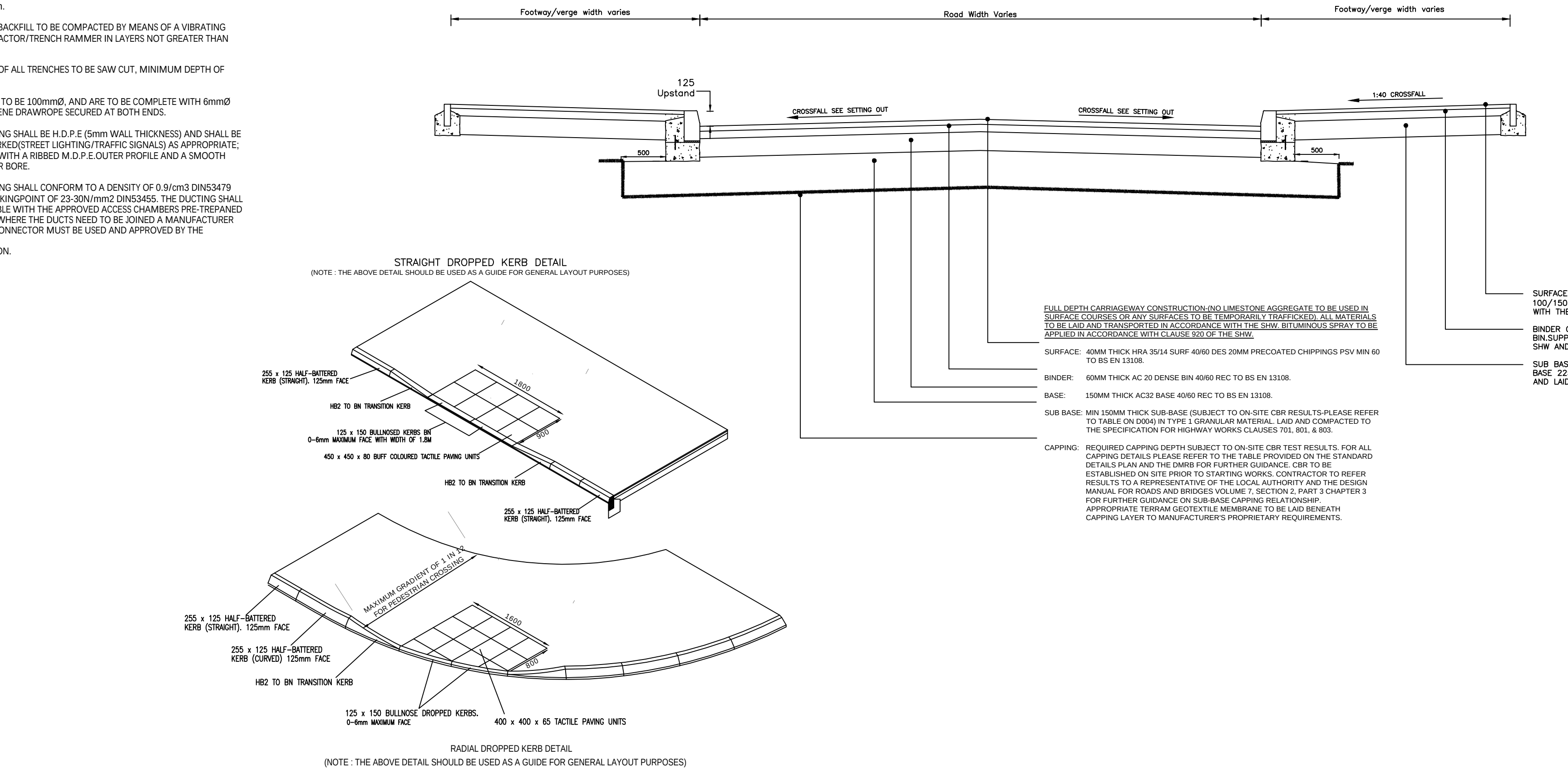


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NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. PERMANENT REINSTATEMENT TO BE MEASURED SEPARATELY.
3. GRADE ST4 CONCRETE AS BACKFILL TO TRENCHES TO BE SEMI-DRY MIX COMPACTED. BY MEANS OF A VIBRATING PLATE COMPACTOR/TRENCH RAMMER IN LAYERS NOT GREATER THAN 200mm.
4. SELECTED BACKFILL TO BE COMPACTED BY MEANS OF A VIBRATING PLATE COMPACTOR/TRENCH RAMMER IN LAYERS NOT GREATER THAN 200mm.
5. THE EDGE OF ALL TRENCHES TO BE SAW CUT, MINIMUM DEPTH OF 40mm.
6. ALL DUCTS TO BE 100mmØ, AND ARE TO BE COMPLETE WITH 6mmØ POLYPROPYLENE DRAWROPE SECURED AT BOTH ENDS.
7. THE DUCTING SHALL BE H.D.P.E (5mm WALL THICKNESS) AND SHALL BE CLEARLY MARKED(STREET LIGHTING/TRAFFIC SIGNALS) AS APPROPRIATE, OR FLEXIBLE WITH A RIBBED M.D.P.E OUTER PROFILE AND A SMOOTH L.D.P.E. INNER BORE.
8. THE DUCTING SHALL CONFORM TO A DENSITY OF 0.9/cm3 DINS3479 WITH A BREAKINGPOINT OF 23.30N/mm2 DINS3455. THE DUCTING SHALL BE COMPATIBLE WITH THE APPROVED ACCESS CHAMBERS PRE-TREATED KNOCKOUT. WHERE THE DUCTS NEED TO BE JOINED A MANUFACTURER APPROVED CONNECTOR MUST BE USED AND APPROVED BY THE OVERSEEING ORGANISATION.

TYPICAL CARRIAGEWAY CONSTRUCTION DETAIL

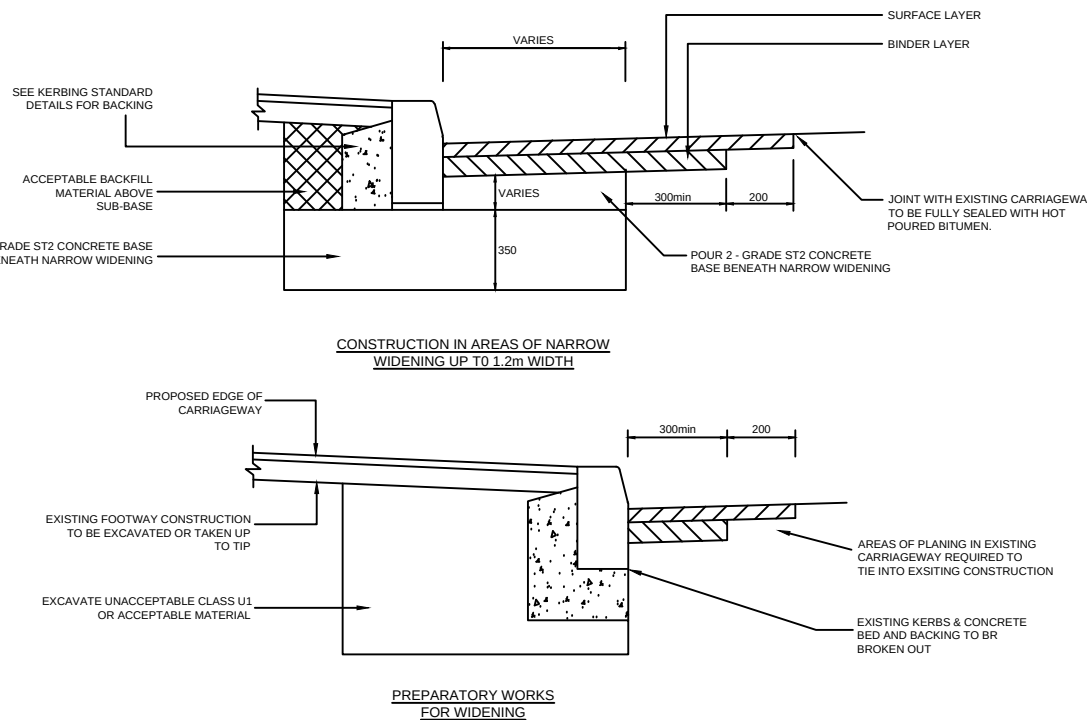


CBR (%)		Or SB1 and capping		
Greater than or equal to	And less than	Either SB1 only Thickness (mm)	SB1 thickness (mm)	Capping thickness (mm)
2.5	2.5	450	350	250
3	4	420	320	240
4	5	360	270	220
5	6	320	240	210
6	7	310	230	200
7	8	290	220	190
8	9	270	200	180
9	10	260	190	180
10	11	240	180	170
11	12	230	170	170
12	13	220	170	160
13	14	220	160	160
14	15	210	150	160
15		200	150	150

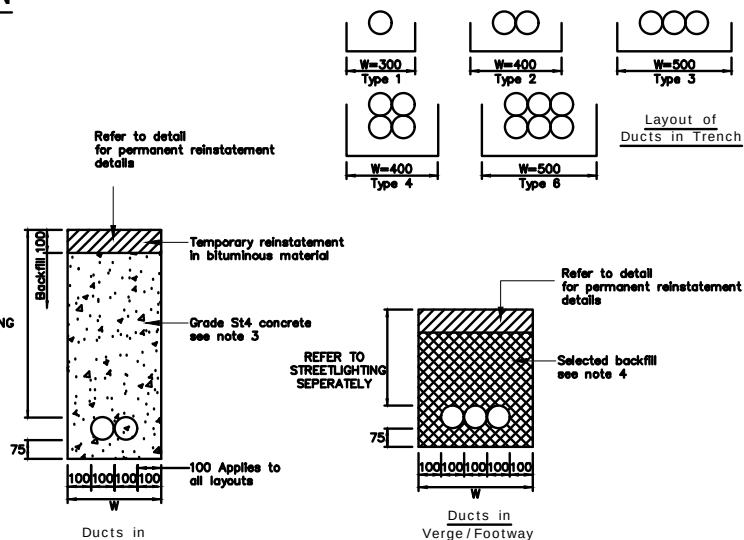
CAPPING AND SUB-BASE THICKNESS DESIGN

SITE TESTS

CBR TESTS SHALL BE UNDERTAKEN ON SITE BY THE THE CONTRACTOR VIA A METHOD APPROVED BY THE LOCAL AUTHORITY TO DETERMINE THE CBR VALUE AT FORMATION AND SUB-BASE LEVEL, THEN RESULTS REFERRED TO THE LA ENGINEER AND TABLE MCA ABOVE. CONTRACTOR TO REFER TO DMRB FOR FURTHER GUIDANCE ON SUB-BASE CAPPING DEPTHS AND LAYING REQUIREMENTS.

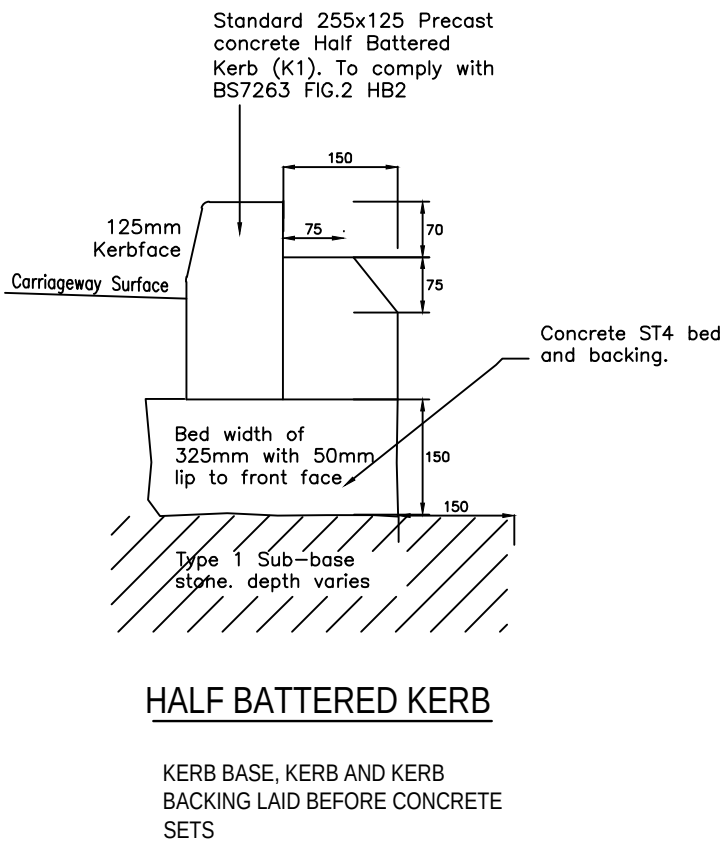


KERB RENEWAL / CARRIAGEWAY REINSTATEMENT

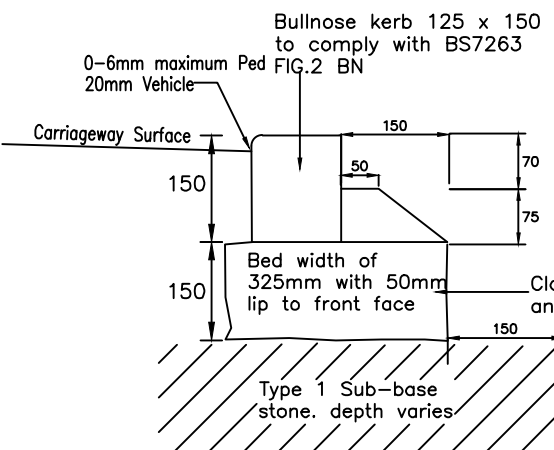


DUCT CROSSING DETAILS-FOR ALL DUCT DETAILS RELATING TO STREETLIGHTING REFER TO LIGHTING DESIGNS SEPARATELY

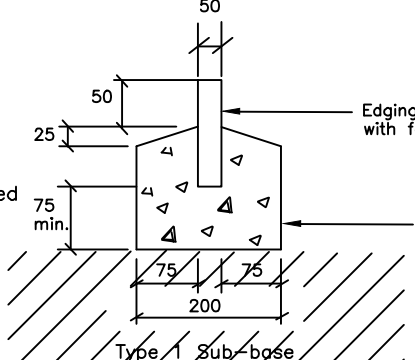
TYPE OF KERB AND THEIR DESIGNATIONS				
TYPE OF KERB	DESIGNATION	FIG. No.	SIZE	
Kerbs:				
Bullnosed	BN	K.1a	125 x 150	
45° Splayed	SP	K.1b	125 x 255	
Half Battered	HB 1	K.1c	150 x 305	
Half Battered	HB 2	K.1d	125 x 255	
Half Battered	HB 3	K.1e	125 x 150	
Left Hand	TL	K.2a	Transition HB to SP	
Right Hand	TR	K.2a	Transition HB to SP	
Left Hand	DL1	K.2b	Dropper Type 1 : HB to BN	
Right Hand	DR1	K.2b	Dropper Type 1 : HB to BN	
Left Hand	DL2	K.2c	Dropper Type 2 : 45° to BN	
Right Hand	DR2	K.2c	Dropper Type 2 : 45° to BN	
Channels:				
Channel Square	CS1	K.1f	255 x 125	
Channel Square	CS2	K.1g	150 x 125	
Channel Dished	CD	K.1h	255 x 125	
Edgings:				
Round Top Edging	ER	K.3a	50 x 150, 200 or 250	
Flat Top Edging	EF	K.3b	50 x 150, 200 or 250	
Bullnosed Edging	EBN	K.3c	50 x 150, 200 or 250	
Quadrants:				
Quadrant	QBN	K.3d	305 or 455 x 150 or 255	
Quadrant	QNB	K.3d	305 or 455 x 150 or 255	
Quadrant	QSP	K.3d	305 or 455 x 150 or 255	
Angles:				
Internal Angle	IA	K.3f	125 x 255, HB1 or SP	
External Angle	XA	K.3f	125 x 255, HB1 or SP	



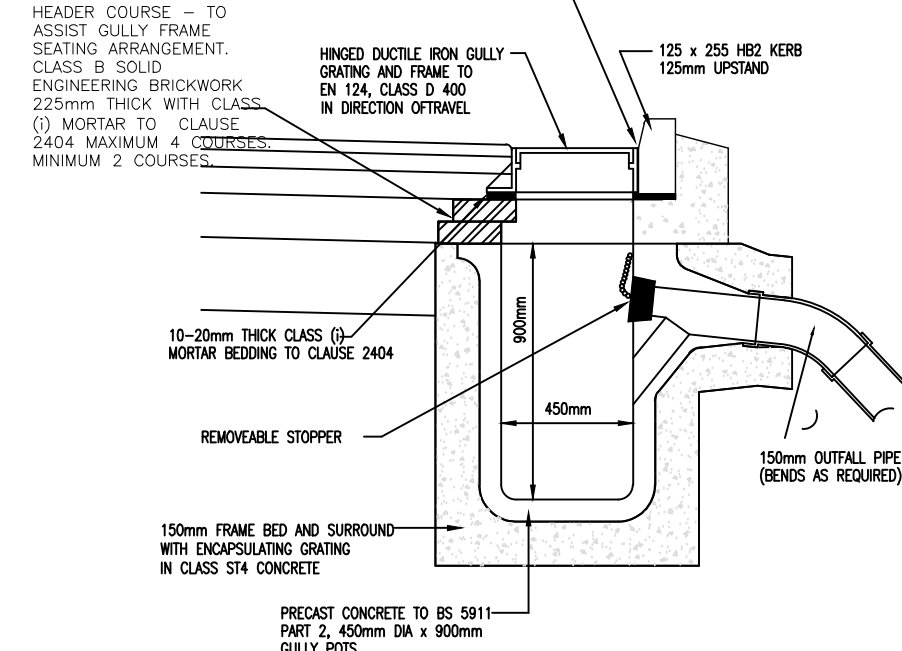
BULLNOSED KERB



EDGING KERB



TYPICAL PRECAST CONCRETE GULLY DETAIL



NOTES

1. ALL ADAPTABLE SEWERS AND ASSOCIATED WORKS ARE TO COMPLY FULLY WITH 'SEWERS FOR ADOPTION' 7TH EDITION. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ON-SITE DRAWINGS PRIOR TO UNDERTAKING ANY WORKS AND ANY DISCREPANCIES WITH BOUNDARIES, FENCIBLES, EARTHWORKS OR OTHERWISE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.
2. ALL HIGHWAY AND DRAINAGE WORKS TO BE TO ADAPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION, APPROVED STANDARD DETAILS AND THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES. SPECIFICATION FOR HIGHWAY WORKS AND BRITISH STANDARDS. CONTRACTOR TO ENSURE POSITIVE DRAINAGE TO ALL