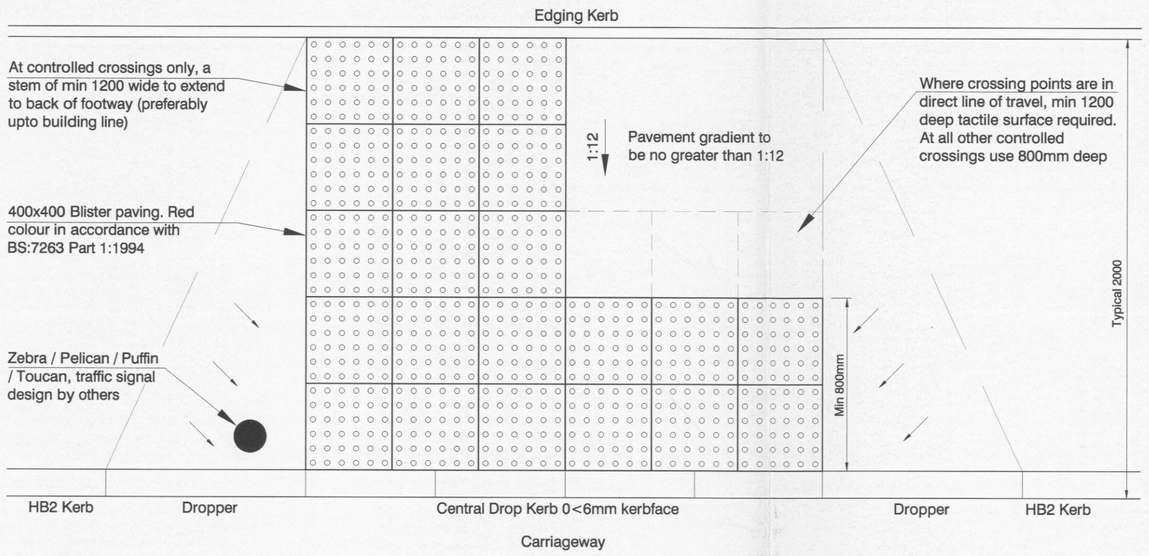
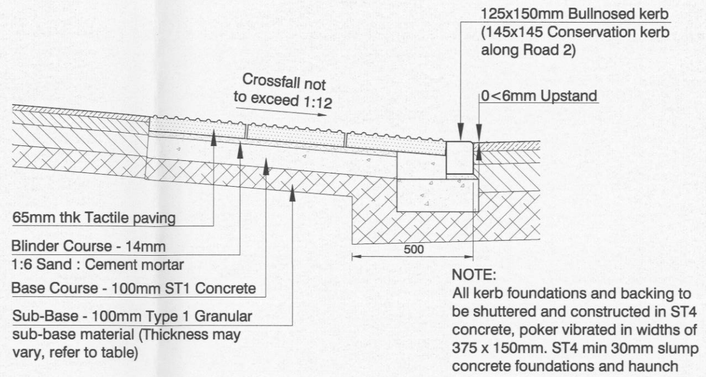
Discons
4S278 Agreement Construction Details

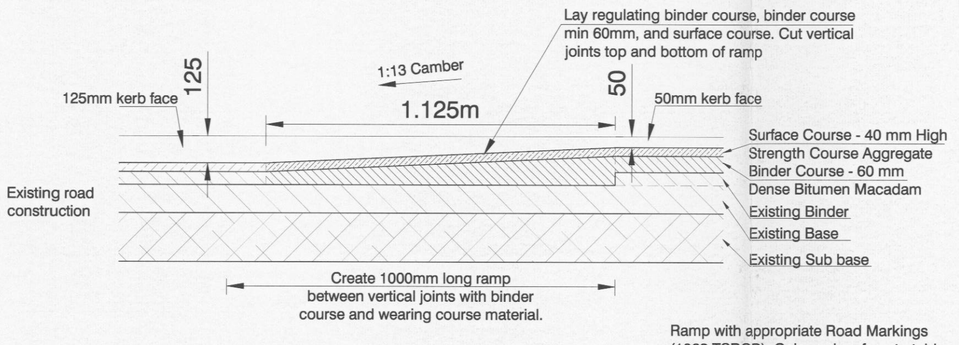


NOTE:
1. Colour Red - for controlled crossings
2. Colour Buff - for uncontrolled crossings
3. Back edge of the tactile surface to be at right angles to direction of crossing (may not always be parallel to kerbside)
4. All dimensions in millimetres
5. Materials - The tactile surface may be constructed from any material suitable for paving footway surfaces.
6. Tactile crossing flags to be in accordance with BS.7263: Part 1:1994 and DfT 'Guidance on the use of tactile paving surfaces'



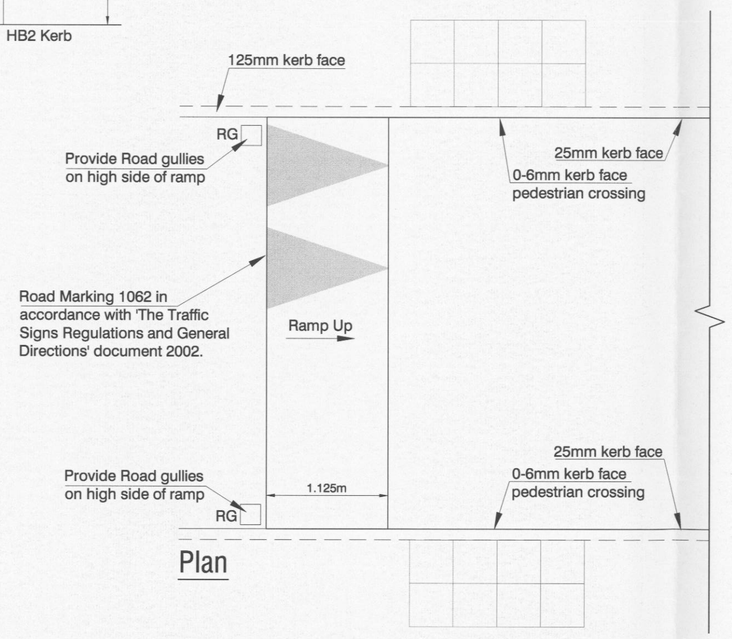
NOTE:
All kerb foundations and backing to be shuttered and constructed in ST4 concrete, poker vibrated in widths of 375 x 150mm. ST4 min 30mm slump concrete foundations and haunch

Tactile Paving Crossing Detail



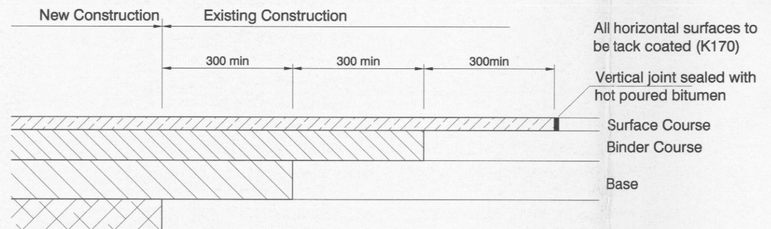
Ramp with appropriate Road Markings (1062 TSRGD). Coloured surface to table top to be agreed with CC Engineer

Raised Table Ramp Construction

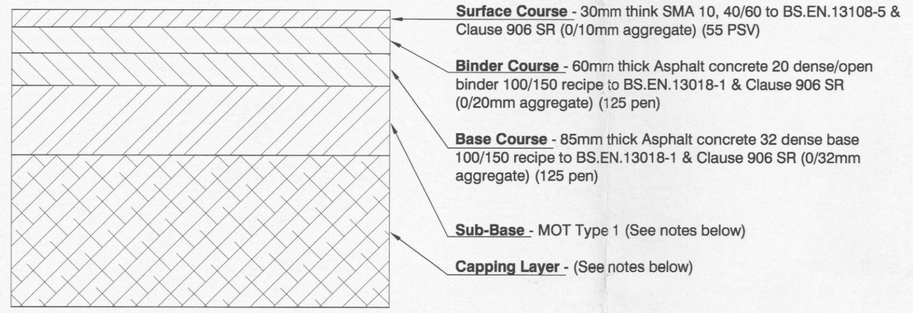


Plan

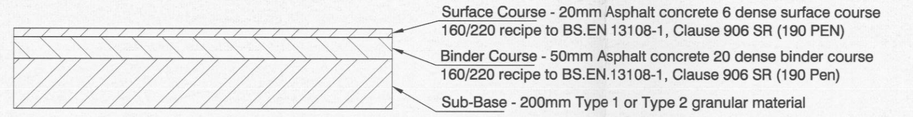
Raised Table Ramp & Pedestrian Crossing



Tie in to Existing Carriageway.

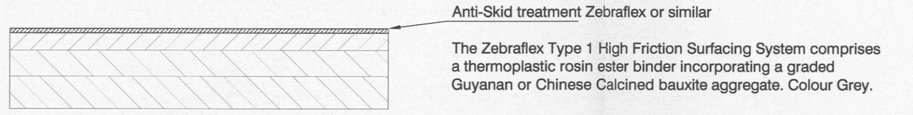


Access Road Construction



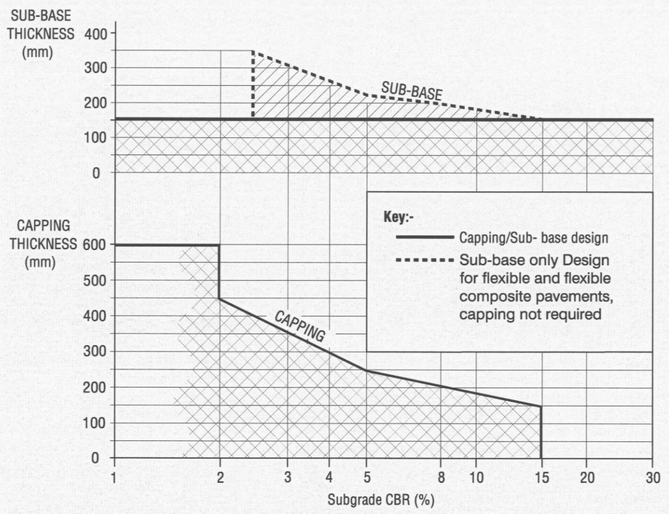
Footway & Crossing Construction

Note:
Vehicular crossings construction is as for normal Footway
Disabled/Pram crossing construction is as for normal Footway



The Zebraflex Type 1 High Friction Surfacing System comprises a thermoplastic rosin ester binder incorporating a graded Guyanan or Chinese Calcined bauxite aggregate. Colour Grey.

Anti-Skid Treatment



Capping and Sub-base Thickness Design

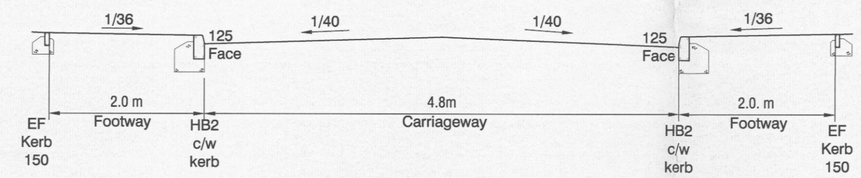
The thickness of sub-base and capping shall be obtained from Figure 3.1.

- The sub-base may be omitted where the CBR is above 30%.
- Where the sub grade CBR is greater than 15%, the thickness of sub-base required is 150mm.
- When the sub grade CBR is between 2.5% and 15% for flexible and flexible composite construction, there are two options available.

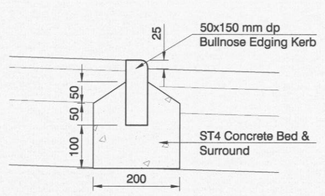
1. 150mm of sub-base can be used over a varying thickness of capping which depends on the CBR value.
2. An increasing thickness of sub-base shall be used with the decreasing CBR, with no requirement for capping.

- For all pavements and sub grades with CBR values below 2.5%, 150mm of sub-base on the varying thickness of capping must be used.
- When the sub grade CBR is below 2% even after proof rolling, seek the advice of the engineer.
- The design should be based on the lowest CBR value and not amended unless there is significant increase in the CBR along the road.

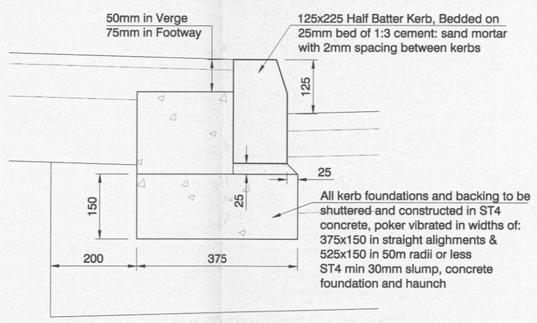
FIGURE 3.1 Capping and Sub-base Thickness Design
Volume 7 section 2 part 2 HD25/94
Pavement design and construction - foundations



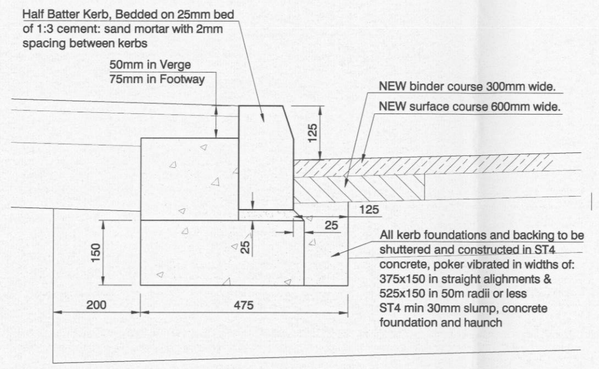
Typical Road Cross Section



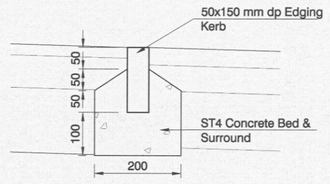
50x150mm Edging Bullnose Kerb Type EBN



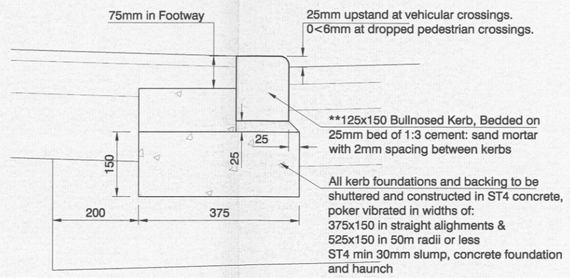
125x255mm Half Battered Kerb Type HB2



Half Battered Kerb Type HB2 Replacement / Tie-In to Existing Carriageway



Flush 50x150mm Edging Flat Kerb Type EF



NOTE:
125x150 BN Kerb required for singular vehicular access
125x225 BN Kerb required for multiple vehicular access

** Multiple or shared parking bays require 225x125 Bullnosed Kerb

Dropped Kerb Type BN

Additional Notes for Kerb Details

1. Kerbs are to be precast to BS 7263: 1994.
2. Transition kerbs are to be used at all changes of kerb type.
3. Concrete bed and haunching to be in accordance with Specification Clause 2602 (Mix ST4)
4. Concrete bed is to rest on or within sub-base layer or on additional concrete, measured separately to allow it to rest on sub-base. Sub-base is to protrude 500mm from face of kerb, behind kerb and is to have a minimum thickness of 100mm where sub-base is to be drained or an approved method of drainage provided. (Without an agreement, all existing kerb race to be excavated)
5. Kerbs shall be laid on Class 1 mortar laid on bed in accordance with Clause 2404 and having a minimum thickness of 10mm and a maximum thickness of 40mm. All kerbs to be laid on mortar bed as per drawn kerb details.
6. Dowel bars are specified when small element edging is used. They are to be bedded at 500mm centers.
7. If half battered kerbs are used in conjunction with 'Safeticurb' Type HB2 half battered kerbs, kerb face is to be reduced to 100mm to suit.

Notes

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Drawings must not be scaled. Work to figured dimensions only

1. If sub-grade material is frost susceptible the full carriageway construction thickness is to be no less than 450 mm.
2. If CBR values are less than 2% then the advice of the Engineer must be sought.
3. The developer shall take CBR test of road formation levels and results to be made available to the Engineer for approval.
4. This drawing is subject to approval by the adopting local authority, any works undertaken prior to granting of approval is carried out at risk to others.
5. This drawing is to be read in conjunction with all other Engineers drawings and all other project information. Any discrepancies to be reported to the Engineer immediately.
6. Before work commences the contractor should liaise with all statutory undertakers to determine the exact locations of all apparatus and take all precautions deemed necessary to locate, protect and where necessary divert such equipment.
7. All highway works are to be carried out to the requirements and full satisfaction of the Adopting Local Authority
8. Tarmac road construction to comply with BS.EN.130108
9. Safe passage for pedestrians shall be maintained at all times during the construction period.
10. All crossing points to be in accordance with DFT 'Guidance on the use of tactile paving surfaces'.
12. Approved weedkiller to be applied as recommended to footway formation and sub-base. Application by trained operative wearing PPE and complying with COSHH requirements.
13. Any soft spots discovered after proof rolling shall be removed and replaced with suitable engineering fill.
14. The surface tolerances to the sub base layer thickness should be no more than + 5mm or -30mm.
15. New road levels to tie in smoothly with existing road. Levels to be confirmed prior to construction and reported to the Engineer.
16. For proposed surface finishes, refer to drawings by architects.

REV	DATE	AMENDMENT	BY

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DRAWING ISSUE STATUS

PRELIMINARY		CONSTRUCTION	
TENDER / PRICING		APPROVAL / COMMENT	✓
INFORMATION	✓	AS BUILT	

CLIENT
Marcity

PROJECT
St. Martins Convent
Stoke Golding
Leicestershire

TITLE
Section 278
Construction Details

DATE	DRAWN
02.02.12	DMcC

SCALE	SIZE	CHECKED	APPROVED
1:10	A1		

DRAWING NUMBER	REVISION
11108-D21	