

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2007.

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:-
LEES ROOFLIGHT DRAWING SERIES 5078, ARCHITECTS and DESIGNERS DRAWINGS AND DETAILS.

1. THE CONTRACTOR SHALL COMPLY WITH THE FOLLOWING:
 - a. ALL OPERATIONS SHOULD BE CARRIED OUT IN ACCORDANCE WITH THE GENERAL HEALTH AND SAFETY POLICY OF BELWYN HOMES (WILTSHIRE) LTD., OF THE HEALTH AND SAFETY AT WORK ACT, AND IN PARTICULAR THE CONSTRUCTION (GENERAL PROVISIONS) REGULATIONS.
 - b. THE LOCAL AUTHORITY AND SERVICE COMPANIES ARE TO BE CONSULTED PRIOR TO THE COMMENCEMENT OF ANY WORK.
 - c. 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 CLOSURE. ANY SERVICES FOUND TO BE AFFECTED BY THE WORKS SHALL IMMEDIATELY BE STOPPED AND THE REPAIRS TO SUCH SERVICES SHALL BE COMPLETED PRIOR TO THE RESUMPTION OF ANY SERVICES BONDED WHICH MAY AFFECT THE DESIGN.
2. ALL SERVICES WINGS TO BE IN ACCORDANCE WITH THE "SERIES 100" FOR ADAPTATION" 8TH EDITION.
3. LESS ROUGHENING APPOINTMENT IS RESTRICTED TO THE EXISTING SURFACE OF THE CONCRETE AND SHALL NOT BE USED AND HAVE NO FILL ROLE. THE CONTRACTOR IS THIS SOLELY RESPONSIBLE FOR COMPLIANCE WITH THE HEALTH AND SAFETY AT WORK ACT. HE SHALL BE SPECIFICALLY RESPONSIBLE FOR ALL WORKS REQUIRED TO BE CARRIED OUT FOR THE STABILITY OF THE AFFECTED LAND AND STRUCTURES.
4. LESS ROUGHENING APPOINTMENT SHALL BE:
 - a. DEPTH OF SUB-SIDE (ABSOLUTE MIN. 150mm)
 - b. DEPTH OF SUB-SIDE (RELATIVE MIN. 100mm)
 - c. DEPTH OF SUB-SIDE (RELATIVE MIN. 100mm)
 - d. ROAD PROTECTION THICKNESS OF 450mm
 - e. ROAD PROTECTION BASED ON 50mm PER METER MINIMUM CURVE REQUIRED IS 4% TO EXISTENCE REQUIREMENT FOR 6% ADJUSTMENT. LESSER IS REQUIRED. ADJUSTMENTS TO BE AGREED WITH RELEVANT AUTHORITY
5. IF CURVE VALUE IS LESS THAN 4% THEN THE SUB-SIDE SHALL BE 100mm.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTED CHANNELS AND COMPANIES TO BE CONSULTED PRIOR TO THE COMMENCEMENT OF ANY WORKS TO BE CARRIED OUT WITH THE HIGHWAYS AUTHORITY AT ALL STAGES OF THE CONSTRUCTION, AND TO BE IN CONJUNCTION WITH CARRYING OUT TIE.
7. SUBJECT TO LOCAL AUTHORITY APPROVAL FOR LOW CURVE VALUATION, THE DEPTH OF CAPPING MAY BE REDUCED IF A GEOTECHNICAL REINFORCEMENT MEASURE IS USED.

Rev	.	.	.
REVISION			
By	.	.	.
Date			

(West Lancashire)
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WATERY ROAD
WREXHAM

ROAD CONSTRUCTION SPECIFICATION

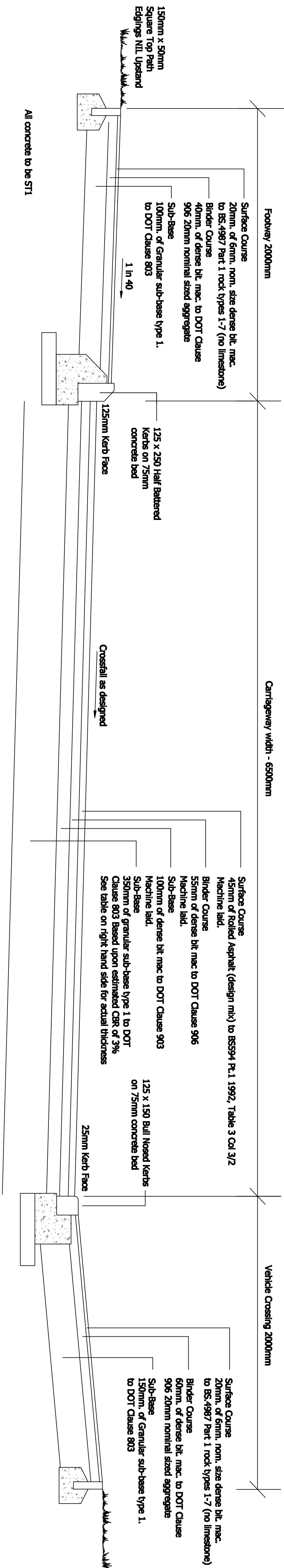


LEES
ROXBURGH
Consulting Engineers

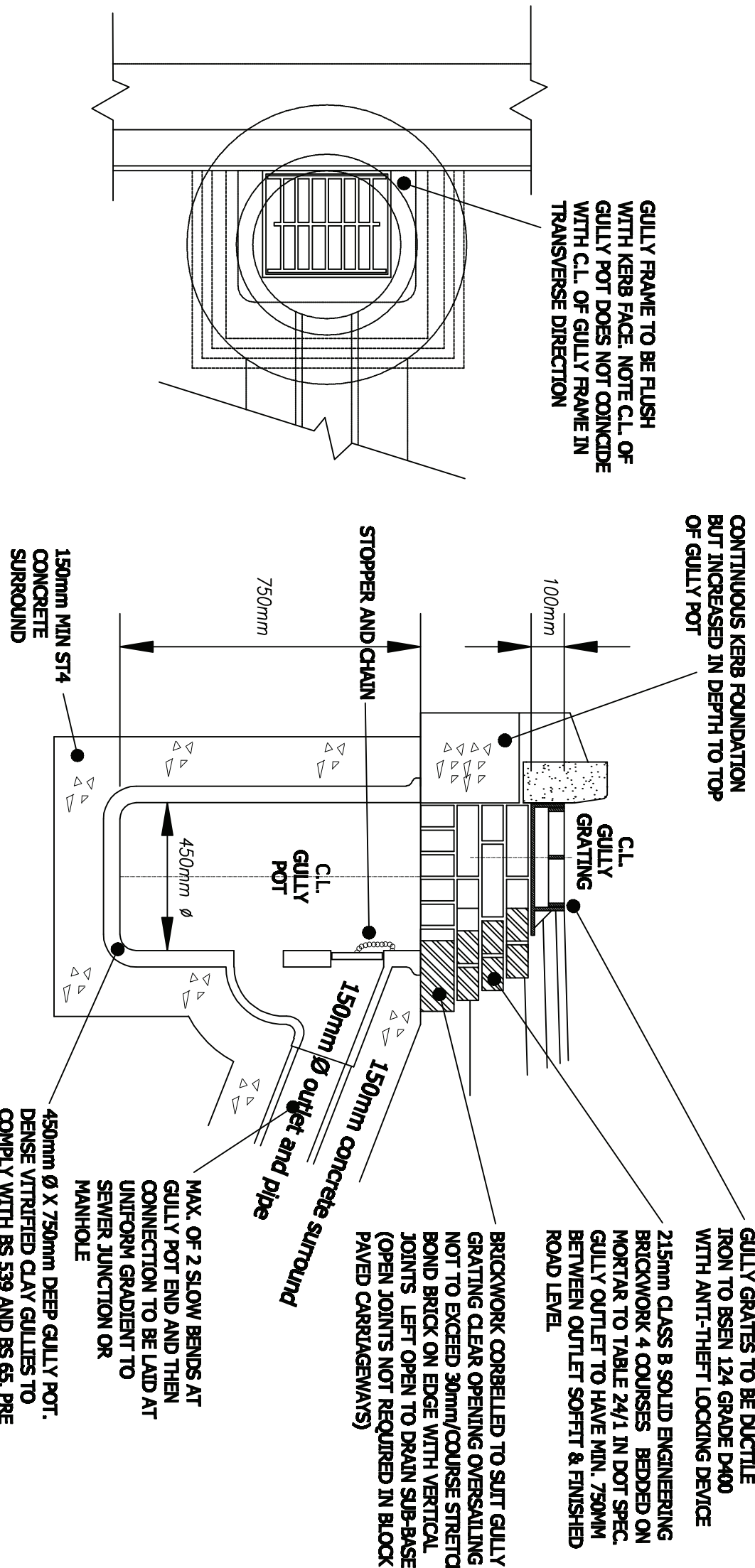
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Job No.	Drawing No.	Revision.
5078	02/08	-

Drawn By	Designed By	Checked By
BWP	BWP	W/W



ALL UNACCEPTABLE MATERIAL TO BE REMOVED BELOW ROAD FORMATION LEVEL AND REPLACED WITH 6F2 OR OTHER APPROVED FILLING MATERIAL.



Entrance Road Cross-Section

PLEASE NOTE THAT SHOULD CBR VALUES BE LOWER THAN 2.5% THEN ADDITIONAL ROAD CONSTRUCTION THICKNESS WILL BE REQUIRED USING EITHER A CAPPING LAYER AND/OR A GEOTECHNICAL SOLUTION

LOCALISED SOFT SPOTS IF ENCOUNTERED MAY ALSO LEAD TO INCREASED ROAD CONSTRUCTION DEPTHS

ROAD FOUNDATION - DEPENDANT ON CBR TESTS

CRB%	CAPPING	SUB BASE
1.6-2.0	500mm	+150mm
2.1-2.5	350mm	
2.6-3.0		350mm
3.1-3.5		325mm
3.6-4.0		300mm
4.1-4.5		275mm
4.6-5.0		250mm
5.1-6.9		225mm
7.0-8.9		210mm
9.0-10.9		195mm
11.0-12.9		180mm
13.0-14.9		165mm
15.0+		150mm

For CBR's below 1.6% specific stabilisation proposals will be required

NOTES:

1.0 Capping layer materials shall be Class 6F2 of Table 6/1, SHW, with 50 KPa 10% fine values when tested in accordance with BS 812:Part 111 in the soaked condition. Only non frost susceptible crushed rock or sand and gravel may be used.

2.0 Sub Base shall be Type 1 to Clause 803, SHW, and shall be non frost susceptible.

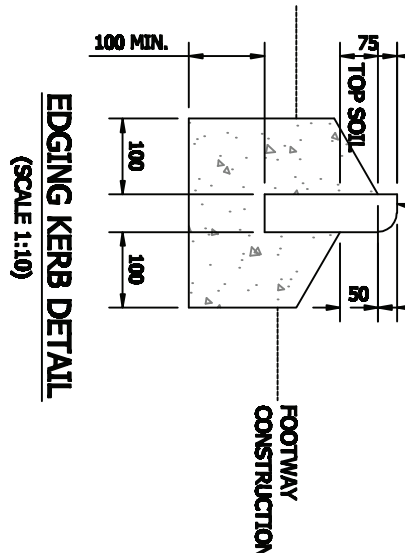
3.0 Sub Base may be used in lieu of capping layer.

4.0 Minimum total construction (foundation plus pavement) where subgrade is frost susceptible shall be 400mm for residential roads.

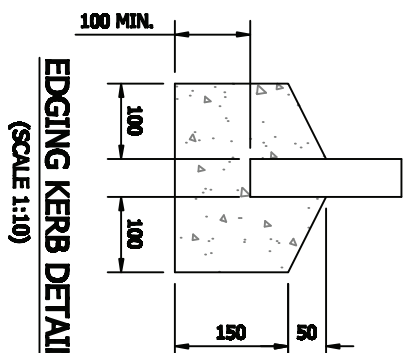
NOTES

- A) ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
- B) ALL UNREINFORCED CONCRETE BEDDING AND BACKING TO KERBS AND EDGINGS SHALL BE LOW SLUMP DESIGNATED MIX GEN 1 OR STANDARD MIX S11 IN ACCORDANCE WITH BS 5328 : 1991
- C) PRECAST CONCRETE KERBS AND EDGINGS SHALL COMPLY WITH BS 7263
- D) WORKMANSHIP FOR CONCRETE WORKS SHALL COMPLY WITH BS 8000 : SECTION 2 : 1990
- E) THE USE OF CRUSHED LIMESTONE ROCK SHALL NOT BE PERMITTED IN ANY WEARING COURSE LAYER.
- F) THE REAR EDGES OF ALL FOOTWAYS MUST PRESENT SMOOTH FLOWING ALIGNMENTS AND SHOULD NOT UNDULATE TO ACCOMMODATE PRIVATE DRIVES.

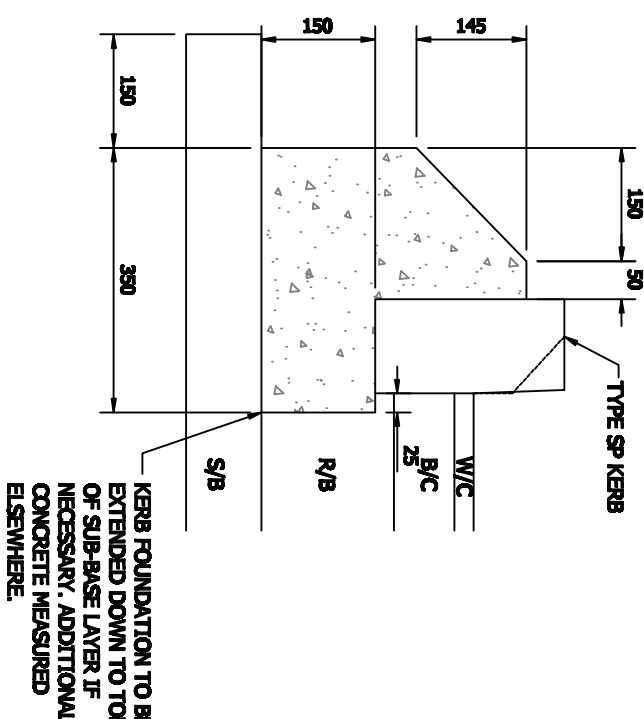
ALL COMMENTS ARE SUBJECT TO COMMENT APPROVAL BY THE RELEVANT APPROVING AUTHORITIES. UNTIL SUCH TIME THE RELEVANT APPROVING AUTHORITIES, ALL THE INFORMATION PROVIDED AND ASSOCIATED COSTINGS, ARE USED AT BELMVA HOMES LTD RISK AND NO LIABILITY WILL BE ACCEPTED BY LEE ROXBOROUGH LTD. SCHEME BASED ON ASTLEY LANNING & DESIGN LTD DRG. BHMV/MR/01/C



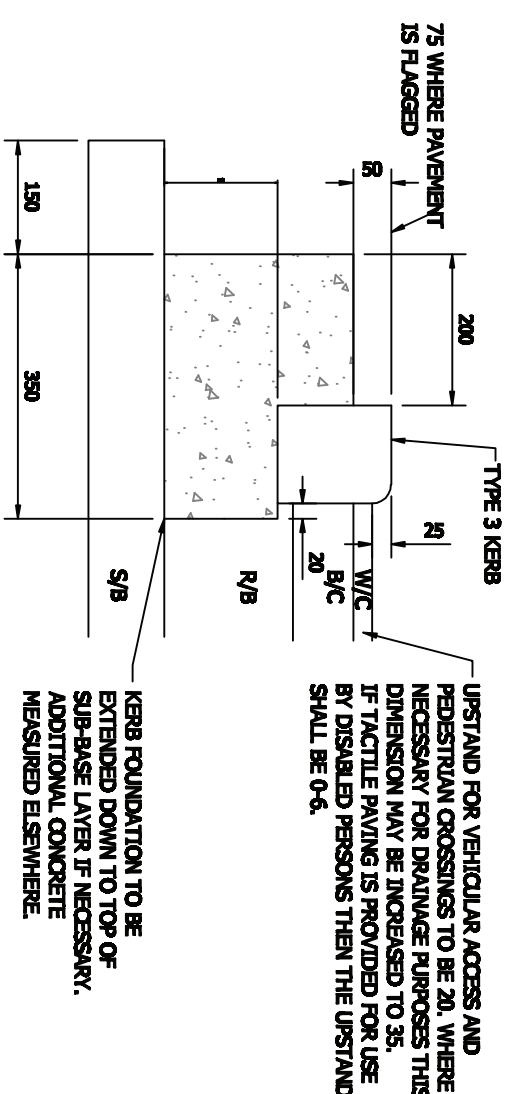
EDGING KERB DETAIL



EDGING KERB DETAIL



TYPE S3 KERB DETAIL



TYPE 3 KERB DETAIL

Notes

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2. ALL SERVICES MUST BE IN ACCORDANCE WITH THE "SERIES FOR ADOPTION" 8TH EDITION.
3. LIES ROADWORTHY APPOINTMENT IS RESTRICTED TO THE SURFACE OF THE ROAD AND THE CURB AND GUTTER AND HAVE NO FURTHER ROLE. THE CONTRACTOR IS THUS ENTIRELY RESPONSIBLE FOR COMPLIANCE WITH THE HEALTH AND SAFETY AT WORK ACT. HE SHALL BE SPECIFICALLY RESPONSIBLE FOR ALL SERVICES AFFECTED BY THE WORKS FOR THE STABILITY OF THE AFFECTED LAND AND STRUCTURES.
4. DEPTH OF SUB-SURFACE (ON VARY (ABSOLUTE MIN. 150mm) TO (ABSOLUTE MAX. 150mm) DEPTH OF OVERALL ROAD CONSTRUCTION THICKNESS OF 450mm) SHALL BE MAINTAINED TO A MINIMUM OF 450mm. THE MINIMUM ROAD SURFACE REQUIRED IS 4% TO EXISTING REQUIREMENT FOR 6% ADJACENT LIES LIES ARE INDICATED IN CONTRASTS TO BE AGREED WITH RELEVANT AUTHORITY
5. IF CBR VALUE IS LESS THAN 4% THEN THE SUB-SURFACE SHALL BE REINFORCED TO A MINIMUM OF 4% REINFORCED CONCRETE AND COMPANIES ARE TO BE CONSULTED PRIOR TO THE COMMENCEMENT OF ANY WORKS TO BE CARRIED OUT WITH THE HIGHWAYS AUTHORITY AT ALL STAGES OF THE CONSTRUCTION, AND TO BE IN CONJUNCTION WITH CARRYING CBR VALUE.
- 7.2. SUBJECT TO LOCAL AUTHORITY APPROVAL FOR LOW CBR VALUES THE DEPTH OF CAPPING MAY BE REDUCED IF A GEOTECHNICAL REINFORCEMENT MEMBRANE IS USED.

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