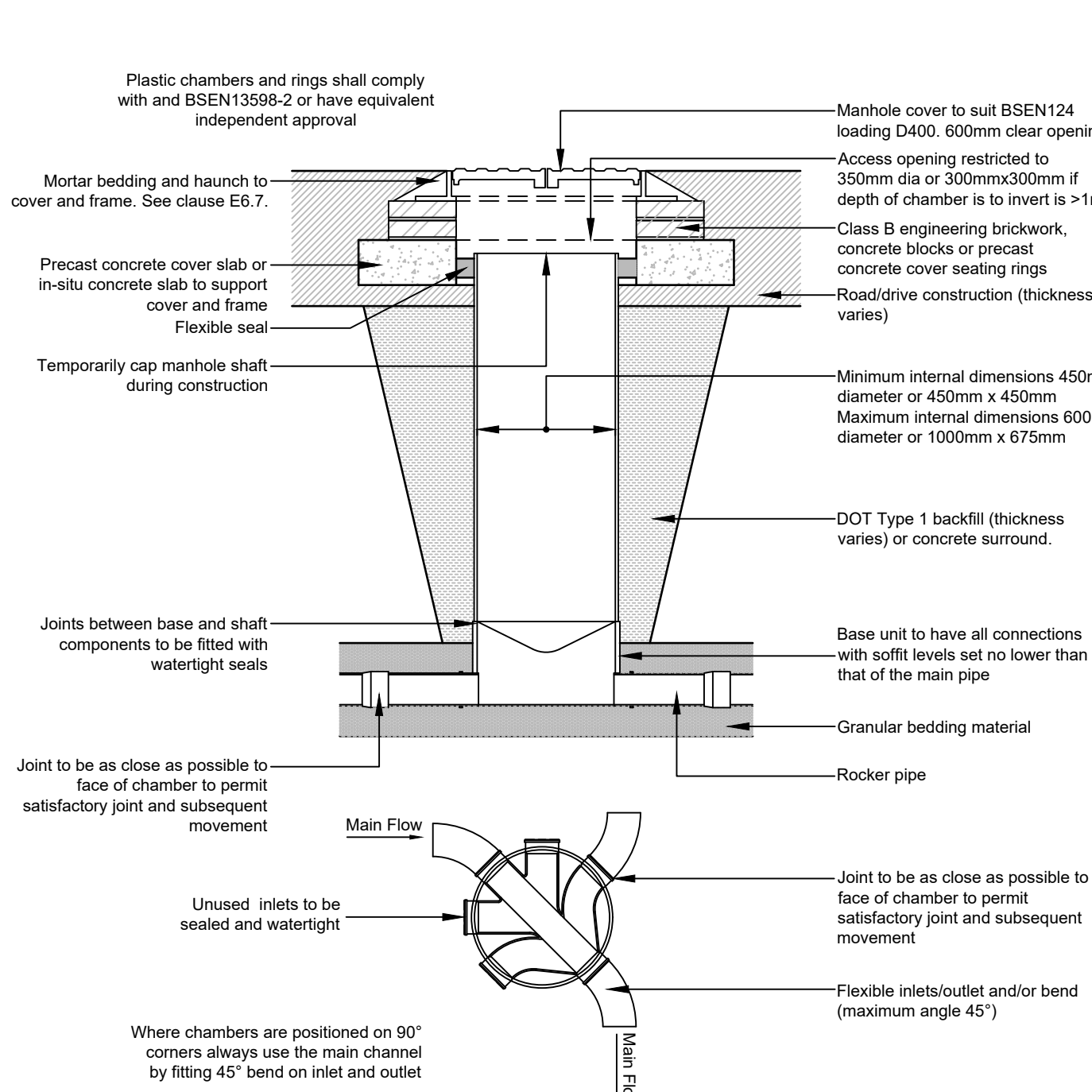
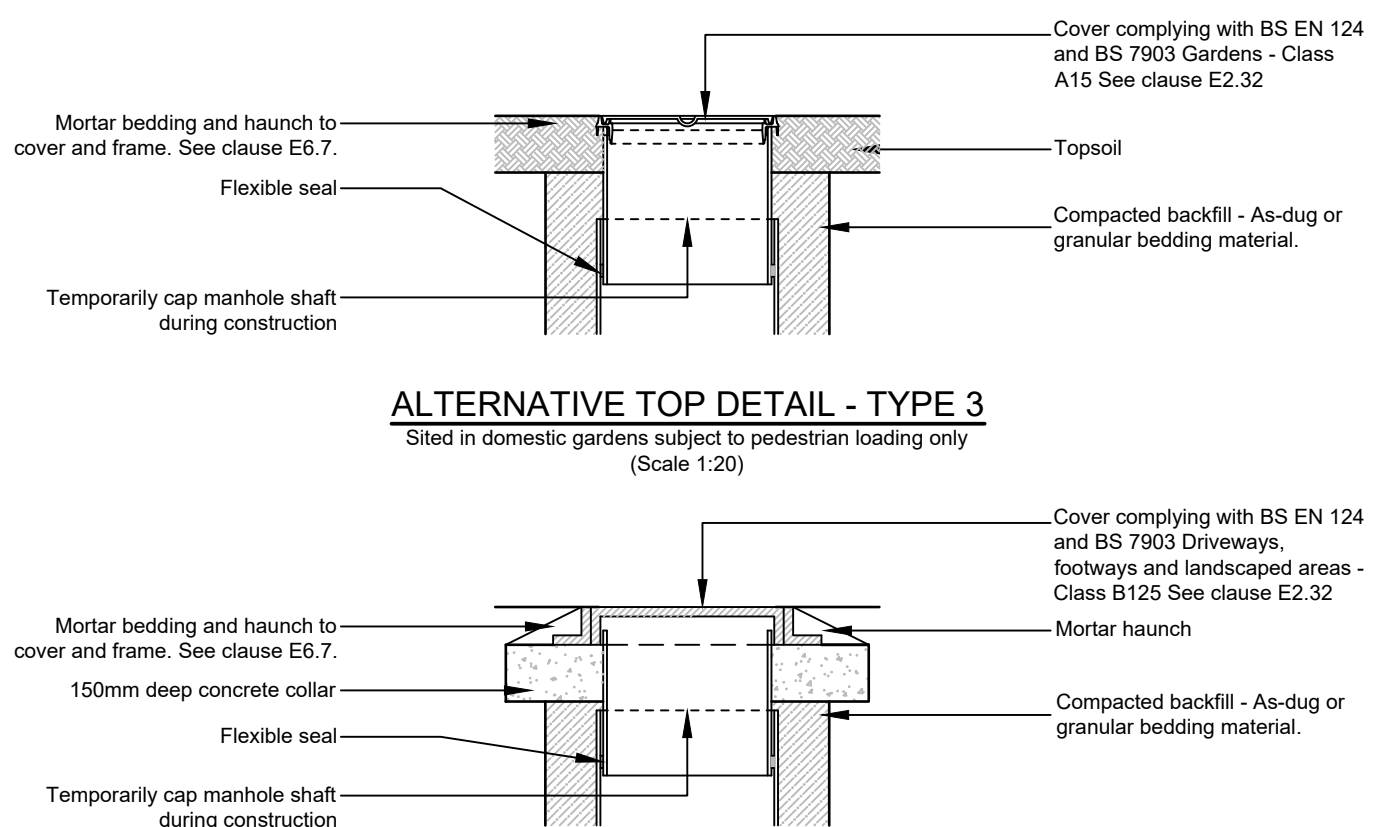




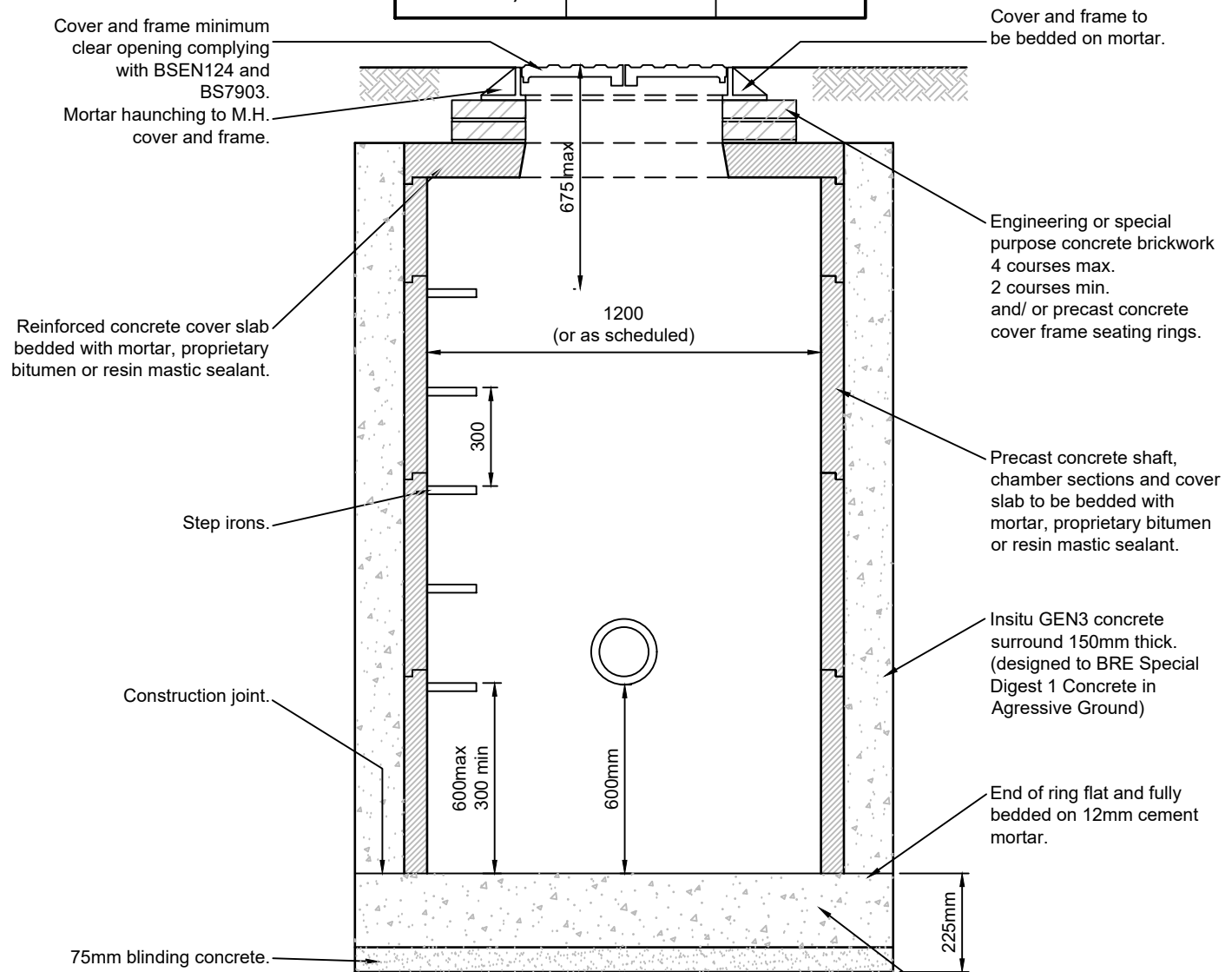
TYPICAL ACCESS CHAMBER DETAIL - TYPE 3
(Scale 1:20)



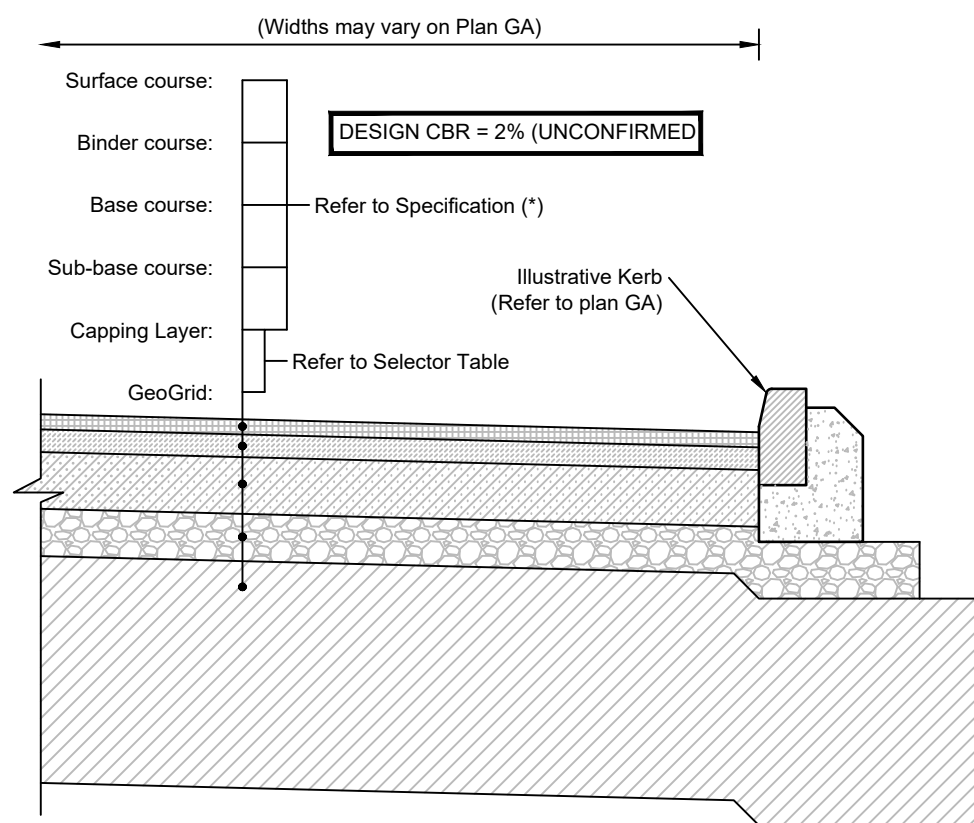
ALTERNATIVE TOP DETAIL - TYPE 3
(Scale 1:20)

TABLE (iii)

MH Location	Cover Grade	Test Load
Non-trafficked/ Pedestrian areas	A15	15
Private drives	B125	125
Parking courts	C250	250
Carriageway	D400	400
Airfields/Dockyards	E600	600
Airfields/Dockyards	F900	900



TYPICAL CATCHPIT DETAIL (1200Ø)
(Scale 1:20)



Full Depth Specification (*)

Surface Course: 40mm thick HRA 35/14 F surf 40/60 rec to BS EN 13108-4 and SHW Cl.910, with 20/14mm coated chippings. PSV should be not less than 68 on the approaches to the crossing and AAV should be a maximum of 12.

Binder Course: 60mm thick AC20 HDM bin 40/60 rec to BS EN 13108-1 and SHW Cl.906.

Base Course: 150mm thick AC32 Dense Base 40/60 PEN to BS EN 13108-1 and SHW Cl.906.

Sub-Base: 150mm thick Type 1 to SHW Cl.803.

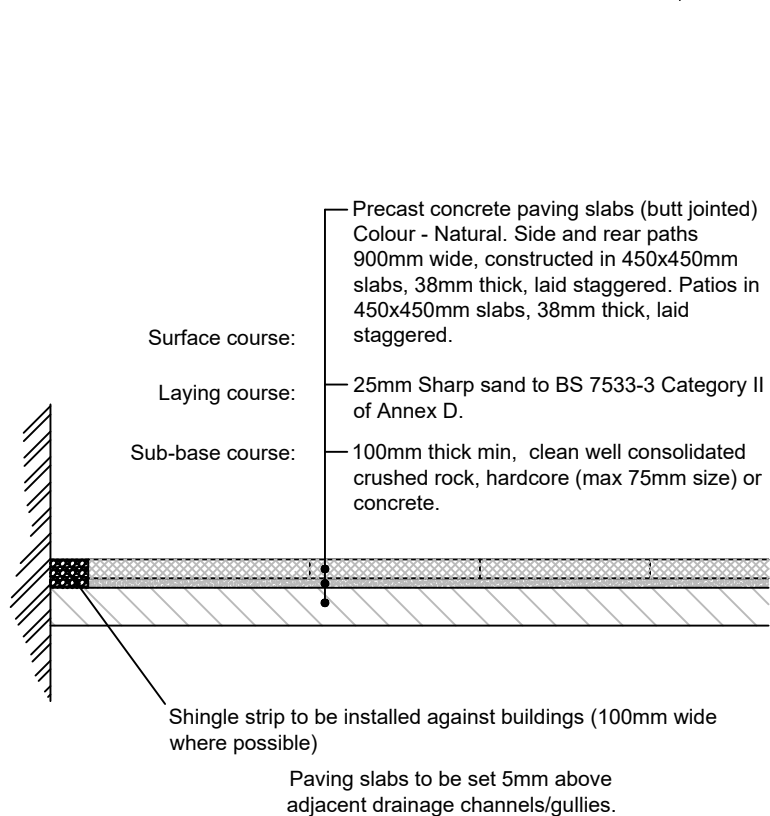
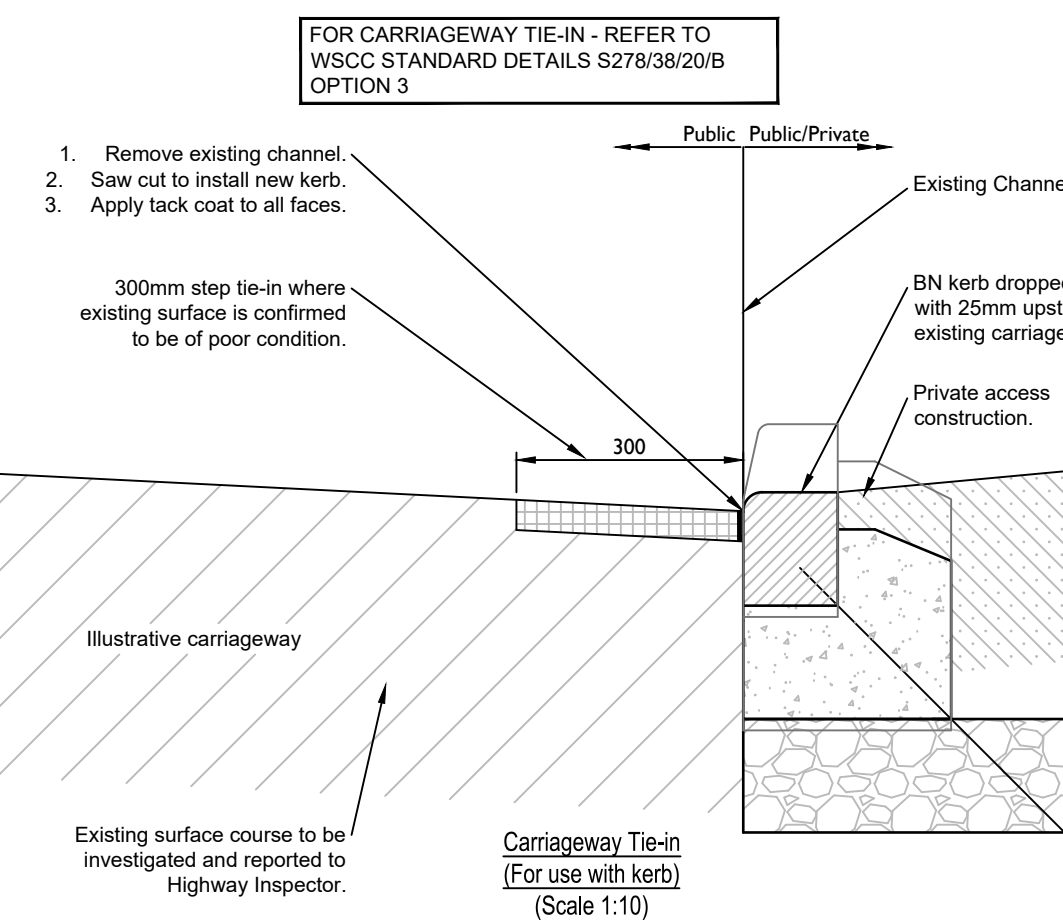
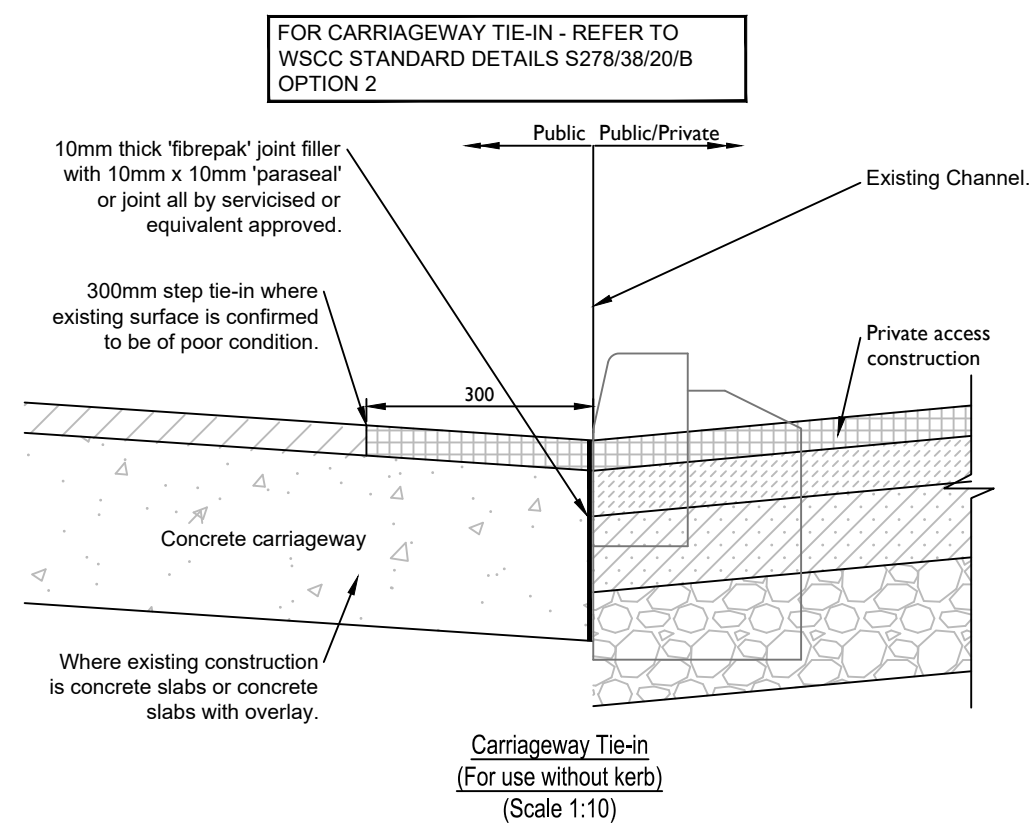
Capping Layer: 600mm thick Type 6F1 / 6F2 (if site won) Type 6F4 / 6F5 (imported).

THIS DETAIL TO BE READ IN CONJUNCTION WITH WSCC S278/38 STANDARD DETAIL NO 21 REV E 'CARRIAGEWAY FLEXIBLE SPECIFICATION'

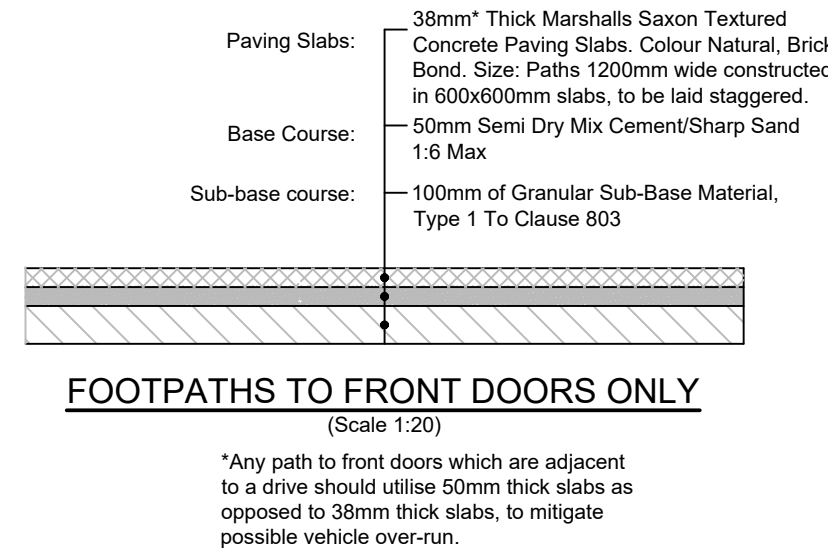
NOTE: 450MM MINIMUM OVERALL CONSTRUCTION MUST BE MET IN COMPLIANCE WITH FROST SUSCEPTIBILITY, IRRESPECTIVE OF SUBGRADING CBR VALUE

All areas regarded as 'soft spots' are to be excavated and replaced with suitable material within the extents of new Public Highway/Private access roads. The contractor must assess areas of former foundations and trees to ensure and 'soft spots' are dealt with satisfactorily.

Carriageway Full Depth Construction
(Scale 1:20)



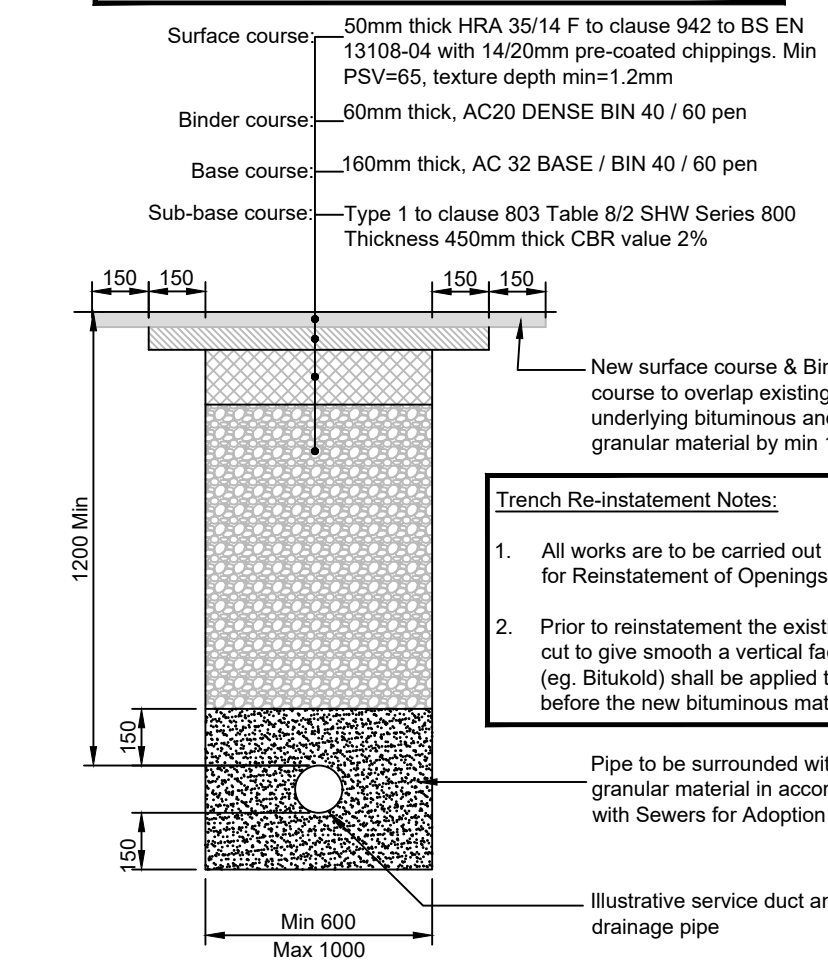
PRIVATE HOUSE PATHS, PATIOS CONSTRUCTION DETAIL C
(FOR PEDESTRIAN LOADING ONLY)
(Scale 1:20)



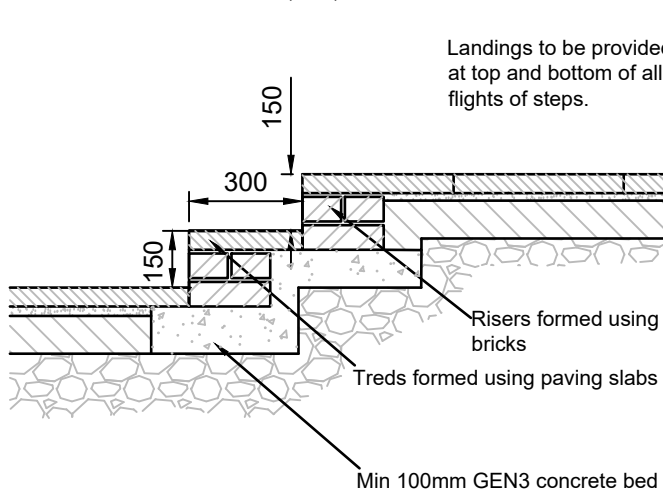
SHED BASE CONSTRUCTION
(Scale 1:20)

Thin Surface Course Notes:

- Where the existing surface is observed to be a thin surface course system the contractor shall ensure a like for like material is re-instated.
- All works are to be carried out in accordance with the Interim Advice Note 157/11 - Thin surface course systems - Installation and Maintenance.

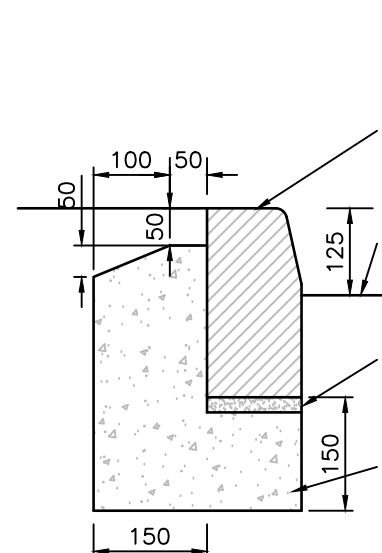


TYPICAL BITUMINOUS REINSTATEMENT
(IN EXISTING BITUMINOUS CARRIAGEWAY)
(1:10)

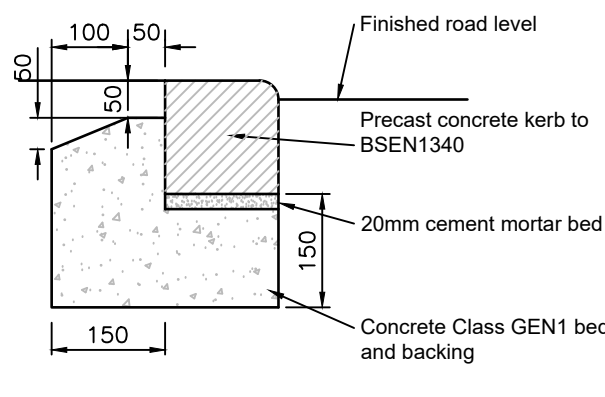


TYPICAL STEPS CONSTRUCTION
(Scale 1:20)

DO NOT USE FOR ADAPTABLE KERBS - REFER TO WSCC STANDARD DETAILS S278/38/1/C, 2/B, 3/A

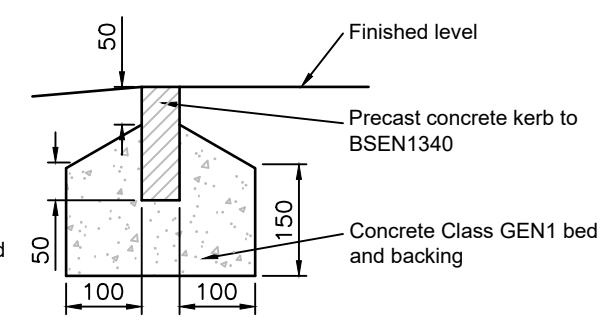


HB2 KERB DETAIL 1
(1:10)

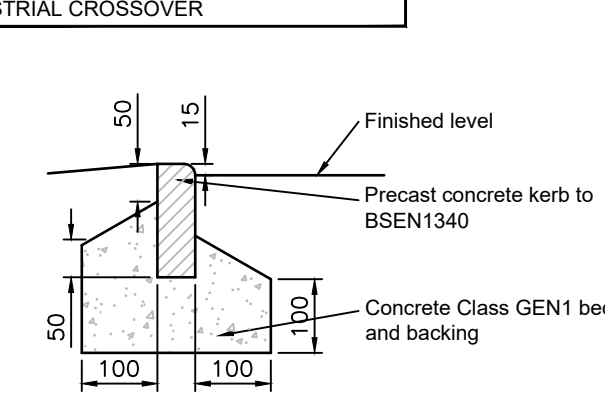


BN KERB DETAIL 2
(1:10)

0-6mm @ Pedestrian Crossing
20-25mm @ Vehicular Crossing/driveways

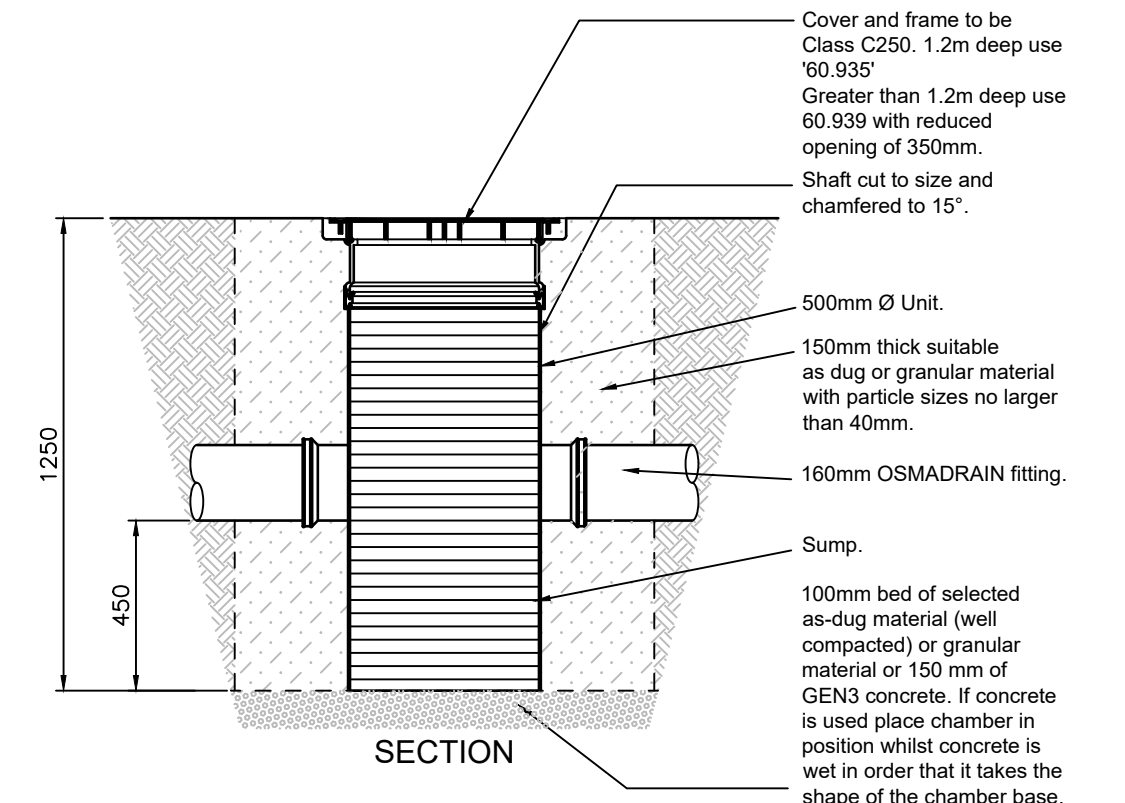


EF EDGING DETAIL 3
(1:10)



EBN EDGING DETAIL 4
(1:10)

POLYPROPYLENE SHALLOW SILT TRAP DETAIL (500Ø)
(Scale 1:20)



POLYPROPYLENE SHALLOW SILT TRAP DETAIL (500Ø)
(Scale 1:20)

Depth to invert 1.25m (standard unit)

Silt Traps installed greater than single unit depth to be extended to 1.5m

***ALL FULL PCC KERBS ARE TO BE MECHANICALLY LAID IN CONJUNCTION WITH CHAMBER SHAFT UNITS.

RADIUSED KERBS TO BE USED LESS THAN 12M RADIUS ANGLES AND QUADRANTS TO ALL CORNERS

TO BE READ IN CONJUNCTION WITH WSCC STANDARD DETAILS S278/38/08/C INDUSTRIAL CROSSOVER

CONTRACTOR TO ASSUME MAXIMUM CAPPING LAYER THICKNESS PRIOR TO CONFIRMATION OF CBR TESTING.

NOTE: 450MM MINIMUM OVERALL CONSTRUCTION MUST BE MET IN COMPLIANCE WITH FROST SUSCEPTIBILITY, IRRESPECTIVE OF SUBGRADING CBR VALUE

All areas regarded as 'soft spots' are to be excavated and replaced with suitable material within the extents of new Public Highway/Private access roads. The contractor must assess areas of former foundations and trees to ensure and 'soft spots' are dealt with satisfactorily.

BOND AND TACK COAT SHOULD BE PROVIDED FOR BITUMINOUS MIXTURES IN ACCORDANCE WITH BS 4987-2 OR BS 594-2.

PAVING SLABS TO BE SET 5mm ABOVE ADJACENT DRAINAGE CHANNELS/GULLIES.

ALL FORMATIONS SHOULD BE PROOF ROLLED AND ANY VERY LOOSE, BULKY, SOFT, DEGRADABLE OR OTHERWISE UNSUITABLE MATERIALS THUS IDENTIFIED SHOULD BE REMOVED AND REPLACED WITH WELL COMPACTED COARSE GRAINED FILL. PREPARED SUBGRADES SHOULD BE PROTECTED FROM SEVERE ADVERSE WEATHER BY ENSURING THEY ARE GRADED TO FALLS TO PREVENT PONDING, AND THEY SHOULD BE REASONABLY PROTECTED FROM TRAFFICKING DURING CONSTRUCTION.

NOTES

- This drawing is to be read in conjunction with all other Bright Plan Civils drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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- All dimensions to be checked on site. All details and dimensions relating to sub-contractors work must be checked and agreed between the sub-contractor or supplier and the general contractor.
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B	Annotations Updated	06/10/2021
A	Annotations Updated	17/05/2021
-	Original Issue	06/04/2021

Rev.	Amendments	Date
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Drawing Status: **FOR APPROVAL**

Client: **Arun District Council**

Project: **Canada Road, Arundel, BN18 9HZ**

Drawing Title: **Construction Details Sht 2**

Scale: **As Shown** Date: **01/04/21** Drawn By: **MJA** Checked By: **MJA**

Drawing No.: **D1955-501** Rev.: **B**