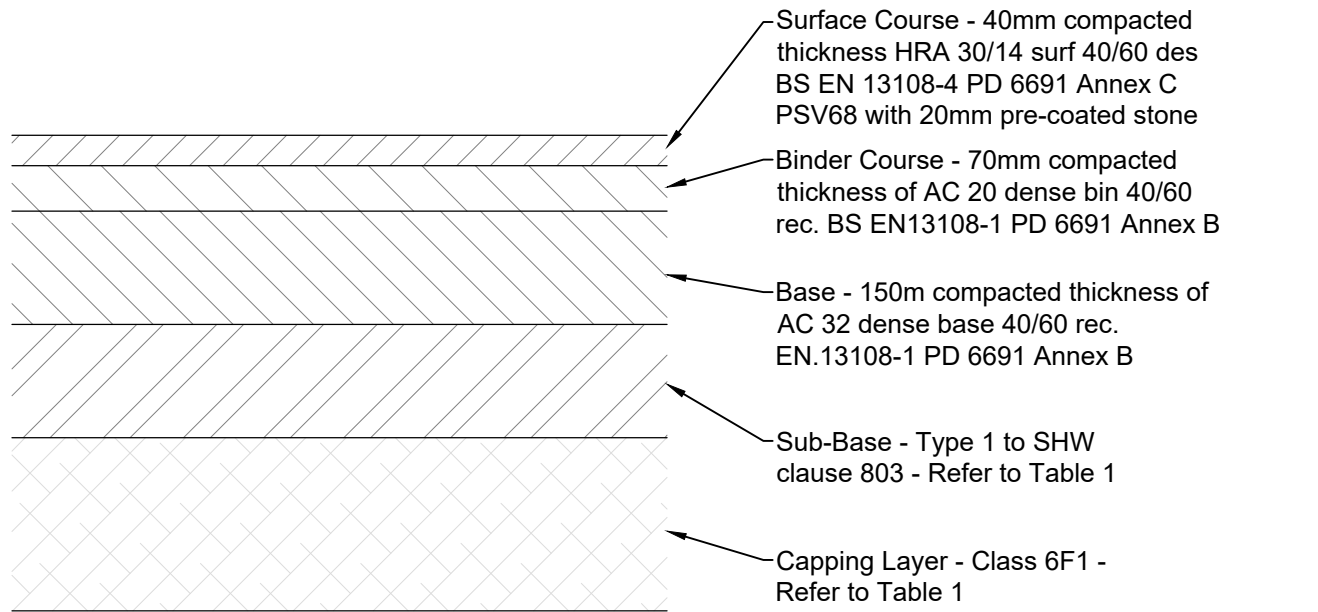
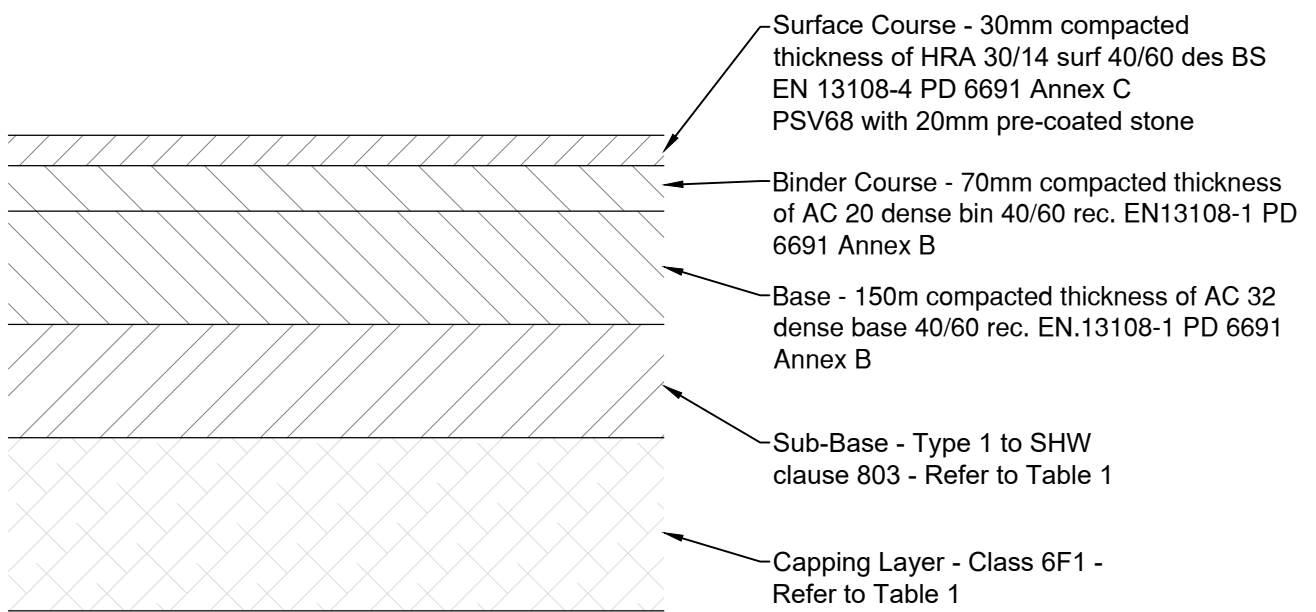
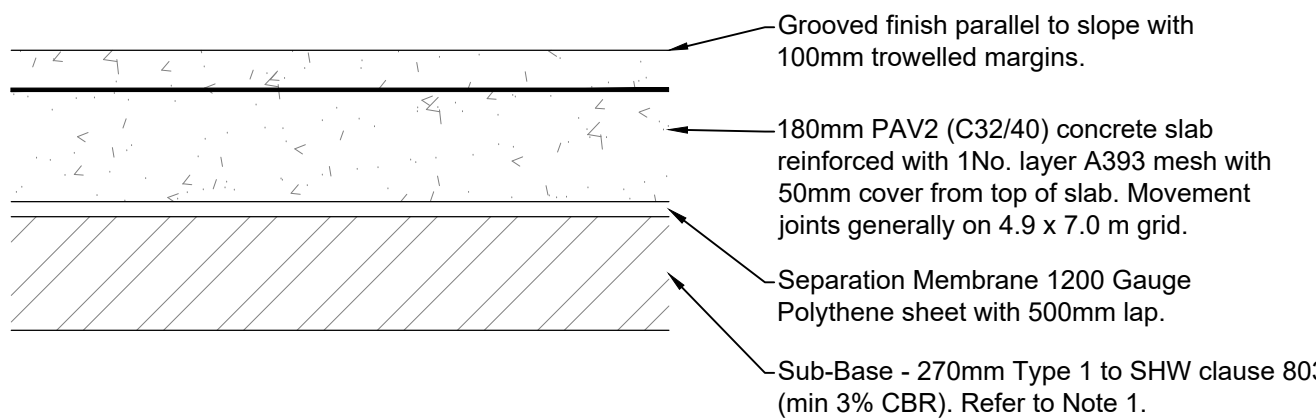




Type P1 - Main Access Road

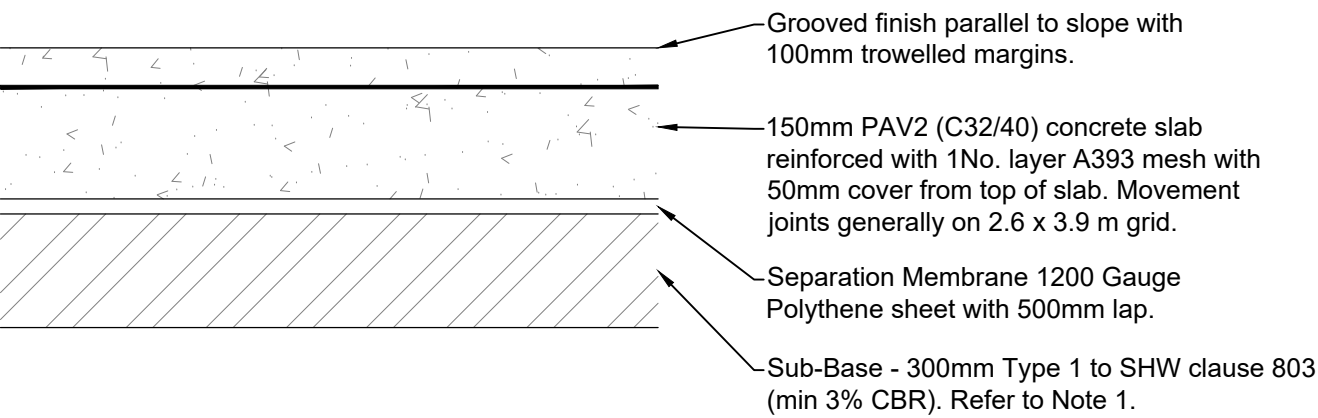


Type P2 - Car Parking Areas

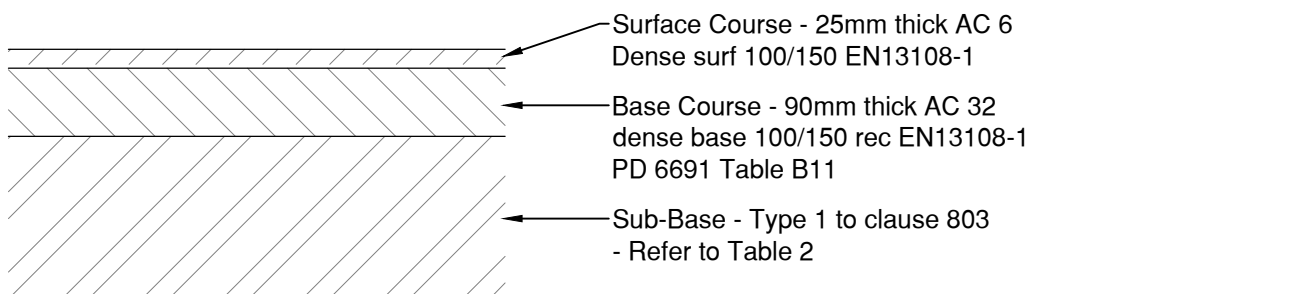


Type C1 - Service Yard
Design Traffic 5msa; Min 3% CBR

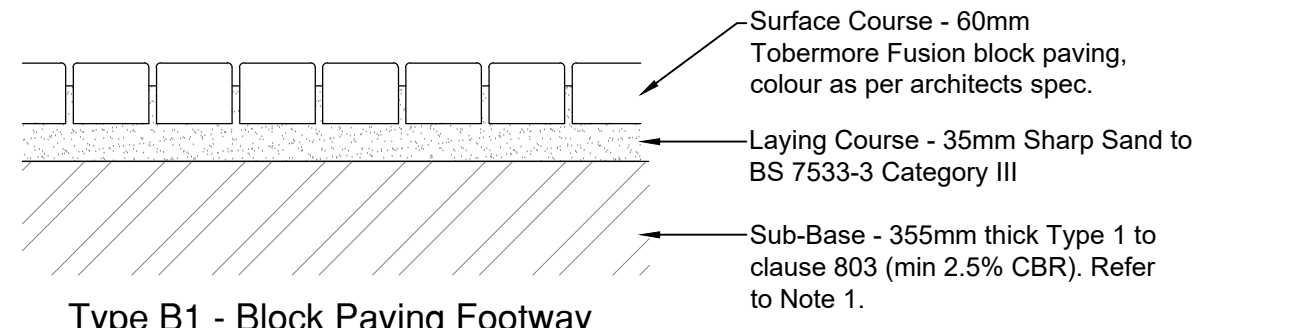
Table 1:	
Subgrade CBR (%)	Highway foundation
>15	150mm sub-base
5 to 15	225mm sub-base (laid in two layers, max 125mm per layer)
2 to 5	150mm sub-base plus 350mm capping
<2	150mm sub-base plus 600mm capping
NOTE: Overall construction thickness to be minimum 450mm. Refer to Note 1.	



Type C2 - Perimeter Path
Min 3% CBR

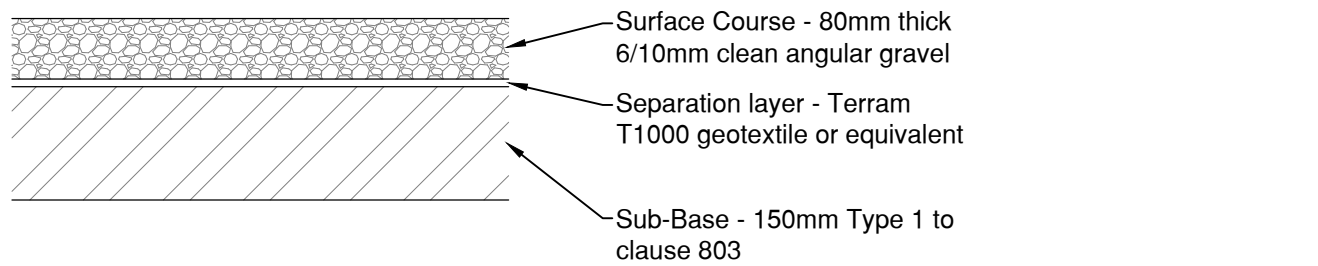


Type F1 - Footway
(Where significant HGV overrun is likely)

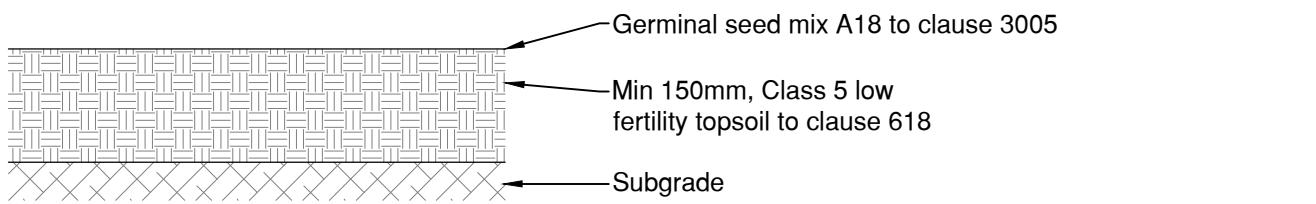


Type B1 - Block Paving Footway
No construction trafficking; Occasional heavy traffic loading only; Min 2.5% CBR

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.	

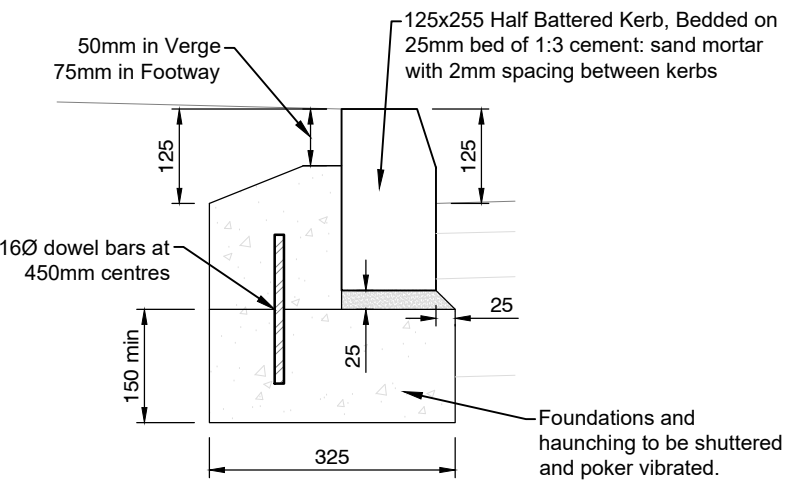


Type G1 - Gravel overhang strip

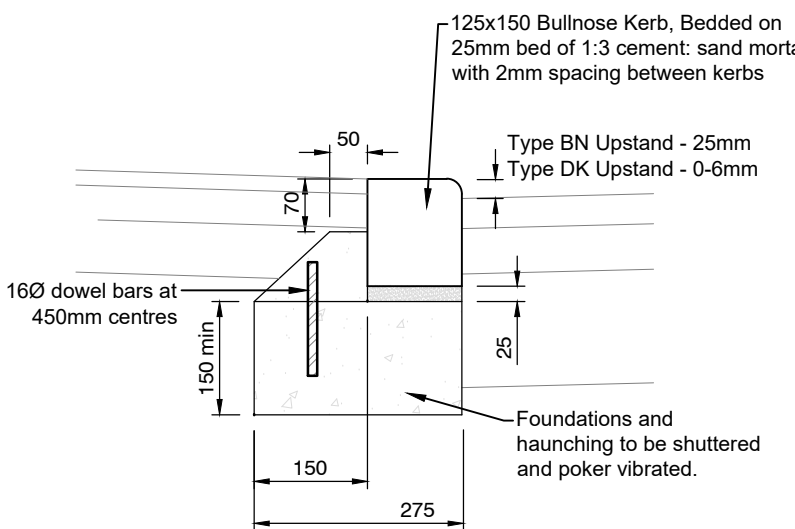


Type V1 - Grass verge

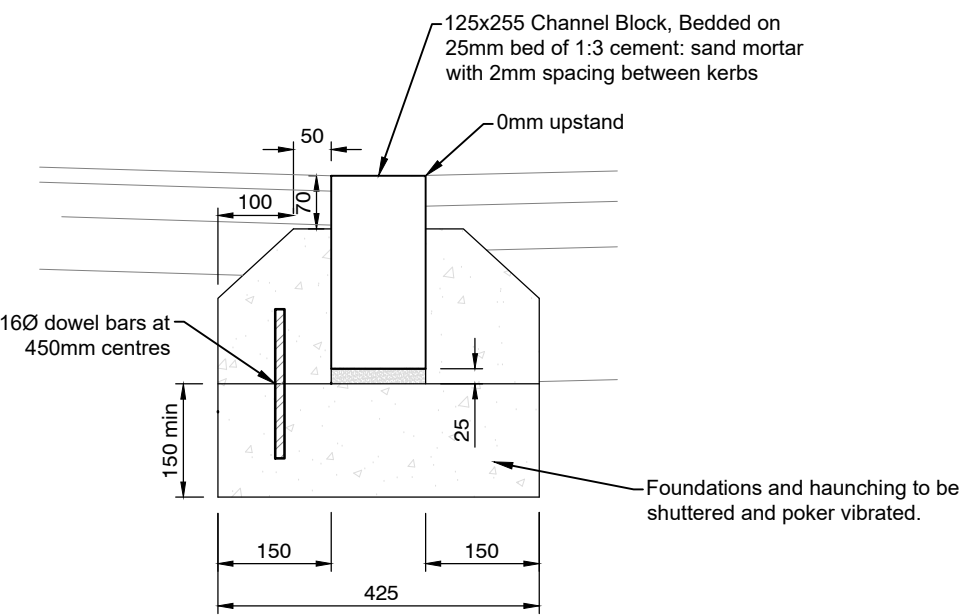
- Kerbs are to be precast to BS EN 1340:2003.
- Transition kerbs are to be used at all changes of kerb type.
- Concrete bed and haunching to be in accordance with MCHW Specification Clause 2602 (Mix ST4).
- Concrete bed is to be laid on or within sub-base layer, or on additional concrete to bring underside 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.



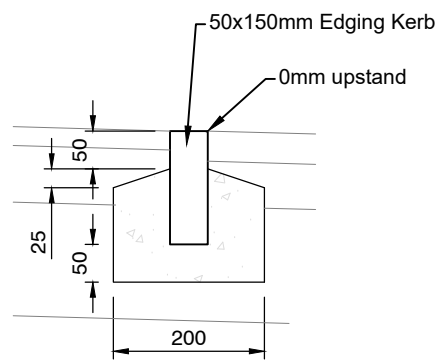
Kerbing Type HB -
125x255mm HB2 Half Battered Kerb



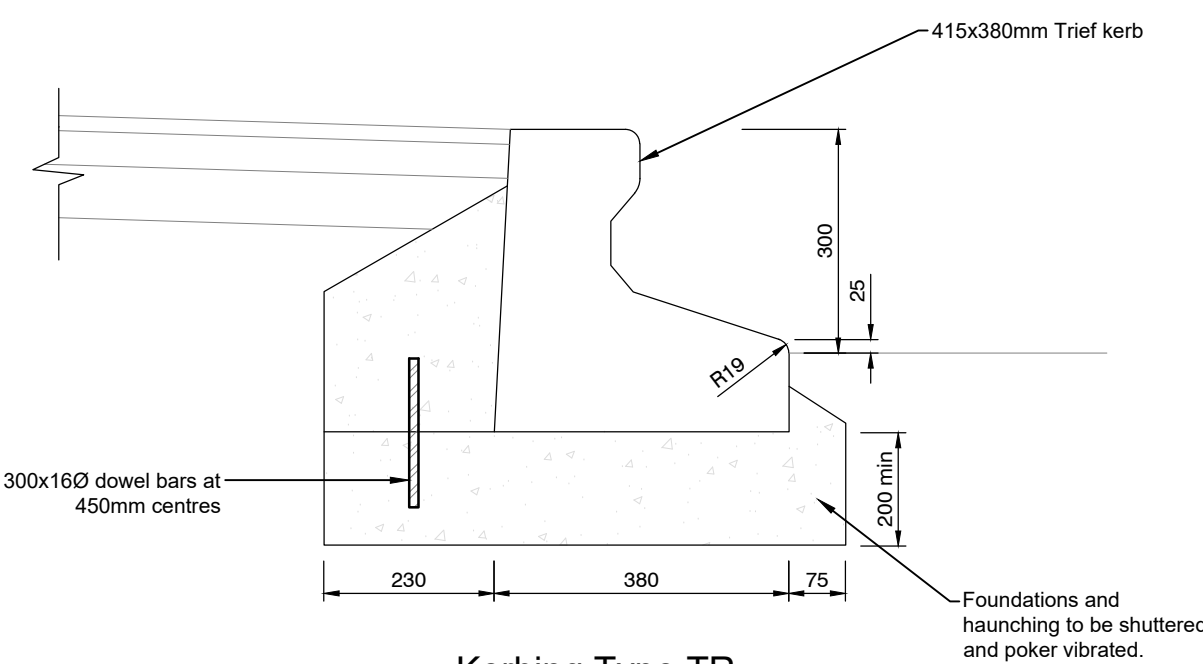
Kerbing Type BN & DK -
125x150mm BN2 Bullnose Kerb



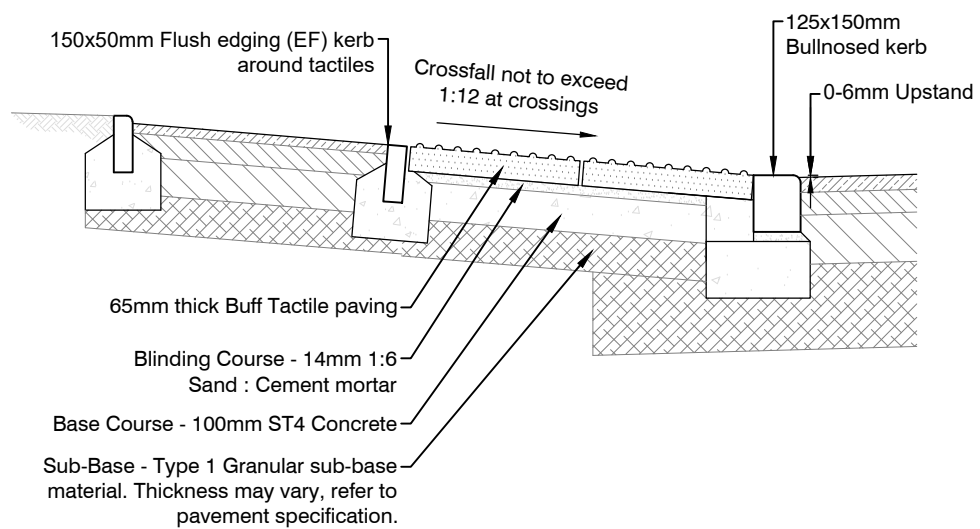
Kerbing Type CS -
125x255mm CS1 Channel Block



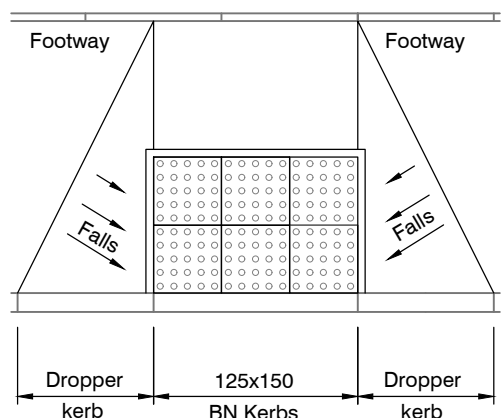
Kerbing Type EF -
50x150mm Flat Top EF Edging Kerb



Kerbing Type TR -
415x380mm Trief Kerb GST2A



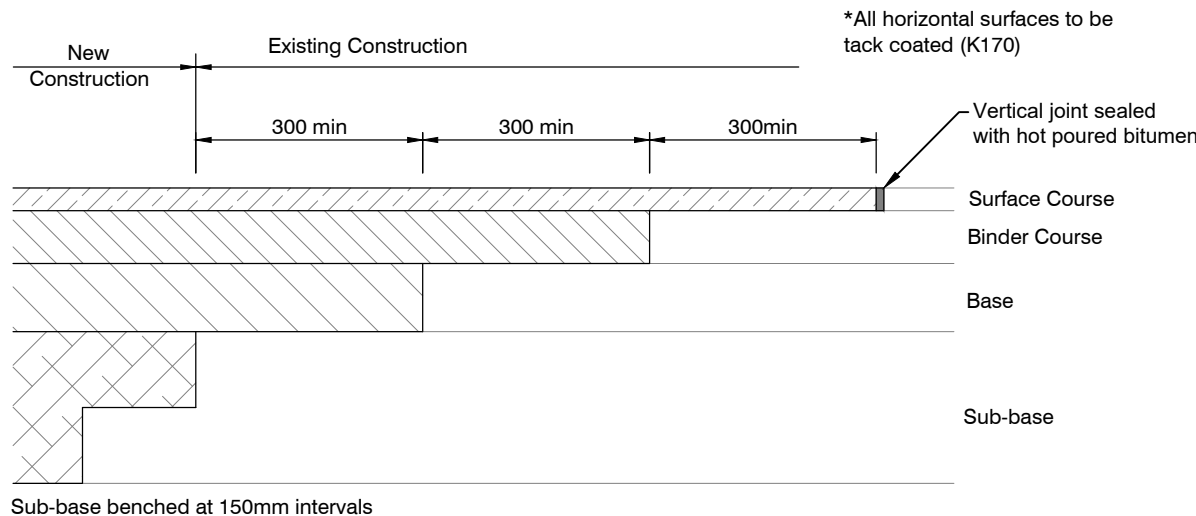
Section Through Pedestrian Crossover



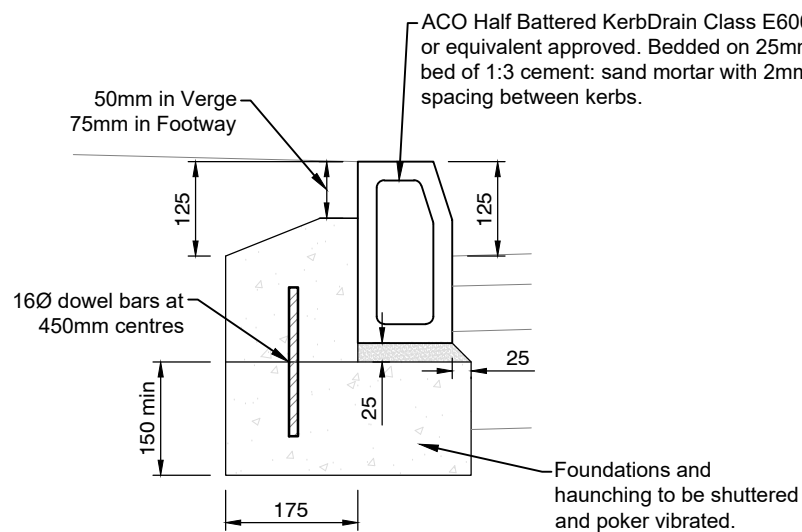
Tactile Paving Crossing Detail

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) kerbs around tactile



Tie in to Existing Carriageway



Kerbing Type KD -
ACO Kerbdrain E600

NOTES:

- All materials below engineered surfaces and within 450mm of finished surface to be non-frost susceptible. Where applicable the sub-base/capping has been increased to meet this requirement. Requirement of 450mm may be relaxed to 350mm on receipt of written confirmation from the Meteorological Advisory Services that the Frost Index for the site is less than 50.
- If CBR values are less than 2% then the advice of the Engineer must be sought.
- The developer shall take CBR test of road formation levels and results to be made available to the Engineer for approval.
- 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.
- This drawing is to be read in conjunction with all other Engineers and Architects drawings, and all other project information. Any discrepancies to be reported to the Engineer immediately.
- 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.
- All highway works are to be carried out to the requirements and full satisfaction of the Adopting Local Authority
- Bituminous road construction to comply with BS EN 130108
- Safe passage for pedestrians shall be maintained at all times during the construction period.
- All crossing points to be in accordance with DfT 'Guidance on the use of tactile paving surfaces'.
- Approved weedkiller to be applied as recommended to footway formation and sub-base. Application by trained operative wearing PPE and complying with COSHH requirements.
- Any soft spots discovered after proof rolling shall be removed and replaced with suitable engineering fill.
- New road levels to tie in smoothly with existing road. Levels to be confirmed prior to construction and reported to the Engineer.
- This drawing is for planning issue only and is not for construction.

P01/21.02.25	First Issue	CB	DB
Rev	Date	Amendments	By Chk

RLRE
Consulting Engineers
Client

Indurent

Project
Indurent Park, Newport
Units 15-18

Drawing Title
Highway Construction Details

Status

For Planning

Scale	Drawn	Checked	Date
A1@1:10	CB	DB	21.02.25

RLL Project/Drawing Number	Revision
24054-RL-25-XX-DR-C-0121	P01

BIM Drawing Reference

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