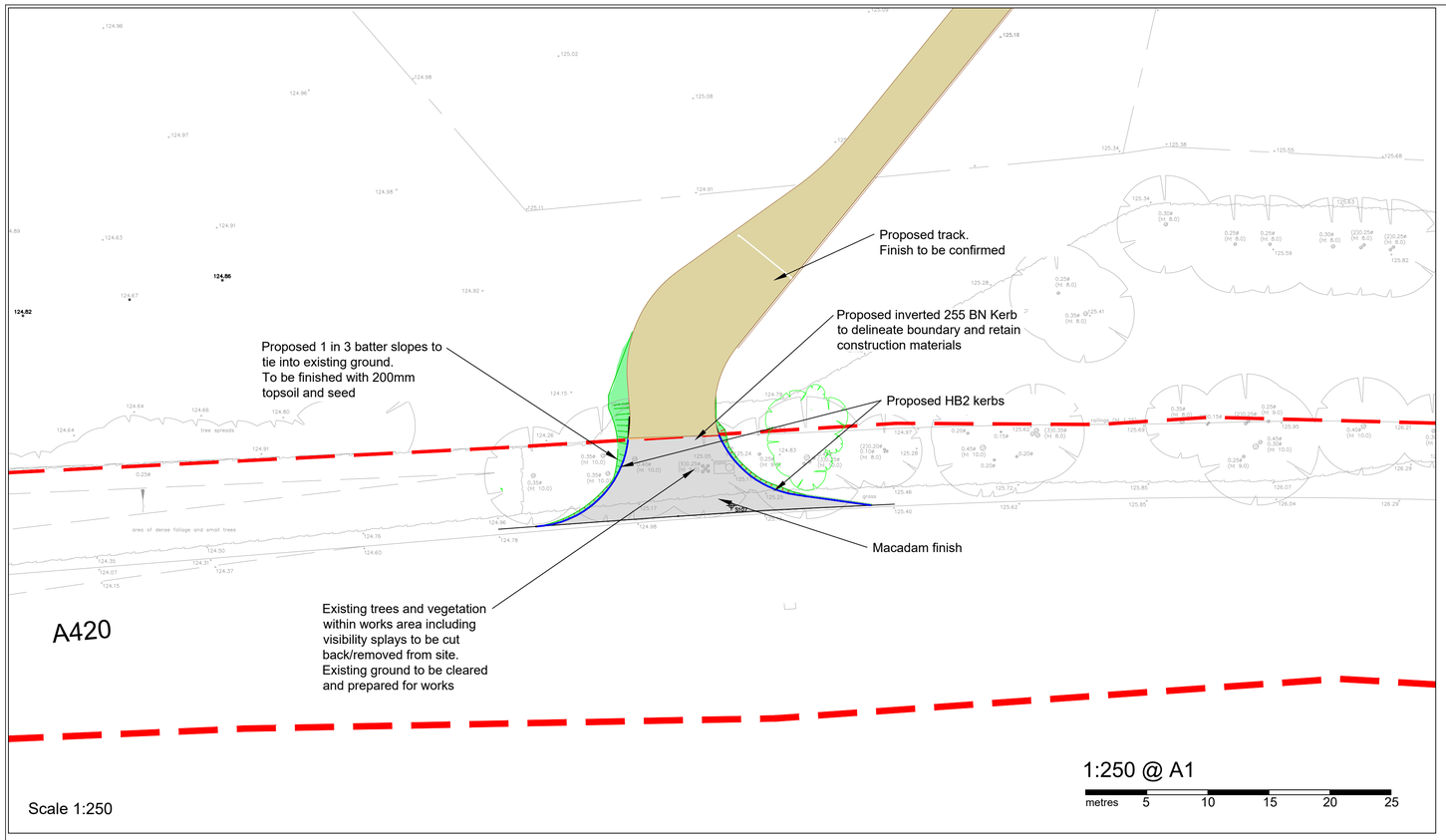


Adoptable Finishes Key:

- Ashphalt Concrete Carriageway
- Grassed Verge batter slope 1 in 3
- HB2 Kerb – 125mm Upstand
- Inverted BN (255) – Laid Flush

Private Finishes Key:

- Ashphalt Concrete
- Grassed Verge batter slope 1 in 3

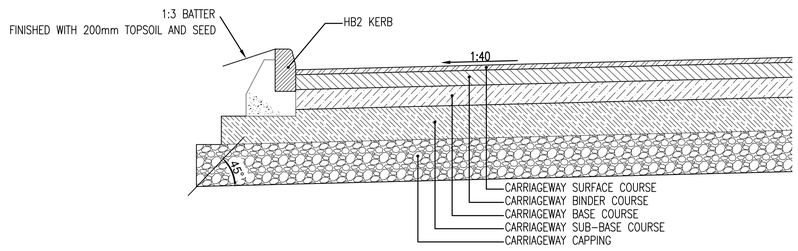
Finishes Notes

1. All dimensions are in metres unless otherwise stated.
2. This drawing is to be read in conjunction with all drawings, notes and specification from the Badingham design pack. The contractor is to satisfy themselves that there are no discrepancies within the design pack before commencing on site. If in doubt, ask.
3. All works to be carried out in strict accordance with "The Specification for Highway Works – modified & extended", All works shall be completed to the satisfaction of the Local Highway Authority and Site Inspector.
4. All works within the public highway shall be carried out and comply with the requirements of the DTP 'Traffic Signs Manual Chapter 8– traffic measures and signs for land works and temporary situations'.
5. Kerbing to comply with BS1340:2003 and asphalt to comply with BS EN 13108.
6. Contractor to place suitable transition between all changes in kerb type.
7. All formations will require inspection by the Local Highway Authority Engineer.
8. All new verge areas to be constructed with 250mm topsoil and seed for a width of 500mm from back of footway edging (not including batter slopes)
9. Verges behind all new kerbing and edging to be made good with 250mm min topsoil and seed.
10. Grass seed to be low maintenance type British seed houses A18 highway verge and embankment mix with sowing rate of 30g/m^2
11. Contractor to undertake works in accordance to the Local Highway Authority specification and provided standard details.

Site Clearance Notes

1. No site clearance shall commence until all trees to be retained are protected. Protection shall be in accordance with BS 5837 and to the satisfaction of the Local Highway Authority.
2. All works within the highway boundary shall be in accordance with the LHA'S requirements.
3. All site clearance and demolition works shall be undertaken in accordance with BS 6187.
4. Redundant drainage runs shall be removed and connections to remaining manholes/inspection chambers shall be sealed to prevent debris entering existing sewers or watercourses.
5. Voids from existing carrier drains, manholes and road gully removal shall be suitably filled with lean mix concrete to foundation level or suitably grouted up.
6. Burning or materials on site is prohibited.
7. All voids created from the works shall be backfilled with suitable compacted granular material, in layers not exceeding 150mm thickness.
8. For diversions see statutory services drawings for details.
9. All remaining road markings within the offsite works are to be refreshed.
10. All vegetation within proposed works and visibility splays to be removed.
11. Any existing road markings to be removed from carriageway to be removed by hydro–blasting.

CARRIAGEWAY CONSTRUCTION DETAIL



ADOPTABLE CARRIAGEWAY CONSTRUCTION – ASPHALT CONCRETE (MACADAM)

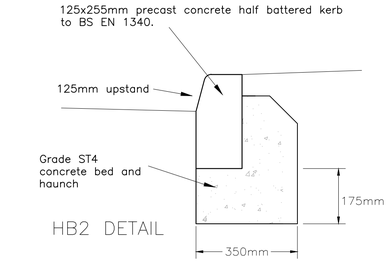
LAYER	MATERIAL NAME	MATERIAL CODE	THICKNESS	NOMINAL SIZE OF AGGREGATE	GRADE OF BINDER	COMMENTS
SURFACE COURSE	HRA	HRA55/10 CF SURF	50mm	0/14mm	40/60 PEN	BS EN 13108 – 4:2006 (SHW Clause 911)
BINDER COURSE	ASPHALT CONCRETE (MACADAM)	AC 20 DENSE BIN	60mm	0/20mm	100/150 PEN	BS EN 13108–1 & BS 594987
BASE COURSE	ASPHALT CONCRETE (MACADAM)	AC 32 DENSE BASE	200mm	0/32mm	100/150 PEN	BS EN 13108–1 & BS 594987
SUB BASE	GRANULAR SUB BASE MATERIAL TYPE 1		150mm MIN			IN ACCORDANCE WITH NOTE 11 & S.H.W. CBR TO ACHIEVE 30%
CAPPING	6F5		AS BELOW			IN ACCORDANCE WITH CC CAPPING CHART BELOW. TO ACHIEVE 15% MIN

CAPPING TABLE

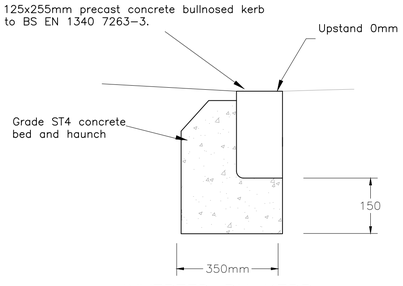
Subgrade CBR	Equilibrium	Capping Layer Thickness	Sub-Base Thickness	Total Sub-Base Thickness
CBR 15% - 30%	-	150mm	150mm	
CBR 5% - 15%	-	225mm	225mm	
CBR 2% - 5%	350mm	150mm	400mm*	
CBR less than 2%	600mm	150mm	N/A	

Scale NTS

KERB DETAILS



HB2 DETAIL



INVERTED BN KERB

Scale NTS

BITUMINOUS MATERIALS NOTES:

B1. WHERE JOINTS ARE REQUIRED IN THE SURFACE COURSE, THE MATERIAL SHALL BE FULLY COMPACTED AND THE JOINTS MADE FLUSH BY CUTTING BACK THE EXPOSED JOINT TO A DISTANCE OF NOT LESS THAN THE SPECIFIED THICKNESS. THE CUTTING BACK SHALL REMOVE ALL VISIBLE SEGREGATED AND LOOSE MATERIAL. ALL LOOSENED MATERIAL SHALL BE DISCARDED AND THE VERTICAL FACE COATED EVENLY WITH A SUITABLE BITUMEN BASED PRODUCT. ALL JOINTS SHALL BE OFFSET AT LEAST 300mm FROM PARALLEL JOINTS IN THE LAYER BENEATH

B2. IF THE BINDER COURSE IS USED AS A TEMPORARY RUNNING SURFACE OR IF LAYING OF THE SURFACE COURSE DOES NOT TAKE PLACE WITHIN 3 DAYS, THE SURFACE OF THE BINDER COURSE SHALL BE THOROUGHLY CLEANED AND A BOND COAT APPLIED IMMEDIATELY PRIOR TO THE LAYING OF THE SURFACE COURSE

B3. AN AGGREGATE OF PSV >50 WILL BE REQUIRED IN THE BINDER COURSE UPPER LAYER IF IT IS TO BE TRAFFICKED LONGER THAN 28 DAYS

B4. BOND COATS BETWEEN MACADAM LAYERS SHALL COMPLY TO BS EN 13808 AND BE LAID IN ACCORDANCE WITH SHW CL 920.
- THE FOLLOWING BOND COAT APPLICATIONS SHALL BE USED BETWEEN BASE/BASE LAYERS & BASE/BINDER LAYERS: C40 B P 3–4
- THE FOLLOWING BOND COAT APPLICATIONS SHALL BE USED BETWEEN BINDER/SURFACE COURSE LAYERS: C50 B P 3–4
- SPREAD RATES TO BE IN ACCORDANCE WITH BS EN 594978 AND BS 434–2.B5. THE ADEQUACY OF

B5. COMPACTION OF BITUMINOUS MATERIALS SHALL BE DETERMINED BY THE AIR VOID CONTENT OF THE LAID MATERIAL USING THE METHOD SPECIFIED IN BS598 PART 104 WITH 100mm DIAMETER CORES. REFER TO CONTRACT SPECIFICATION FOR FREQUENCY OF TESTING

N

Rev	Description	Drn	Chk	Date

REVISIONS

Badingham
Transport Planning | Road Safety | Highways
Concept | Consult | Construct
www.badinghamuk.com

Project
Proposed Access off the A420, West Yatton

Client
Stonewood Builders Limited

Title
Construction Layout and Details

Status
PRELIMINARY

Scale	Date	Drawn	Checked
As Shown A1	May'23	TS	AS

Job No	Drawing No	Revision
-	P/102	P1