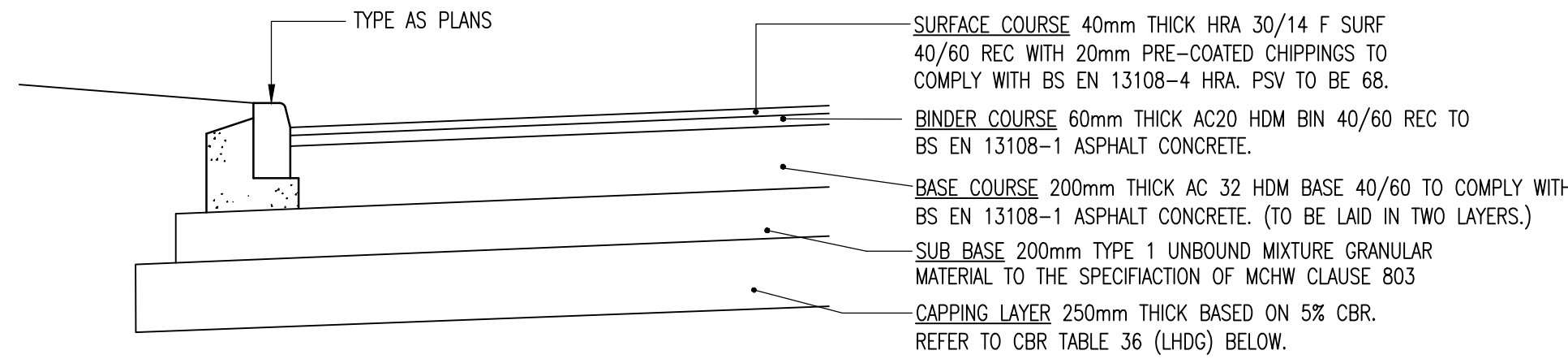
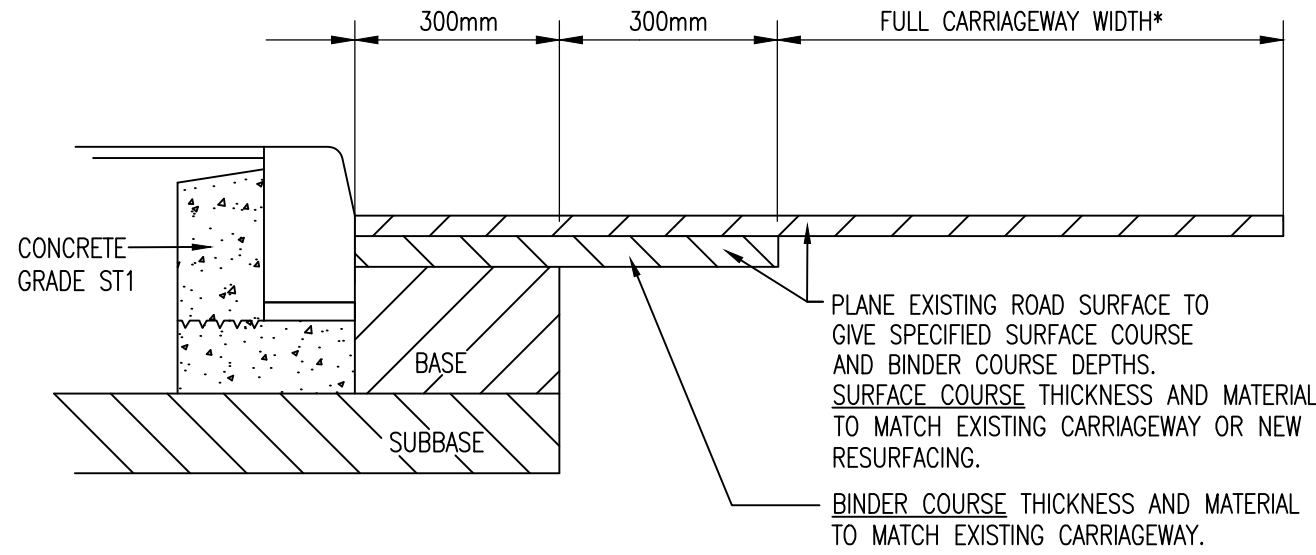




- NOTES:
1. ALL MATERIAL IN CARRIAGEWAYS TO BE LAID BY MACHINE.
 2. ALL MATERIAL TO BE IN ACCORDANCE WITH THE MCHW UNLESS OTHERWISE AGREED.
 3. DESIGN TYPE SURFACE COURSES MAY ONLY BE USED IN SPECIAL CASES WITH PRIOR WRITTEN APPROVAL OF THE PROJECT ENGINEER.
 4. MINIMUM LONGITUDINAL FALL IN CHANNELS TO BE 1:170
 5. MIN DEPTH OF NONFROST SUSCEPTIBLE MATERIAL IS 450mm FROM ROAD PAVEMENTS.
 6. THE MIN PSV AND AAV FOR SURFACE COURSES WITH AND WITHOUT PRECOATED CHIPPINGS FOR ADAPTABLE ROADS IS AS DESCRIBED IN PARA 4.6.8 OF THE DCM.
 7. TO DETERMINE THE REQUIRED CAPPING LAYER THICKNESS TO RESTORE FORMATION TO 15% REFER TO INTERIM ADVICE NOTE 73/06 REV 1. (2009) FOR CLASS 2 RESTRICTED DESIGN OPTIONS – IAN 73/06 REPLACES HD 25/94.
 8. COMMERCIAL/INDUSTRIAL ADAPTABLE ROADS AND SPINE ROADS SHOULD BE DESIGNED IN ACCORDANCE WITH THE DESIGN MANUAL FOR ROADS AND BRIDGES.
 9. THE AVERAGE TEXTURE DEPTH FOR BITUMINOUS SURFACING SHALL BE EQUAL TO OR MORE THAN 1mm AND NOT MORE THAN 1.2mm
 10. FOR ALL BITUMINOUS MATERIALS, TRANSPORTATION LAYING COMPACTION AND TYPE TESTING PROTOCOLS SHALL CONFORM TO BS 594987:2010.
 11. WHERE AGREED IN WRITING WITH THE HIGHWAY AUTHORITY RECLAIMED ASPHALT MAY BE USED IN ACCORDANCE WITH BS EN 13108 AND CLAUSES 902 AND 948 MCHW. FOR ADDITIONAL GUIDANCE REFER TO PD 6691:2007.
 12. WHERE THE SURFACE FINISH VARIES WITHIN THE WORKS EG ASPHALT CONCRETE, BLOCK PAVERS ETC THE SPECIFICATION OF MATERIALS USED SHALL REMAIN CONSISTENT THROUGHOUT UNLESS AGREED OTHERWISE BY THE PROJECT ENGINEER.
 13. BASECOURSE MATERIAL – THE AC32 MATERIALS LARGE STONE CONTENT CAN RESULT IN IT BEING OPEN WHEN LAID AND PRONE TO FRETTING. THEREFORE IF THE BASECOURSE IS TO REMAIN UNCOVERED FOR LENGTH OF TIME AN OVERLAY OF AC20 BINDER COURSE IS REQUIRED. FOR DESIGN PURPOSES, THE CBR MUST BE ESTABLISHED ON VIRGIN GROUND BEFORE CONSTRUCTION BEGINS – REFER TO TABLE 35 (LHDG).
 - 14.



ALL NEW MATERIALS TO BE AS TYPE P1 CONSTRUCTION

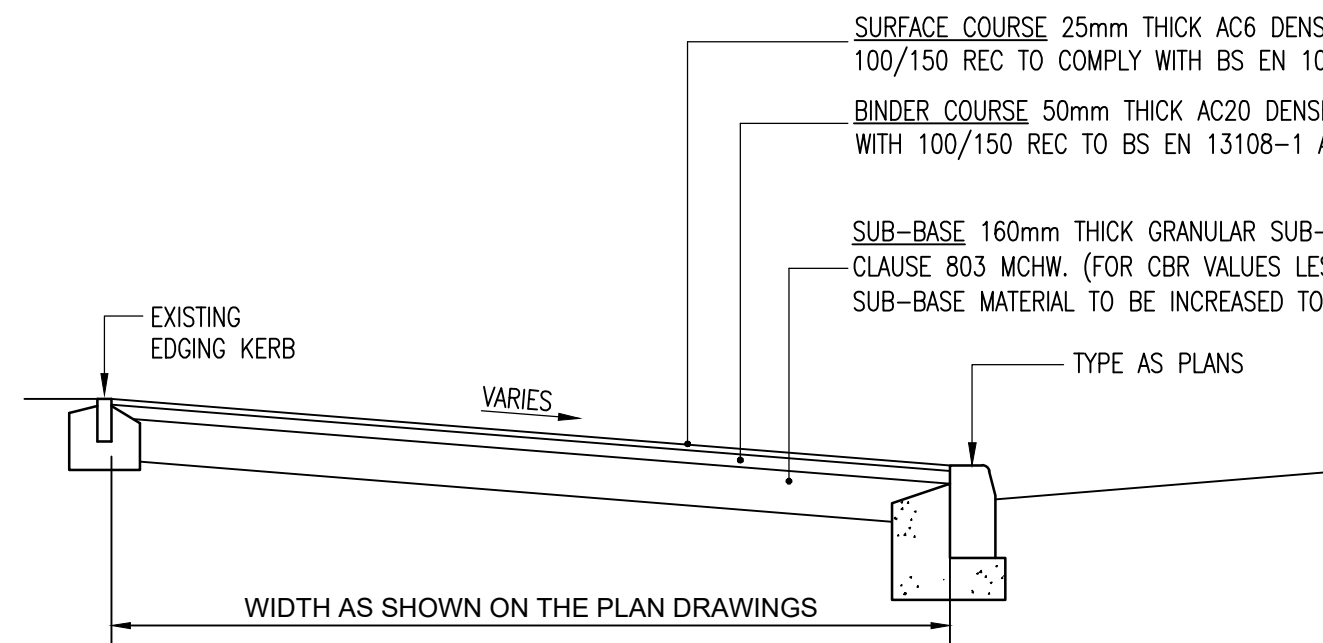
- NOTES:
1. EXTENT OF HAUNCH TO BE DETERMINED BY THE ENGINEER.
 2. EXCAVATION TO BE EXTENDED TO SOUND MATERIAL IF DIRECTED BY THE ENGINEER TO BE BACK-FILLED WITH TYPE 1 MATERIAL.
 3. EXISTING CARRIAGEWAY TO BE CUT BACK TO SOUND MATERIAL AS SHOWN.
 4. ALL VERTICAL FACES TO BE FREE FROM LOOSE MATERIAL AND COATED WITH A HOT BUTUMINOUS BINDER TO MCHW CLAUSE 406.7
 5. ALL EXISTING SURFACES TO BE CLEAN AND FREE FROM STANDING WATER. BOND COAT TO BE ADDED BETWEEN ASPHALT LAYERS.
 6. AREA LESS THAN 450mm WIDE BASE WOULD NEED TO BE A CONCRETE DESIGN.
 7. A BOND COAT SHALL BE APPLIED BETWEEN ASPHALT LAYERS IN ACCORDANCE WITH BS 594987:2015 TABLE 3, ENSURING FULL COVERAGE AT THE SPECIFIED APPLICATION RATE.
- * WIDTH DETERMINED BASED ON CORE REPORT.

Table 35: Equilibrium CBR values to be used for design purposes ^(a)		
Type of soil	Plasticity index	Equilibrium CBR %
Heavy clay	50 or greater	Less than 2
Heavy clay	40 to 49	2
Heavy clay	30 to 39	2
Silty clay	20 to 29	3
Sandy clay	10 to 19	4
Silt	Less than 10	1
Sand (poorly graded)	Non-plastic	20
Sand (well graded)	Non-plastic	40
Gravel (poorly graded)	Non-plastic	40
Sandy gravel (well graded)	Non-plastic	60

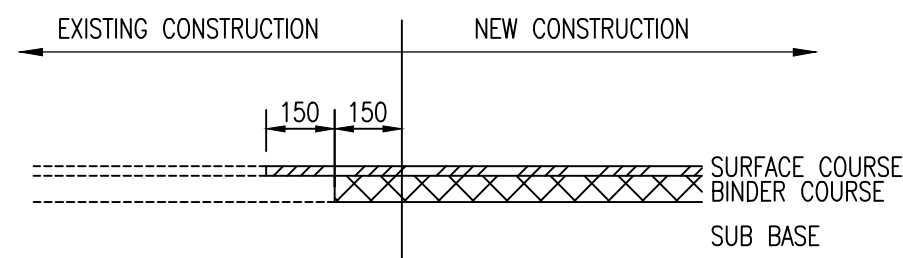
Table 36: Carriageway sub-base and capping thickness ^(a)						
CBR Value	Min 450mm Frost Susceptibility					
	Residential Access Road (250mm Bituminous layer)		Shared Surface Access Way (200mm Bituminous layer)		Industrial Road (300mm Bituminous layer)	
	Capping	Sub Base	Capping	Sub Base	Capping	Sub Base
Less than 2%	550	200	500	250	600	150
2%	400	200	350	250	450	150
3%	300	200	250	250	350	150
4%	250	200	200	250	300	150
5 to 15%	200	200	200	250	250	150
More than 15%		200		250		150

TYPE P1 - FULL DEPTH CARRIAGEWAY CONSTRUCTION

TYPE P2 - CARRIAGEWAY TIE IN CONSTRUCTION DETAIL

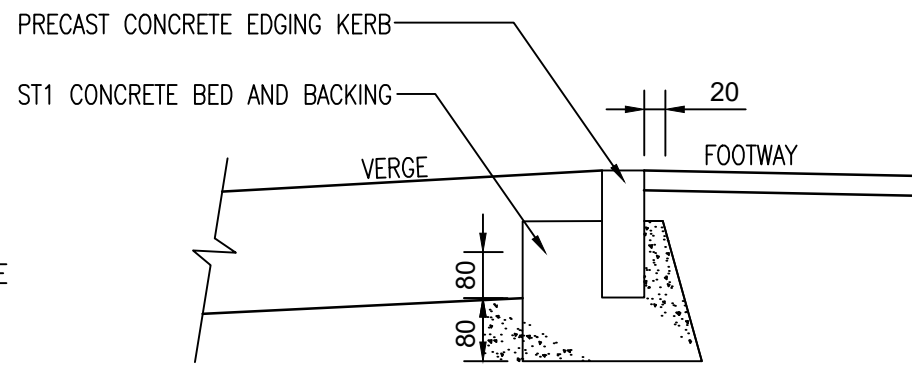


TYPE F1 - FULL DEPTH FOOTWAY CONSTRUCTION



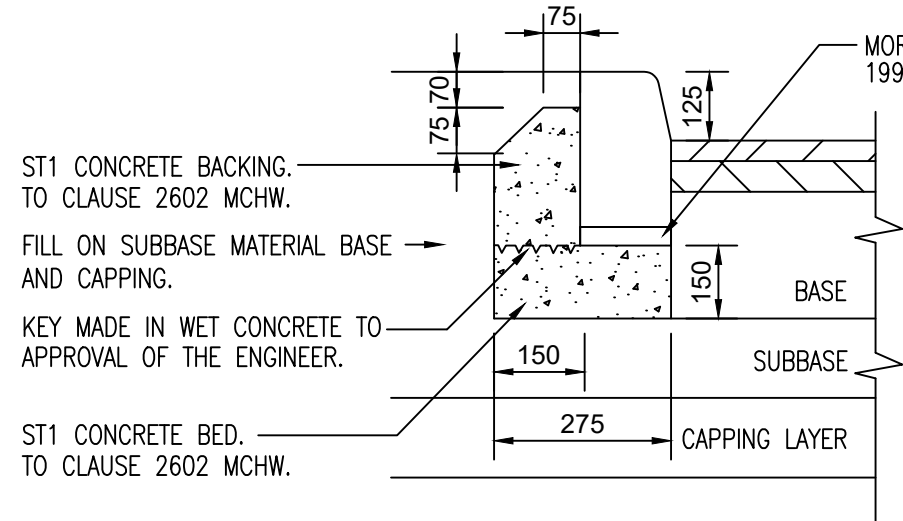
ALL NEW MATERIALS TO BE AS TYPE F1 CONSTRUCTION

TYPE F2 - FOOTWAY TIE IN DETAIL

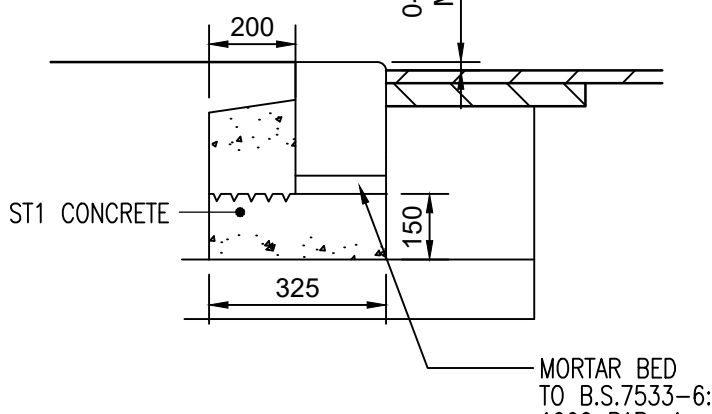


EF - EDGING KERB

50 x 150 SQUARE

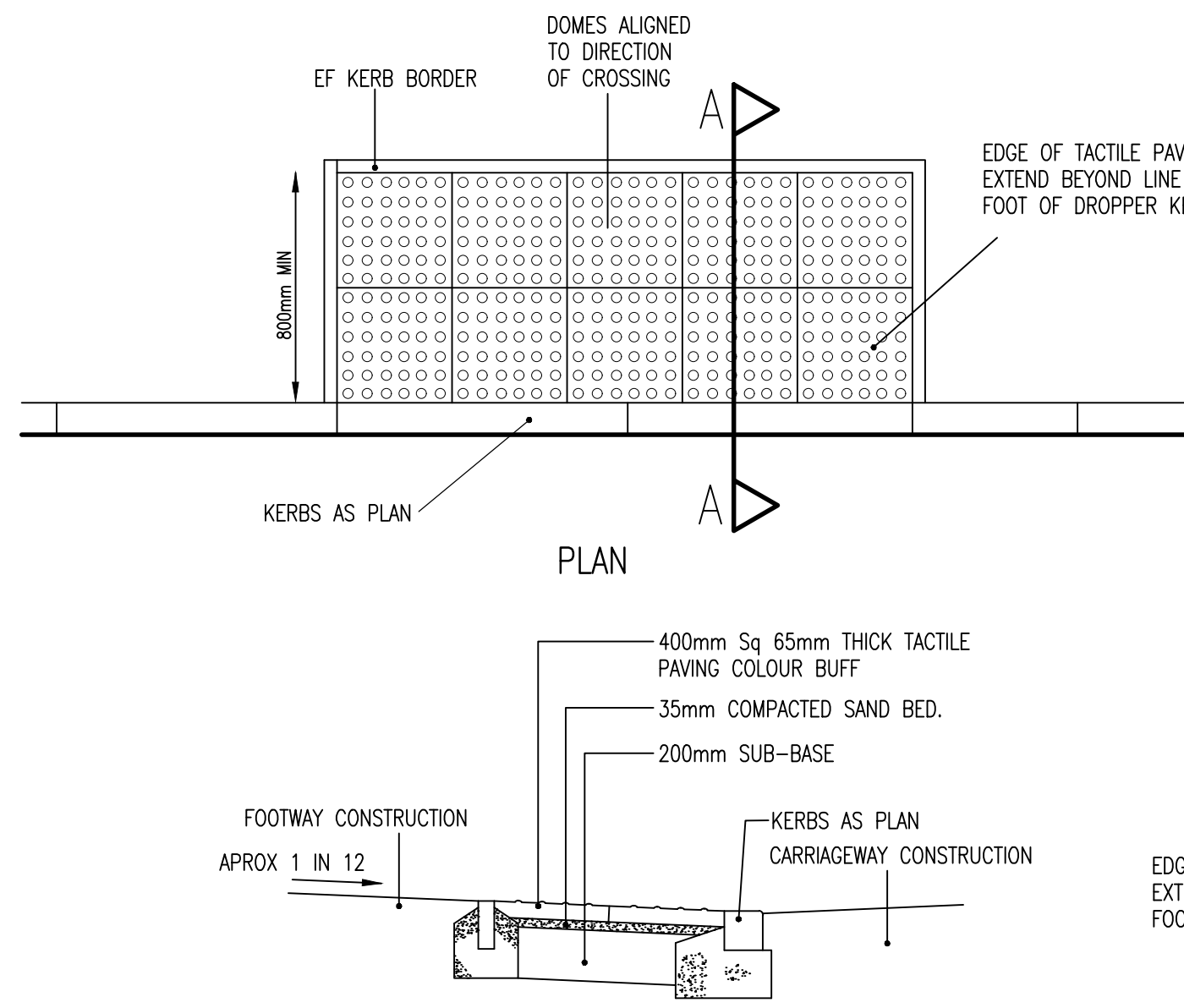


HB2 - HALF BATTERED KERB



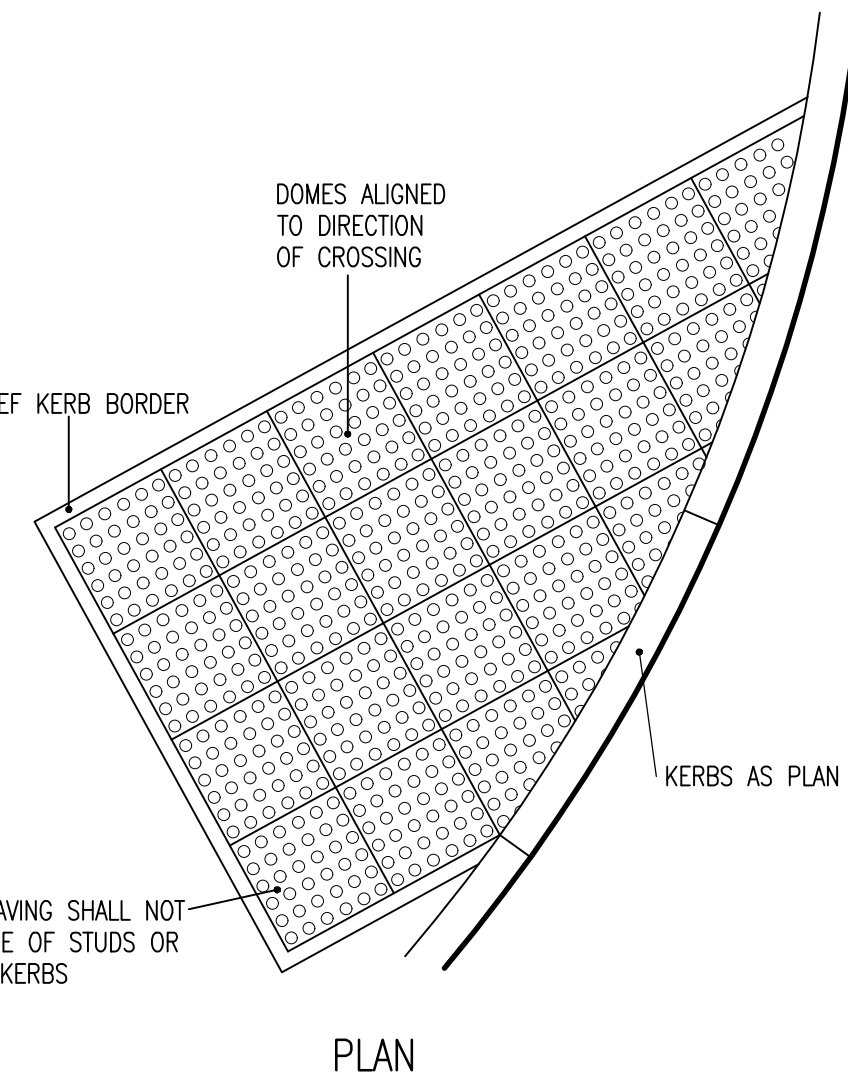
BN - BULL NOSED KERB

125 x 150

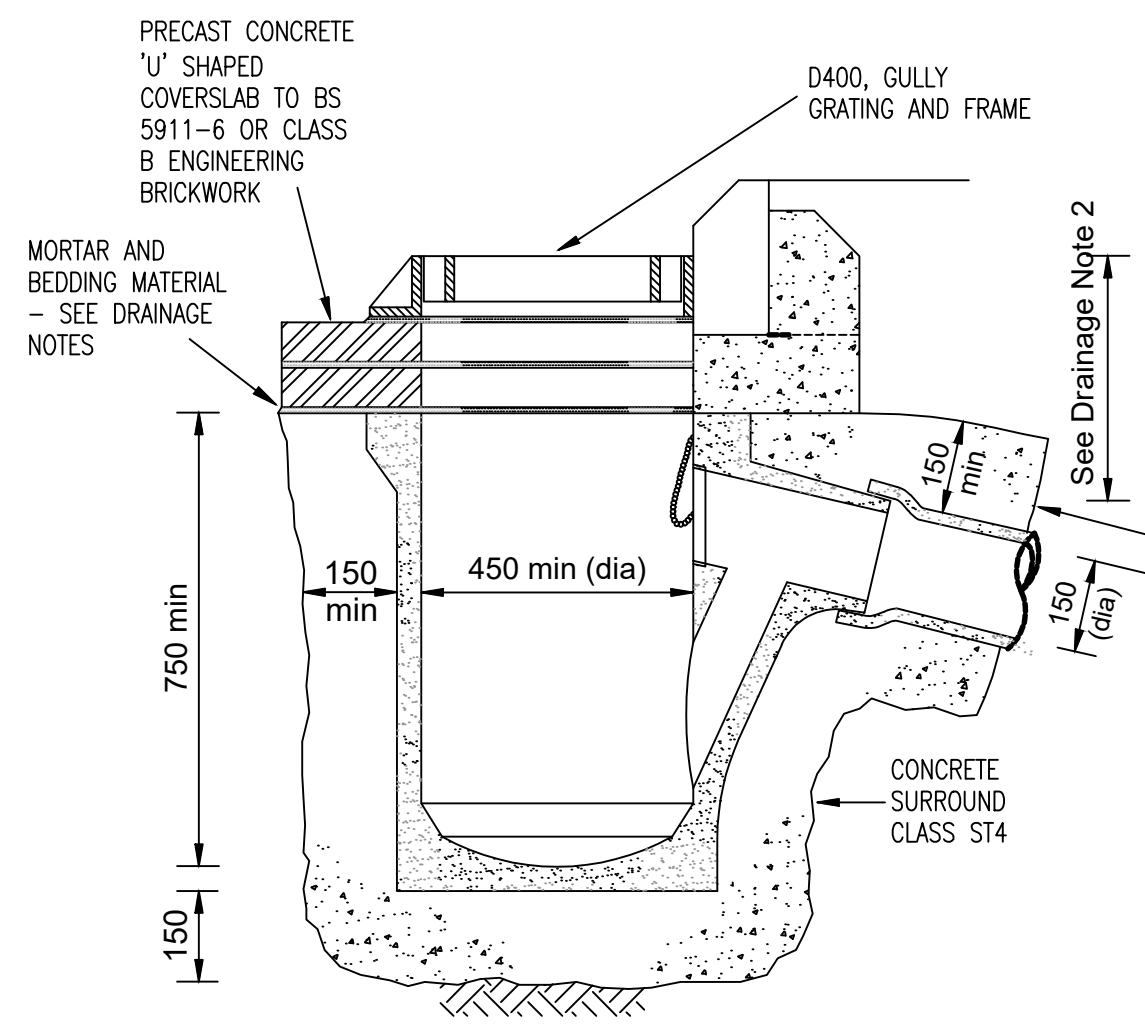


SECTION A-A

TACTILE PAVING CONSTRUCTION DETAIL



PLAN



PRECAST CONCRETE GULLY CROSS SECTION

- DRAINAGE NOTES
1. Drainage shall be carried out in accordance with LCC guidance.
 2. 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.
 3. All new or reconstructed brickwork shall be a minimum of 225mm thick in English Bond. The number of courses as per the appropriate standard drawing or statutory undertakers requirements. All bed and vertical joints shall be filled solid and exposed joints finished flush.
 4. The mortar and frame bedding material must be allowed sufficient time to gain strength before any loading is put on the frame, cover or brickwork, either from reinstatement materials, traffic or compaction. Where it is necessary to subject the frame, cover or brickwork to loading within a period less than 10 days then a proprietary cementitious material, epoxy resin or hydraulic cement should be used in lieu of Ordinary Portland cement mortar. Loading and compaction should not take place until the mortar and bedding material has gained a strength of 10N/mm².
 5. On new roads or reinstatement works where it is necessary to subject the frame, cover and brickwork to loading within 24 hours then a proprietary cementitious material or epoxy resin should be used. This material should be capable of reaching a strength of 10N/mm² within 2 hours when used in accordance with the manufacturer's instructions.
 6. Where Ordinary Portland cement mortar is used then it should comply with Class 1 mortar to clause 2404. Sands for mortar shall be washed sand complying with BS EN 13139 and graded in accordance with Table 1 of that standard.
 7. The depth of mortar joints in brickwork and under the ironwork shall be between 5mm and 15mm for Ordinary Portland cement mortar. Any fine adjustment in level should be carried out in special class B bricks of reduced thickness or quarry tiles. Where proprietary cementitious materials or epoxy resins are used the mortar bedding depths should be in accordance with the manufacturer's recommendations.
 8. Where adjustments are made to existing ironwork then the existing frame and cover shall be removed and all the old bedding material removed from the supporting structure. All inadequate or unsound portions of the structure are to be removed and cleaned as directed by the Engineer. The frame and cover should be cleaned of all loose point, rust and other debris. Any defects or damage should be reported to the Engineer before re-bedding.
 9. Where it is proposed to run traffic on existing surfaces or on base course material where ironwork has been set to finished levels, then edges should be protected with temporary ramps formed of compacted 6mm close graded macadam. The ramps should not exceed 1 in 30 parallel to the flow of traffic or 1 in 15 perpendicular to the flow of traffic. The temporary ramps should be removed immediately prior to surfacing.
 10. The contractor shall prevent the ingress of debris into the structure/chamber during the construction or adjustment. Once the surfacing is complete all structures/chambers shall be cleaned prior to leaving site.
 11. Any fine adjustment course shall be laid below the final course.
 12. All ironwork to be set so that the frames and covers finish flush with adjacent finished road level. On gullies, the frames and covers should either be flush or up to 6mm below the finished road surface to assist in drainage of the carriageway.

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NOTES:

1. Do not scale from this drawing
2. All details to be confirmed on site
3. Topographical Survey provided by Corporate Architecture, drawing number: 5166/JP/23/002.
4. Architects plan provided by Corporate Architecture, drawing number: 5166/JP/21/105 rev T0.

FOR CONSTRUCTION

Rev	Description	Date	By	Chk
C	Amendments following cores report	01.07.25	MW	MT
B	Amendments following CC comments 22.04.25	28.04.25	MW	MT
A	Amendments following CC comments 18.03.25	25.03.25	MW	MT

AMENDMENTS	
Client	central coop

ADL House, The Oaklands Business Park Yate, Bristol, BS37 5NA
01454 332100 Cad@adltraffic.co.uk

ADL Job No.	5428
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Project	Central Co-op B582 High Street Desford
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Title	Standard Details
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Date	17.09.24	Drawn	MW
Checked	Date	Approved	Date
Scale	Drg No.	Rev.	
NTS@A1	5428-120	C	