

NOTES & SPECIFICATION

1.

Pavement construction shown below shall be generally constructed in accordance with the current Highways Agency Manual of Contract Documents for Highway Works, Volume 1, Specification for Highway Works (MCHW) in particular the 600, 700, 800 and 900 series clause numbers refer to this specification.
2.

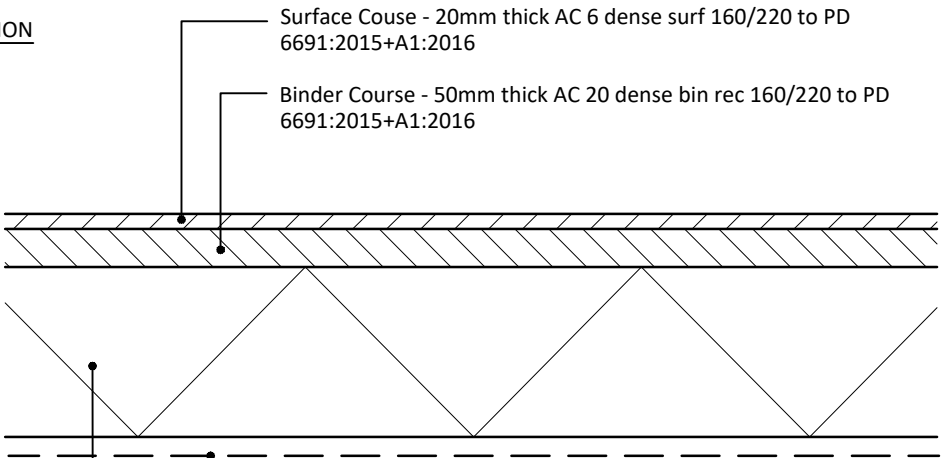
Bituminous mixtures shall be to the current BS EN 13108 series, BS 594987 and BSI PD 6691.
3.

Any surface damage to the sub-base due to the construction traffic shall be repaired to the satisfaction of the Engineer prior to the placement of the bound materials.
4.

The sub grade CBR shall be measured by laboratory tests and reported to the Engineer to check the pavement design prior to construction.
5.

Where pavements are constructed on subgrades that have volume change potential and where roots of vegetation are below the pavement formation, there is a risk that movement may occur resulting in cracking being evident in the surface course, particularly during prolonged periods of dry weather. To reduce this risk, the formation depth shall be increased.

PAVEMENT CONSTRUCTION
Bound Materials:



UNBOUND MATERIALS:

225mm minimum compacted thickness of type 1 granuilr subbase based on assumed CBR value 2%. Surface level tolerance shall be +10mm and -30mm from the design levels. Contractor to make up levels to formation in capping material.

FORMATIONS/SUBGRADE

Subgrade deemed frost susceptible and assumed to exhibit a CBR value of 2% refer to adjacent table for sub-grade thickness based on CBR of localised ground.

Prior to placement of the sub-base the formation shall be trimmed and rolled to clause 616. Any soft areas shall be brought to the attention of the Engineer for selection of the appropriate remedial measures. Surface level tolerance be +20mm and -30mm from design levels.

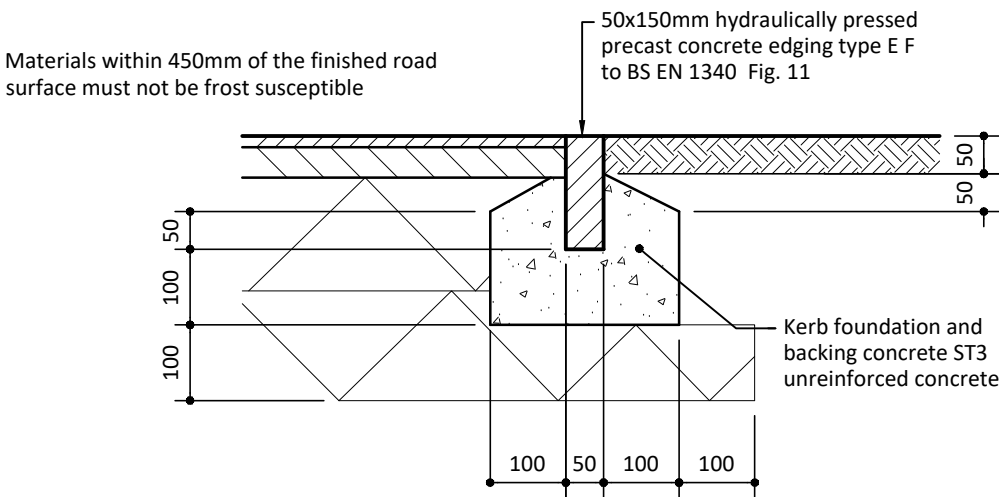
PAVEMENT LOADING LIMITS

1.

Pavement has been designed to Staffordshire County Councils design guide.
2.

The pavement is unable to accommodate jockey wheel/pad loads.
3.

The surface course material may be subject to damage due to tight manoeuvres of heavy vehicles and fork lift trucks particularly in hot weather conditions.



NOTES.

1.

Kerb backing normally brought up to 50mm below top of kerb, but where final surface of adjacent foot way is flagged, kerb backing shall finish 75mm below top of kerb.
2.

Gap between kerbs shall be 1 to 2mm.
3.

Precast concrete edgings shall be cut to accommodate tight radii.
4.

Kerb face to be shuttered and mechanically vibrated to ensure proper compaction.

LIMITATIONS OF USE.

1.

For edging foot ways only

PRECAST CONCRETE FOOTWAY EDGING DETAIL

GENERAL

All dimensions are in millimetres unless noted otherwise.

All setting out to architects drawings.

Drawing to be read in conjunction with all other Engineers drawings and architects drawings.

This scheme has been designed using the survey information provided by others. It shall be the responsibility of the contractor to verify levels, boundaries etc prior to commencing any works on site. The Engineer shall not accept any responsibility for errors resulting from the survey.

All setting out of houses and private drives/footpaths to be in accordance with the Architect's drawings, the Contractor is to check all dimensions and levels prior to commencement of work and report any discrepancies to the Engineer, including any encountered during construction works.

All dimensions should be checked on site prior to construction. Please notify the Engineer of any discrepancies before commencing or continuing any work.

All highway works shall be carried out in accordance with Staffordshire County Council specification and details. Any on site amended to that shown on this drawings shall only be carried out following approval from the County Highways Engineer.

HEALTH, SAFETY & THE ENVIRONMENT

In accordance with the Health and Safety at Work etc Act 1974 and the Construction (Design and Management) Regulations 2015, designs and details on this drawing have been the subject of a Designers Risk Assessment, to identify risks in construction, use, or demolition of the scheme.

It is not considered necessary for Designers to highlight obvious and/or common risks (such as deep excavations, manual handling and working around heavy plant) which Contractors should be familiar with.

So as far as is reasonably practicable, risks inherent in the design have been eliminated. Where it has been considered that elimination of a risk (or part of a risk) is not reasonably practicable, it has been reduced.

Significant unusual residual risks are identified below, beside the measures which have been adopted to eliminate and/or reduce them:

- Working within a live highway. Suitable precautions/road closures to be made
- Unknown services could be located in the existing verge. All service location to be verified prior to any construction

HIGHWAY NOTES

All highway works shall be constructed in accordance with Staffordshire County Council's road Design Guide, together with the current Manual of Contract Documents for Highways Works (MCHW).

All works within the public highway must comply with current health and safety standards. All signing shall comply with Chapter 8 - Traffic Safety Measures and Signs for Road Works and Temporary Situations, of the Traffic Signs Manual.

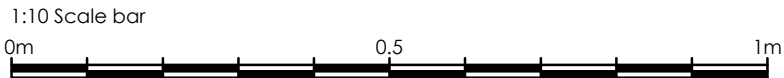
Road opening licence required for excavation within existing highway land.

Loose gravel is not permitted within 5m of the highway.

LIGHT VEHICLE ACCESS CROSSING

ALL HIGHWAY WORKS IN ACCORDANCE TO STAFFORDSHIRE COUNTY COUNCIL'S
DESIGN GUIDE AND SPECIFICATION

WORKS SUBJECT TO APPROVAL AND SHOULD NOT BE USED FOR
CONSTRUCTION UNTIL TECHNICAL APPRORVAL HAS BEEN GRANTED.



A. 22.08.24 WRA Scale shown on mask, scale bar added			
Rev.	Date	By	Description
			
PROJECT			
DRAYCOTT SPORTS CENTRE			
DRAWING			
HIGHWAY CONSTRUCTION DETAILS			
SCALE: 1:10 @ A2		DATE: 17.07.2024	
DRAWN BY: WRA		REV: A	
STATUS: FOR APPROVAL			
DWG No: 00200/H02			A