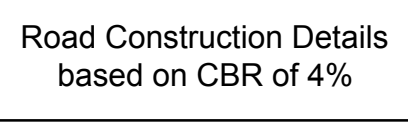


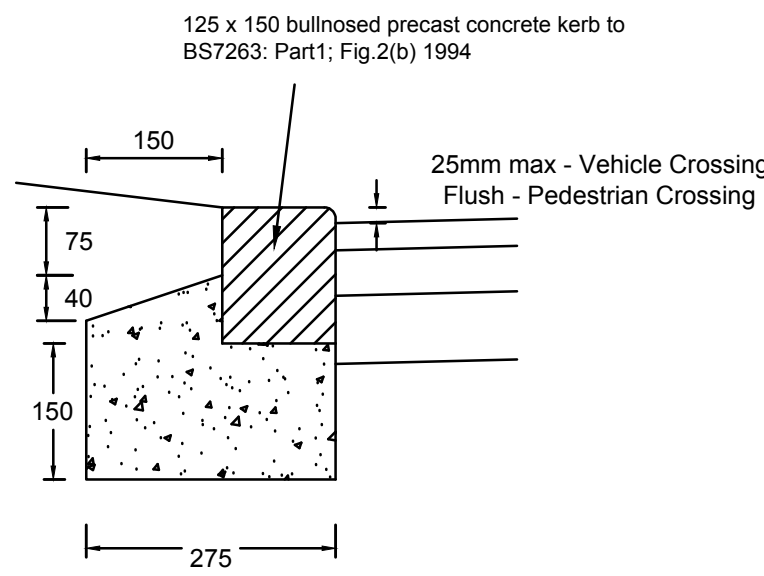
RSK LDE LTD has followed it's Design Risk Management process for Hazard Elimination and Risk reduction in developing the designs shown on this drawing.
Abnormal or unusual residual risks may be shown above where it is considered that such risk may not normally be expected by competent persons engaged on work of this nature or type.

1. This drawing is to be read in conjunction with all relevant approved Architects/Planning/Designers drawings and details.
2. The Contractor shall comply with the following:-
 - (i) All operations should be carried out in accordance with the General Health and Safety Policy of the Developer as required by Sections 2 of the Health and Safety at Work Act 1974 and in particular the Construction (General Provisions) Regulations.
 - (j) The Local Authority and service companies are to be notified prior to commencement of work on site.
 - (k) Prior to construction the actual positions and depths of services likely to be affected by the works should be established by means of hand dig in close liaison with the service companies. The Contractor shall immediately advise the Adopting Engineer of any services exposed which may affect the design.
 - (l) All operatives working on the highway works must have street works accreditation.
3. The Contractor and/or Developer are entirely responsible for compliance with the Health and Safety at Work Act. He shall be specifically responsible for all temporary works and for the stability of the affected land and structures.
4. CBR values to be determined on site with the Highways Authority at the time of construction and CBR testing carried out as necessary by an independent UKAS laboratory.
5. The Contractor shall check all road and pavement levels before commencing the permanent adoptable works. The Adopting Engineer shall be informed immediately if any levels do not tie-in or will lead to areas of standing water. If this occurs the Developer will have to correct such problems, at his own cost, after first agreeing the necessary remedial measures required with the Adopting Engineer.



SUBGRADE CBR (%)	CAPPING LAYER mm	SUB-BASE mm	OVERALL THICKNESS mm
2	600	150	750
2.5	400	150	550
3	370	150	520
4	310	150	460
5	250	150	400
8	220	150	370
10	190	150	340
15	150	150	300

TYPICAL GULLY DETAIL AT KERB POSITION



BULLNOSED KERB DETAIL

P1	17.12.18	First Issue	EP	MS	
Rev.	Date	Amendment	Drawn	Chkd.	Appd.

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Client		 MULBURY HOMES			
Project Title					
Old Row Barrow					
Drawing Title					
Road Construction Details					
Drawn	Date	Checked	Date	Approved	Date
EP	NOV 18	MS	NOV 18		
Scale	Orig Size		Dimensions		
NTS	A1				
Project No.			Drawing File		
881590					
Drawing No.				Rev.	
ENG10				P1	