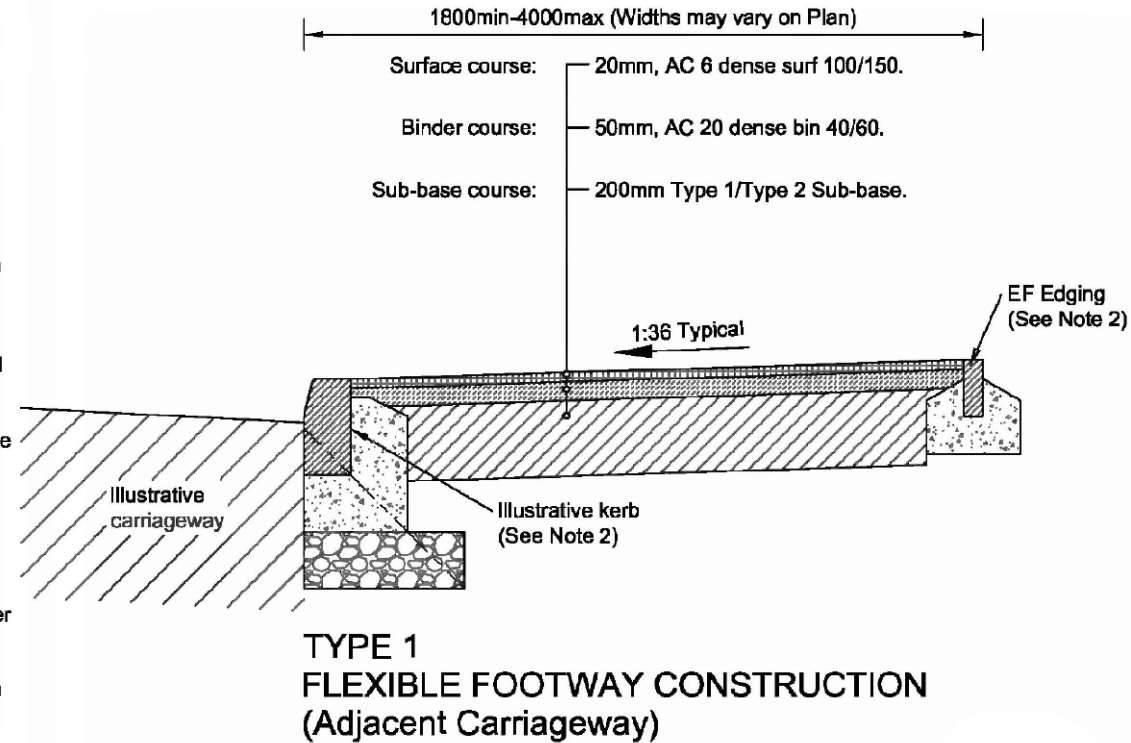
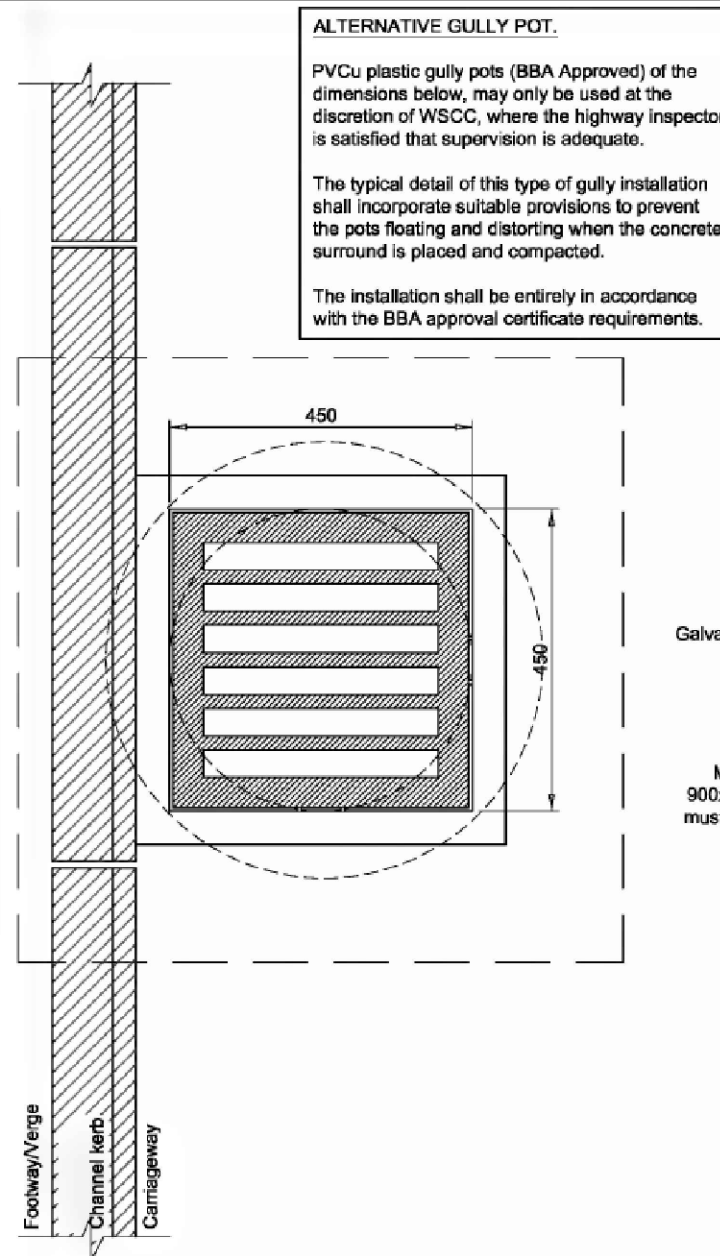


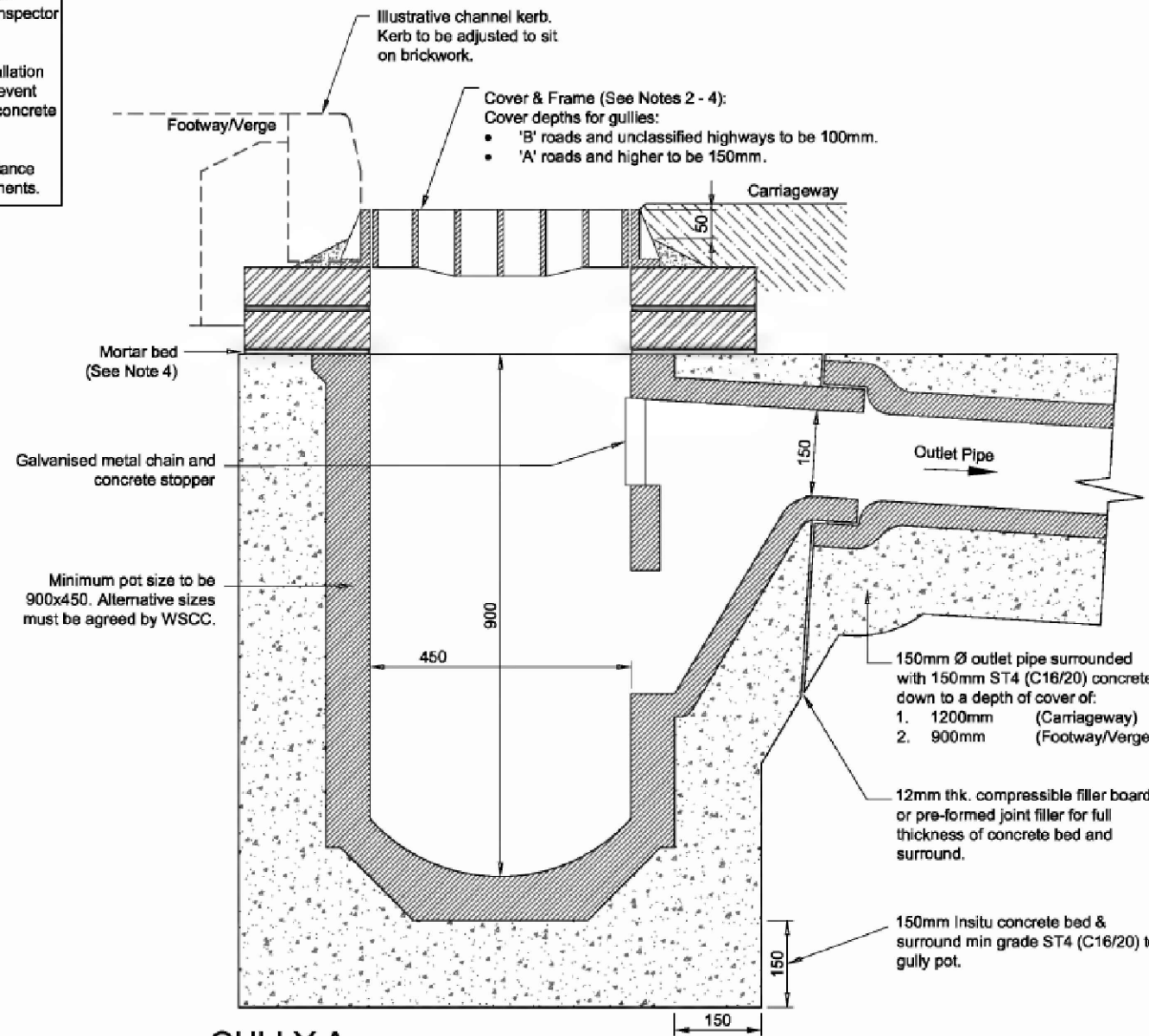
- NOTES
- Do not scale from this drawing.
 - Refer to drawings 02 & 03 for Approved Kerb Type Selection.
 - Refer to drawing 01 for laying methods.
 - Prior to the commencement of laying the formation shall be treated with an approved residual weedkiller.
 - The Highway Inspector may request inclusion 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.
 - Where there are footways without vehicle crossovers sub-base may be reduced to 100mm.
 - None of the details on this drawing are suitable where 'no-dig' construction is required.
 - Where a footpath is proposed between walls, private land or other features then positive drainage will be necessary in order to prevent run off of highway surface water.
 - Tactile paving to be specified and installed in accordance with DETR guidance on the Installation of Tactile Paving 1998



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GULLY A
TYPE: PRECAST CONCRETE
PLAN



GULLY A
TYPE: PRECAST CONCRETE
SECTION

- NOTES
- Do not scale from this drawing.
 - All gully grating and frames to be 'hinged' heavy duty ductile iron minimum grade D400 in accordance with BS EN124:1994 & Section 508 of the Specification of Highway Works.
 - All Ironwork shall carry a BSI kite mark.
 - Frames shall be bedded on a gauged Class 1 (3:1) sand/cement mortar to CI.2402 of SHW Mortar Designation (I), and either 2 or 3 courses of Engineering Brickwork Class 'B' to BS EN 771-1:2011.
 - Gully spacing is to be determined from the requirements of HA 102/00, Design Manual for Roads and Bridges, however, maximum area to be drained by one gully: 180 m²
 - Gully pots used for carriageway gullies shall be of precast concrete using Sulphate Resisting Cement (SRC) in accordance with BS 5911, part 230, 2004.
 - All gullies to be trapped. Any variations to this i.e. 'non-trapped', 'gully chute' or 'grip' must be qualified and WSCC shall review each location on an individual basis.
 - Selection of gully grating type shall be to suit the application area i.e. carriageway, footway/cycleway and to the satisfaction of the highway inspector
 - Pipe bedding to highway drainage to be Type Z when located under carriageway, and Type T at all other times, as detailed on Specification of Highway Works HCD no. F1.

SURFACE WATER PIPES

Permitted Types as follows:

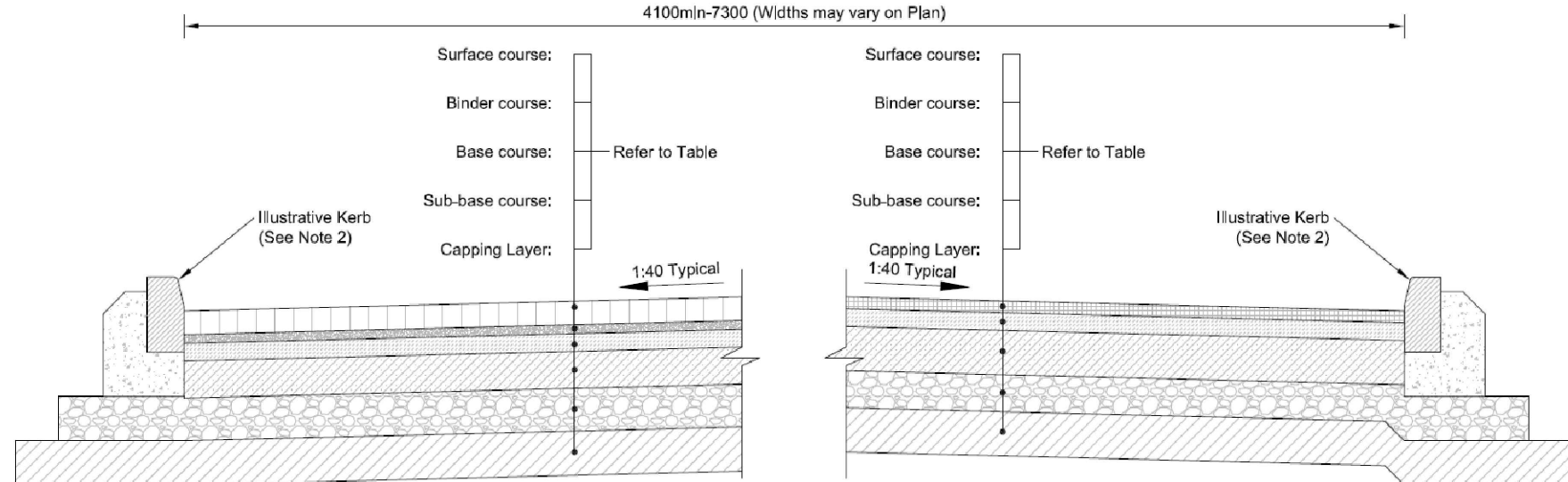
CLAY: (100Ø-1200Ø)
All pipe shall be Vitrified Clayware to BS EN 295-1:1991.

UPVC: (100Ø-1100Ø)
All pipes shall be to BS EN 1401-1:1998.
All pipes shall be ribbed 'twin wall' to provide a suitable network (pipes & couplings).

CONCRETE: (300Ømin)
All pipes shall be made with Sulphate resistant Cement to BS 5911-1:2002

- ALL jointing and installation shall be undertaken to manufacturers specification.
- ALL materials shall be BBA certified.
- ALL materials shall comply with the Specification for Highway Works.

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TYPE 1
FLEXIBLE CONSTRUCTION
(Scale 1:20)

ALTERNATIVE DESIGN:
WSCC will accept permanent foundation designs in accordance with the latest revision of Interim Advice Note 73/06

CARRIAGEWAY - FLEXIBLE CONSTRUCTION TABLE SELECTOR				
	LOCAL DISTRIBUTOR See note 14	COLLECTOR	ACCESS ROAD	ACCESS WAY
CAPPING LAYER (For CBRs ≤ 5% capping shall be class 6F1/6F2 (site won), or 6F4/ 6F5 (imported) material.				
CBR <2%	Bespoke design required in accordance with IAN 73/06			
CBR 2-2.5%	600	600	600	600
CBR >2.5-5%	350	350	350	350
CBR >5% (Type 1 to Clause 803)	100	100	100	100
SUB-BASE				
Type 1 (Clause 803)	150	150	150	150
BASE				
Either: 32mm Dense Asphalt Concrete Base 40/60 PEN	150	125	100	100
Or: Lean Mix Concrete	-	150	150	150
BINDER				
20mm Dense Asphalt Concrete Binder 40/60 PEN (Not required with block pavements)	60	60	50	50
SURFACE COURSE				
HRA 30/14 F Surf 40/60 with: 14/20mm pre-coated chippings - PSV as table 3.1a (IAN 156/12) - Texture depth as Series 900 table 9/3	40	-	-	-
10mm Close Graded Asphalt Concrete Surface Course 100/150	-	30	30	30
Blocks on 30mm sand Bed	-	80	80	80

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- NOTES
- Do not scale from this drawing.
 - Refer to drawings 02 & 03 for Approved Kerb Type Selection.
 - Refer to drawing 01 for laying methods.
 - Prior to the commencement of laying the formation shall be treated with an approved residual weedkiller.
 - The Highway 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 13108-04 and BS 594987.
 - Block Pavements 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 DMRB standards.
 - Carriageway widening to widths of 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 45 +/- 5mm of Bardon Superflex 72 with 10mm Aggregate (72 PSV) as a surface course, 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 tests shall only be used to identify 'soft spots' in the construction.
 - Capping shall be class 6F1/6F2 (site won) or 6F4/6F5 (Imported)
 - WSCC does not permit lime/cement stabilised material in capping or sub base layers.

Mark	Revision	Date	Drawn	Chkd	Appd
SCALING NOTE: Do not scale from this drawing. If in doubt, ask.					
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.					
Drawing Issue Status					
FOR INFORMATION					
LYMINSTER BYPASS - SOUTH NORTH LITTLEHAMPTON HIGHWAY CONSTRUCTION DETAILS SHEET 2 OF 2					
Client					
Date of 1st Issue 23.06.2017		Designed -		Drawn CL	
A2 Scale AS SHOWN		Checked MJP		Approved DTH	
Drawing Number 35944/2001/004				Revision -	
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