

NOTE:- WHERE GRADIENT OF FOOTPATH IS STEEPER THAN 1in12 GRITSTONE OR BLAST FURNACE SLAG AGGREGATE MATERIAL MUST BE USED.

50 x150 PRECAST CONCRETE EDGING IN ACCORDANCE WITH BS 7263 1990 REF. 'EF' ON 100mm GRADE C20/25 CONCRETE BED & HAUNCH. REFER TO CCC STANDARD DETAIL HSM/HO/PC/1101-030.

25mm THICKNESS DENSE WEARING COURSE (6mm) TO BS 4987 PART 1 (200 PEN BITUMEN) (CLAUSE 912)

50mm THICKNESS DENSE BITUMEN MACADAM (20mm) TO BS 4987 PART 1 (100 PEN BITUMEN) (CLAUSE 906)

100mm GRANULAR SUB-BASE TYPE 2 MATERIAL (CLAUSE 804).

1 in 40

1 in 30 MAX.

EXISTING CARRIAGEWAY

125 x 255 PRECAST CONCRETE KERB TO BS 7263 1994 TYPE HB2 (OR BS 7263 1990, PART 1 FIG. 1D), LAID ON 150mm OF GRADE C20/C25 CONCRETE BED & HAUNCH. MORTAR BED TO CLAUSE 6.2 BS 7263 PART 2 10-40mm THICKNESS. REFER TO CCC STANDARD DETAIL HSM/HO/PC/1101-008.

CLASS 1 MORTAR BED VARIABLE THICKNESS

350mm SUB BASE TYPE 1 TO (S.H.W.) CLAUSE 803. CAPPING LAYER. CLASS 8F16F2 MATERIAL IN ACCORDANCE WITH CL.613 S.H.W. THICKNESS OF CAPPING DEPENDS ON ON-SITE C.B.R. TESTS. REFER TO TABLE 1.

NOTE: CONTRACTOR TO CARRY OUT CBR TESTS ALONG PROPOSED PROPOSED NEW ROAD TO DETERMINE SUB-BASE LAYER THICKNESS.

TABLE 1

CBR%	SUB-BASE LAYER THICKNESS.	
	TYPE 1 THICKNESS CLAUSE 803	CAPPING LAYER THICKNESS CLAUSE 613
>5	300	-
2-5	150	350
<2	150	600

CARRIAGEWAY REINSTATEMENT TO CONSIST OF PLAIN OFF & PREPARE CLEAN SURFACE APPLY TACK COAT AND PROCEED WITH REINSTATEMENT USING 40mm HIGH STONE HOT ROLLED ASPHALT SURFACE COURSE 55/14, MIN. PSV 65, AAV 12, 14mm STONE SIZE, 55% STONE, PENETRATION GRADE BINDER 40/60 (PEN 50) TO BS EN 13108-4

SURFACE COURSE - 40mm HIGH STONE HOT ROLLED ASPHALT SURFACE COURSE 55/14, MIN. PSV 65, AAV 12, 14mm STONE SIZE, 55% STONE, PENETRATION GRADE BINDER 40/60 (PEN 50) TO BS EN 13108-4

BINDER COURSE - 60mm DENSE BINDER COURSE CLAUSE 906 (SPECIFICATION FOR HIGHWAY WORKS 1998), 20mm BNOMINAL SIZE TO BS 59487
BASE - 150mm HEAVY DUTY BASE TO CLAUSE 903 (SPECIFICATION FOR HIGHWAY WORKS 1998), 32mm NOMINAL SIZE TO BS 59487

TYPE 1 SUBBASE TAKEN TO LEVEL OF ADJACENT EXISTING CARRIAGEWAY SUBBASE, 225mm MIN.

DETAIL 1
SECTION 278 ROAD & FOOTPATH CONSTRUCTION.

SCALE: 1:20

25mm THICKNESS DENSE WEARING COURSE (6mm) TO BS 4987 PART 1 (200 PEN BITUMEN) (CLAUSE 912)

50mm THICKNESS DENSE BITUMEN MACADAM (20mm) TO BS 4987 PART 1 (100 PEN BITUMEN) (CLAUSE 906)

100mm CONSOLIDATED TYPE 1 GRANULAR SUB BASE MATERIAL (CLAUSE 801) INCLUDING RESIDUAL HERBICIDE AS APPROVED BY LOCAL AUTHORITY.

ROAD

125

SURFACE COURSE

BINDER COURSE

TACK COAT APPLIED BETWEEN LAYERS & VERTICAL FACES

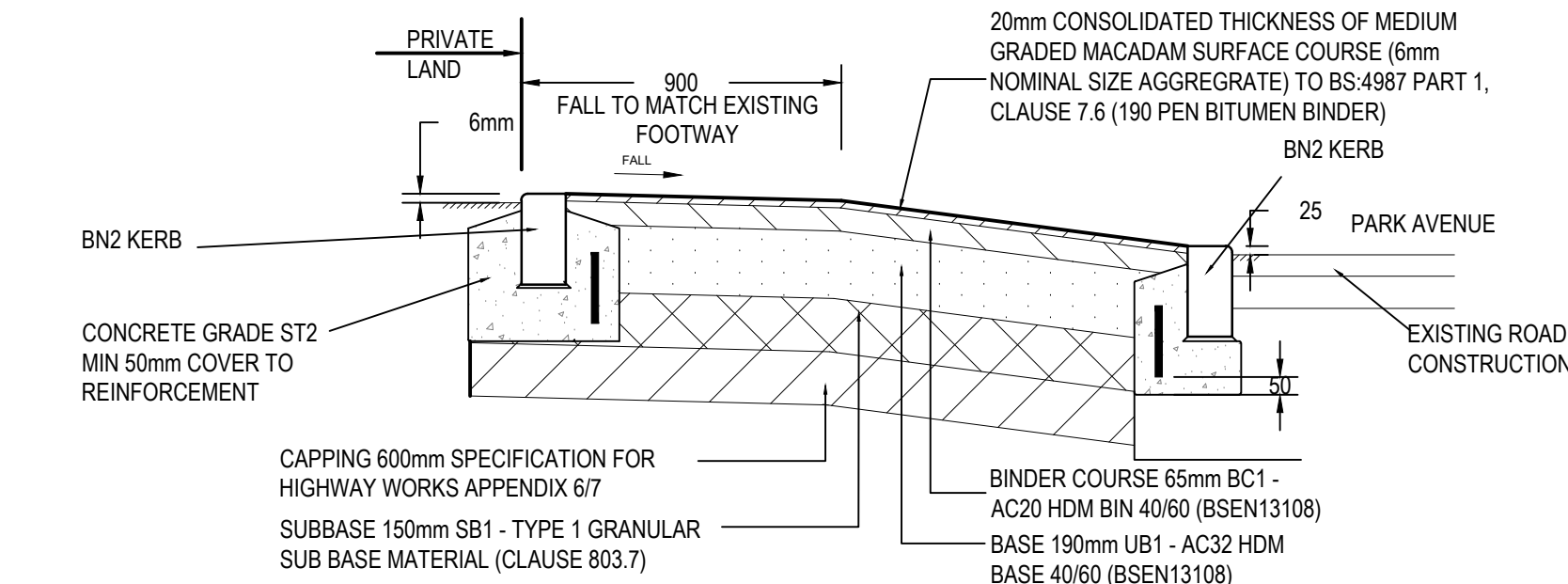
PROPOSED CARRIAGEWAY CONSTRUCTION TO MATCH EXISTING CARRIAGEWAY CXONSTRUCTION

FOOTWAY CONSTRUCTION &
REPLACEMENT OF KERBS DETAIL

SCALE: 1:20

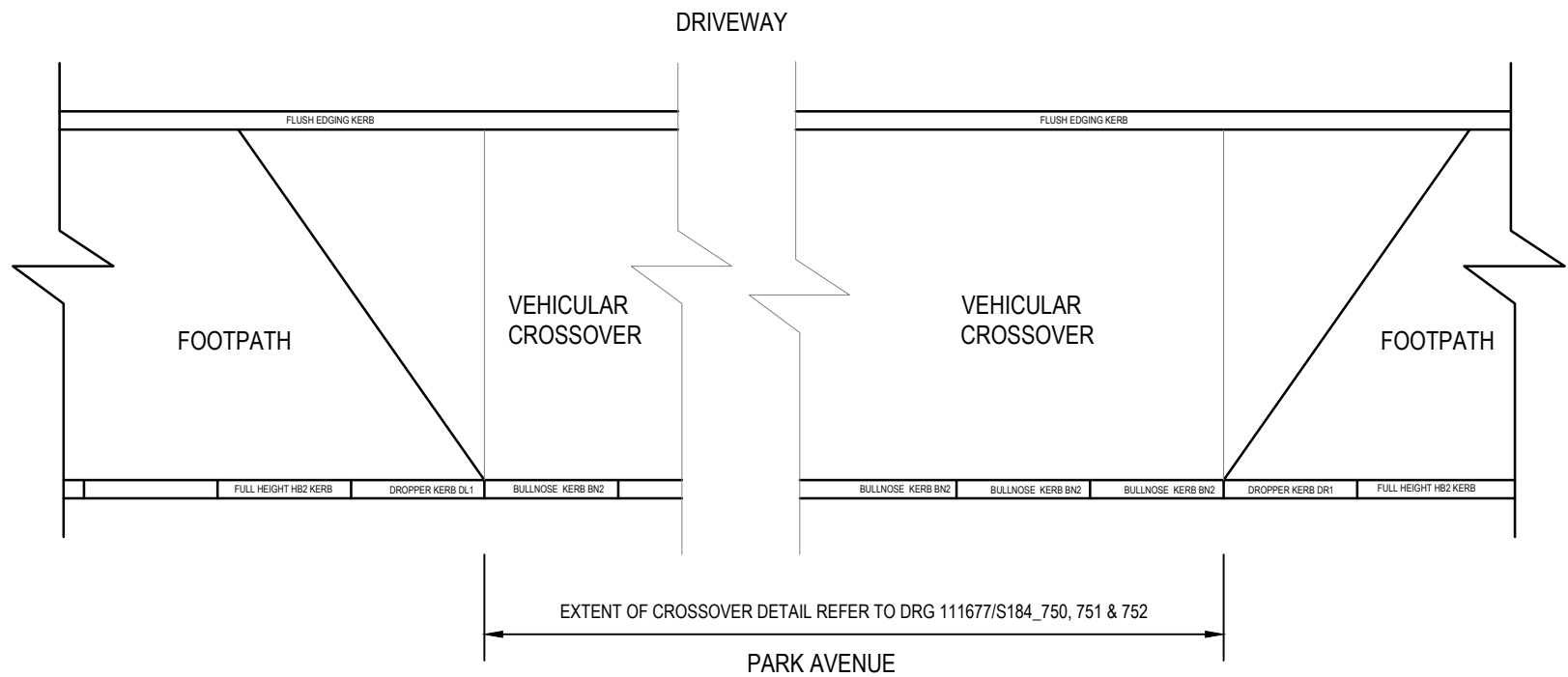
VEHICLE CROSSOVER NOTES

- ROAD CONSTRUCTION BASED ON CBR RESULTS LESS THAN 2%
- WHERE BASE COURSE TO BE TRAFFICKED FOR > 1 MONTH GRITSTONE AGGREGATE TO BE USED WITH BINDER CONTENT OF $5.7 \pm 0.60\%$ OR SURFACE DRESSED TO LOCAL AUTHORITY SPECIFICATION (d 919 S.H.W.)
- LIMESTONE, BLAST FURNACE AND STEEL SLAG AGGREGATES NOT PERMITTED IN CARRIAGEWAY/FOOTWAY/CYCLEWAY SURFACING COURSE
- IF THE ROAD BASE OR BASE COURSE MATERIAL IS NOT COVERED IMMEDIATELY WITH THE BASE COURSE OR WEARING COURSE RESPECTIVELY THEN THE ROAD BASE AND/OR BASE COURSE SHALL BE SPRAYED WITH A SEALING COAT OF BITUMINOUS SPRAY TO CLAUSE 920.
- WEED CONTROL GRANULES SUCH AS "FYDULAN" AT A RATE OF SPREAD OF 18g/m² WILL NEED TO BE PROVIDED TO ALL SUB BASE MATERIAL THAT IS INTENDED FOR ADOPTION.
- IN ACCORDANCE WITH THE DESIGN GUIDE THE SUB BASE MUST BE THICKENED TO 150mm TO FOOTPATHS IN JUNCTION AND TURNING AREAS ABUTTING JUNCTION RADI AND TO TIGHT RADIUS BENDS WHERE THERE IS THE LIKLIHOOD OF VEHICLES OVERRUNNING THE FOOTPATH.
- ALL SUB BASE MATERIALS TO BE COMPACTED IN ACCORDANCE WITH CLAUSE 802 AND TABLE 611.
- ALL BEDDING MORTAR SHALL BE CLASS 12 TO BS EN 998-2
- MINIMUM 450mm OF NON-FROST SUSCEPTIBLE MATERIAL REQUIRED IN TOP OF CARRIAGEWAY CONSTRUCTION.



VEHICULAR CROSSOVER DETAIL

SCALE: 1:20



PLAN ON TYPICAL VEHICULAR CROSSOVER

KERBING NOTES:

1) ALL DIMENSIONS ARE IN MILLIMETRES

2) ALL PRECAST CONCRETE ITEMS SHALL BE PRESSED MANUFACTURED.

3) ALL DRAWINGS ARE TO BE CHECKED PRIOR TO CONSTRUCTION OR MANUFACTURE. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

4) WHERE KERBING IS TO BE LAID AGAINST EXISTING CARRIAGEWAY, WHICH IS NOT TO BE SURFACED, THE GAP BETWEEN THE CARRIAGEWAY AND THE KERB SHALL BE DEALT WITH AS FOLLOWS:
a) GAPS LESS THAN 25 WIDE - CLEAN OUT TO A MINIMUM OF 20 DEEP AND SEAL TO CLAUSE 1017.5.
b) GAPS MORE THAN 25 WIDE - CLEAN OUT TO A MINIMUM OF 50 DEEP AND FILL WITH FINE COLD ASPHALT WELL COMPACTED.

5) PRECAST CONCRETE KERB'S CHANNELS, EDGINGS AND QUADRANTS SHALL COMPLY WITH BS7263 PART 1 1994.

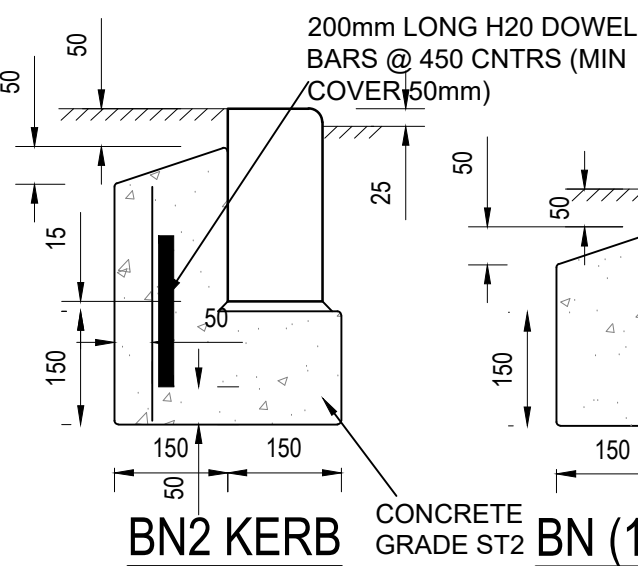
6) ALL CONSTRUCTION METHODS AND MATERIALS ARE TO BE IN ACCORDANCE WITH THE LATEST SPECIFICATION FOR HIGHWAY WORKS.

7) NO WORKS SHALL BEGIN ON THE EXISTING PUBLIC HIGHWAY UNTIL A ROAD OPENING NOTICE HAS BEEN ISSUED.

8) KERB BEDDING AND BACKING TO BE ST2 CONCRETE.

*200mm LONG H20 DOWEL BARS @ 450 CENTERS TO TIE KERB BACKING TO BEDDING IF KERBS ARE BACKED AT A LATER TIME THAN THE KERB BASE IS LAID, AND SHALL APPLY TO SHARP BENDS AND RADIUS KERBS (TURNING HEADS AND JUNCTIONS) IRRESPECTIVE OF WHETHER OR NOT THE KERB RACE IS LAID IN TWO OPERATIONS OR NOT. (MIN 50mm COVER TO REINFORCEMENT)

WHERE KERBING IS TO BE LAID UP AGAINST EXISTING CARRIAGEWAY WHERE IT IS NOT TO BE SURFACED REFER TO NOTE 4.

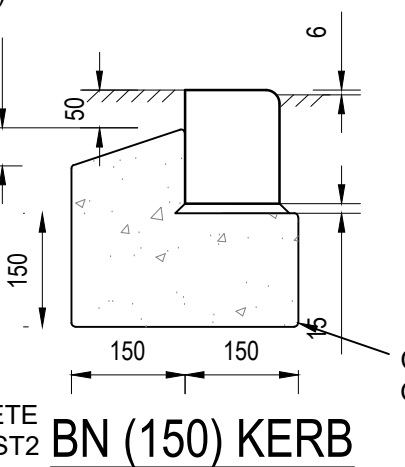


BN2 KERB

BULLNOSE KERB 125x255

(FOR USE ON VEHICULAR CROSSOVERS)

SCALE: 1:10

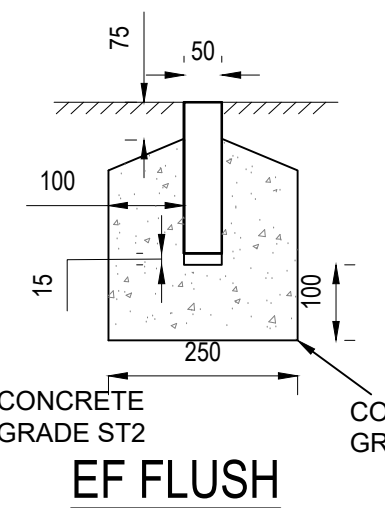


BN (150) KERB

BULLNOSED KERB 125x150

(FOR USE ON PEDESTRIAN CROSSOVERS)

SCALE: 1:10

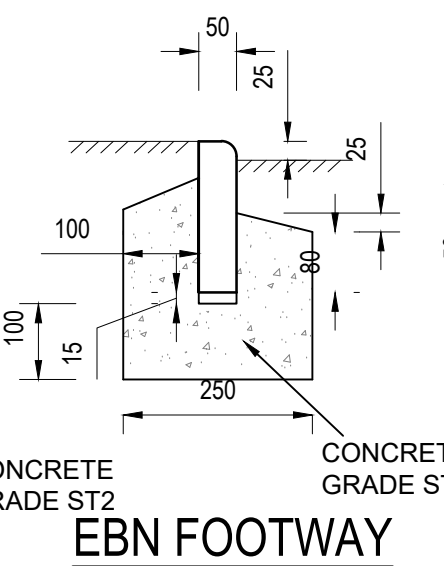


EF FLUSH

EDGING KERB

FLUSH EDGING KERB 150x50

SCALE: 1:10

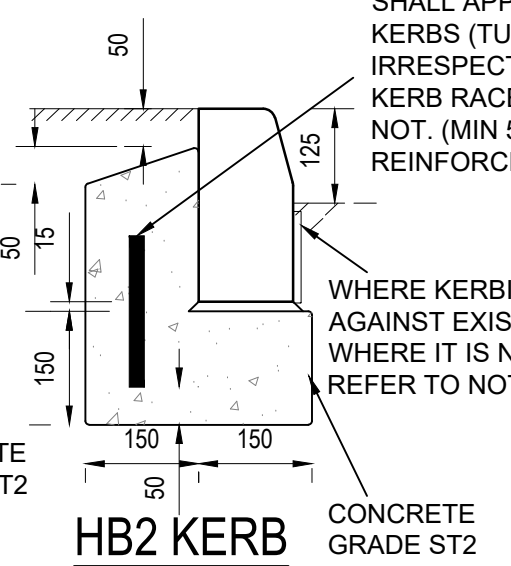


EBN FOOTWAY

EDGING KERB

BULLNOSED EDGING KERB 150x50

SCALE: 1:10



HB2 KERB

CONCRETE KERB TO BS7263:PART 1:1994, TYPE HB2

SCALE: 1:10

GENERAL NOTES:

- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.
- DO NOT SCALE FROM THE DRAWING. USE FIGURED DIMENSIONS ONLY.
- ANY DISCREPANCIES TO BE REPORTED IMMEDIATELY TO THE ENGINEER.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SUBCONTRACTORS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.
- EXISTING SERVICES HAVE NOT BEEN SHOWN BUT ARE PRESENT - THE CONTRACTOR IS TO LIAISE WITH ALL STATUTORY AUTHORITIES PRIOR TO THE COMMENCEMENT OF ANY WORKS.

ADOPTABLE HIGHWAY

- ALL ROADS WHICH ARE SUBJECT TO A SECTION 38 AGREEMENT (HIGHWAY ACT 1980) ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE HIGHWAY AUTHORITIES CURRENT SPECIFICATION AND TO THE SATISFACTION OF THE ENGINEER.
- ALL CONSTRUCTION METHODS AND MATERIALS USED ARE TO BE IN ACCORDANCE WITH THE LATEST SPECIFICATION FOR HIGHWAY WORKS.
- THE CONFIRMATION OF CBR VALUES AND THEIR LOCATION, WHICH SHALL BE AT A MINIMUM SPACING OF 50m ALONG THE LINE OF THE CARRIAGEWAY TO EACH ROAD, SHALL BE CONFIRMED ON SITE PRIOR TO ROAD CONSTRUCTION COMMENCING ON SITE. A REPRESENTATIVE OF THE MERTHYR COUNCIL HIGHWAYS NEEDS TO BE PRESENT WHEN THE PENETRATION TEST INVOLVED ARE CARRIED OUT.
- NO WORKS MAY BEGIN ON THE EXISTING PUBLIC HIGHWAY UNTIL A ROAD OPENING NOTICE HAS BEEN ISSUED.
- WHERE DRIVEWAYS MEET FOOTWAYS AND ADEQUATE VISIBILITY SPLAY FOR PEDESTRIANS SHOULD BE PROVIDED.
- BEFORE ROAD MARKINGS OR TRAFFIC SIGNS ARE INSTALLED OR ERRECTED ON SITE, THEY SHALL BE AGREED WITH THE MERTHYR COUNCIL'S HIGHWAY MAINTENANCE MANAGER OR HIS ON-SITE REPRESENTATIVE AND THE TRAFFIC SIGNS SHALL BE ERRECTED IN THEIR FINAL LOCATION PRIOR TO WORKS COMMENCING ON THE CONSTRUCTION OF THE ROAD NARROWING OR SPEED CUSHION.
- THE SIGNS SHALL BE LOCATED IN ACCORDANCE WITH THAT SPECIFIED IN THE RELEVANT TSRGD (TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS).
- ANY KERBS DAMAGED AS A RESULT OF THE WORKS ARE TO BE REPLACED WITH NEW.

PRELIMINARY

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