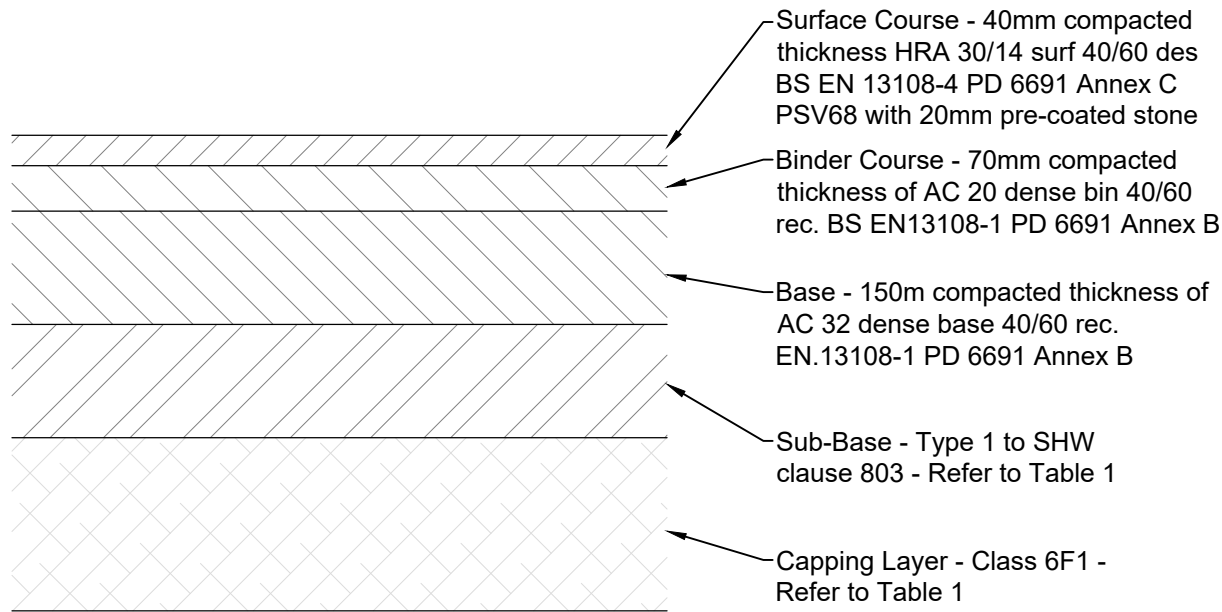
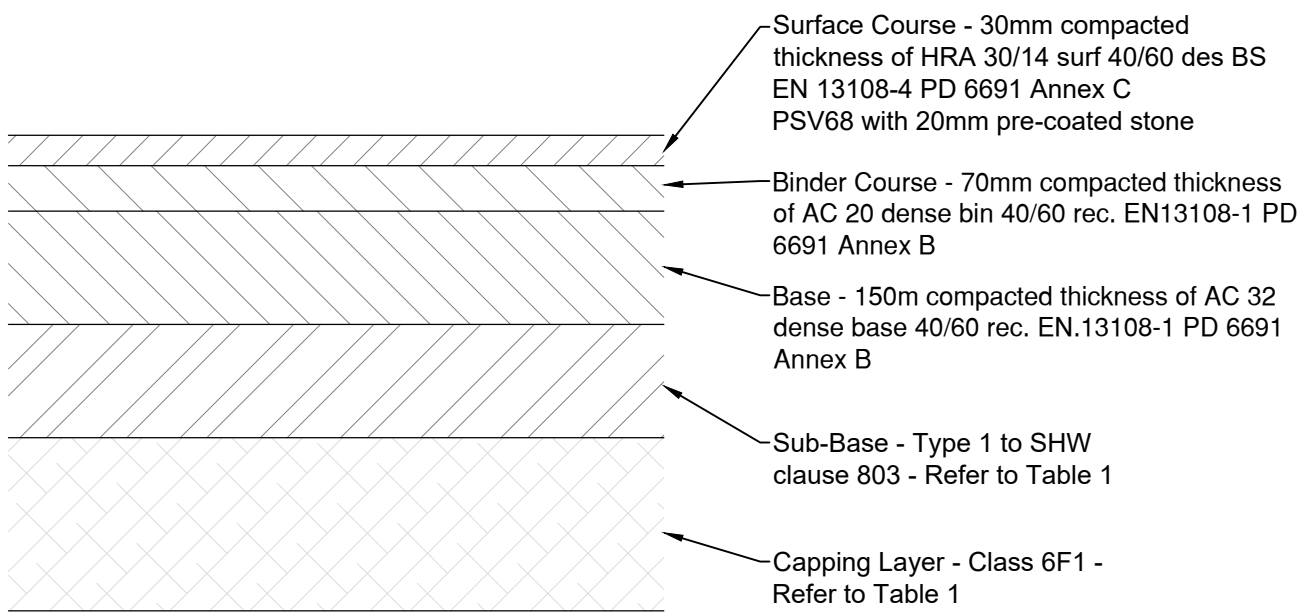
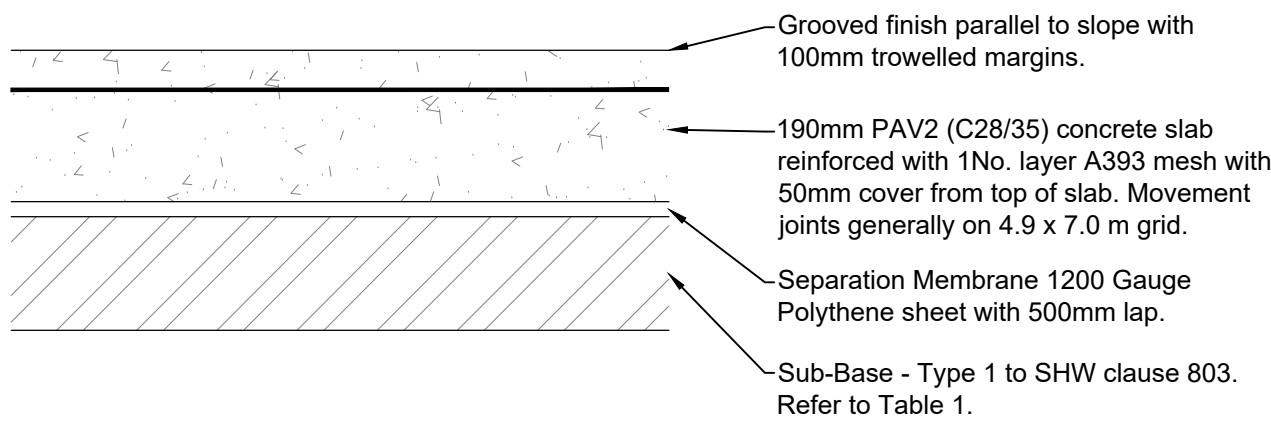




Type P1 - Main Access Road

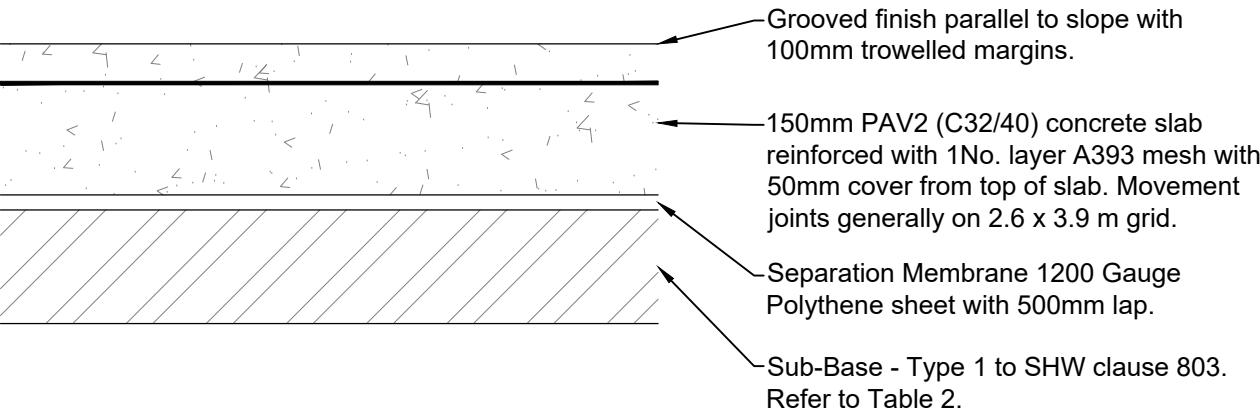


Type P2 - Car Parking Areas

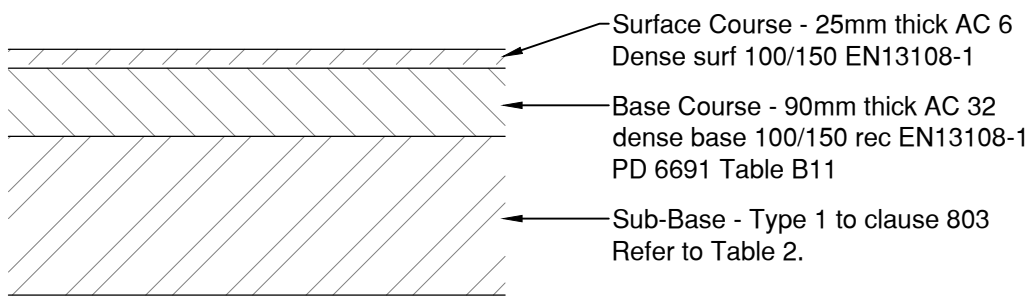


Type C1 - Service Yard
Design Traffic 5msa

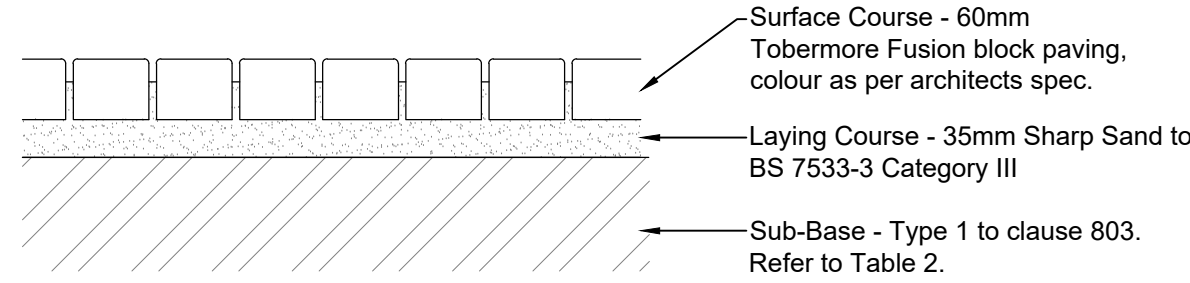
Table 1:	
Subgrade CBR (%)	Highway foundation
>15	150mm sub-base
5 to 15	225mm sub-base (laid in two layers, max 125mm per layer)
2 to 5	150mm sub-base plus 350mm capping
<2	150mm sub-base plus 600mm capping
NOTE: Overall construction thickness to be minimum 450mm. Refer to Note 1.	



Type C2 - Perimeter Path

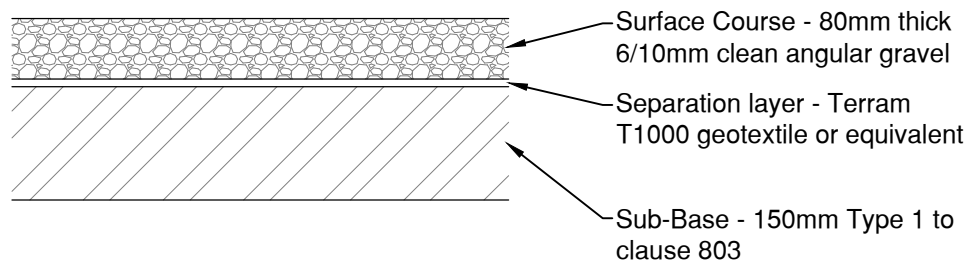


Type F1 - Footway
(Where significant HGV overrun is likely)

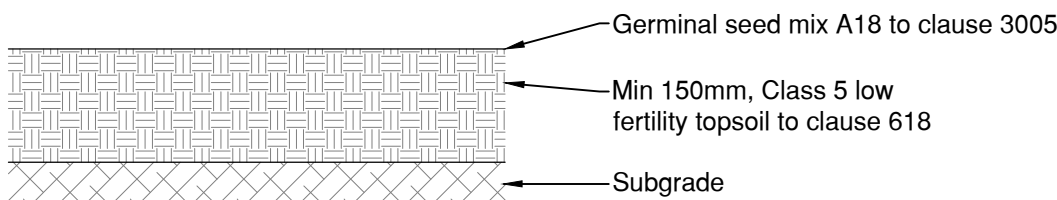


Type B1 - Block Paving Footway
No construction trafficking; Occasional heavy traffic loading only

Table 2:	
Subgrade CBR (%)	Highway foundation
>4	210mm sub-base (laid in two layers, max 125mm per layer)
2.5 to 4	320mm sub-base (laid in three layers, max 125mm per layer)
NOTE: Overall construction thickness to be minimum 450mm. Refer to Note 1.	

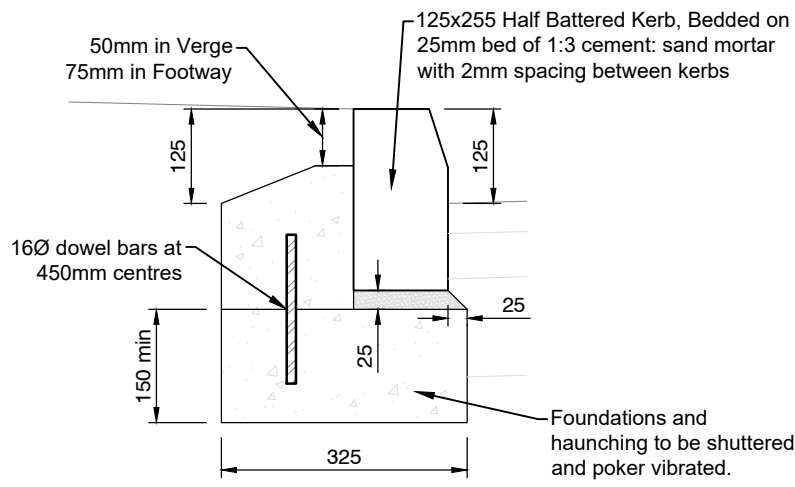


Type G1 - Gravel overhang strip

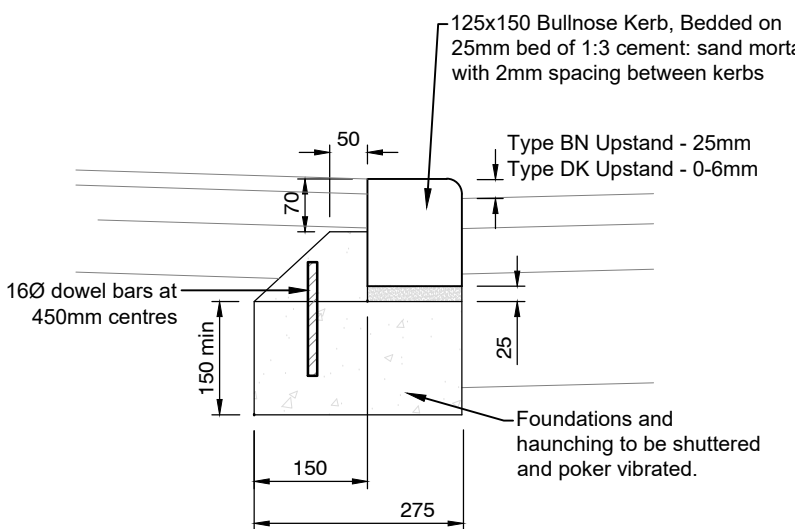


Type V1 - Grass verge

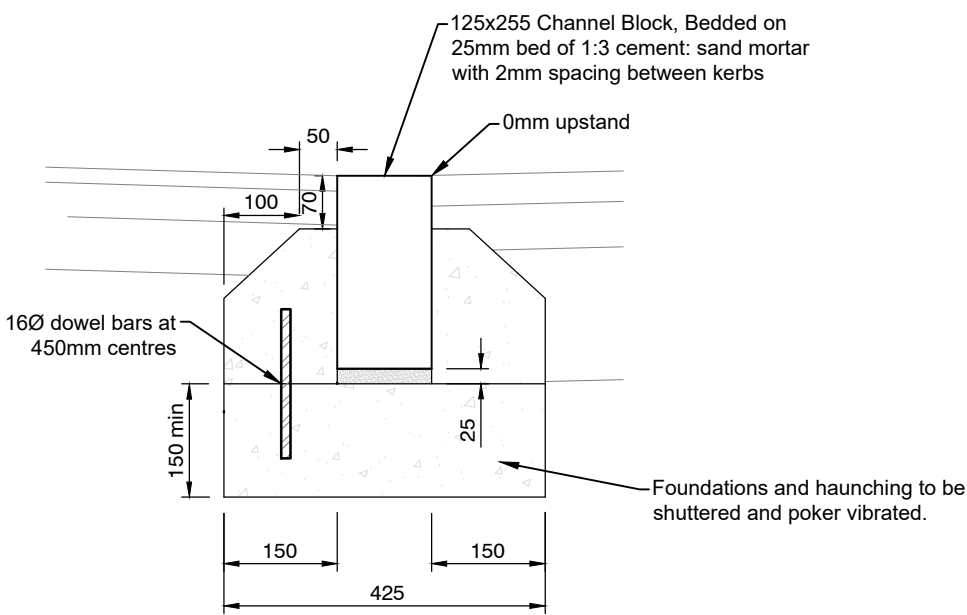
- Kerbs are to be precast to BS EN 1340:2003.
- Transition kerbs are to be used at all changes of kerb type.
- Concrete bed and haunching to be in accordance with MCHW Specification Clause 2602 (Mix ST4).
- Concrete bed is to be laid on or within sub-base layer, or on additional concrete to bring underside of bed to sit on sub-base.
- Sub-base is to protrude 500mm behind kerb, from face of kerb, and is to have a minimum thickness of 100mm.
- 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.
- Dowel bars may be omitted from kerb details if the bed and haunch are laid in one operation. If the bed is to be cast separately and allowed to go off before the haunch is cast, the dowel bars are required.



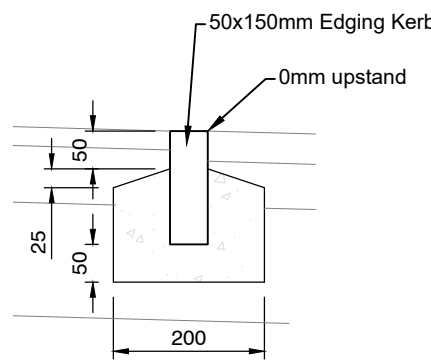
Kerbing Type HB -
125x255mm HB2 Half Battered Kerb



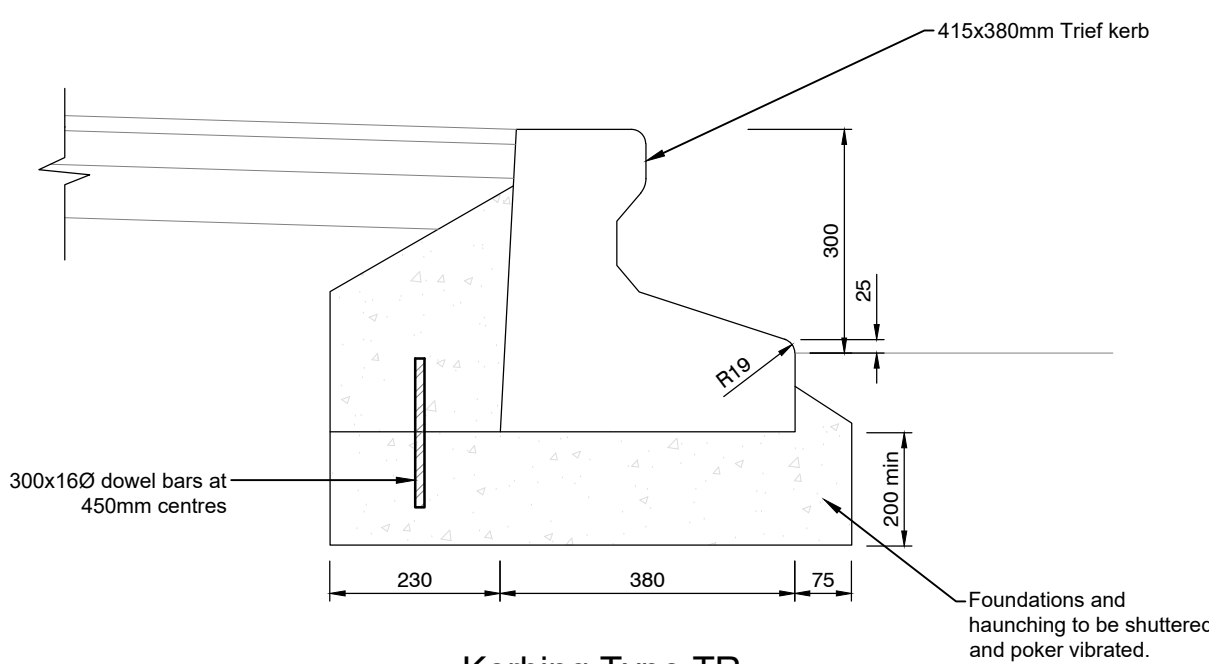
Kerbing Type BN & DK -
125x150mm BN2 Bullnose Kerb



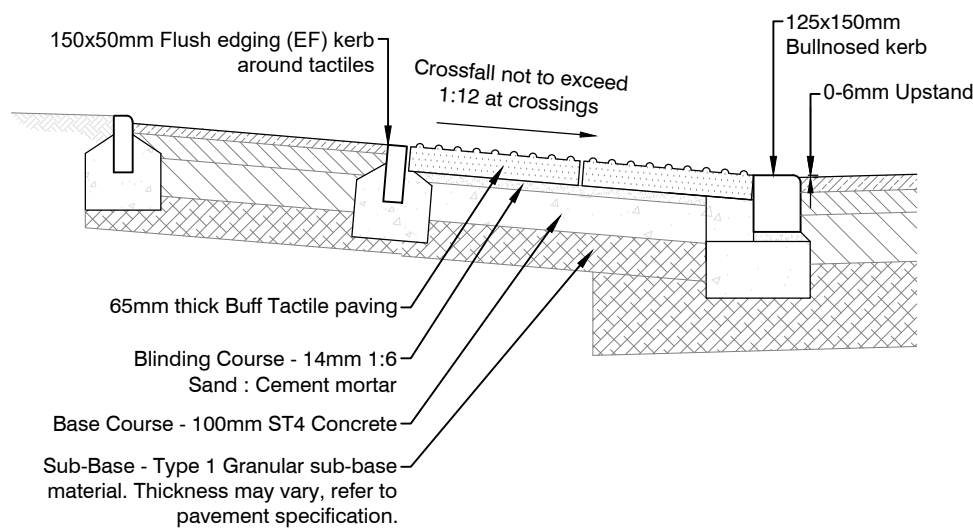
Kerbing Type CS -
125x255mm CS1 Channel Block



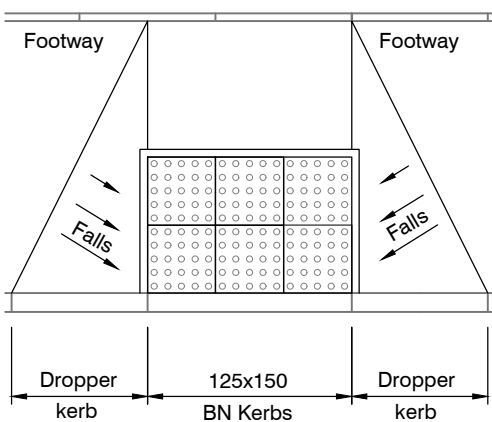
Kerbing Type EF -
50x150mm Flat Top EF Edging Kerb



Kerbing Type TR -
415x380mm Trief Kerb GST2A



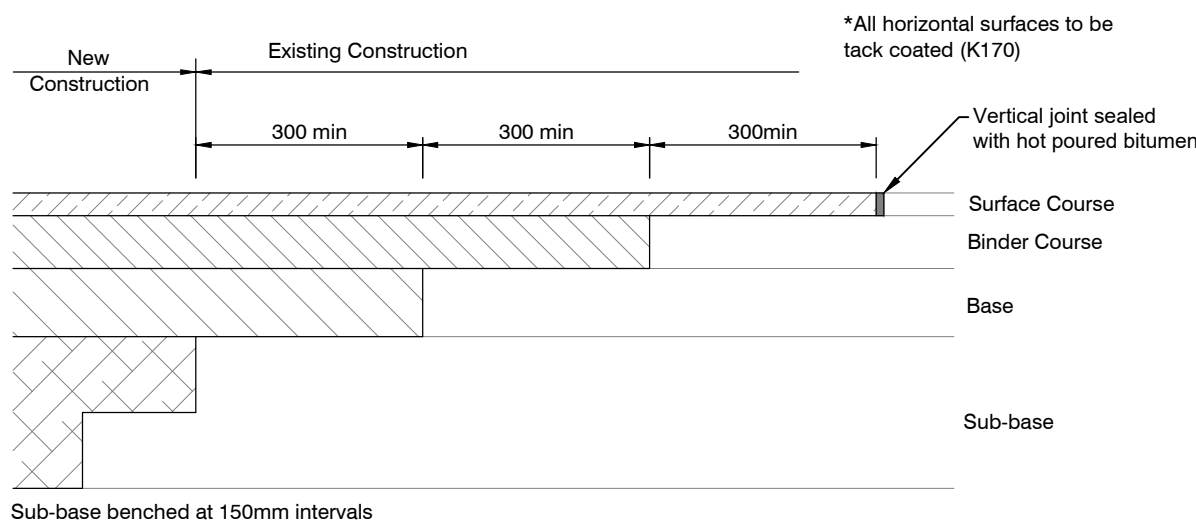
Section Through Pedestrian Crossover



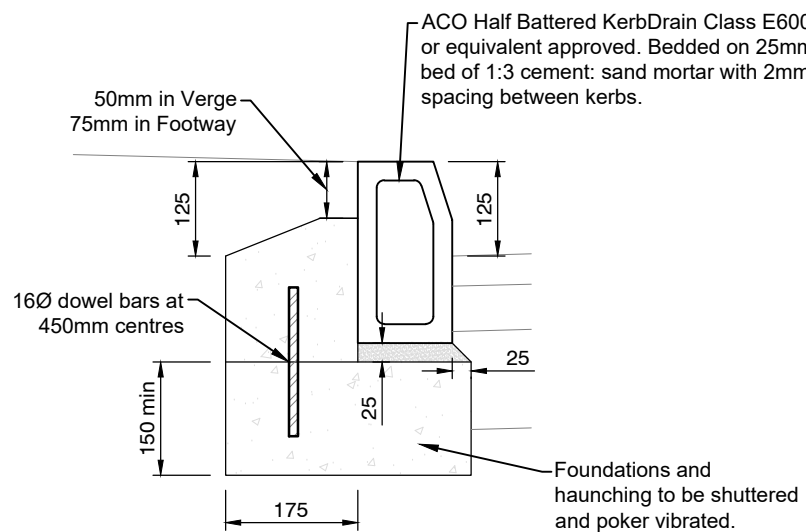
Tactile Paving Crossing Detail

Tactile paving to be in accordance with the "Guidance on the use of tactile paving surfaces"

Central Kerb to be 6mm upstand from carriageway surface. 150x50mm Flush edging (EF) kerb around tactile



Tie in to Existing Carriageway



Kerbing Type KD -
ACO Kerbdrain E600

GENERAL NOTES

- DO NOT SCALE.
- This drawing is to be read in conjunction with all other relevant drawings and details.
- Should there be any conflict between the details indicated on this drawing and those on other drawings the Engineer should be informed PRIOR to construction on site.
- Until technical approval has been obtained from the relevant Authority, it should be understood that all drawings issued are Preliminary and NOT for construction. Should the Contractor commence site works prior to such approval being provided it is entirely at their own risk.
- All dimensions are in metres unless otherwise stated.
- The Rodgers Leask Designer's Risk Assessment(s) for this project must be reviewed PRIOR to the commencement of any works on site.

P02	22.12.25	Updated for planning	TH	DB
P01	03.03.25	First Issue	CJ	WN
Rev	Date	Amendments	By	Chk



Client

INDURENT

Project

INDURENT PARK, NEWPORT -
UNITS 19 - 21

Drawing Title

HIGHWAY CONSTRUCTION
DETAILS

Status

FOR PLANNING

Scale	Drawn	Checked	Date
NTS @ A1	CJ	WN	03.03.25

Drawing Number	Revision
25105-RL-25-XX-DR-C-2009	P02

BIM Drawing Reference

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Scale Bar

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