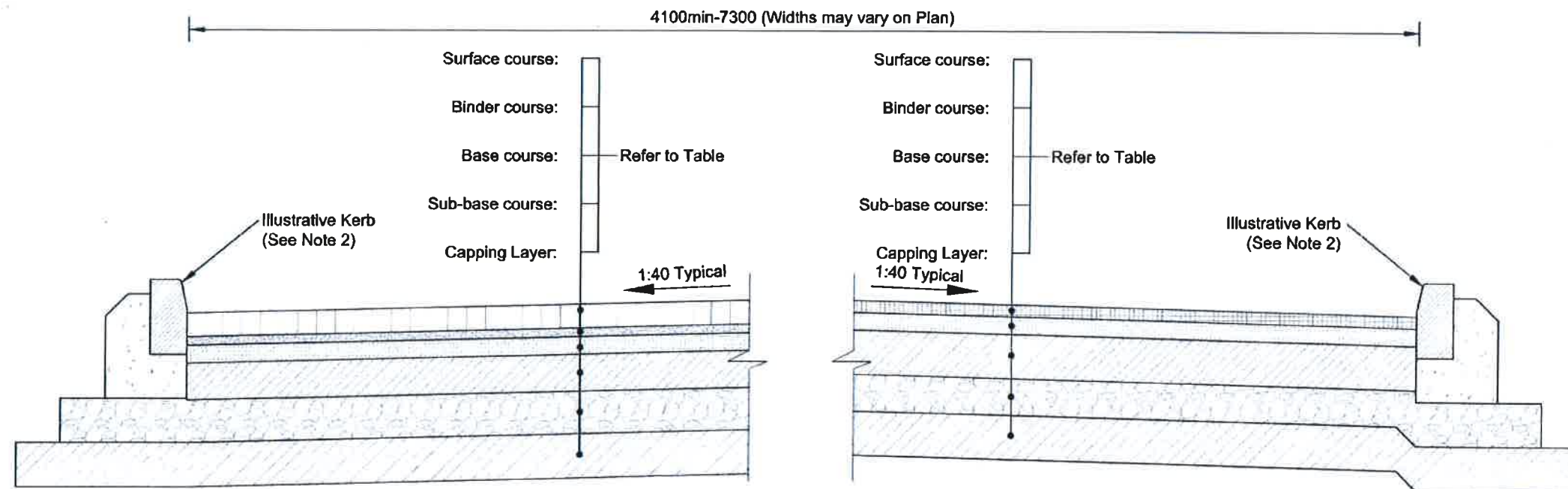




TYPE 1
FLEXIBLE CONSTRUCTION
(1:20)

Full carriageway construction

Surface course (Anti - skid)	40mm HRA Bardon superflex 50 with 10mm aggregate (65 PSV)
Binder course	60mm of 20mm Dense Asphalt Concrete - Binder 40-60 PEN
Base course	150mm of 32mm Dense Asphalt Concrete - Binder 40-60 PEN
Sub base	150mm of Type 1 material to clause 803
Capping layer	Bespoke design to IAN 73 / 06 (CBR <2%) 600mm of Type 6F1/6F2 (CBR 2-2.5%) ~~350mm of Type 6F1/6F2 (CBR 2-2.5%)~~ ~~100mm of Type 1 (CBR <2%)~~

FOR JUNCTION 1 ROAD WORKS.
FOR RAD WORKS.

Notes:

- Do not scale from this drawing.
- Refer to drawings 02 & 03 for approved kerb type selection.
- Refer to 01 for laying methods.
- Prior to commencement of laying, the formation shall be treated with an approved residual weedkiller.
- The highways inspector may request inclusion of a non woven separation membrane to mitigate weed/root intrusion.
- The highway inspector may increase the Sub base depth or include a geotextile or geogrid on formation where site ground conditions are considered to be sub standard.
- Not suitable where "no dig" construction is required.
- Asphalt concrete to be in accordance with BS EN 13108-01 and BS 594987.
- Type 1 Sub-base to be in accordance with Specification for Highway works clause 803.
- Hot Rolled Asphalt to be in accordance with BS EN 13108 and BS 594987
- Block Pavors to be in accordance with BS EN 1338 and BS 7533-3:2005 (A1:2009)
- Total carriageway construction depth must be greater than 450mm to negate susceptibility to frost penetration, irrespective of CBR value.
- Where block paved construction is proposed the binder course may be omitted.
- More major roads shall have a bespoke pavement design in accordance with DRMB standards.
- Carriageway widening to widths less than 1m; Base and Sub-base to be replaced with ST1 concrete with the same overall construction depth as the standard construction.
- Under some circumstances, WSCC may accept 40mm of Bardon Superflex 50 with 10mm Aggregate (65 PSV) as a surface course, provided there is a 10 year guarantee on the skid resistance value. (SRV)
- On approaches to traffic signals WSCC may accept 45mm +/- 5mm of Bardon Superflex 72 with 10mm Aggregate (72 PSV) as a surface subject to site specific approval.
- PSV shall be declared in accordance with IAN 156/12 table 3.1a
- CBR values to be obtained from site investigation report and laboratory testing only. In-situ testing shall not be used to determine or amend the design CBR. The WSCC inspector may request additional tests. In situ CBR test shall only be used to identify "soft spots" in the construction.

E	CAPPING TO SUIT CBR	PJW	TS	20/07/16
D	Site specific drawing	PJW	TS	20/07/16
C	Clouded revisions	DJL	DJL	14.12.15
B	Note 13 + Base detail amended	DJL	GM	09.09.13
A	Notes amended	DLS	MJA	28.02.13
Rev	Revision details	Chkd	Appd	Date
Drawn:	MJA		For comment	
Chkd:			For tender	
Appd:			For construction	
Date:			As constructed	
File ref:				
IWP Ref:				

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PO19 1RH
(01243) 642105



E	20/07/16	CAPPING TO SUIT CBR'S	PJW	TS	SW
D	20.07.16	WSCC drawing revised to be site specific	PJW	TS	SW
Rev	Date	Amendment	Drawn	Chkd	Appd.



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Client					
Project Title					
LAND AT WEST END NURSERY ANGMERING					
Status					
SUBJECT TO TECH APPROVAL					
Drawing Title					
SECTION 38/278 CARRIAGEWAY FLEXIBLE SPECIFICATION					
Drawn		Date		Checked	
PJW		07.16		TS	
				Date	
				07.16	
				Approved	
				SW	
				Date	
				07.16	
Scale		Orig Size		Dimensions	
As shown		A3		m	
Project No.				Drawing File	
132485					
Drawing No.				Rev.	
WSCC-S278/38/21				DE	