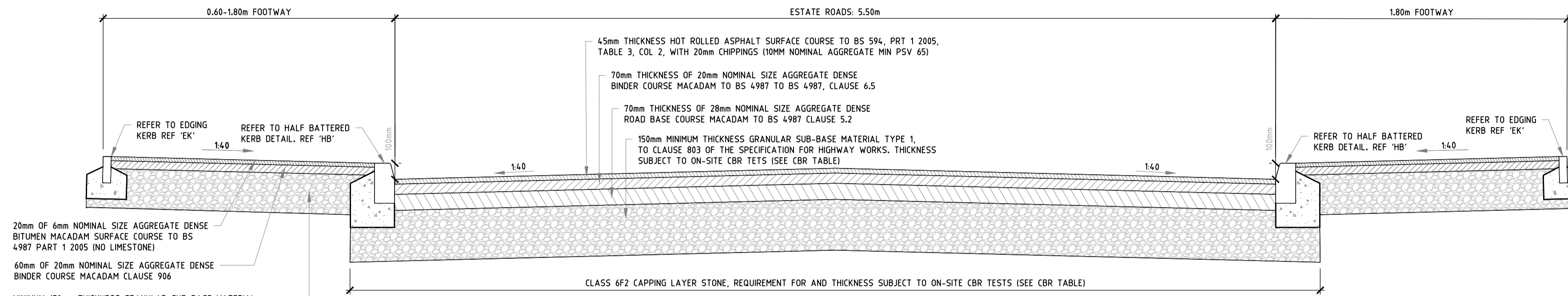
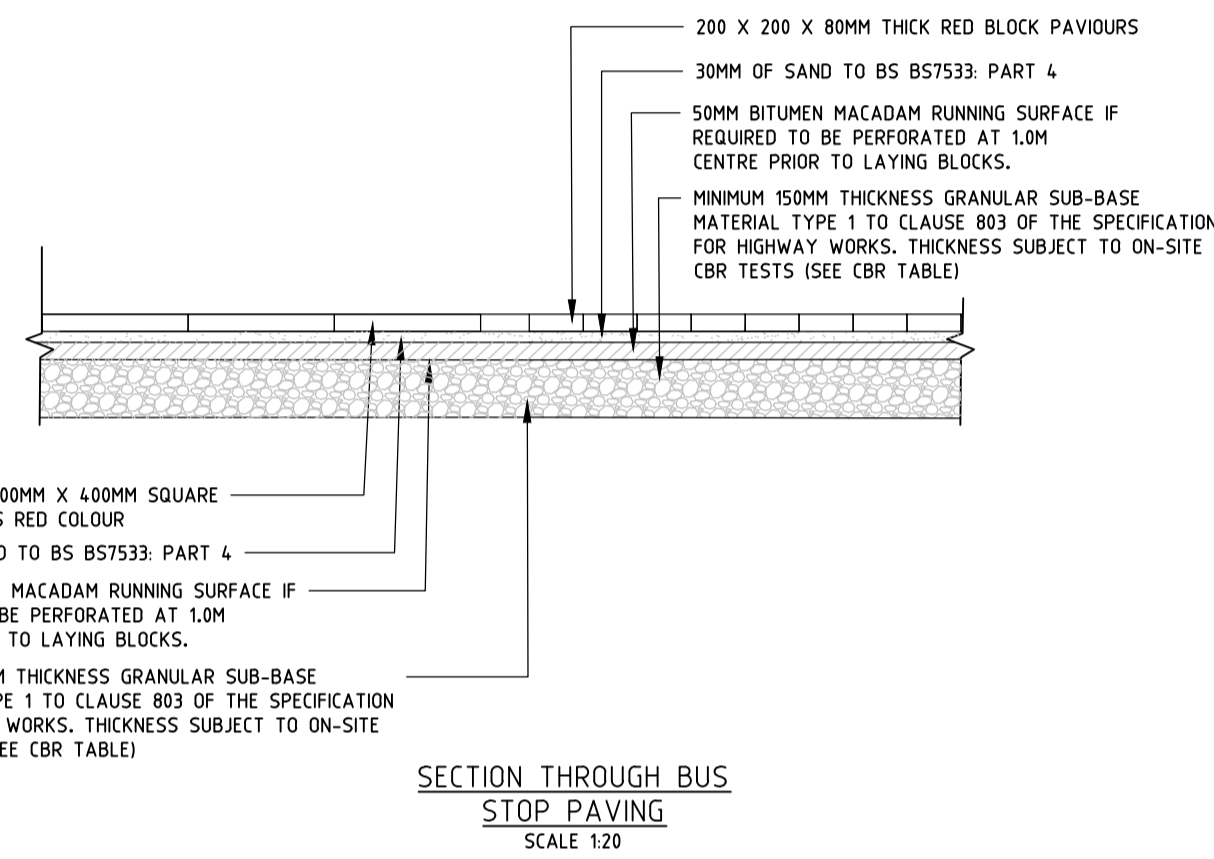


NOTES:

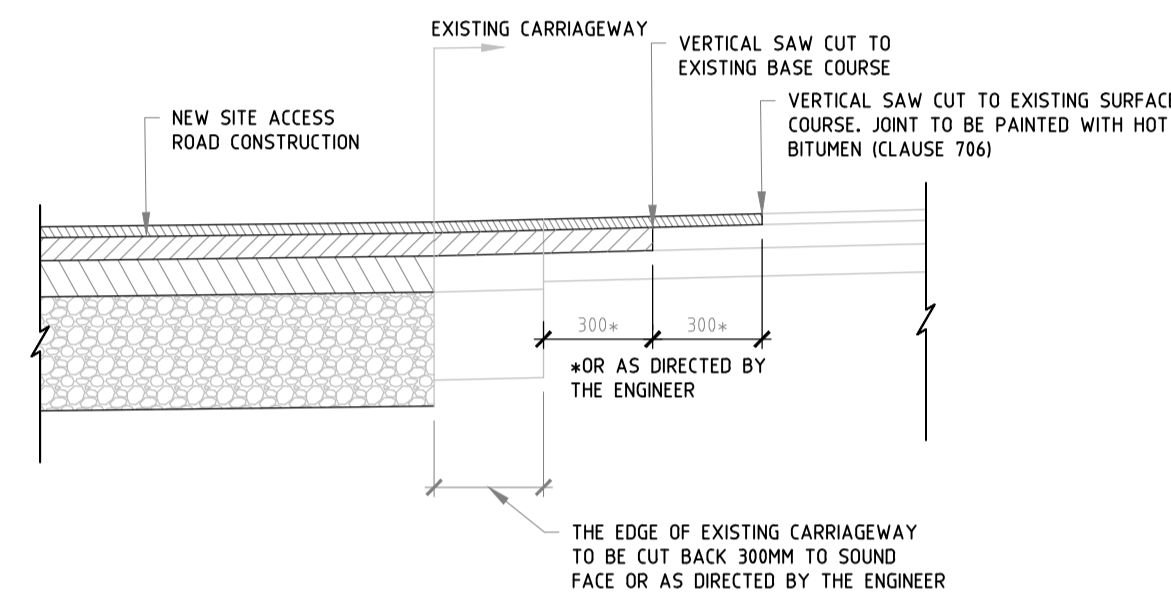
1. ALL HIGHWAY WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH LANCASHIRE COUNTY COUNCIL SPECIFICATION, STANDARD DETAILS AND THE DEPARTMENT OF TRANSPORTS SPECIFICATION FOR HIGHWAY WORKS (SHW) PUBLISHED BY HMSO.
2. THE CONTRACTOR SHALL ASCERTAIN THE CBR OF THE SUB GRADE ON SITE IN ORDER TO DETERMINE THE REQUIRED SUB-BASE AND CAPPING LAYER THICKNESS.
3. PRIOR TO LAYING ANY MATERIAL THE SUB GRADE MUST BE INSPECTED AND ANY SOFT SPOTS REMOVED AND FILLED WITH TYPE 2 MATERIAL TO SHW CLAUSE 894.
4. USE OF THIS DRAWING DOES NOT ABSOLVE THE CLIENT FROM HIS RESPONSIBILITIES UNDER HEALTH AND SAFETY, THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS.
5. CLASS 2 SULPHATE RESISTANT CEMENT TO BE USED THROUGHOUT.
6. ALL TRENCH BACKFILL UNDER PROPOSED HIGHWAY AREAS TO BE TYPE 1 STONE COMPACTED IN 150MM LAYERS.
7. MAIN CONTRACTOR TO UNDERTAKE CBR TEST



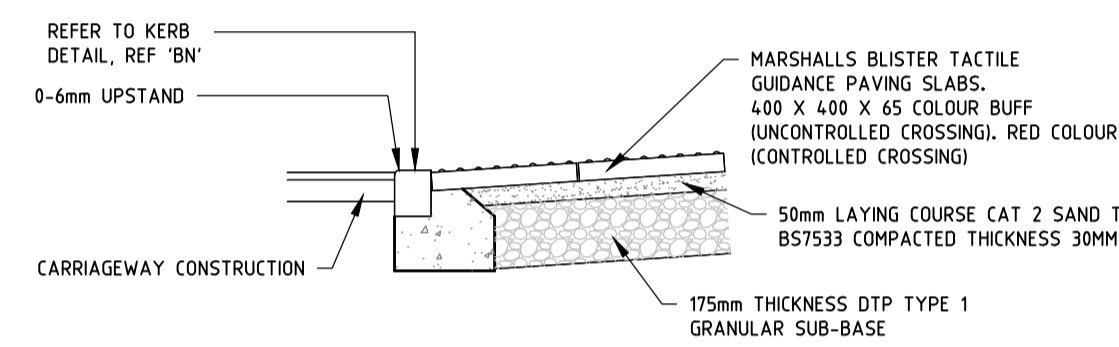
TYPICAL ESTATE ROAD CONSTRUCTION DETAIL



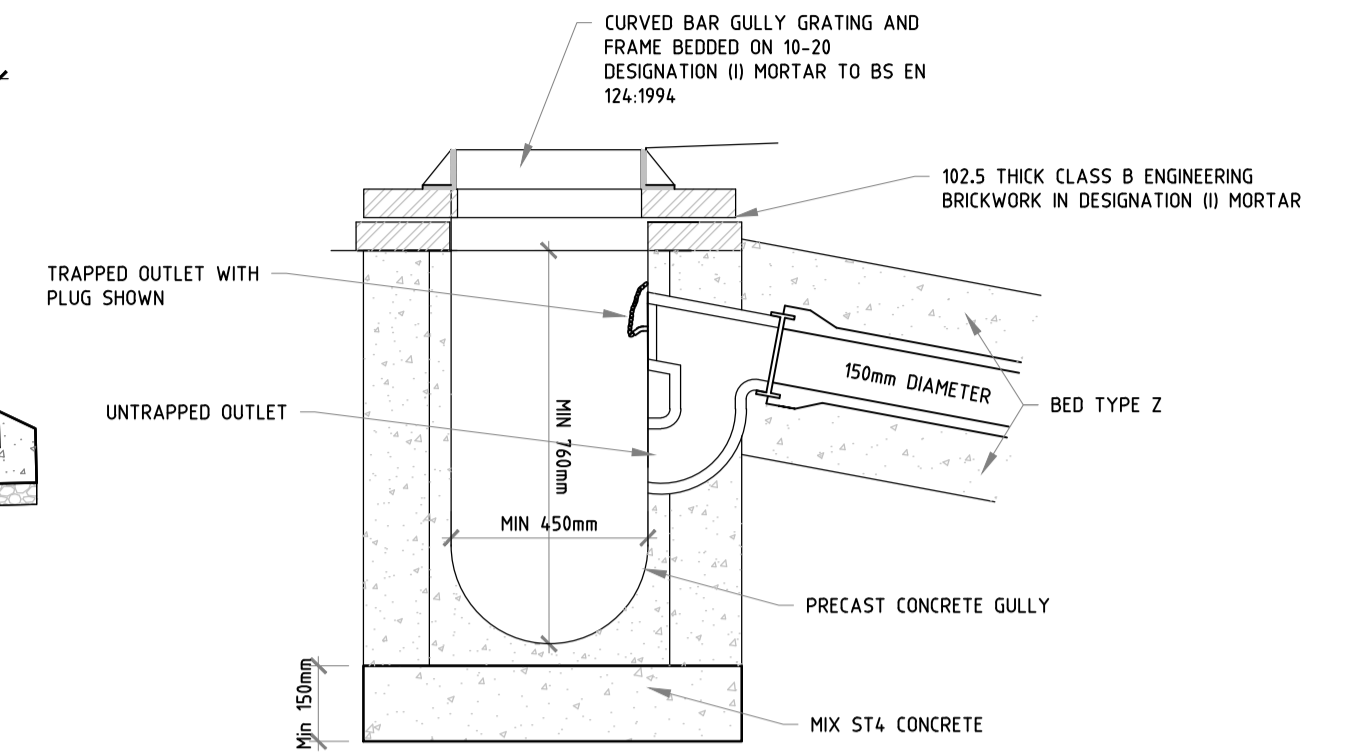
SECTION THROUGH BUS STOP PAVING SCALE 1:20



TIE IN TO EXISTING CARRIAGEWAY DETAIL

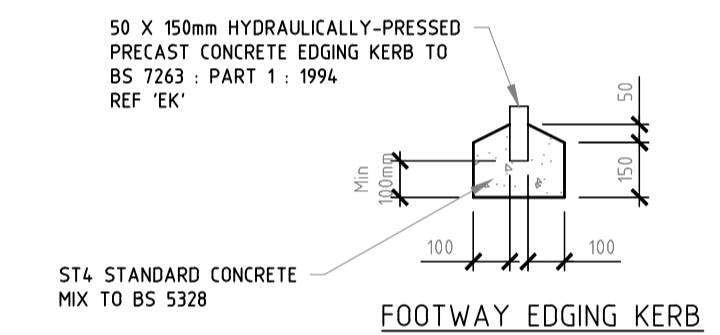


TYPICAL DROPPED KERB AT PEDESTRIAN CROSSING POINT DETAIL SCALE 1:20

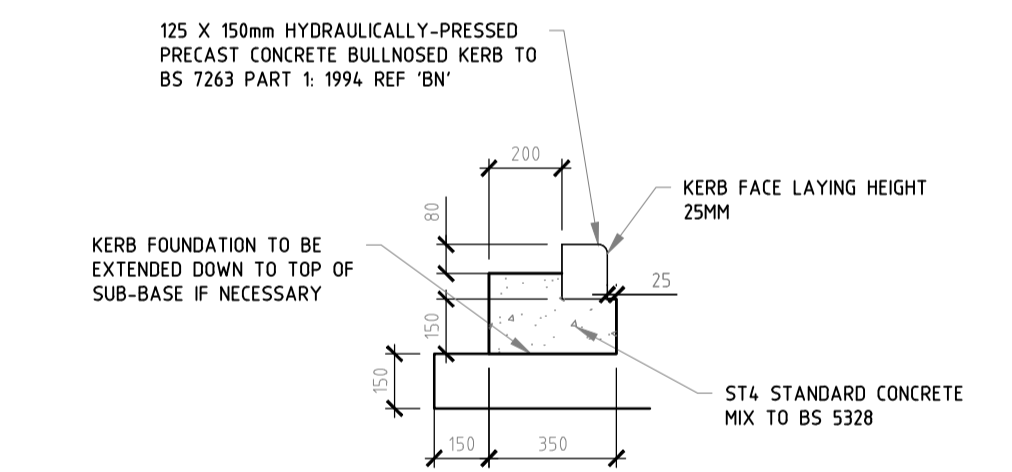


ROAD GULLY CONSTRUCTION DETAIL

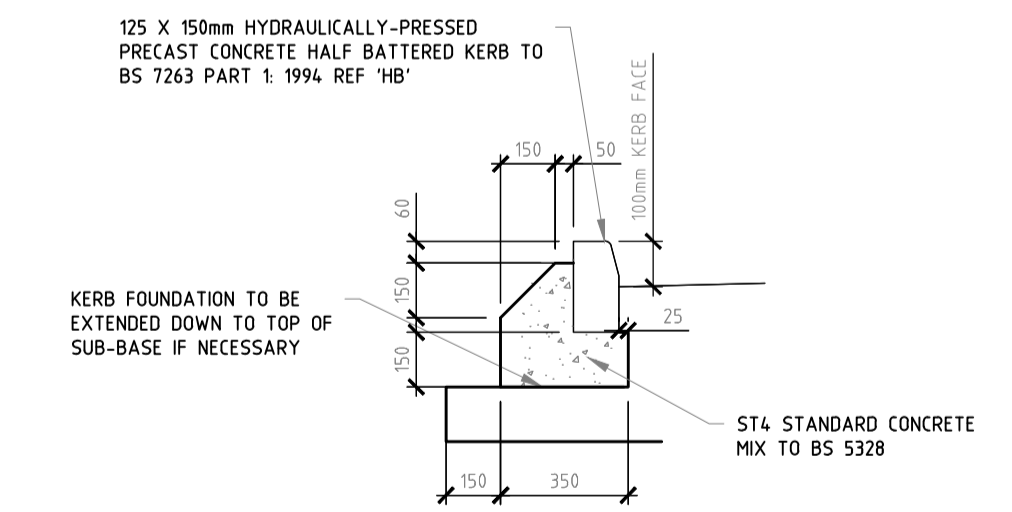
- NOTES:**
1. GULLY COVER SLAB TO BE OF CONCRETE CLASS C25/20
 2. GULLY GRATING AND FRAMES SHALL BE TO EUROPEAN STANDARD EN 124 PART 2 OR CLAYWARE TO BS 65 WITH CONCRETE FOUNDATIONS
 3. GULLY POTS ARE TO BE OF PRECAST CONCRETE BS 5911 PART 2 OR CLAYWARE TO BS 65 WITH CONCRETE FOUNDATION MIX ST4 (C20) AND BACKFILLED WITH GENERAL FILL CLASS 1 (TABLE 6/COMPACTED IN ACCORDANCE WITH CLAUSE 612) WHERE MECHANICAL COMPACTION IS IMPRACTICAL. THE BACKFILLING SHALL BE IN MIX ST2 CONCRETE. IN-SITU CONCRETE GULLIES SHALL BE CONSTRUCTED FROM 150 MIN THICKNESS, MIX ST4 CONCRETE USING PERMANENT SHUTTERING HAVING CURRENT BBA CERTIFICATE (7MM WALLED OR RIBBED PLASTIC BS EN ISO 9002:1994)
 4. GULLY CONNECTIONS SHALL BE 150 FLEXIBLE JOINTED PIPES WITH WATERTIGHT JOINTS
 5. ALL GULLY CONNECTIONS UNDER ROADS, IN VERGES WITHIN 2.5M OF THE ROADS, SHALL HAVE A TYPE 2 CONCRETE BEDDING DETAIL



FOOTWAY EDGING KERB



BULLNOSED KERB



HALF BATTERED KERB

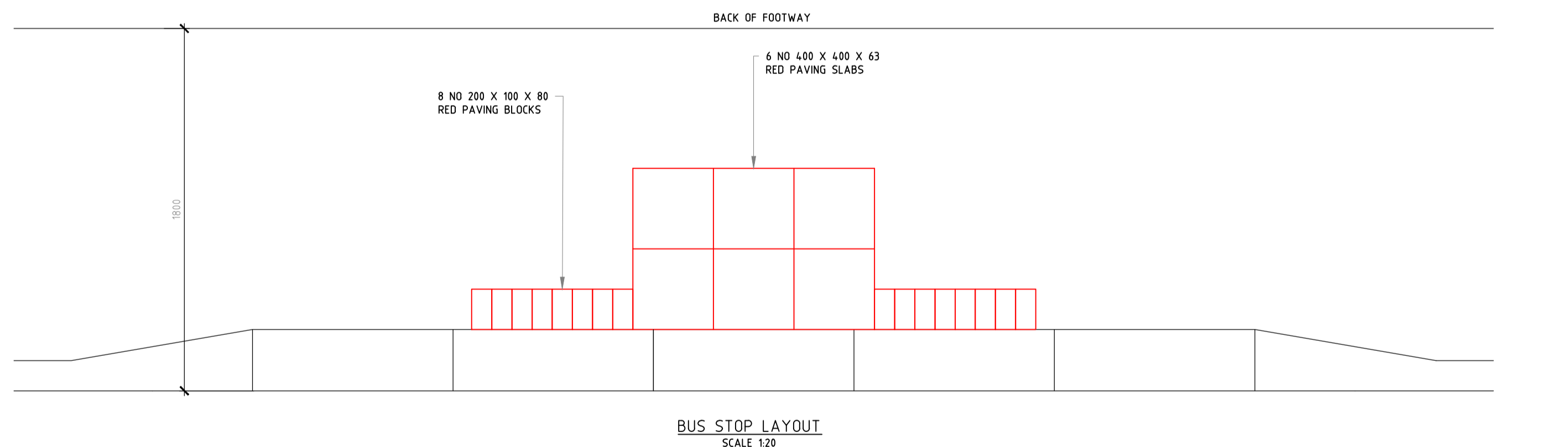
KERB NOTES:

1. KERBS TO BE MANUFACTURED TO STANDARDS OF BS 7263 (PART 1)
2. KERBS TO BE LAID ON 100MM 1:3 CEMENT / SAND MORTAR ON PREPARED FOUNDATION. ALTERNATIVELY, LAY KERBS ON WELL COMPACTED BED OF SEMI-DRY CONCRETE, MAX 35MM SLUMP, ALL IN ACCORDANCE WITH BS 7263 (PART 2)
3. CONCRETE TO BE ST4

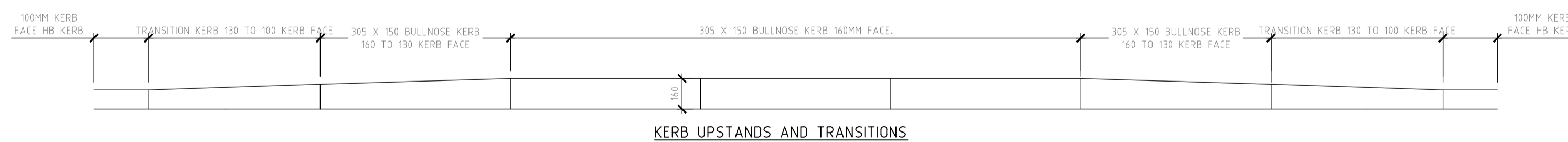
SUB-BASE & CAPPING	
SUB-GRADE I: COMPACT, NON PLASTIC, GRANULAR SOIL, E.G. GRAVEL, SANDS AND WEATHERED ROCK WITH A CBR OF GREATER THAN 8%	300MM OF TYPE 1 SUB-BASE
SUB-GRADE II: FIRM COHESIVE SOILS E.G. FIRM SANDY OR SILTY CLAYS WITH A CBR BETWEEN 2% AND 8%	150MM OF TYPE 1 SUB-BASE OVER 400MM OF 6F2 CAPPING
SUB-GRADE III: POORLY DRAINED FINE GRANULAR OR SOFT COHESIVE SOILS, E.G. HEAVY PLASTIC CLAYS, WET SILTY FINE SANDS WITH A CBR LESS THAN 2%	150MM TYPE 1 SUB-BASE OVER 600MM OF 6F2 CAPPING

NOTES: WHEN THE SUB-GRADE IS PARTICULARLY WEAK THE ENGINEER MAY REQUIRE EITHER THE SUB-BASE THICKNESS TO BE INCREASED OR, IF THE FORMATION IS IN A POORLY DRAINED FINE GRANULAR SOIL (E.G. SILT OR SILTY FINE SAND), A FABRIC FILTER SHEET TO BE LAID ON THE FORMATION PRIOR TO PLACING THE INITIAL LAYER OF CAPPING MATERIAL.

SUB-BASE AND CAPPING TABLE



BUS STOP LAYOUT SCALE 1:20



KERB UPSTANDS AND TRANSITIONS

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<p>Manchester, UK 3rd Floor, Connavon Court, 12 Blackfriars Street, Manchester, M3 9EQ, United Kingdom</p> <p>T: +44 (0) 161 834 1938 E: manchester@edgece.com</p> <p>The concepts + information contained in this document are the copyright of EDGE Consulting Engineers. Use or copying of this document in whole or in part without the written permission of EDGE Consulting Engineers constitutes an infringement of copyright.</p> <p>DO NOT SCALE DRAWINGS, IF IN DOUBT, ASK!</p>		Project Name CHATBURN ROAD CLITHEROE	Drawing Title SECTION 278 CONSTRUCTION DETAILS
Client McDERMOTT HOMES		Discipline CIVIL	Status APPROVAL
Designed MA	Drawn MA	Checked RA	Scale @ A1 1:20
Project No. 17067	Drawing No. C054	Revision P01	