS.

FROM A RECOGNIZED THIRD PARTY ASSESSOR.

TO S.H.W. CL803.

NOTES:

**GENERAL NOTES** 

DO NOT TAKE DIGITAL DIMENSIONS OFF THIS DRAWING.

NIGEL KAY HOMES LTD.

PROJECT

DALZELL STREET **MOOR ROW** 

DRAWING TITLE

STATUS

SECTION 278 WORKS CONSTRUCTION DETAILS



**Beckwith & Hanlon Consulting Engineers Limited** 

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.E	BY	CHECKED	DATE
OT TO SCALE	JH	JM	JUNE '24

DRAWING NO. 24-011-105

	REV	P1
PRELIMINARY	CIZE	۸1