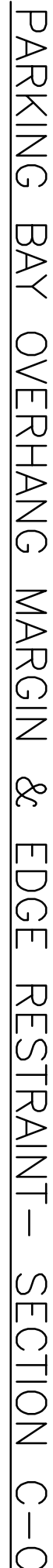
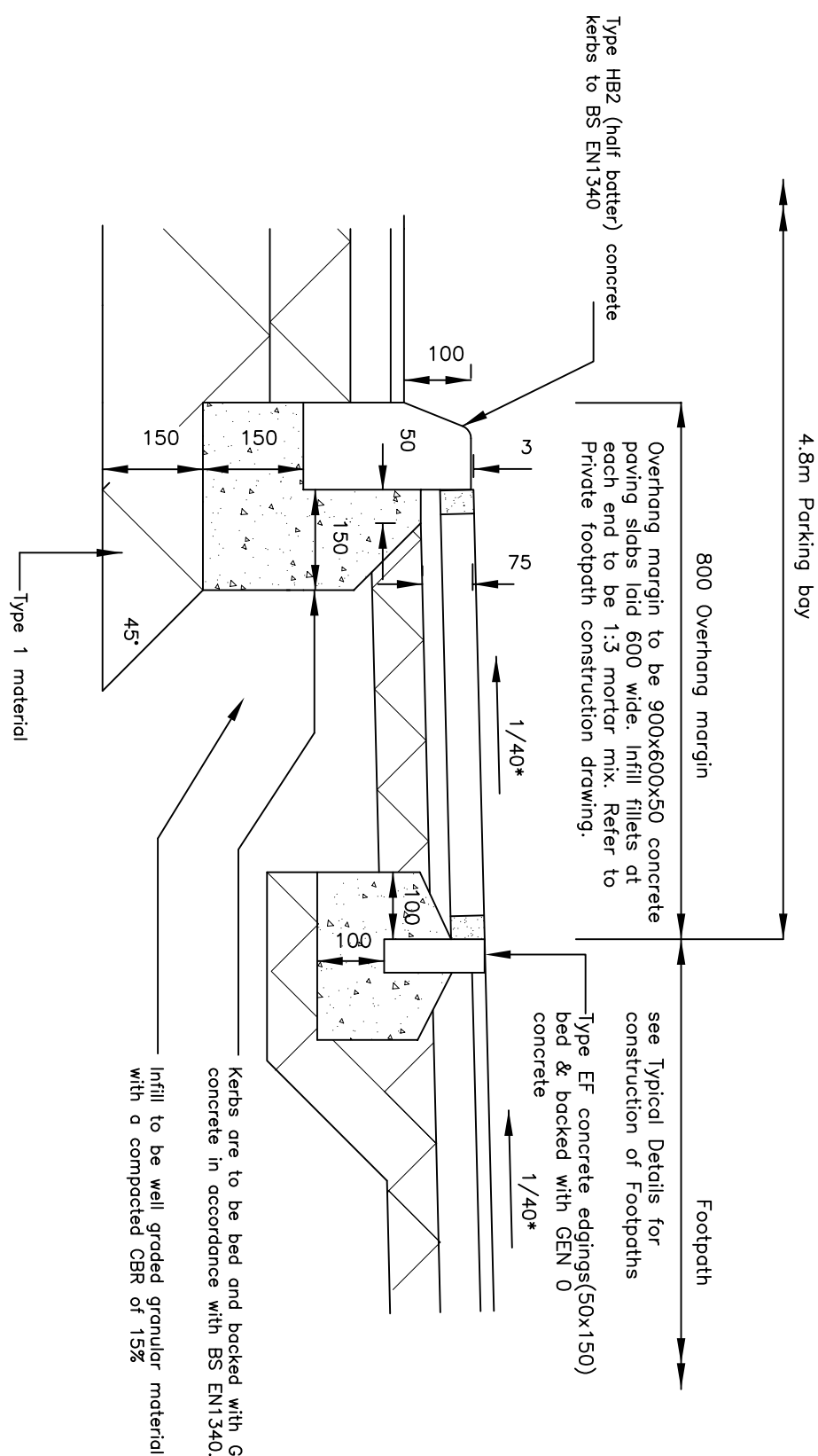
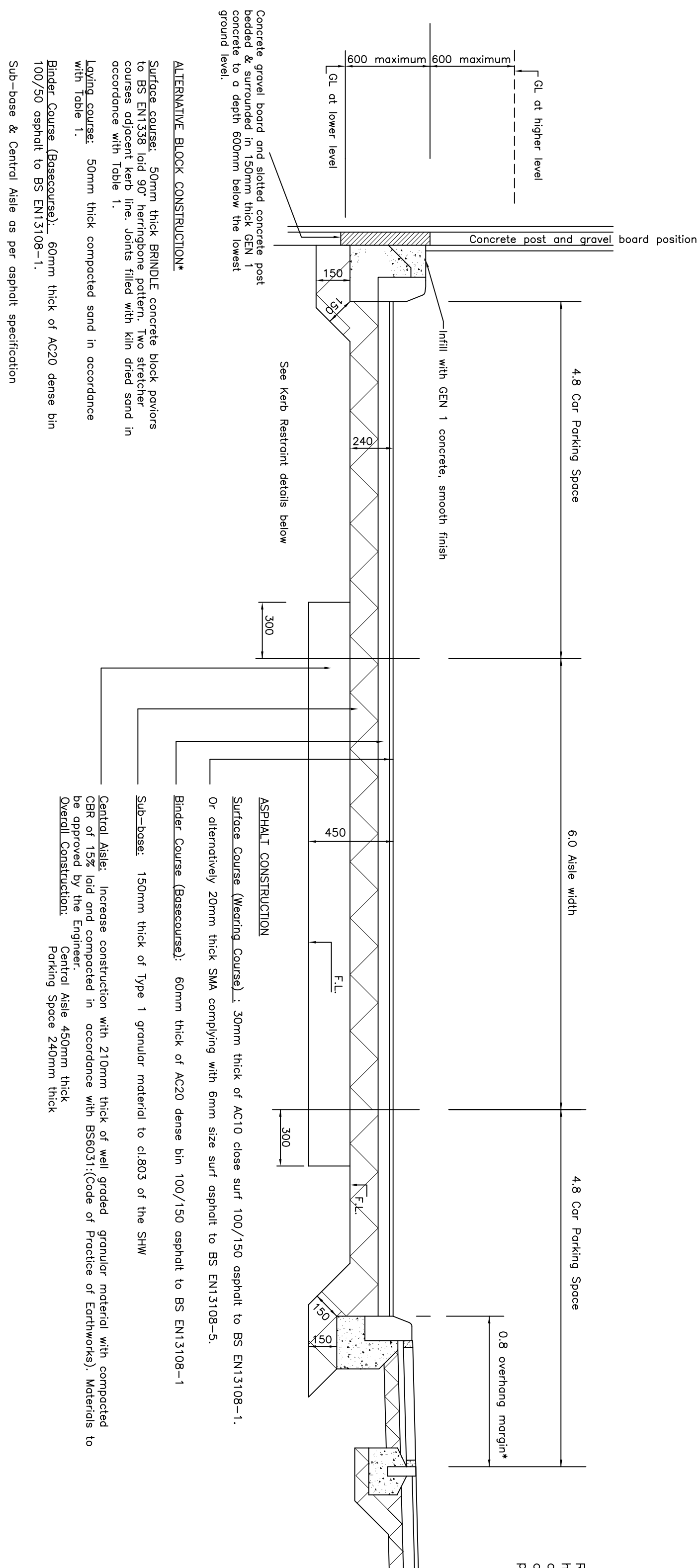
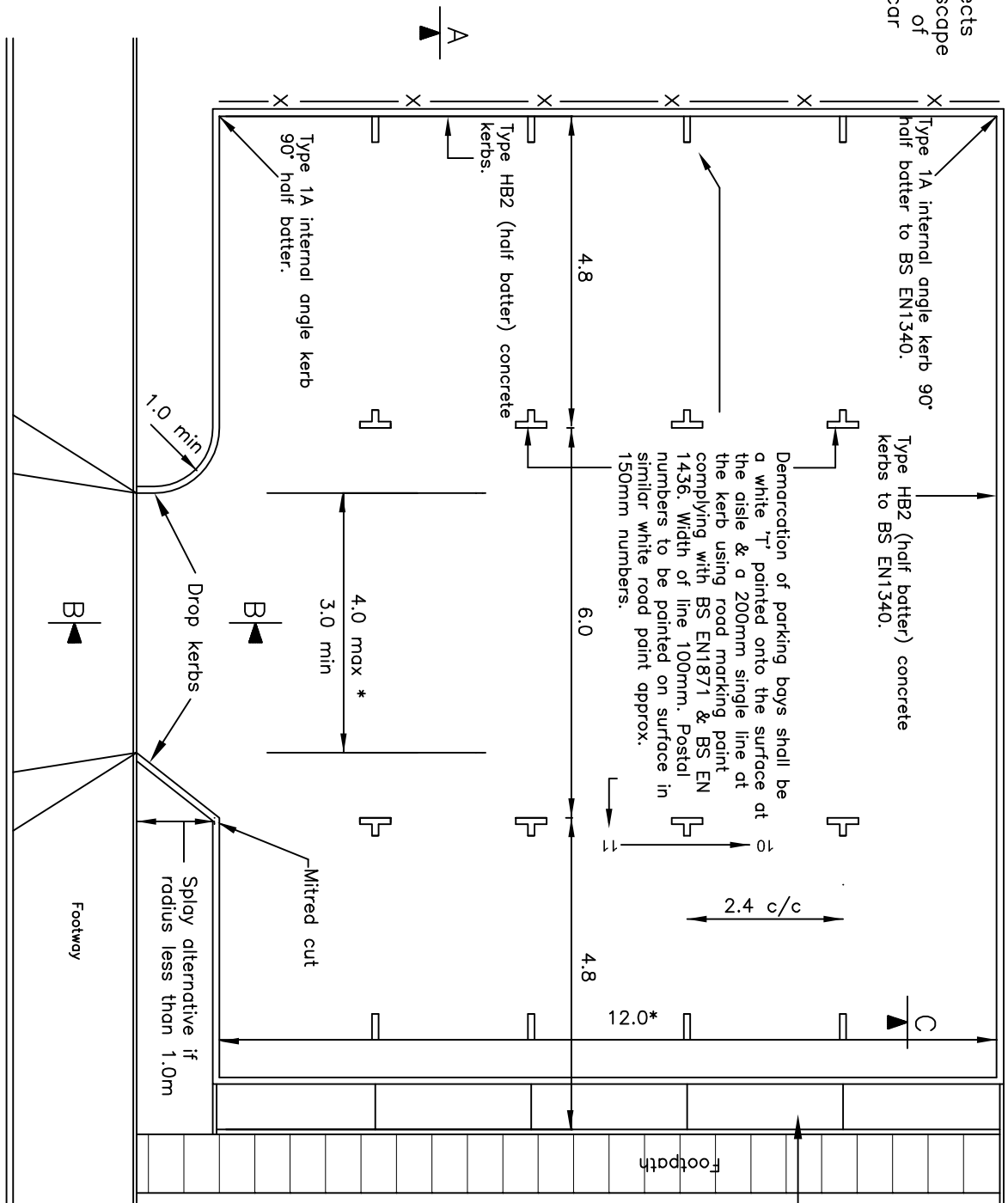


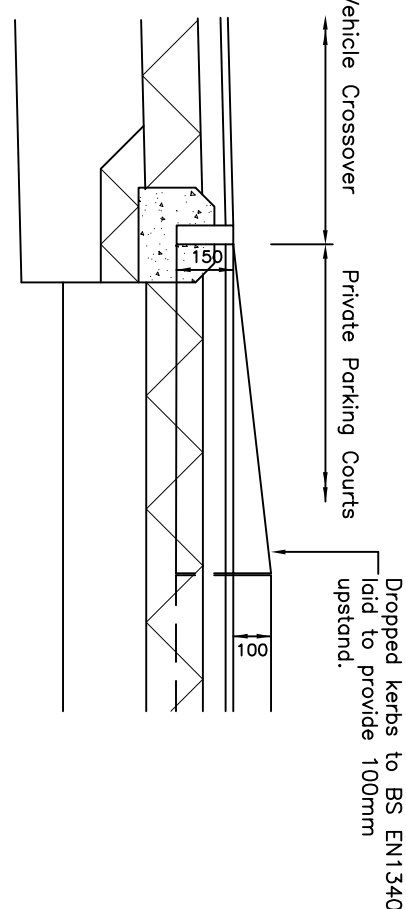
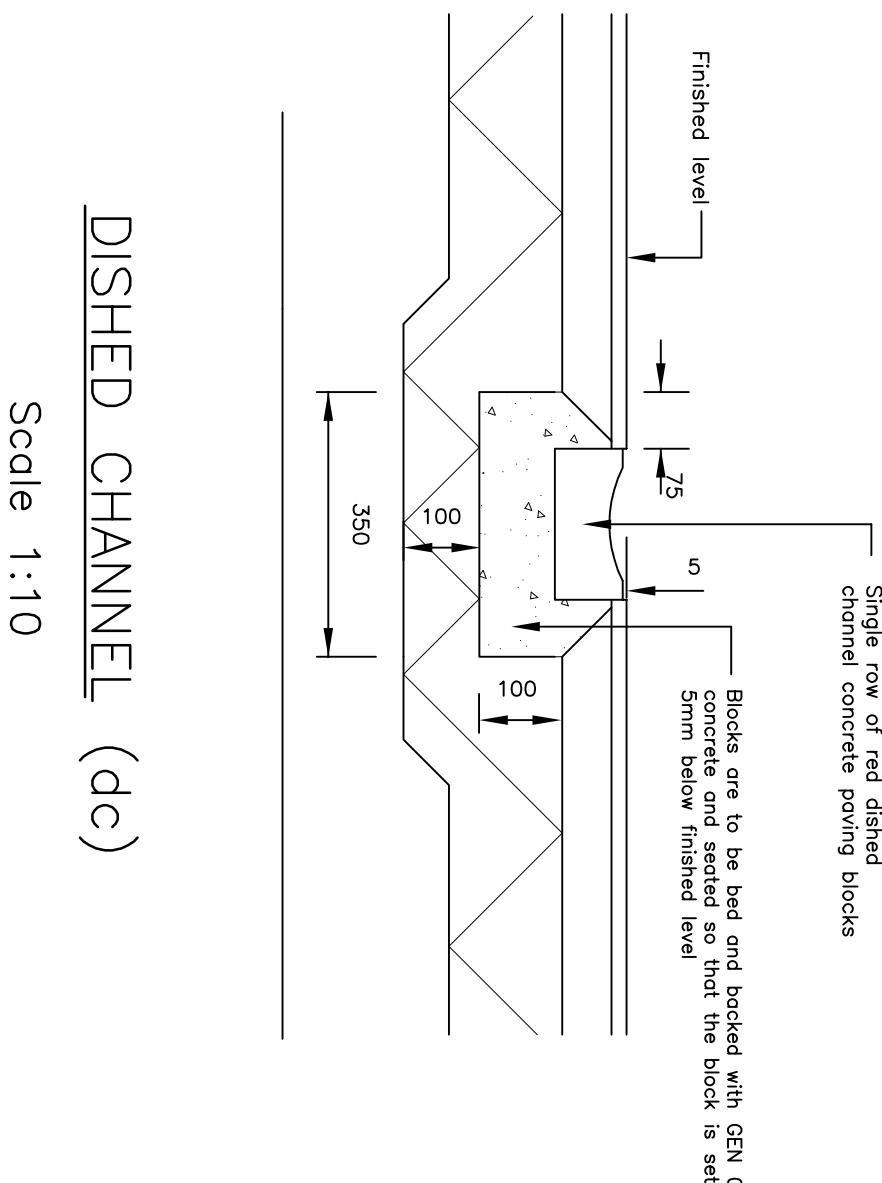
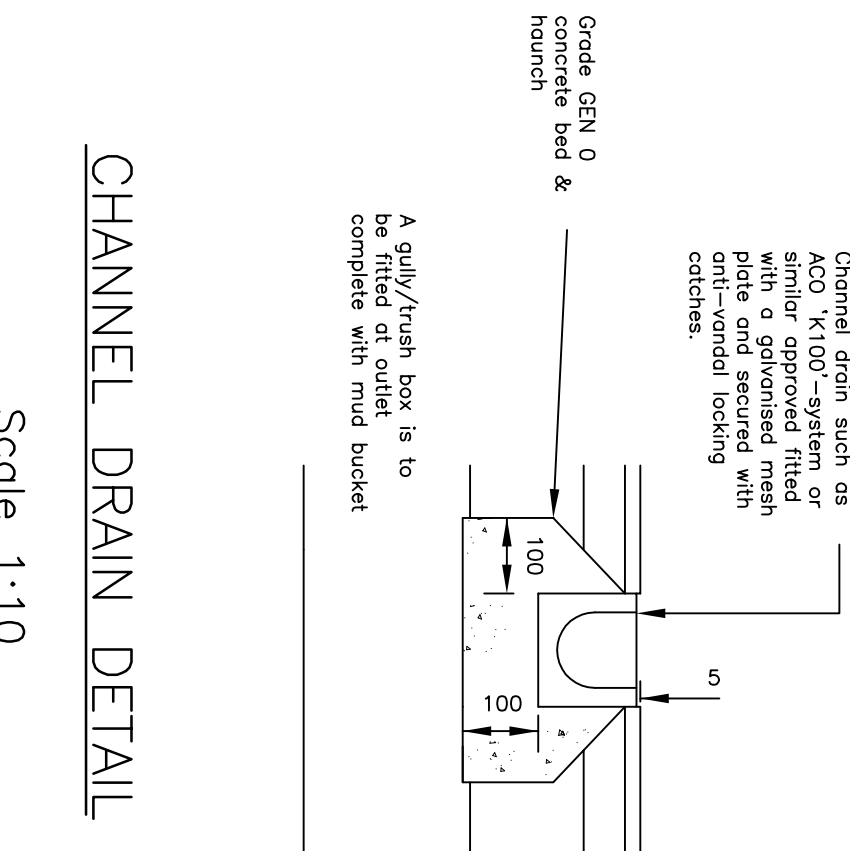
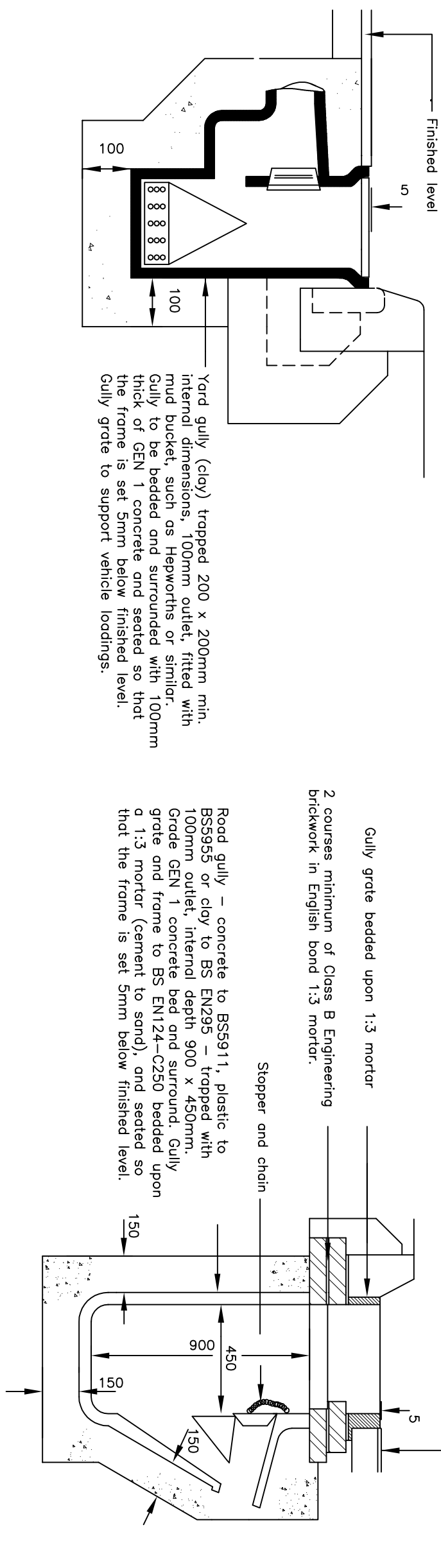
SHW = Specification for Highway Works (current amendment,

General Notes

1. The formation level (FL) shall be free of all vegetation and roots.
2. The F.L. shall receive one pass of the despatcher/dropper to minimise any subsequent settlement.
3. On completion of this stage the F.L. is exposed to wet weather for at least 7 days prior to construction commencing. If it rains during this time, the F.L. must be kept saturated, or to a depth equalled with the Engineer's note. Any such material shall be classed as unserviceable.
4. Additional material required to make up levels in fill areas shall be of a well-compactured granular material with a maximum particle size of 6mm and shall be compacted and composed in accordance with BS8051 (Code of Practice for Earthworks). An increase in width of 200mm beyond the limits of the existing road shall be provided to facilitate shoulder compaction of the edges.
5. CBM shall shall be placed over 2 stone base layers, compacted to determine/firmness the overall construction thickness, or form the base for the binder course commencement of construction. These tests to be carried out by an Engineer.
6. The F.L. shall be treated with a granular weed killer of the pre-emergent type.
7. All drive construction materials shall be laid and compacted according to the following specifications:
 - Absorbent – SS594889 – respective British standard.
 - Asphalt – SS594889 – respective British standard.
 - Type 1 – Series 800 of SNIW
 - Concrete Blotter – BS EN12353 -3
8. If the binder course is to be laid on a grading surface where it shall remain, it will be laid on a grading surface on which the subgrade has to be covered off immediately on completion of the binder course.
9. A tack coat of 0.1-0.40 or A1-0.40 shall be applied to the binder course prior to the surface course being laid and if the binder course is to be constructed on top of the existing surface, the rate of application shall be 0.1-0.40 kg/m².
10. Surface courses and binder courses to the central area shall be laid in two lifts, each lift shall be compacted to a minimum smooth wheel roller 10-12t design weight or equivalent, individual parking bays to be tamped and rolled.
11. Alternative parking bay demarcation can be a dashed yellow line or a channel drain. Refer to engineering layout for details.
12. Parking bay construction to be increased to 420mm overall construction, concrete, storage area, compound etc. Refer to tender Documentation.



(To be used where shown on the Engineering Layout drawing)

[illegible]