

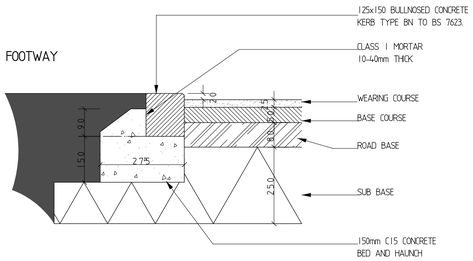
CROSS SECTION THROUGH HIGHWAY BOUNDARY DEMARKATION ACROSS BELL MOUTH.

SURFACE COURSE
30mm Close Graded Macadam OR
40mm High stone content asphalt

BINDER COURSE
60mm THICK DENSE BITUMEN MACADAM TO CLAUSE 906 S.H.W. OR
50mm of HSCA surface coursel

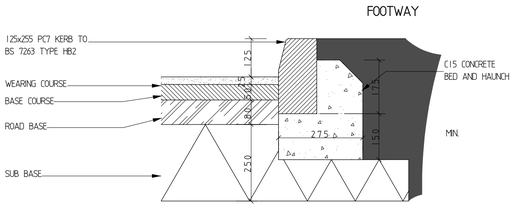
DENSE BASE
110mm THICK DENSE BITUMEN MACADAM TO CLAUSE 903 S.H.W.

SUB-BASE
TYPE 1 GRANULAR SUB-BASE
MATERIAL TO CLAUSE 803 S.H.W. (REFER
TO SEPARATE TABLE FOR DESGIN
THICKNESS)



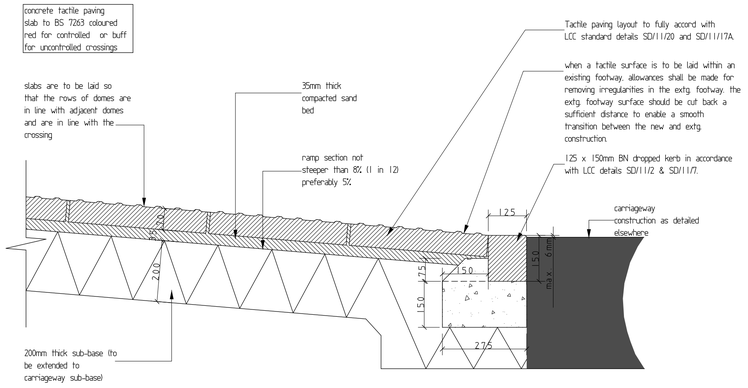
DROPPED KERB (BULLNOSED)

SCALE 1:10



KERB (HALF BATTER)

SCALE 1:10



TYPICAL SECTION THRO' TACTILE FOOTWAY CONSTRUCTION

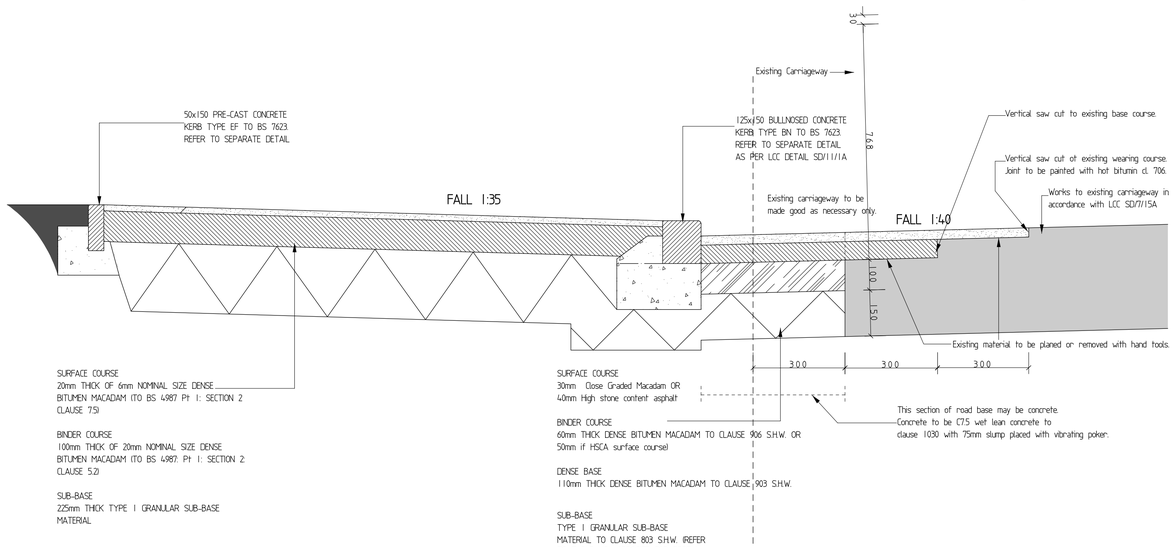
SCALE 1:10

Steet name plate to be in accordance with LCC specification and DoT drawing No. P806.1
Note:
Street Name shown is for demonstration purposes only - actual street name to be allocated by others.



Typical Street Name Plate Signage (not to scale)

STREET SIGN DETAIL. TO BE INSTALLED EITHER SIDE OF NEW DRIVE



TYPICAL CROSS SECTION THROUGH CARRIAGEWAY CONSTRUCTION

SCALE 1:10

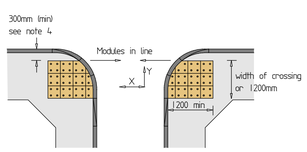
NOTE:
ALL MATERIALS IN ACCORDANCE WITH LEICESTERSHIRE COUNTY COUNCIL SPECIFICATION.

Table MC4: Carriageway sub-base and capping thickness

C.B.R. VALUE	CAPPING		G.S.B. OPTION A		G.S.B. OPTION B
<2%	600mm	+	150mm	or	150mm
2%	450mm	+	150mm	or	150mm
3%	350mm	+	150mm	or	300mm
4%	300mm	+	150mm	or	275mm
5-15%	250mm	+	150mm	or	225mm
>15%				or	150mm

a. The foundation design should not vary frequently along the road. You should select an appropriate value for each significant change in the subgrade properties.
b. Where the equilibrium CBR falls between values in the table above, you should round down the value to the lower value.
c. When the sub-grade CBR is sufficiently below 2% that capping with sub-base is not sufficient to support the pavement, special measures will be required.

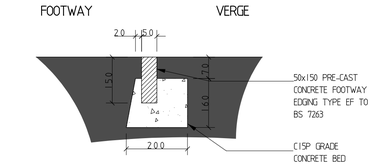
CARRIAGEWAY SUB-BASE AND CAPPING THICKNESS



4. Tactile paving should be curtailed by at least 300mm from the channel where no crossing exists in the 'Y' direction

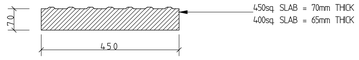
SCALE NTS

TACTILE CROSSING DETAIL AT BELLMOUTH



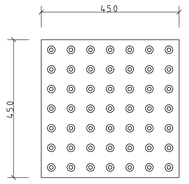
FOOTWAY EDGING

SCALE 1:10



SECTION

SCALE 1:10



SCALE 1:10

MODULE TYPE B (49 DOMES)

KERB NOTES

1. WHERE THE COMBINED DEPTH OF CARRIAGEWAY CONSTRUCTION IS LESS THAN 280mm, THE DEPTH OF SUB-BASE SHALL BE REDUCED UNDER THE LINE OF THE KERB BASE TO ALLOW FOR 150mm MIN. CONCRETE UNDER THE KERB.

2. WHERE THE COMBIENED DEPTH OF CARRIAGEWAY CONSTRUCTION IS BETWEEN 280mm & 355mm, THEN THE U/SIDE OF THE CONCRETE KERB BASE SHALL COINCIDE WITH THE U/SIDE OF THE ROAD BASE. DOWEL BARS MAY BE OMITTED PROVIDING THAT THE CONCRETE UNDER THE KERB IS PLACED IN ONE LIFT AND PREVENTED FROM SETTING BEFORE THE BACKING CONCRETE IS PLACED.

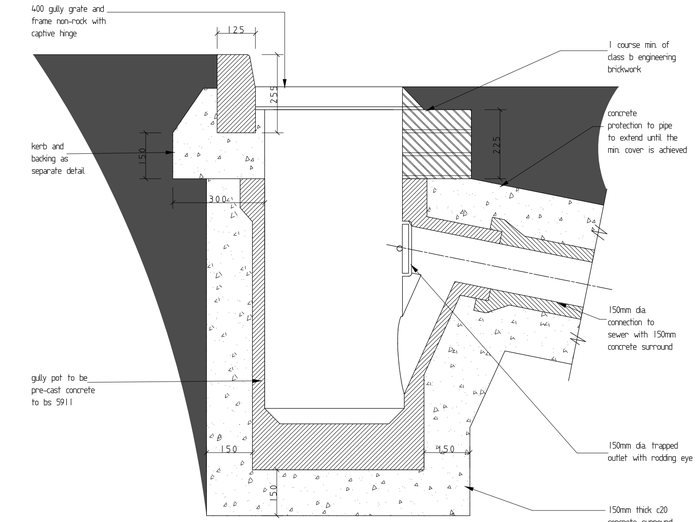
3. WHERE THE COMBIENED DEPTH OF CARRIAGEWAY CONSTRUCTION EXCEEDS 355mm THEN AN INSITU CONCRETE BEAM SHALL BE CONSTRUCTED IN C15 CONCRETE USING FORMS AND ALLOWED TO SET BEFORE PLACING THE KERB BASE. THE WIDTH OF THE BEAM SHOULD BE SUFFICIENT TO ALLOW A 150mm KERB BASE TO BE LAID. THE MIN. DEPTH OF BEAM SHALL BE 75mm. 16mm dia. DOWEL BARS SHOULD BE PLACED IN THE BEAM AT 450mm CENTRES AND OF SUFFICIENT LENGTH TO EXTEND IN THE BACKING CONCRETE BY 100mm.

4. THE HEIGHT OF THE DROPPED KERB ABOVE THE WEARING COURSE SHALL BE AS FOLLOWS:

i). 25mm = VEHICULAR ACCESSES

ii). 0-6mm = PEDESTRIAN CROSSINGS & CYCLEWAYS

5. WHERE FOOTWAYS ARE CONSTRUCTED IN BLOCK PAVERS PRE-CAST CONCRETE SLABS THE TOP OF THE KERB & BACKING SHALL BE INCREASED TO ALLOW THE SLAB/PAVER TO BE LAID WITH THE SPECIFIED SAND LAYER THICKNESS.



ROAD GULLY DETAIL

SCALE 1:10

GULLY NOTES:

1. GULLY GRATES AND FRAMES ARE TO BE LAID TO THE CROSSFALL OF THE FINISHED SURFACE.

2. THE CONCRETE SURROUND TO GULLIES SHALL FILL THE WHOLE VOID BETWEEN THE GULLY POT AND THE FACE OD THE EXCAVATION. THE CONCRETE SHOULD BE COMPACTED BY VIBRATING POKER TO REMOVE ALL VOIDS.

3. WHERE THE OUTLET PIPE OF A GULLY WITHIN THE CARRIAGEWAY IS BEHIND THE KERBLINE/CHANNEL, THE DEPTH FROM THE TOP OF THE GRATING TO THE TOP OF THE GULLY OUTLET PIPE SHALL BE 375mm TO 425mm.

WHERE THE OUTLET PIPE OF THE GULLY IS ON THE CARRIAGEWAY SIDE OF THE KERBLINE/CHANNEL, THE TOP OF THE GRATING TO THE TOP OF THE GULLY OUTLET PIPE SHALL BE 525mm TO 575mm BY INCREASING THE NUMBER OF BRICK OR RISER COURSES.

4. CORBELLING OF BRICKWORK SHALL BE NO MORE THAN 30mm PER COURSE, IN EXCESS OF THIS, CORBELLING SHALL BE SUPPORTED BY 1.25mm THICK GALVANISED STEEL PLATES.

5. THE BRICKWORK SHALL BE COMPLETED AFTER THE DENSE BASE LAYER(S) HAVE BEEN LAID. THE CONTRACTOR MUST ALLOW FOR FIXING SUITABLE TEMPORARY FORMWORK OVER THE GULLY PRIOR TO LAYING THE DENSE BASE LAYER(S).

A VOID FOR THE BRICKWORK SHOULD BE CUT WITH VERTICAL EDGES INTO THE DENSE BASE LAYER(S) TO A MINIMUM SIZE TO ALLOW THE BRICKWORK TO BE COMPLETED. ANY OVERBREAK SHOULD BE FILLED WITH THE SAME MORTAR USED FOR THE BEDDING OF THE FRAME AND COVER.

6. COVER AND FRAME TO BE BEDDED ON CLASS 1 O.P.C. MORTAR. THE DEPTH OF THE MORTAR JOINTS IN BRICKWORK AND UNDER THE IRONWORK SHALL BE BETWEEN 5mm AND 15mm. ANY FINE ADJUSTMENT IN LEVEL SHOULD BE CARRIED OUT IN SPECIAL CLASS B BRICKS OR REDUCED THICKNESS QUARRY TILES.

client: **Evans Bros Ltd**

project: proposed housing
45/47 Hinckley Road
Burbage

scale: 1 : 10
date: DEC 2011
job No: 11/45
drawing No: 08

drawing: **Highways Details**
author: JAF
sheet: A1

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