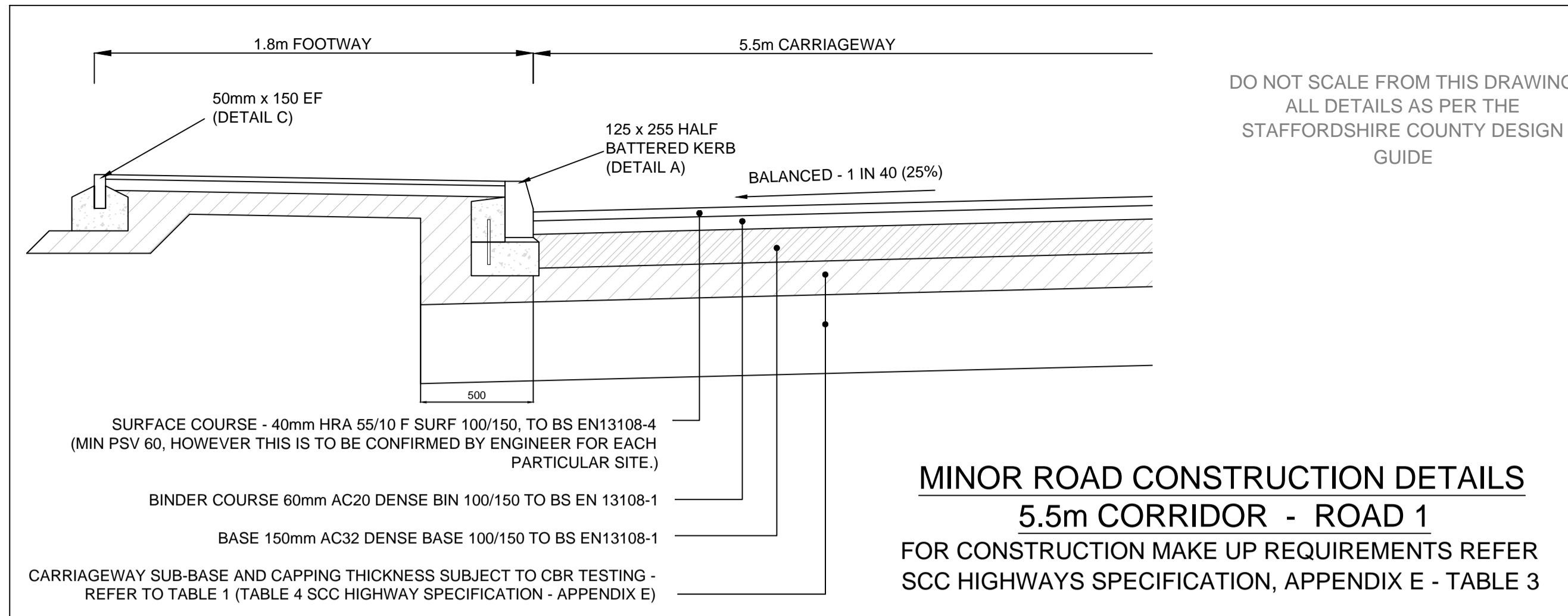


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Received
29/03/2018



KERB NOTES:

- ALL LINEAR DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE. ALL ANGULAR DIMENSIONS ARE IN DEGREES.
- ALL KERBS LAID AND BEDDED IN ACCORDANCE WITH BS EN 1340:2003.
- THE KERB BASE SHALL SIT DIRECTLY ON SUB-BASE AT EITHER DESIGN LEVEL OR LOWER. THE MINIMUM DEPTH OF KERB BASE SHALL BE 100mm AND THE MINIMUM THICKNESS OF SUB-BASE BELOW KERB SHALL BE 100mm OR 150mm WHERE NO LOWER SUB-BASE IS SPECIFIED.
- ALL VERTICAL FACES ON KERB BASE AND BACKING SHALL BE FORMED WITH SHUTTERING.
- KERBS SHALL BE BACKED UP WHILE THE KERB BASE REMAINS PLASTIC (MAX 6 hrs AFTER BATCHING).
- MORTAR SHALL COMPLY WITH S.H.W. CLAUSE 2404 DESIGNATION.
- FOR KERBLINE RADII NOT EXCEEDING 12m, APPROPRIATE CURVED KERBS SHALL BE USED.
- FOR KERBLINE RADII EXCEEDING 12m BUT NOT EXCEEDING 20m, 610mm LONG STRAIGHT KERBS SHALL BE USED.
- BOND COAT TO CLAUSE 920 SHALL BE APPLIED TO THE CARRIAGEWAY SURFACE IN ACCORDANCE WITH BS 434: PART 2 PRIOR TO THE LAYING OF EXTRUDED ASPHALT KERBING.
- ALL CONCRETE FOUNDATION AND BACKINGS TO KERBS ARE TO BE MECHANICALLY VIBRATED.
- NO KERB THAT IS LESS THAN 1/3 OF ITS ORIGINAL LENGTH IS TO BE USED WITHIN THE WORKS OF THE DEVELOPMENT.

The Contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The Contractor is to comply in all respects with current Building Legislation, British Standard Specifications, Building Regulations, Construction (Design & Management) Regulations, Party Wall Act, etc. whether or not specifically stated on this drawing. This drawing must be read with and checked against any structural, geotechnical or other specialist documentation provided. This drawing is not intended to show details of foundations, ground conditions or ground contaminants. Each area of ground relied upon to support any structure depicted (including drainage) must be investigated by the Contractor. A suitable method of foundation should be provided allowing for existing ground conditions. Any suspect or fluid ground, contaminants on or within the ground, should be further investigated by a suitable expert. Any earthwork constructions shown indicate typical slopes for guidance only & should be further investigated by a suitable expert. Where existing trees / structures are to be retained they should be subject to a full specialist inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings. A suitable method of foundation is to be provided to accommodate the proposed tree planting.

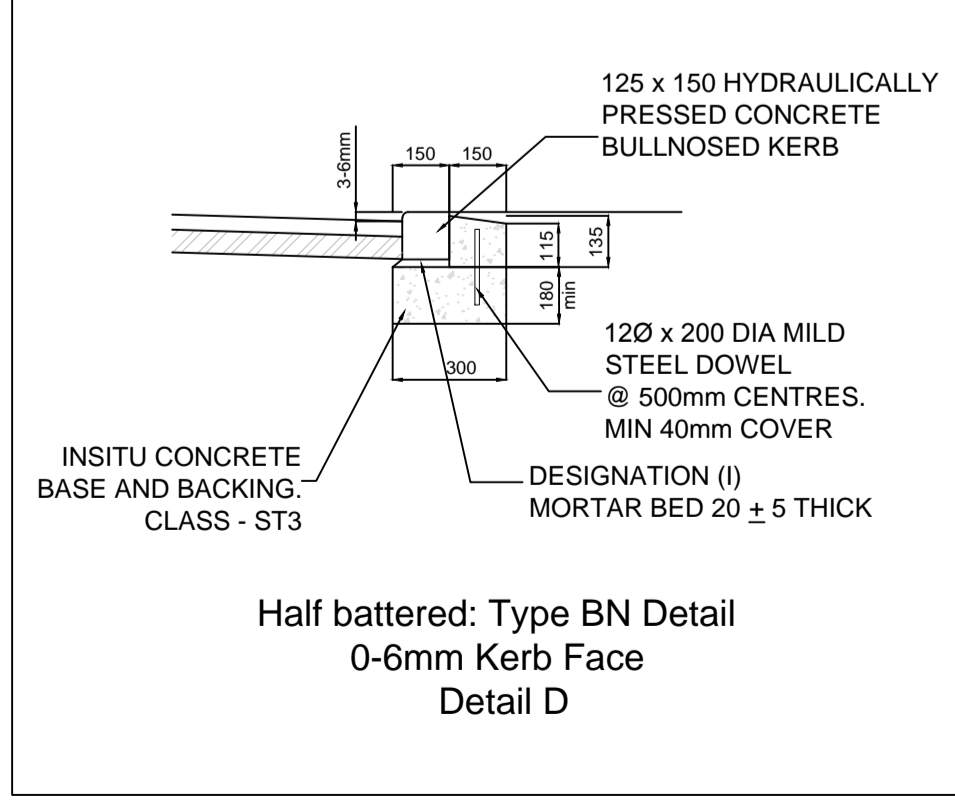
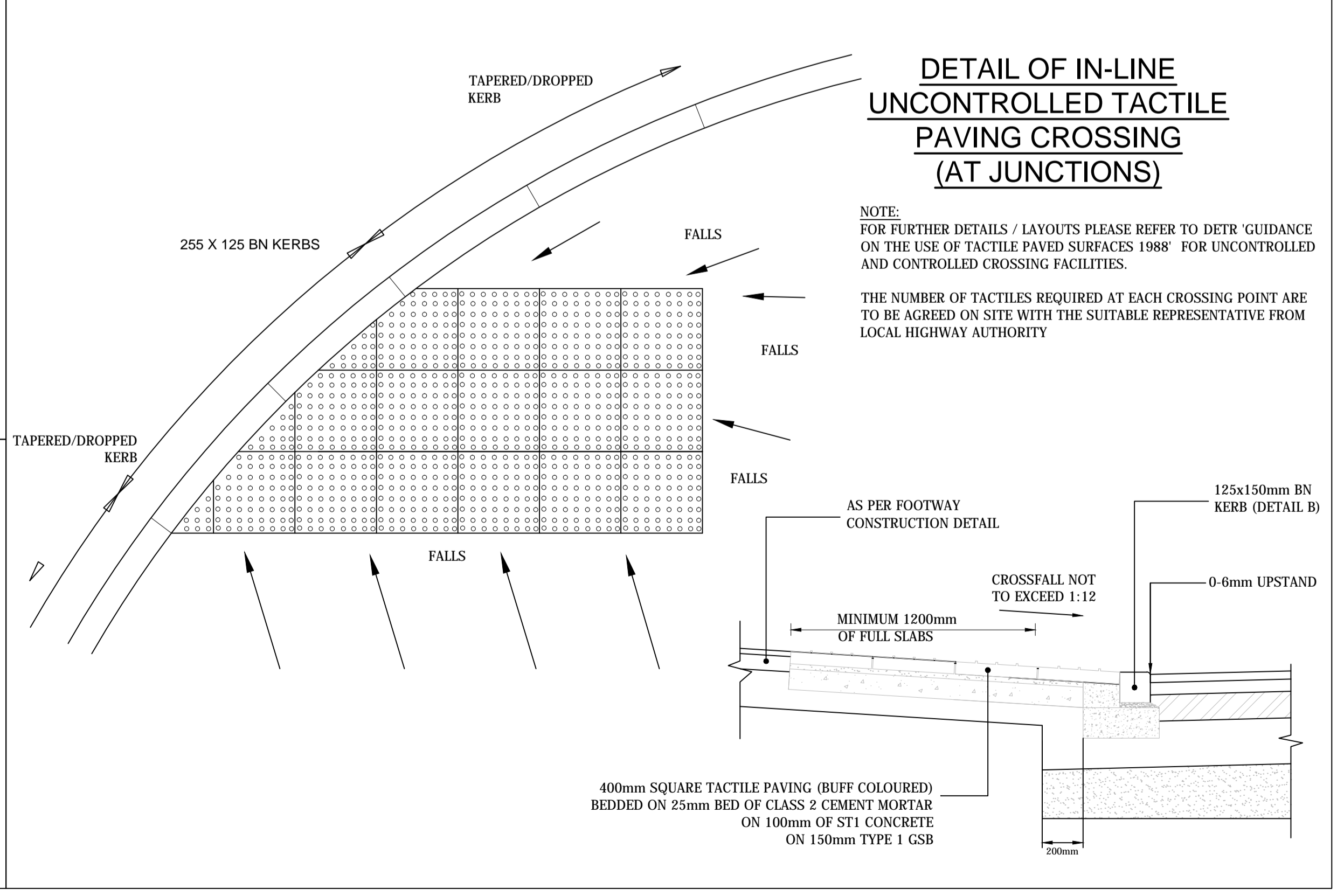
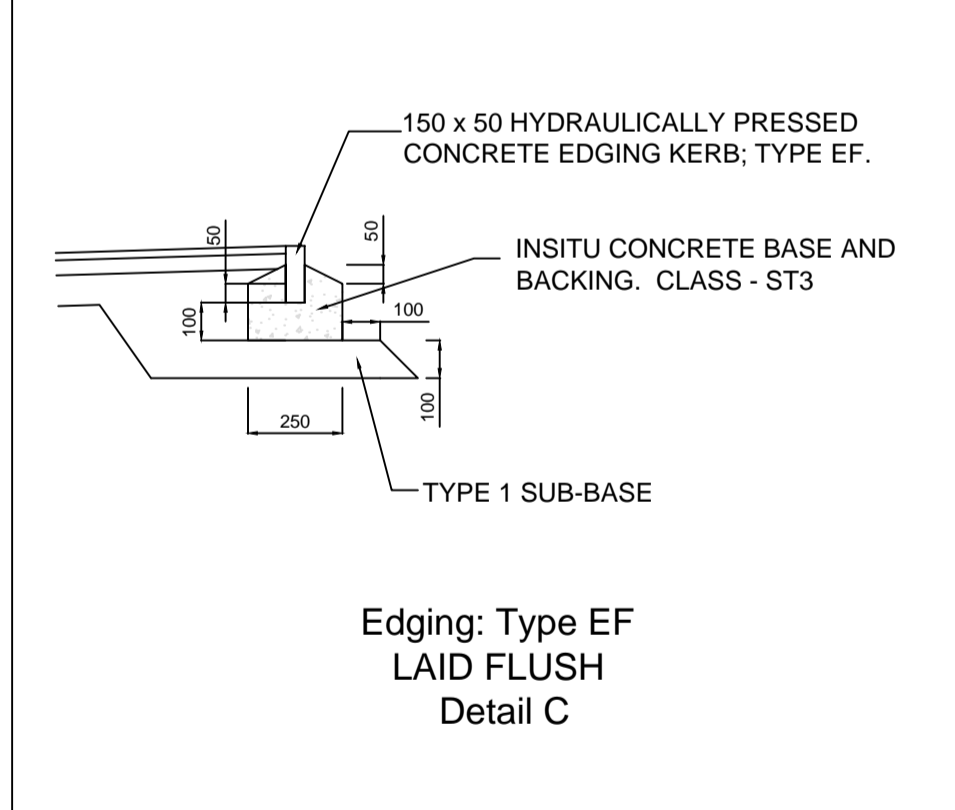
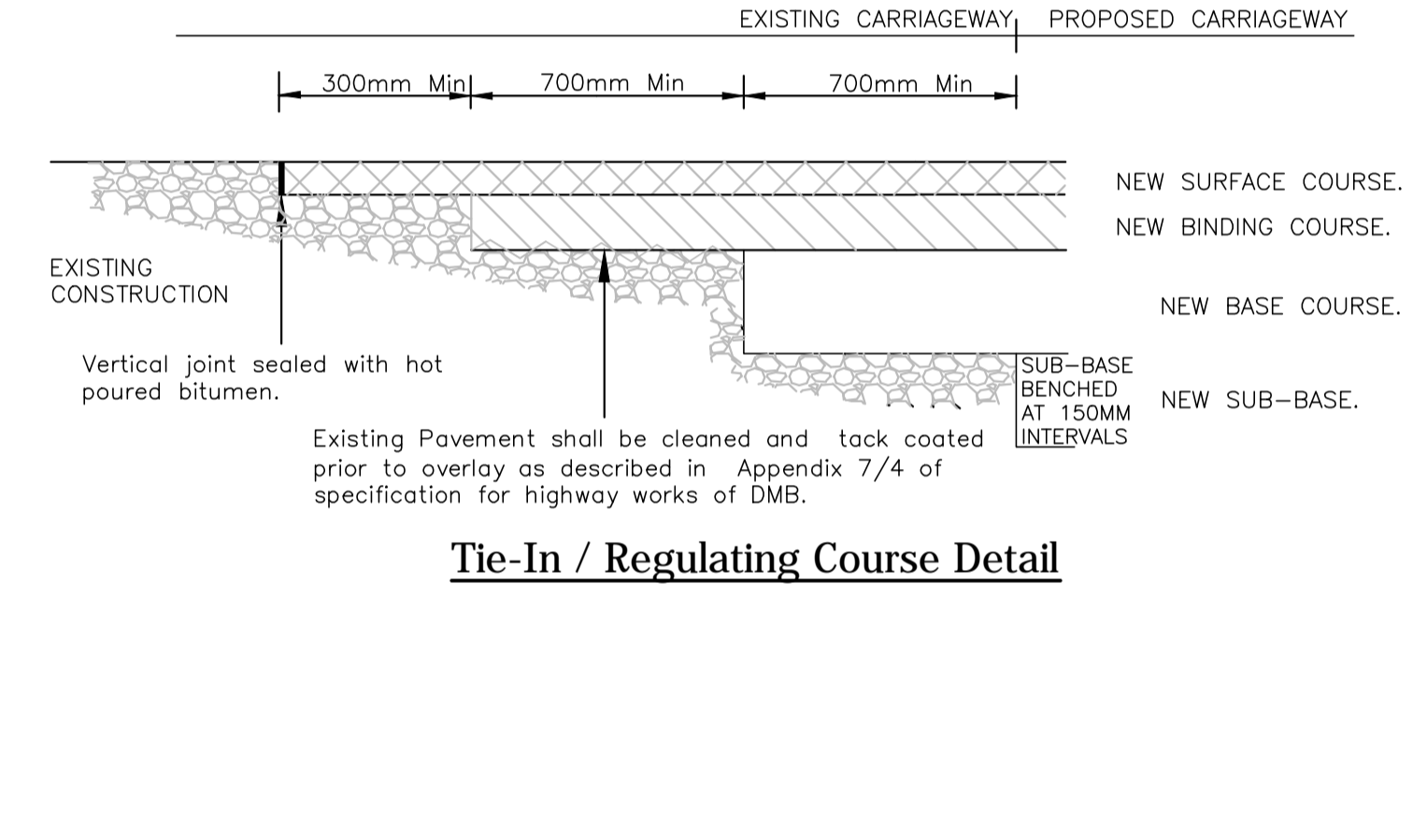
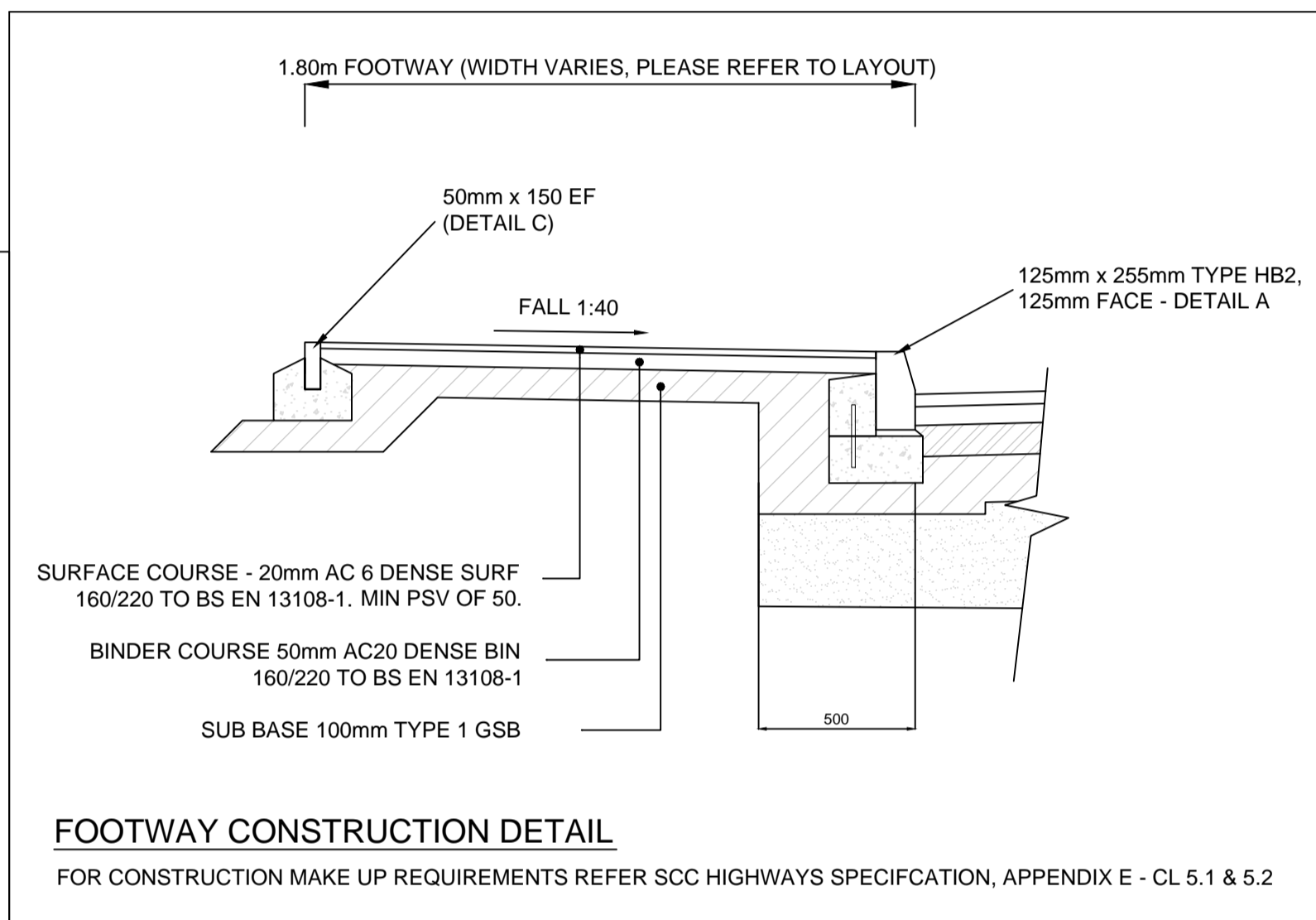
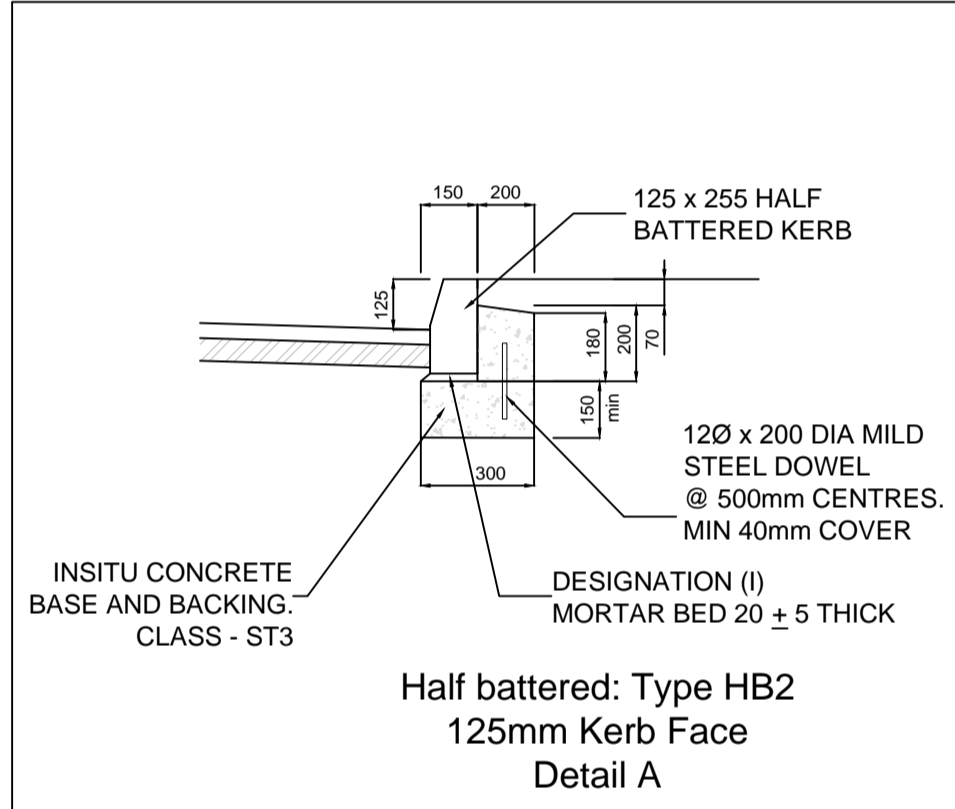
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- Notes:**
- GENERAL NOTES**
- ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE SPECIFIED.
 - ROADS FOOTPATHS AND PARKING BAYS WHICH FORM PART OF THE HIGHWAY TO BE ADOPTED UNDER SECTION 38 OF THE HIGHWAYS ACT 1980 SHALL COMPLY WITH THE RELEVANT COUNCIL HIGHWAY SPECIFICATION.
 - DRAWING TO BE READ IN ACCORDANCE WITH HIGHWAY CONSTRUCTION DETAILS.
 - FOR SPECIFICATION OF ROAD BASE, PAVING, KERBING AND ALL OTHER DETAILS REFER TO STAFFORDSHIRE COUNTY COUNCILS DESIGN GUIDE.
 - MINIMUM GRADE OF CONCRETE TO USED IN HIGHWAY SHALL BE ST3.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DESIGN DRAWINGS AND OTHER INFORMATION.
 - POLISHED STONE VALUES, AGGREGATE SIZES, AGGREGATE ABRASION VALUES AND PENETRATION VALUES OF ALL SURFACE COURSE MATERIALS MUST BE CHECKED WITH HIGHWAY AUTHORITY AND COMPLY WITH ALL CODES OF PRACTICE PRIOR TO ORDERING AND LAYING OF MATERIALS.
 - CBR TESTS TO BE CONDUCTED AT 40m INTERVALS. FINAL SUB-BASE AND CAPPING REQUIREMENTS TO BE AGREED WITH ENGINEER, PRIOR TO COMMENCEMENT OF WORKS. MINIMUM NUMBER OF CBR TESTS PER EACH NEW CARRIAGEWAY SHALL BE 2. IN ACCORDANCE WITH SCC HIGHWAY SPECIFICATION.
 - LEVEL OF EXISTING ROAD AT POINT OF TIE IN WITH PROPOSED SITE ROAD MUST BE CHECKED BEFORE COMMENCEMENT OF WORKS.
 - FOR POSITIONS WHERE ROADS CHANGE FROM BALANCED TO CROSSFALL REFER TO ROAD & SEWER SECTIONS.
 - ALL TRANSVERSE JOINTS SHALL BE CUT FOR KERBING WITH VERTICAL FACES PAINTED WITH HOT BITUMINOUS MATERIAL(S). THIS IS REQUIRED IN ORDER TO COMPLY WITH SCC SPECIFICATION.
 - PAVEMENT DESIGN SHOULD BE IN ACCORDANCE WITH BS 7533.
 - NO HAND LAYING METHODS ARE TO BE EMPLOYED FOR LAYING CONSTRUCTION MATERIALS WITHIN THE HIGHWAY THAT IS TO BE OFFERED UP TO THE LOCAL AUTHORITY UNDER A SECTION 38 AGREEMENT.

Table 3 – Carriageway Construction Requirements

Road Type	Surface Course Thickness and material	Binder course Thickness and material	Base Thickness and material
Distributor Road (inc. all industrial/commercial roads)	SMA 14 surf 40/60 40mm thick min psv 60	AC 20 Dense Bin 100/150 60mm thick.	AC 32 Dense Base 100/150 recipe mix 200mm thick.
Collector/Connector/ Major Access Road	SMA 10 surf 40/60 40 mm thick. min psv 60	AC 20 Dense Bin 100/150 recipe 60mm thick.	AC 32 Dense Base 100/150 recipe mix 150mm thick.
Minor Residential Access/ Minor Access Way / Mews Courts / Housing Squares	HRA 55/10 F surf 100/150 to 40mm thick min psv 55	AC 20 Dense Bin 100/150 recipe mix 60mm thick.	AC 32 Dense Base 100/150 recipe mix 100mm thick.



DETAILS OF SUB-BASE AND CAPPING:

- FOR TENDER PURPOSES IT IS ASSUMED THAT THE CBR VALUE OF THE SUBGRADE IS LESS THAN 2% AND THAT THEREFORE A 600mm THICK CAPPING LAYER WILL BE REQUIRED BENEATH THE FULL EXTENT OF THE NEW CARRIAGEWAY CONSTRUCTION, WITH A 150mm THICK SUB-BASE.
- THE CONTRACTOR SHALL ALLOW FOR CBR TESTING OF THE SUBGRADE AND FORWARD RESULTS TO THE PROJECT MANAGER. IF THE CBR VALUES OBTAINED ARE GREATER THAN 2%, THEN THE TABLE BELOW SHOULD BE USED TO DETERMINE THE REQUIRED SUB-BASE AND CAPPING LAYER THICKNESSES.
- ANY SAVINGS BROUGHT ABOUT BY A REDUCTION IN THE OVERALL CARRIAGEWAY CONSTRUCTION AND EXCAVATION COSTS SHALL PASSED ON TO THE EMPLOYER AND ARE TO BE AGREED PRIOR TO THE COMMENCEMENT OF THE WORKS.

Table 4 – Carriageway Sub-base and Capping Thickness

CBR value of formation	Layer thickness
CBR 15% or greater	150mm sub-base
CBR 5% to less than 15%	225mm sub-base laid in 2 layers (max single layer thickness 125mm)
CBR 2% to less than 5%	150mm sub-base plus 350mm capping
CBR less than 2%	150mm sub-base plus 600mm capping

- DESIGN/EQUILIBRIUM CBR's WILL BE REQUIRED TO BE DETERMINE THICKNESS OF CAPPING.
- SUB-BASE TO BE TYPE 1 GRANULAR MATERIAL TO DTP SPECIFICATION CLAUSE 803.
- CAPPING MATERIAL TO BE APPROVED BY SSC LABORATORY PRIOR TO USE.

Rev	Description	Date	Drawn	Check

Revisions:



Drawing Status:
Subject to the following approvals:
R1: Subject to Technical Approval from Staffordshire CC Highways
R2: Subject to Technical Approval from Severn Trent Water
R3: Developer to complete application/approval with STW
R4: Consent to Discharge - Developer to complete application/approval with SCC Land Drainage Team

Client:
LIONCOURT HOMES

Project:
Tattenhill Lane, Branston

Title:
ADAPTABLE ROAD CONSTRUCTION DETAILS - S111 MINOR WORKS

Job Number: RACE/LCH/TLB
Drawing No.: ENG_250
Revision: #

Scale: 1:20 @ A1
Date: May '17
Drawn by: SM
Checked by: #

Contact us:
Residential & Commercial Engineering Ltd,
Unit 17, Lakeside Business Park, Walkmill Lane, Cannock, WS11 0XE.
Tel: 01922 411552