

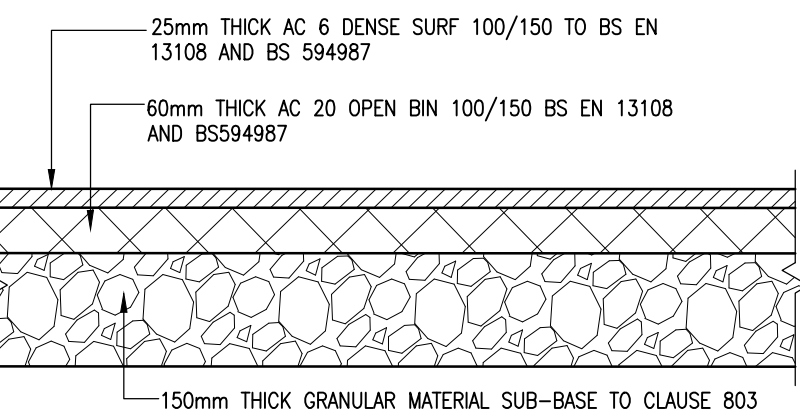
HIGHWAY CONSTRUCTION PAVING TYPE P1

SCALE 1:10

	CAPPING LAYER	SUB-BASE
CBR 5% AND ABOVE	—	225mm
CBR 2%–5%	200mm	150mm
CBR LESS THAN 2%	450mm	150mm

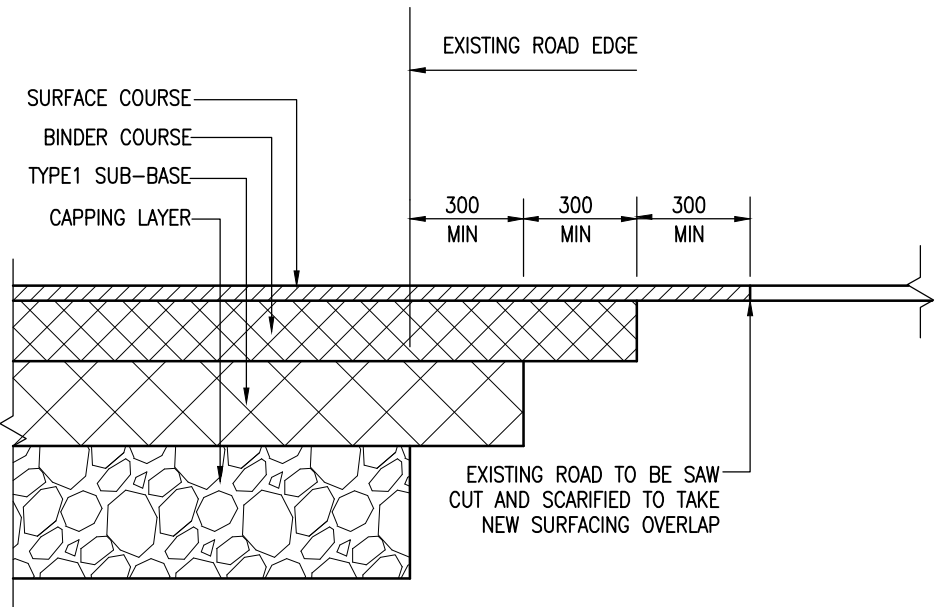
FIRST 450mm OF ROAD TO BE NON-FROST SUSCEPTIBLE MATERIAL. THEREFORE WHERE A CAPPING IS REQUIRED IN LIEU OF 150mm OF CAPPING MATERIAL, SUB-BASE TO BE INCREASED AS NOTED ABOVE.

SUB-BASE AND CAPPING LAYER THICKNESSES



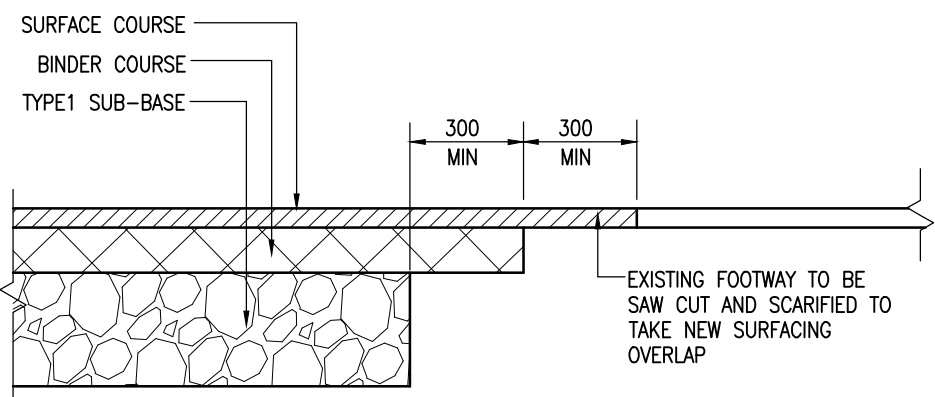
FOOTWAY CONSTRUCTION PAVING TYPE P2

SCALE 1:10



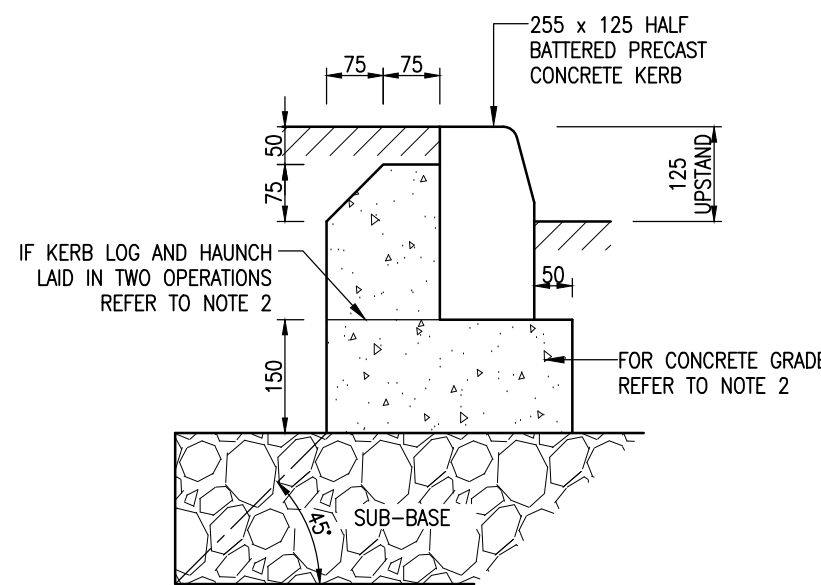
TYPICAL ROAD CONSTRUCTION TIE-IN DETAIL

SCALE 1:20



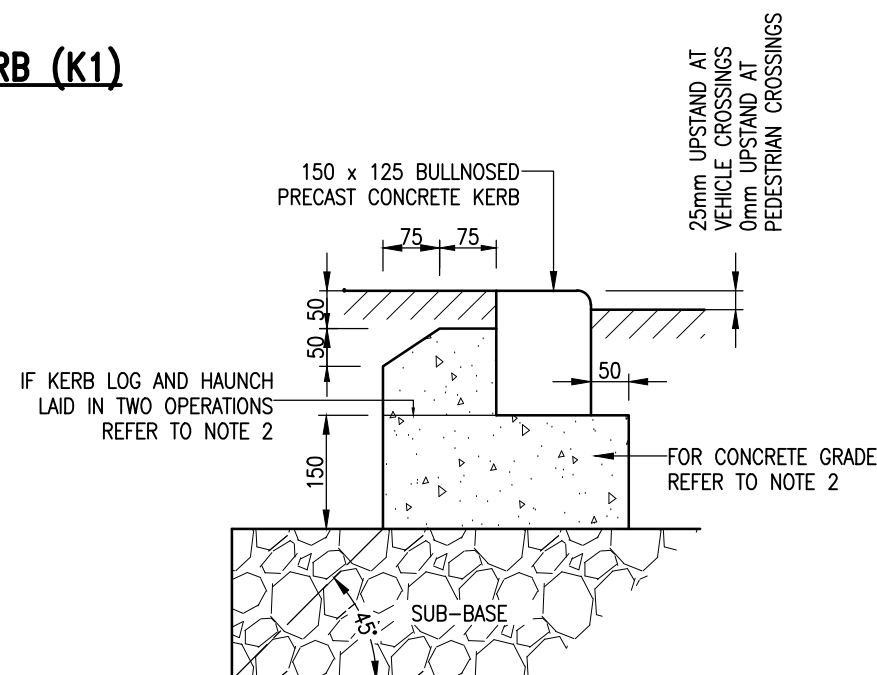
TYPICAL FOOTWAY CONSTRUCTION TIE-IN DETAIL

SCALE 1:20



HALF BATTERED KERB (K1)

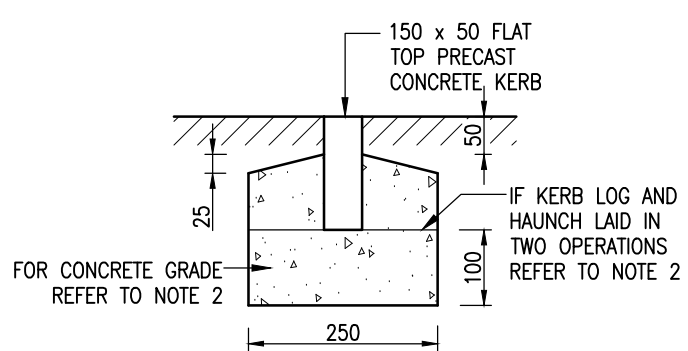
SCALE 1:10



BULLNOSED DROP KERB (K3)

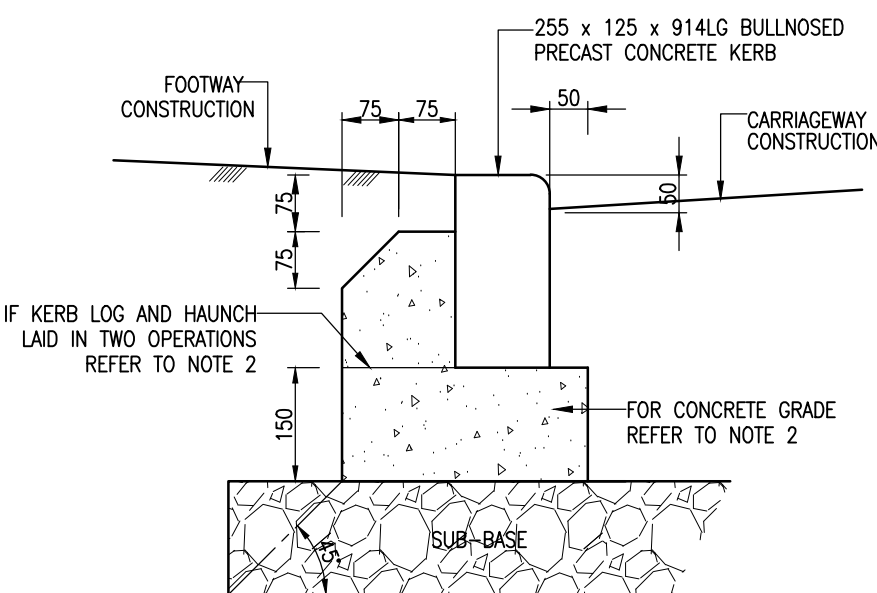
SCALE 1:10

K3P CONCRETE KERB BASE EXTENDED TO 100MM BELOW TO THE POROUS PAVING FORMATION.



HEEL KERB (K4)

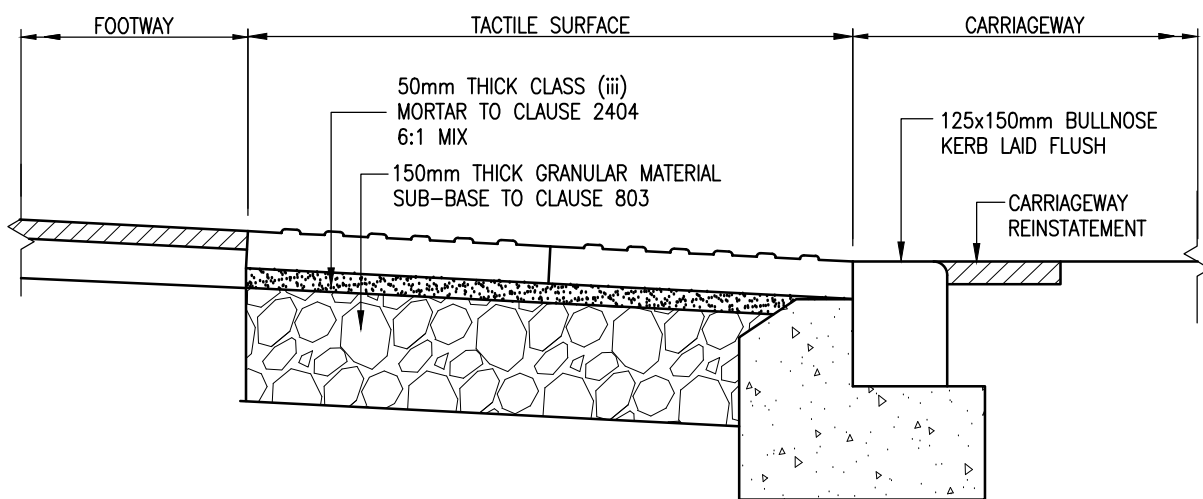
SCALE = 1:10



50mm UPSTAND BULLNOSED KERB (K2)

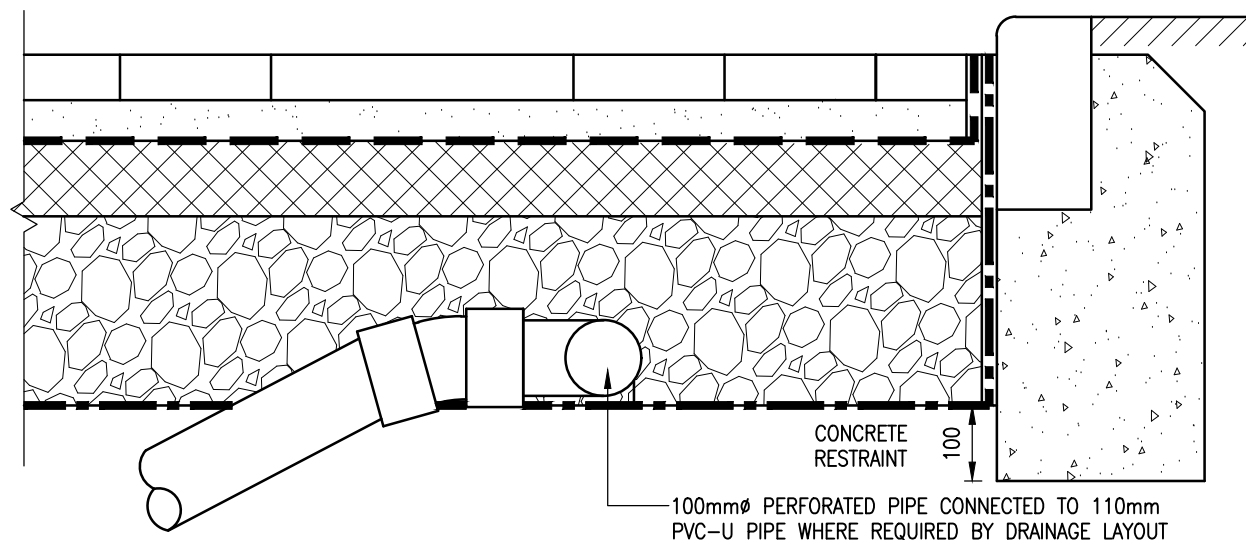
SCALE 1:10

K2P CONCRETE KERB BASE EXTENDED TO 100MM BELOW TO THE POROUS PAVING FORMATION.



TACTILE PAVING BEDDING DETAIL

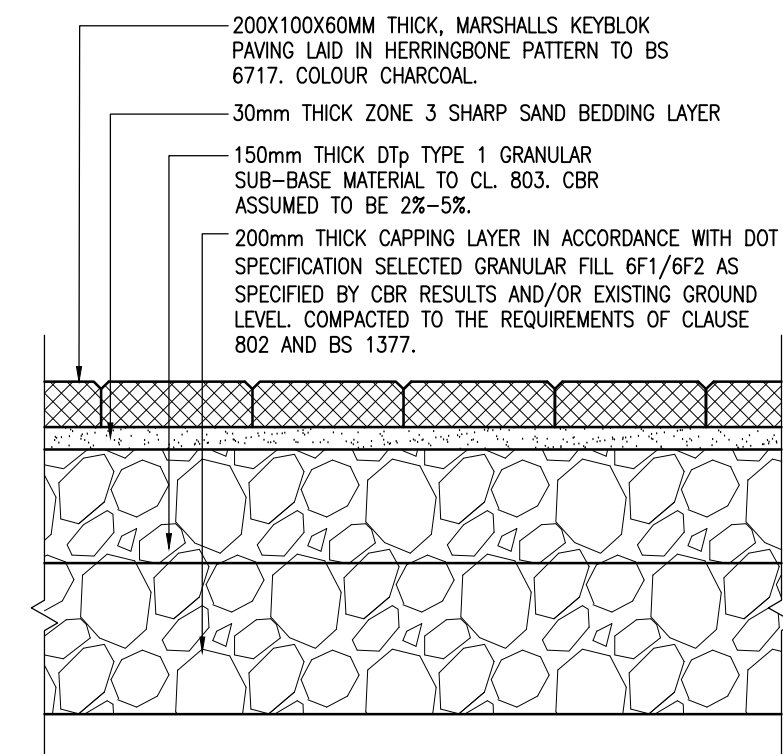
SCALE 1:10



TYPICAL POROUS PAVING OUTLET DETAIL

PAVING TYPE P3

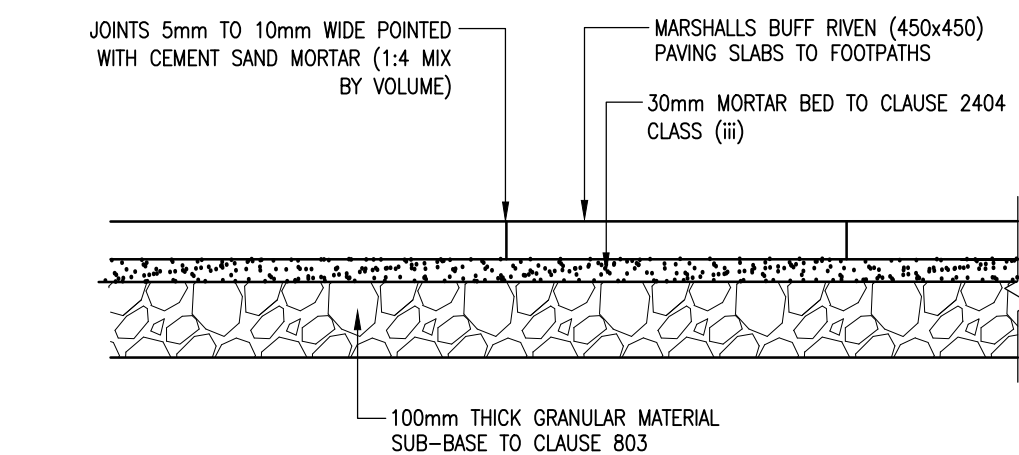
SCALE 1:10



PRIVATE

BLOCKWORK PARKING BAYS TYPE P5

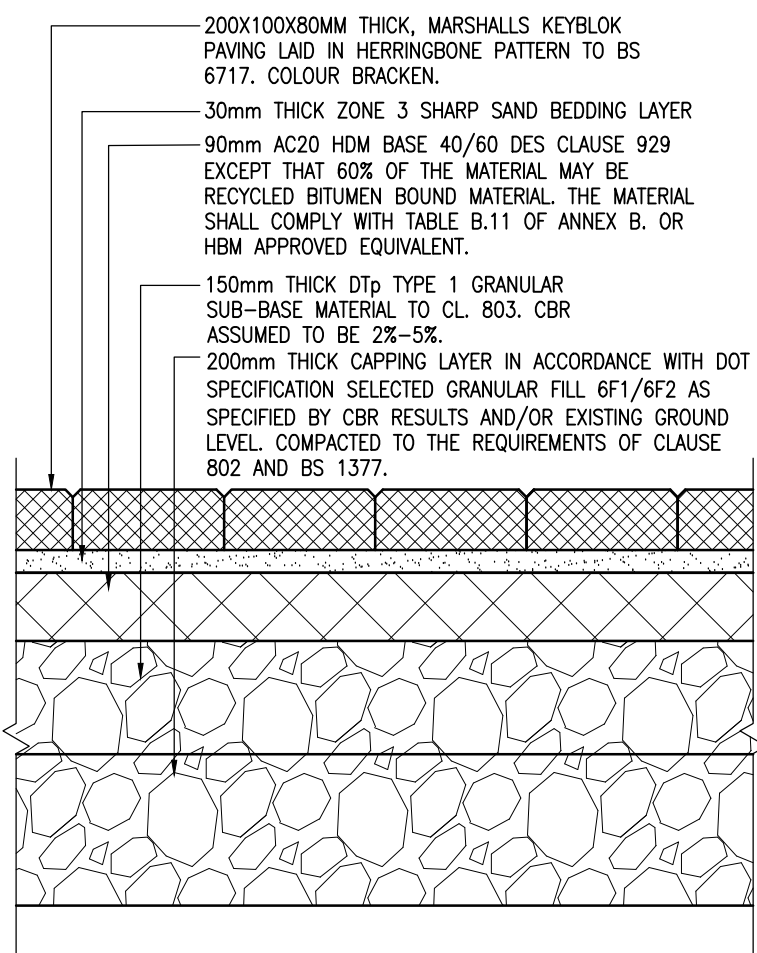
SCALE 1:10



PAVING SLAB FOOTPATH CONSTRUCTION

PAVING TYPE P6

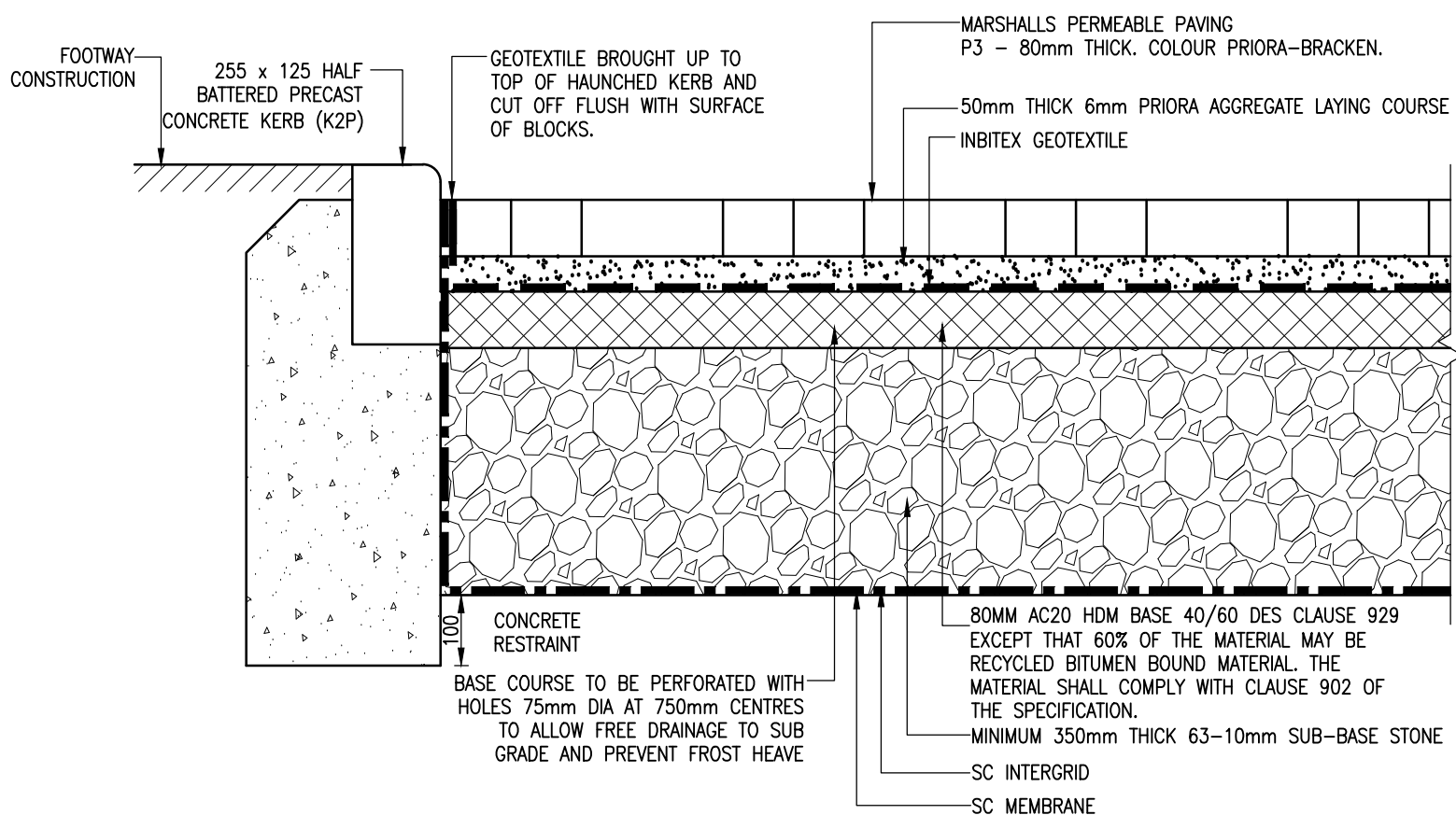
SCALE 1:10



PRIVATE

BLOCKWORK ACCESSWAY TYPE P4

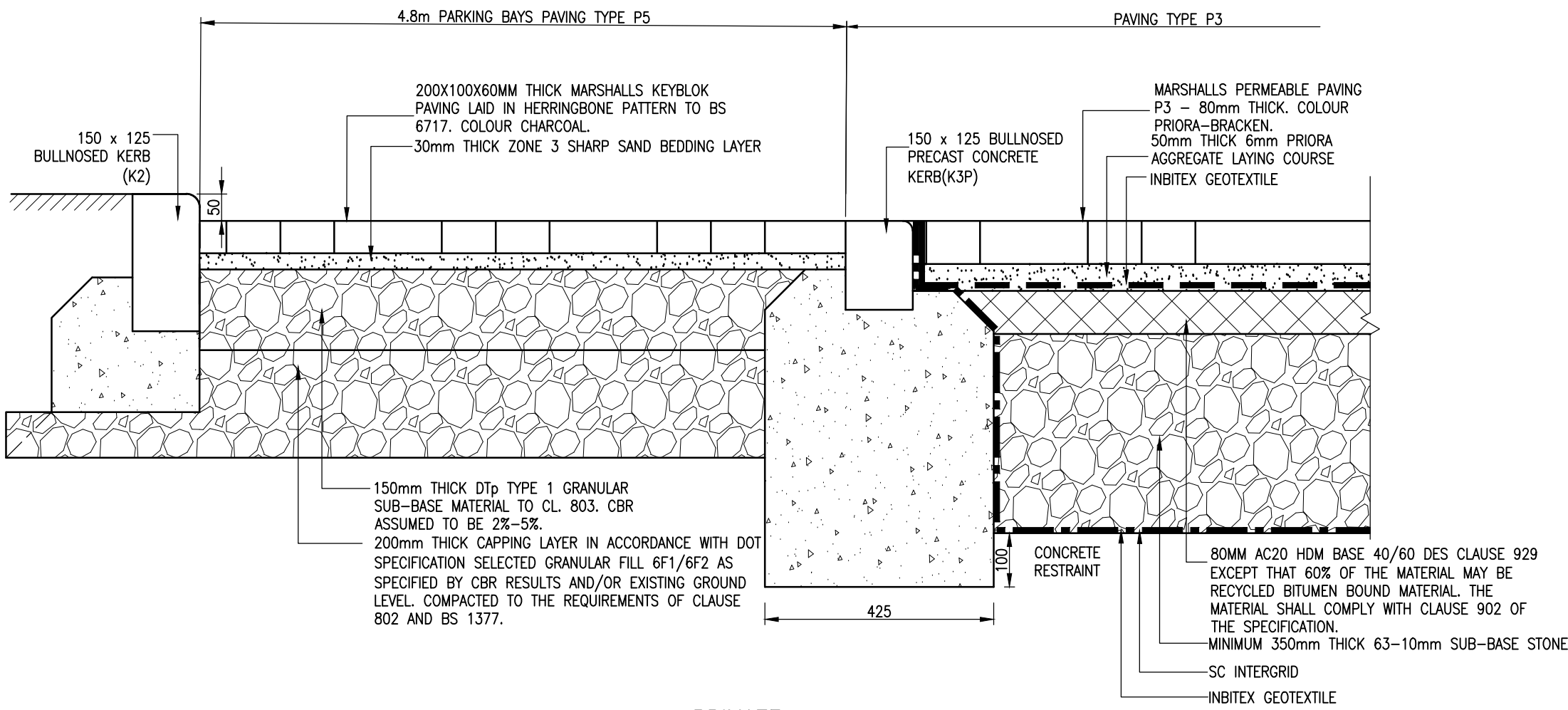
SCALE 1:10



TYPICAL POROUS ROAD CONSTRUCTION

PAVING TYPE P3

SCALE 1:10



PRIVATE

TYPICAL POROUS ROAD CONSTRUCTION

PAVING TYPE P3 AND

PARKING BAYS PAVING TYPE P5

SCALE 1:10

NOTES

- THIS DRAWING IS COPYRIGHT.
- DO NOT SCALE THIS DRAWING. THE CONTRACTOR IS TO BRING TO THE NOTICE OF THE ENGINEER ANY DISCREPANCIES CONTAINED IN THIS DRAWING PRIOR TO WORK COMMENCEMENT.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST SUB-CONTRACTORS DRAWINGS AND THE SPECIFICATION.
- ALL SETTING OUT TO BE IN ACCORDANCE WITH THE ENGINEERS DRAWINGS. CONTRACTOR TO CHECK AND IDENTIFY ANY DISCREPANCIES TO ENGINEER. DIMENSIONS MUST NOT BE SCALED.
- THIS DRAWING HAS BEEN PRODUCED BASED UPON LAYOUTS COMPILED AND SUPPLIED BY THE ARCHITECT AND HIGHWAYS ENGINEER IN ELECTRONIC FORMAT. NO RESPONSIBILITY IS TAKEN FOR ANY INACCURACIES AND/OR OMISSIONS IN THE INFORMATION AS SUPPLIED.
- ALL HIGHWAY WORKS TO BE CARRIED OUT IN ACCORDANCE WITH HERTFORDSHIRE COUNTY COUNCIL'S DOCUMENT "ROADS IN HERTFORDSHIRE: HIGHWAY DESIGN GUIDE" AND TO THE SATISFACTION OF THE HIGHWAY AUTHORITY INSPECTOR.
- ALL TRAFFIC SIGNS AND ROAD MARKINGS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS AND REGULATIONS AND GENERAL DIRECTIONS 2016.
- ALL TACTILE PAVING TO BE IN ACCORDANCE WITH DETR'S GUIDANCE ON THE USE OF TACTILE PAVING SURFACES.
- ALL COVERS LOCATED IN VERGES MUST HAVE A 150mm CONCRETE SURROUND TO PREVENT COVER DAMAGE BY VEHICLES.
- HIGHWAY INSPECTOR TO BE PRESENT DURING INSPECTIONS / CBR TESTING

KERB NOTES:

- KERBS SHALL BE PRECAST CONCRETE KERBS COMPLYING WITH BS EN 1340 AND CLAUSE 1101 OF SPECIFICATION FOR HIGHWAY WORKS.
- MIX ST1 CONCRETE KERB BASE TO CLAUSE 2602 SHALL BE LAID ON THE SUB-BASE AND SHALL BE A MINIMUM THICKNESS OF 150mm. SUB-BASE SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150mm THICKNESS. RECOMPACT DISTURBED SUB-BASE PRIOR TO CONSTRUCTION OF KERB BASE. THE KERB BASE AND BACKING WILL NORMALLY BE LAID IN ONE OPERATION. HOWEVER WHERE CONCRETE BASE IS LAID IN ADVANCE OF KERBS, 200 x 20mm DIAMETER MILD STEEL DOWEL BARS WILL BE REQUIRED IN BACKING AT 450mm CENTRES. KERBS WILL THEN BE LAID ON 0mm TO 10mm THICKNESS CEMENT MORTAR DESIGNATION (I) BED TO CLAUSE 2404.
- WHERE EXCAVATION INTO EXISTING CARRIAGEWAY IS REQUIRED, A TRENCH SHALL BE EXCAVATED OF SUFFICIENT DEPTH AND WIDTH TO ACCOMMODATE THE COMPLETE BASE, BED AND BACKING OF THE KERB TYPE SCHEDULED WHILST PROVIDING SUFFICIENT SPACE FOR THE NECESSARY USE OF MECHANICAL LIFTING APPARATUS.
- WHERE IT IS REQUIRED TO LAY KERBS TO RADII LESS THAN 12 METRES, HYDRAULICALLY PRESSED RADIUS KERBS TO THE APPROPRIATE RADIUS SHALL BE USED AND CONSIDERATION SHALL BE GIVEN TO THE USE OF SHORTER KERBS WHERE THE ALIGNMENT REQUIRES SUCH KERBS TO ACHIEVE A SATISFACTORY LINE WITHOUT LARGE JOINTS. GRANITE KERBS MAY BE REQUIRED IN CONSERVATION AREAS.
- THE MAXIMUM GAP BETWEEN KERBS SHALL BE 3mm. ANY GAP WIDER THAN 3mm SHALL BE FLUSH POINTED WITH CEMENT MORTAR.
- THE APPROPRIATE 914mm LONG PRECAST CONCRETE TRANSITION KERB SHALL BE INSTALLED AT EACH CHANGE IN KERB TYPE, TIE-INS TO EXISTING AND TERMINATIONS.
- INSTALLATION OF DOWEL BARS MAY ALSO BE INSTRUCTED BY THE ENGINEER AT LOCATIONS WHERE STANDARD KERBS ARE CONSIDERED TO BE VULNERABLE TO DAMAGE CAUSED BY VEHICLE IMPACT.
- THE MINIMUM LENGTH OF ANY CUT KERB SHALL BE 450mm.
- ANY EXTERNAL 90 DEGREE KERB JOINT TO HAVE A QUADRANT INSTALLED. MITRED JOINTS ARE NOT TO BE USED.

CONSTRUCTION

C1 rev	16/01/2019 date	FOR CONSTRUCTION description	RT initials
Project PROPOSED DEVELOPMENT - CHEQUERSFIELD			
Client / Architect TaylorWimpey		Title HIGHWAY WORKS ROAD CONSTRUCTION DETAILS	
date MAY 18		scale AS SHOWN	size A1
drawn JP	checked RB	project no. 10390	drawing no. 326
		revision C1	



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