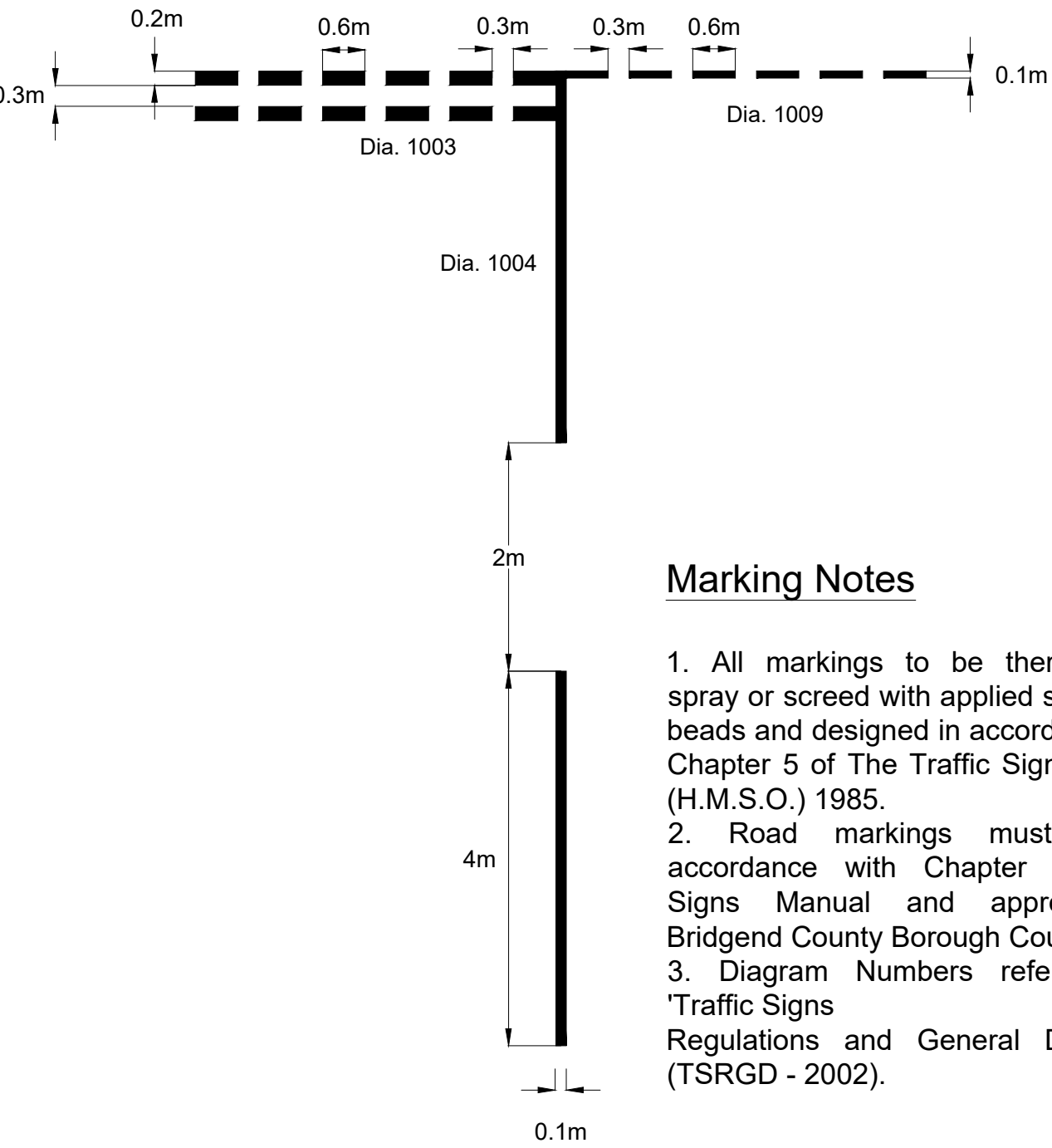


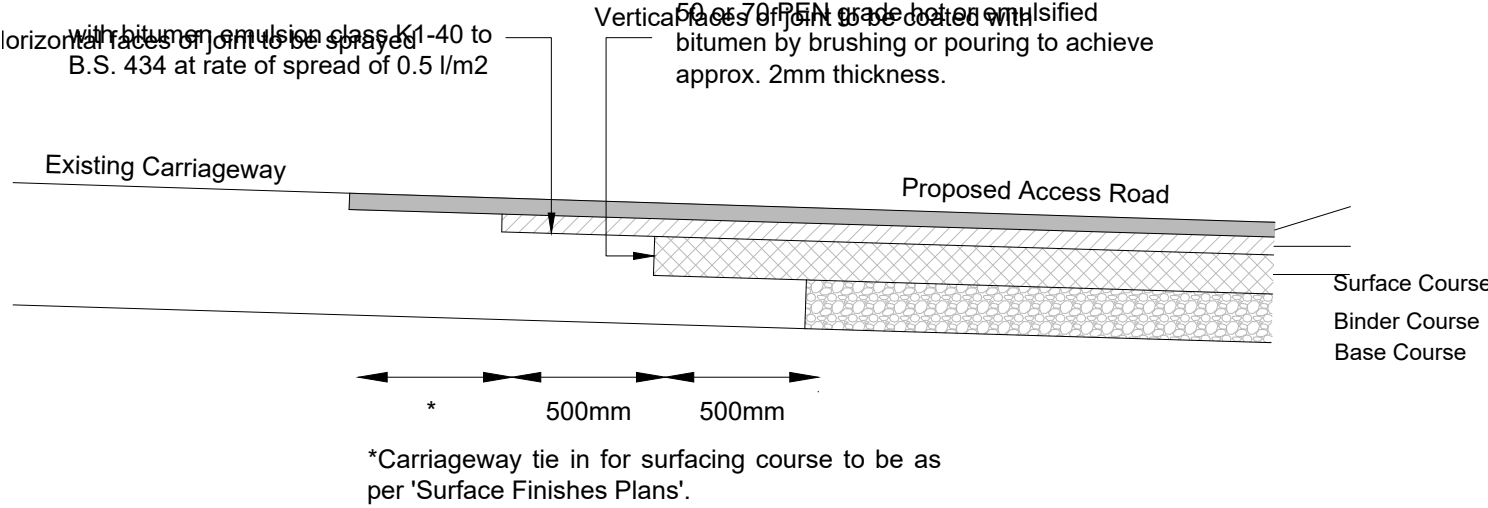
CARRIAGEWAY CONSTRUCTION		
LAYER	SPECIFICATION	THICKNESS (mm)
Surface Course	Asphalt concrete close grade. Binder grade 50 pen.	45
Base Course	Dense macadam base 20 mm size . Binder grade 100 pen or 200 pen (For hand laid material only).	50
Road Case	Dense macadam OR Cement Bound Material. Binder grade 100 pen OR 200 pen (For hand laid material only).	70 100
Sub-base Course	Type 1 or Type 2 sub-base (MCDHW Clause 803) OR Cement Bound Material.	See Table 1
Capping	-	See Table 1

TABLE 1 - DEEMED TO SATISFY CBR VALUES

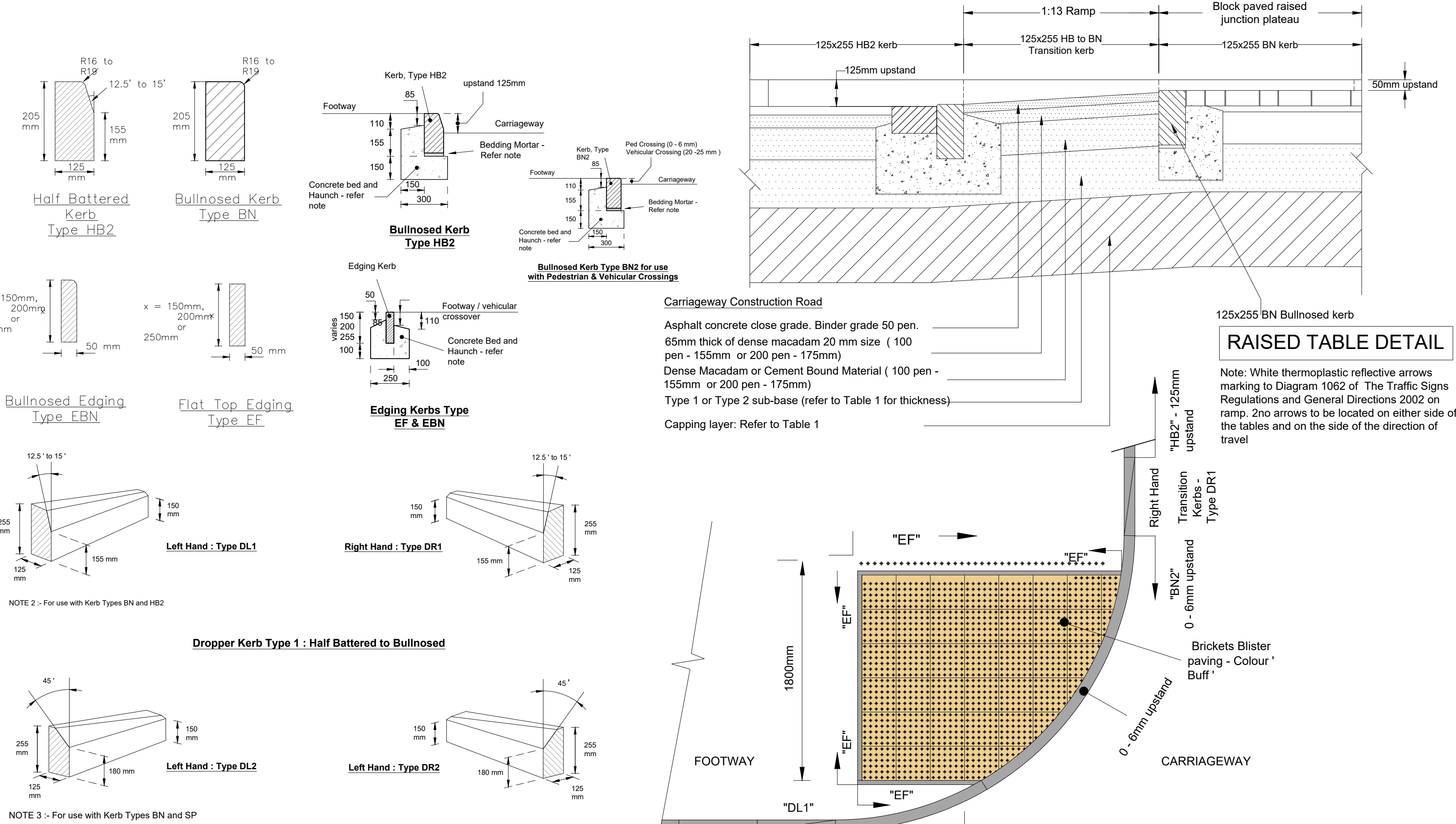
SUB GRADE CBR%	SUB BASE THICKNESS	SUB BASE & CAPPING LAYER
> 15	150mm	Type 1 granular Sub Base
5 - 15	225mm	Type 1 granular Sub Base
2-5	150mm	Type 1 Sub Base on 300mm Capping Layer*
<2	150mm	Type 1 Sub Base on 450mm Capping Layer*
<1	-	Type 1 Sub Base on 600mm Capping Layer*



GIVE WAY MARKINGS

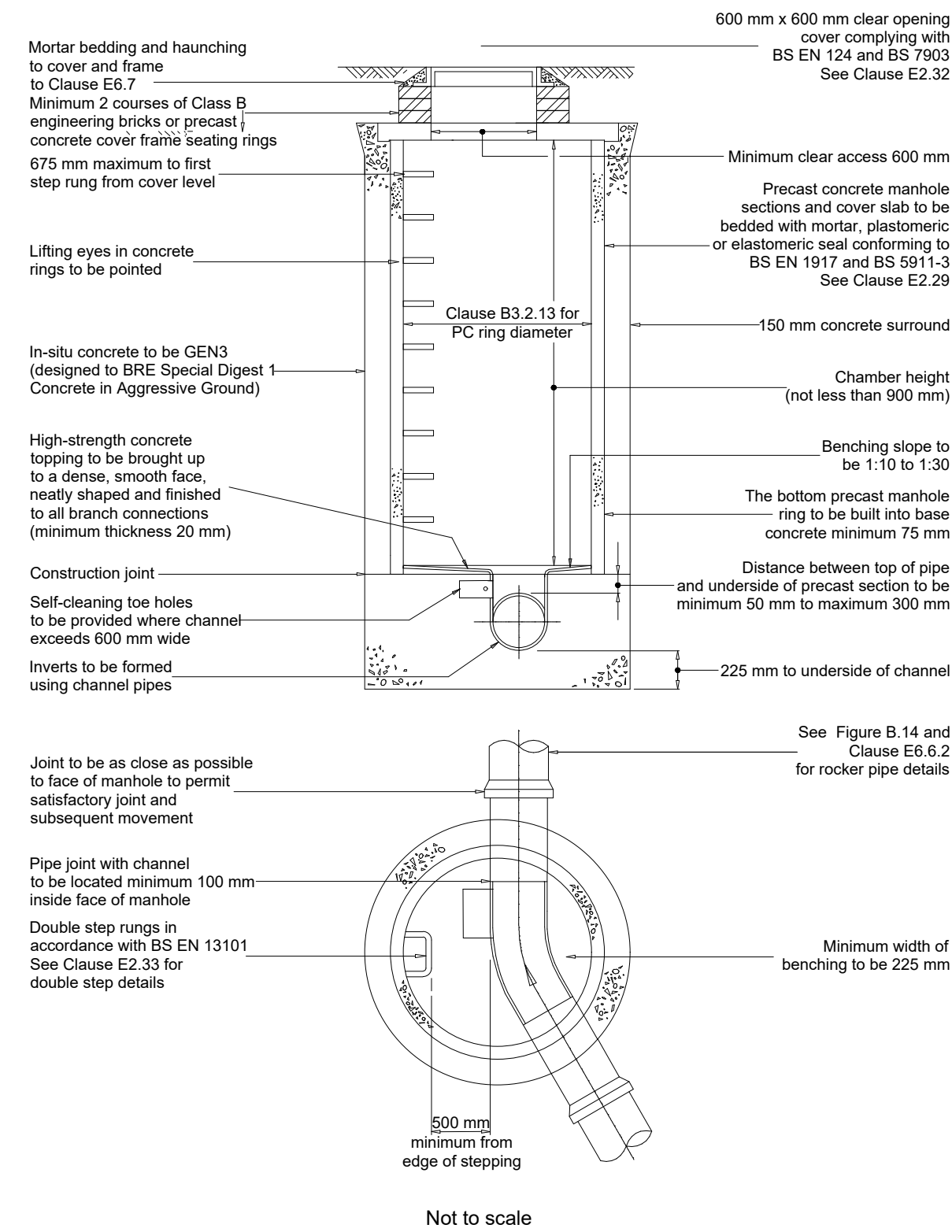


CARRIAGEWAY TIE-IN DETAIL



Typical Plan View of Tactile Crossing Arrangement (Scale N.T.S)

FIGURE B.12
TYPICAL MANHOLE DETAIL - TYPE 2
Maximum depth from cover level to soffit of pipe 3.0 m



NOTES:

- Grating frame flanges are to be supported over their full width and bedded on Class A mortar.
- Where concrete kerb bed forms the back edge of the gully top, this is to be thoroughly cleaned and rendered to give a smooth finish.
- Any horizontal ledges are to be benched in Class A mortar at 45°.
- A clear opening of 400mm x 445mm minimum must be provided through the raising courses for maintenance purposes.
- Gully pots should be positioned such that the inside back edge of the pot lines up with the front face of the kerb with a tolerance of +/-50mm. Where existing pots are slightly off line, corbelling the brickwork at a maximum of 25mm per course will be acceptable provided that the above minimum opening is achieved.
- In exceptional circumstances, where the transverse shift is greater than can be achieved by corbelling, pre-stressed concrete lintels may be used. They must be a minimum of 150mm deep x 100mm wide, minimum opening must be maintained.
- No cementaceous material, other than mortar haunching over the flange, will be acceptable as part of the carriageway reinstatement within 60mm of finished road level.
- A CCTV survey and report must be submitted for all drains, gullies and connections that are to be adopted by Somerset County Council.

GENERAL NOTES:

Immediately prior to the laying of the sub base, the formation shall be prepared as follows:

- All surfaces shall be cleaned and any wet material, mud, slurry etc removed from the site;
- The surface shall be brought to the formation level given on the approved drawings by the addition of suitable fill material or by grading off high spots;
- The surface shall be regulated by grading to within a tolerance between +0 and -50mm from true level. At this preparation stage, the developer shall obtain the Highway Supervisor's approval before further works proceed. This may involve local CBR checks for soft areas, any depressions which occur during compaction shall be filled with material to be approved by the Highway Supervisor;
- The formation shall be finished by a light rolling with a smooth wheel roller of at least 2.5 tonnes mass and weed killed prior to the laying of any capping and sub base material;
- The formation shall be adequately protected from the weather and shall not be used by construction traffic;
- Bituminous materials shall be machine laid. Hand laid materials may only be used where restricted to small areas and when agreed with the Highway Supervisor. All materials to be supplied laid and compacted in accordance with BS 59487:2007.
- All vertical edges including, kerbs, ironwork and joints, shall be painted with cold asphalt applied thixotropic bitumen emulsion or hot applied bitumen immediately prior to the laying of any bituminous layer in accordance with BS 59487:2007.
- Kerb upstand requirements: 0-6mm at pedestrian uncontrolled crossing points and 25mm at vehicular crossovers.
- The developer must ensure that the existing public highway is kept clean, free from dust, mud and debris of any description. Therefore the developer should employ such equipment, mechanical or otherwise, as necessary to clean highway and/or the wheels of vehicles using the development.
- During construction the developer must demonstrate that the CBR value of the subgrade is equal to or greater than the design CBR value. Construction thickness may need to be increased if the in-situ CBR value at the time of construction are less than the design CBR value. However, a reduction in the construction thickness will not be considered if the in-situ CBR values at the time of construction are greater than the design CBR values.
- Type 1 sub-base material must be verified by the use of CBR tests and must achieve a minimum value of 30% prior to laying any asphalt bituminous material.
- Contractors/developers should note that the MEXE probe and other in-situ methods will not be acceptable for establishing the design CBR values, only for locating areas where the in-situ values may be lower than the agreed design CBR value.
- Bituminous materials shall be machine laid. Hand laid materials may only be used where restricted to small areas and when agreed with the engineer.
- Only contractors with their StreetWorks Accreditation registered with NPTCBC will be permitted to carry out works on the highway.