

SURFACE COURSE - 40mm of Stone Mastic Asphalt 10 surf 40/60 (PSV 55)

BINDER COURSE - 60mm of AC 20 dense bin 100/150 recipe

BASE - 150mm of AC 20 dense base 40/60 recipe

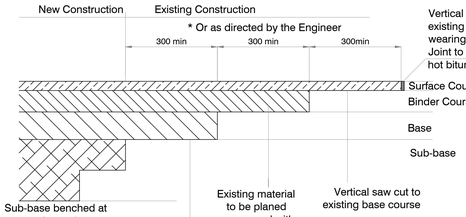
CAPPING LAYER/SUB-BASE -See Table 4 below.

RESIDENTIAL ACCESS ROAD CONSTRUCTION

NOTE:
For any carriageway works that are required, the carriageway sub-base and capping thickness will need to be provided in accordance with table 4 below

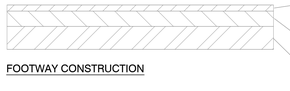
NOTE:
Subbase and capping layers to be continued upto 500mm from face of Kerb.

TIE IN TO EXISTING CARRIAGEWAY.




NOTE:
All transverse joints shall be cut with vertical faces and painted with bituminous binder prior to the laying of bituminous material(s)

NOTE:
Material within 450mm of the finished road surface to be non-frost susceptible needs to be retained



SURFACE COURSE - 20mm AC 6 dense surf 100/150

BINDER COURSE - 50mm AC 20 dense bin 160/220

SUB-BASE - 160mm Type 1 Sub-base

FOOTWAY CONSTRUCTION



SURFACE COURSE - 20mm of AC6 dense surf 100/ 150 L/S

BINDER COURSE - 50mm AC20 Dense bin 160 /220 recipe

SUB-BASE - 225mm Granular Type 1

VEHICULAR CROSSING CONSTRUCTION

Material within 450mm of the finished road surface must not be frost susceptible

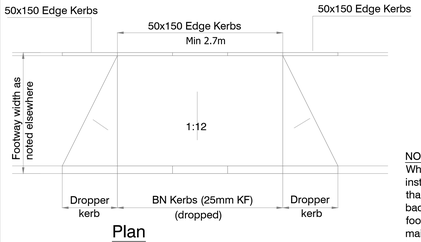
TABLE 4- SUB-BASE & CAPPING LAYER THICKNESS

| CBR %(see Note 2) | Min 450mm Frost Susceptibility | | | | | |
|---|---|---|---|---|---|---|
| | Residential Access Road | | | | | |
| | Main Residential Access Road (2Mmsa Brown mine layer) | | Shared Surface Residential Accesses (2Mmsa Brown mine layer) | | Industrial Road (10Msa Brown mine layer) | |
| | Capping | Sub-Base | Capping | Sub-Base | Capping | Sub-Base |
| Less than 2% | 500 | 350 | 500 | 350 | 500 | 700 |
| 2% | 400 | 350 | 395 | 350 | 400 | 700 |
| 3% | 360 | 350 | 350 | 350 | 360 | 700 |
| 4% | 290 | 350 | 290 | 350 | 300 | 700 |
| 5 or 15% | 260 | 350 | 250 | 350 | 250 | 700 |
| More than 15% | | 350 | | 350 | | 700 |

(a) The foundation design should not vary frequently along the road. You should select an appropriate value for each significant change in the subgrade properties
(b) Where the equilibrium CBR falls between values in the above table, you should round down the value to the lower value.
(c) When the subgrade CBR is sufficiently below 2% that capping with sub base is not sufficient to support the pavement, special measures will be required. You can find advice in DMRB 7.2.2 HD25/94.

NOTE:
Footway Camber of 1:40 must ONLY be used where there is the posibility of vehicles grounding with private backfall. Approval must be obtained from Highways Engineer
The 1:40 footway crossfall should be maintained through the vehicular crossing points and the rear-edging kerb adjusted accordingly.

NOTE:
Vehicular Crossings to be in accordance with SCC Standard Detail HWD 11.45 Rev C0



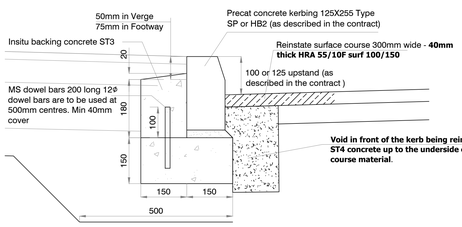

Plan

NOTE:
Where Vehicular crossing are installed over lengths of more than two driveways widths, the back edging to a footway/service strip is not maintained at the same profile but dropped to give a crossfall of 1 in 40 rather than 1 in 12.5.

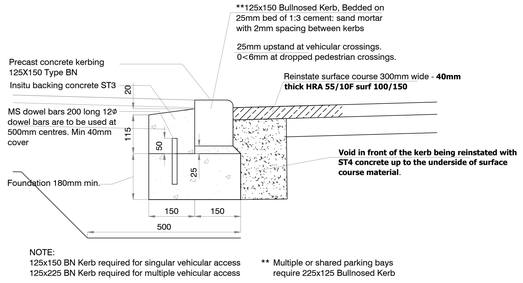



Elevation

Vehicular Crossing



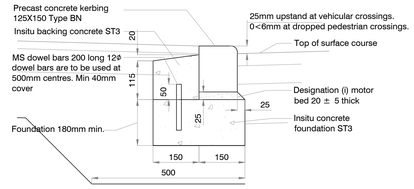

## Half Battered Kerb Type HB2
## Replacement / Tie-In to Existing Carriageway




NOTE:
125x150 BN Kerb required for singular vehicular access
125x225 BN Kerb required for multiple vehicular access

** Multiple or shared parking bays require 225x125 Bullnosed Kerb

## Dropped Kerb Type BN
## Replacement / Tie-In to Existing Carriageway

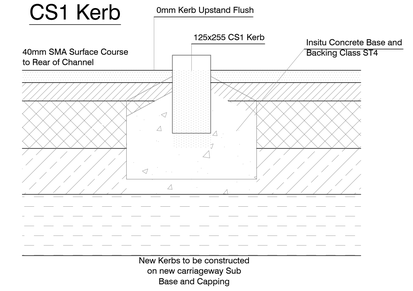


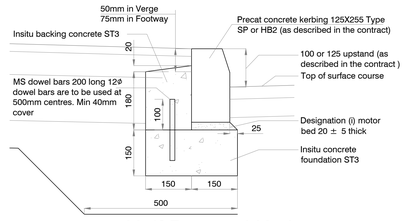

NOTE:
125x150 BN Kerb required for singular vehicular access
125x225 BN Kerb required for multiple vehicular access

** Multiple or shared parking bays require 225x125 Bullnosed Kerb

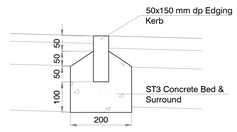
## Dropped Kerb Type BN

## CS1 Kerb



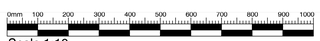




## 125x255mm Half Battered Kerb Type HB2

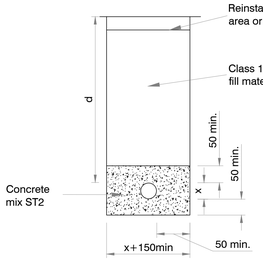



## Flush 50x150mm Edging
## Flat Kerb
## Type EF

NOTE:
- All concrete foundations and backing kerbs are to be mechanically vibrated.
- No Kerb less than 1/2 of its original length to be used within development.

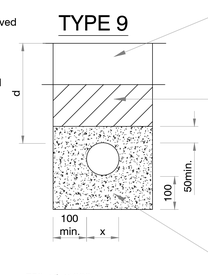



Scale 1:10



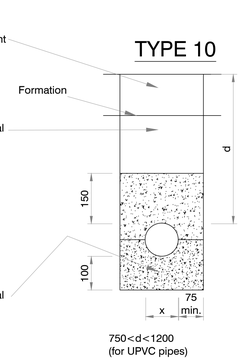

int.dia.=50
d=300 and as described in the contract

## TYPE 9

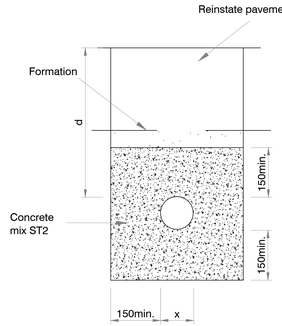



750<d<1200
(for vitrified clay pipes)

## TYPE 10

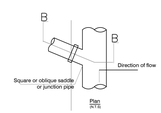



750<d<1200
(for UPVC pipes)



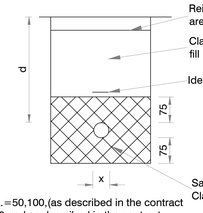

int.dia.=100
d=500,<750,as described in the contract

## TYPE 8




Connection to side of sewer

## TYPE 7




int.dia.=50,100,(as described in the contract
d=300 and as described in the contract

## TYPE 6

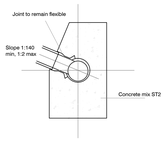
int.dia.=100, or as described in the contract

Scheme specific design (as per drainage pipe design) when depth of cover >1200. As described in the contract

PLAN
(at top of basecourse - prior to installing grating and frame)

| Type Ref. | Permitted Types to SHW Table 5/2 |
|---|---|
| 6 | UPVC |
| 7 | UPVC |
| 8 | Clayware to BS 65:1991 "ES"; UPVC |
| 9 | Clayware to BS 65:1991 "ES"; UPVC |
| 10 | As described in the contract |

| Sub-Type | Application |
|---|---|
| 2A | New gully construction |
| 2B | Existing gully pot, renewal of construction above level C-C |

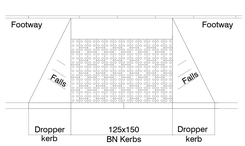



Section B - B
(N.T.S)

For connections to pipes less than 500mm dia using a saddle

## Tactile Paving Notes

1. All dimensions are in millimeters
2. Blocks laid on 30-50mm sharp sand bed to clause 1104 and 150mm Granular Type 1 Sub base to Clause 803.
3. Blisters to line through horizontally and vertically.
4. 2mm joint between all blocks and kerbs and filled with kiln dried sand.
5. BN kerbs to the exact width of tactiles.
6. Adjust blocks at radius to minimise the use of small pieces behind kerbs.
7. Blocks may be laid as shown or in herringbone bond.
8. At controlled crossings blocks must be red in colour. For other uncontrolled crossings blocks must be buff or other contrasting colour.
9. Gradient across tactiles shall not exceed 8% (approx 1 in 12).
10. To be used in accordance with 'Guidance on the use of tactile paving surfaces'




Tactile Paving Crossing Detail
Refer to plan for size / extent of tactile paving.

Tactile paving to be on accordance with the "Guidance on the use of tactile paving surfaces"

Minimum 1.2m of tactile paving (200mm x 133mm slabs) when pedestrians approach perpendicular to crossing

The Tactile paving should be 60mm/65mm thick 200mm x 133mm and laid on 30 to 50mm sharp sand bed to clause 1104 and Granular Type 1 Sub Base to clause 803

Central Kerb to be 6mm upstand from carriageway surface.

# Notes

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NOTES

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| REV | DATE | AMENDMENT | BY |
|---|---|---|---|
| B | 09.06.26 | Amended to suit Comments | SM |
| A | 11.03.26 | Amendments in line with Council Comments | AC |

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DRAWING STATUS:
COMMENT / APPROVAL

CLIENT
ANDMORE

PROJECT
Fole Dairy
Uttoxeter

TITLE
Section 111 Construction Details

| DATE | DRAWN |
|---|---|
| 22.01.26 | AC |
| SCALE 1:10 / SIZE A1 | CHECKED RA |

DRAWING NUMBER
21047-142

REVISION
B