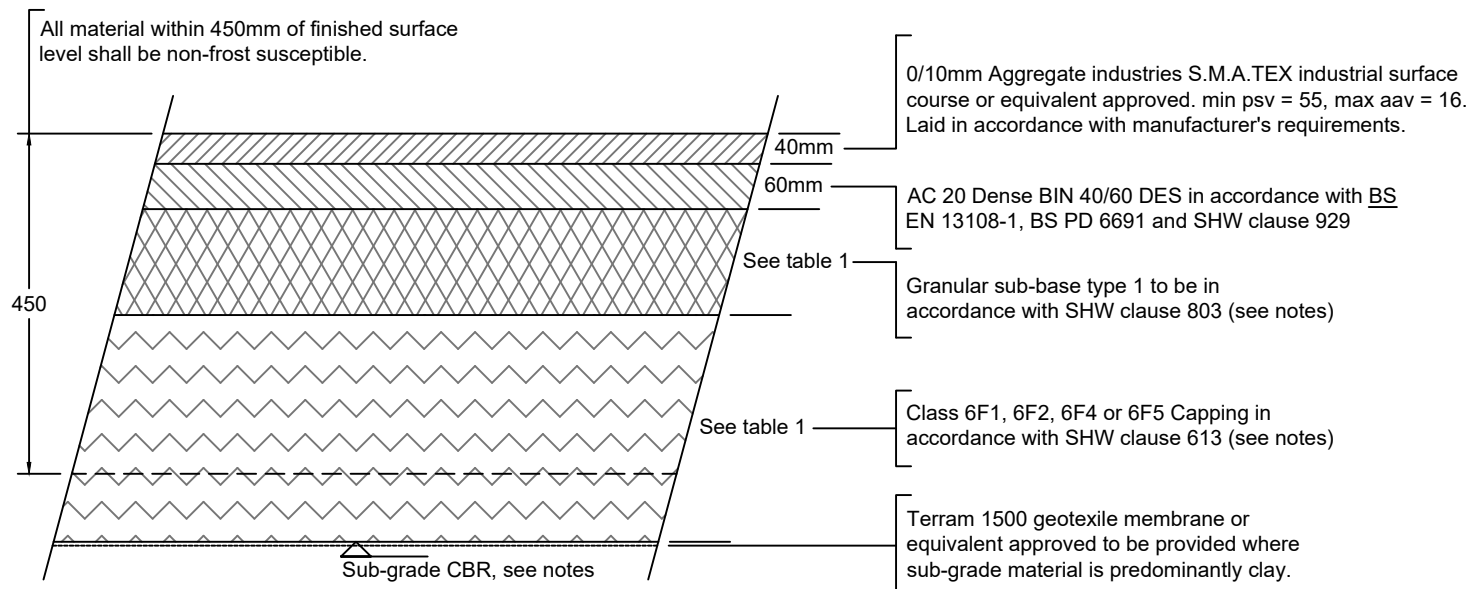
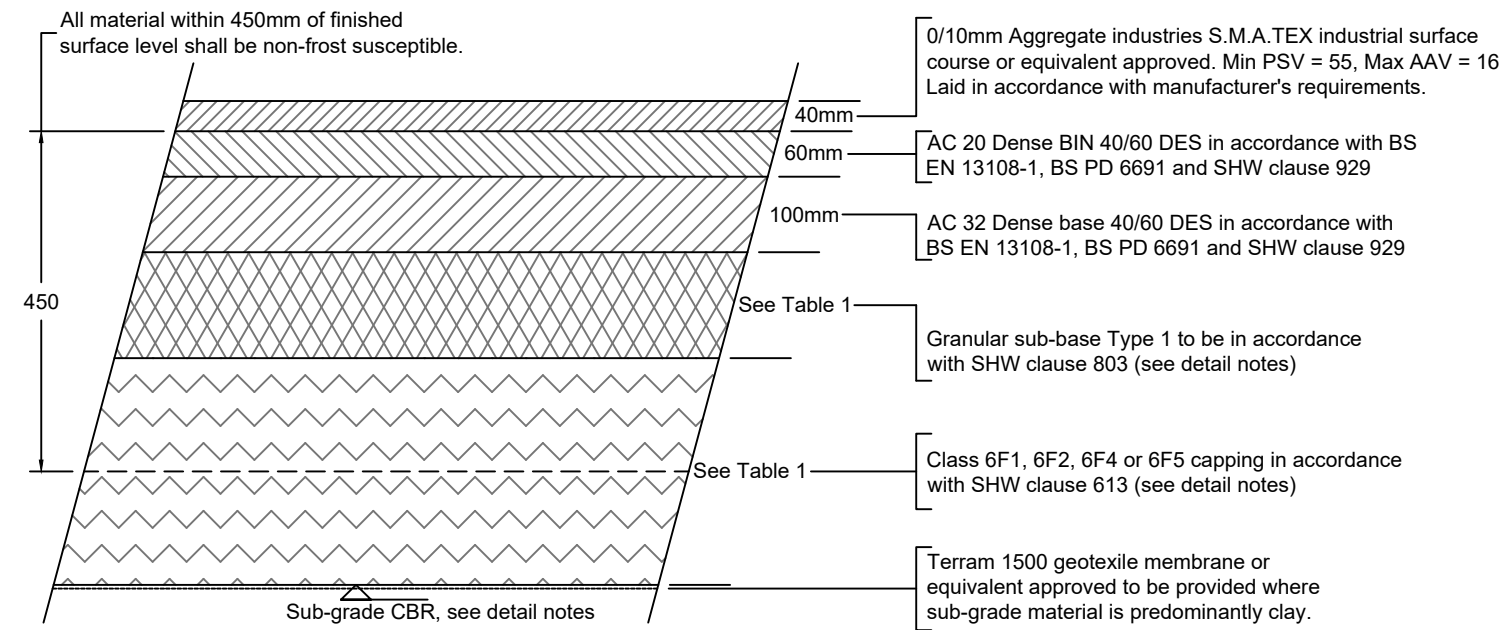


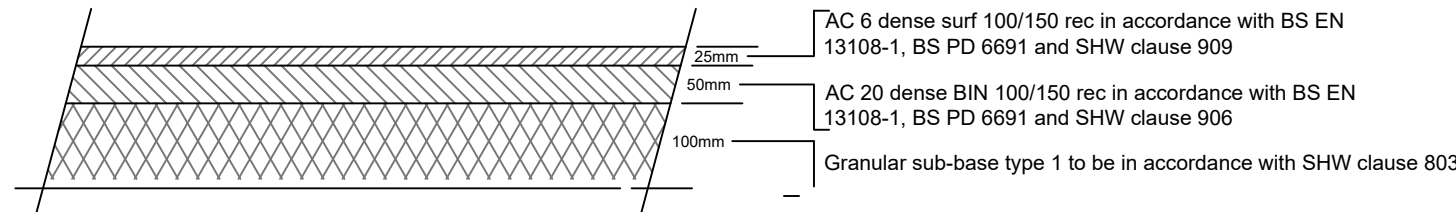
BITUMINOUS LAY-BY
[LIGHT DUTY - CARS AND LIGHT VANS ONLY,
UP TO 3.5T GROSS VEHICLE MASS]



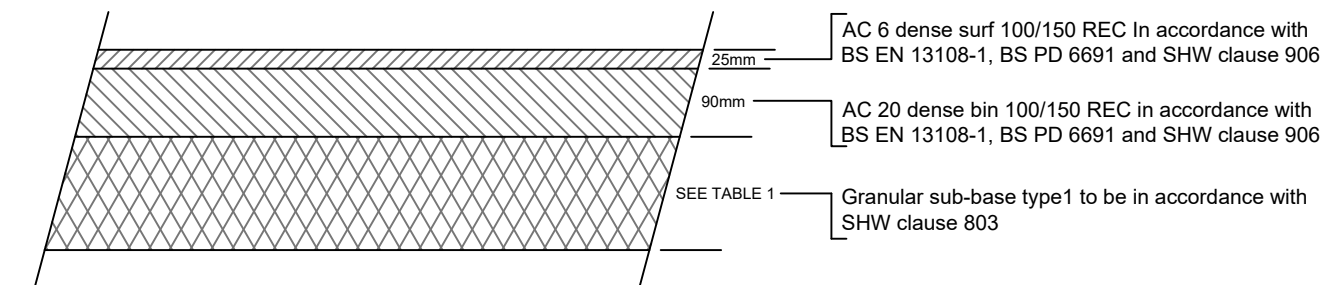
BITUMINOUS PLOT ACCESS ROAD
[UP TO 2MSA]



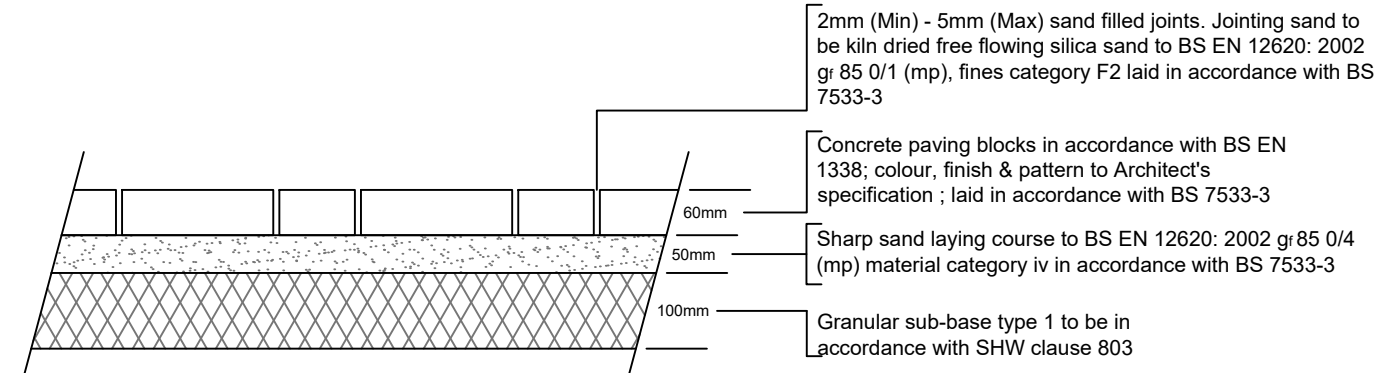
BITUMINOUS FOOTWAY CONSTRUCTION
[LIGHT DUTY, NO VEHICLE OVERRUN]



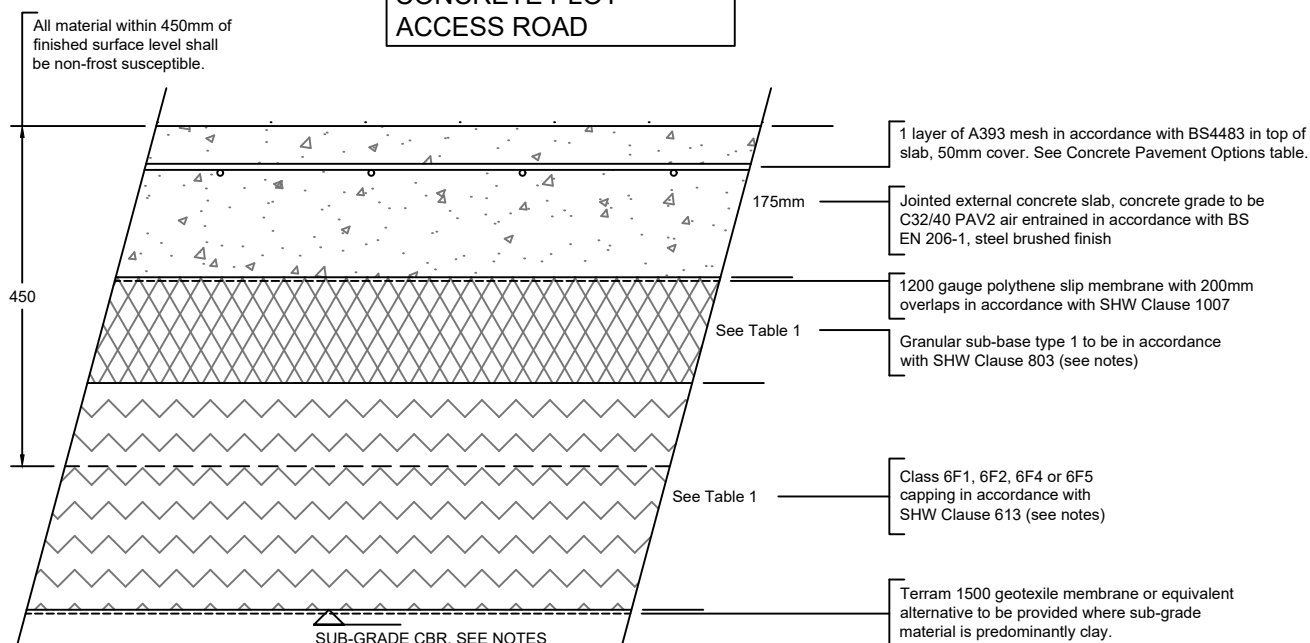
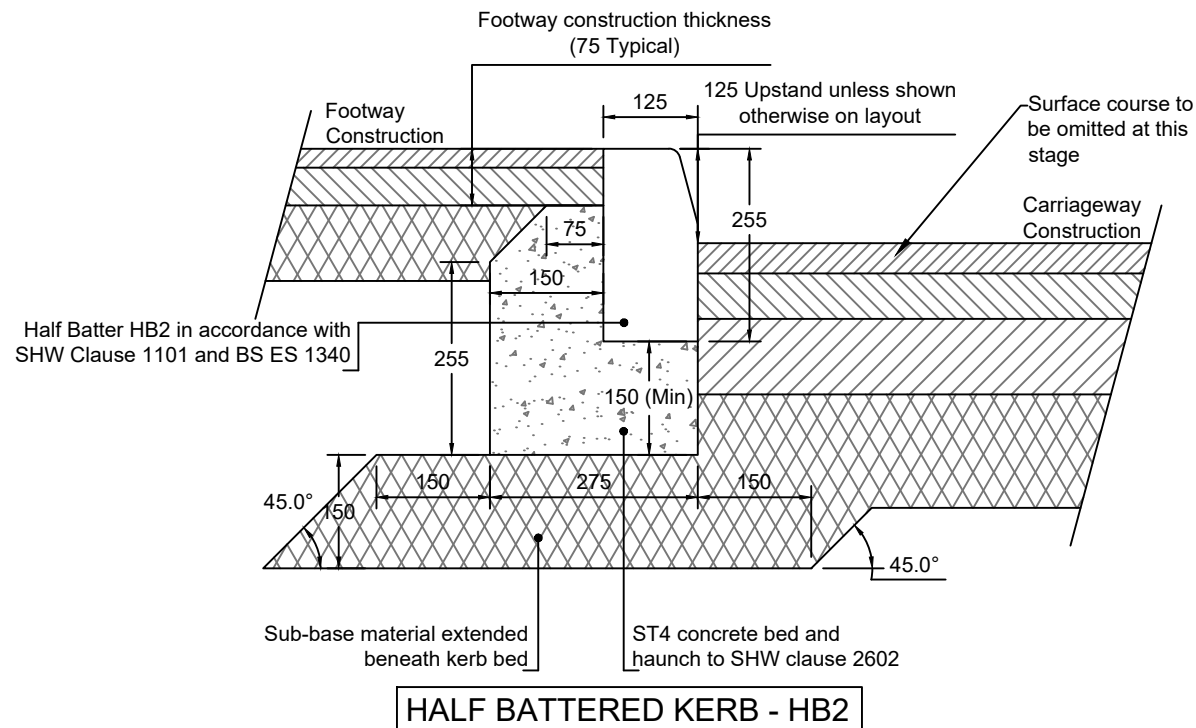
BITUMINOUS FOOTWAY CONSTRUCTION
[HEAVY VEHICLE OVERRUN UP TO 0.05MSA]



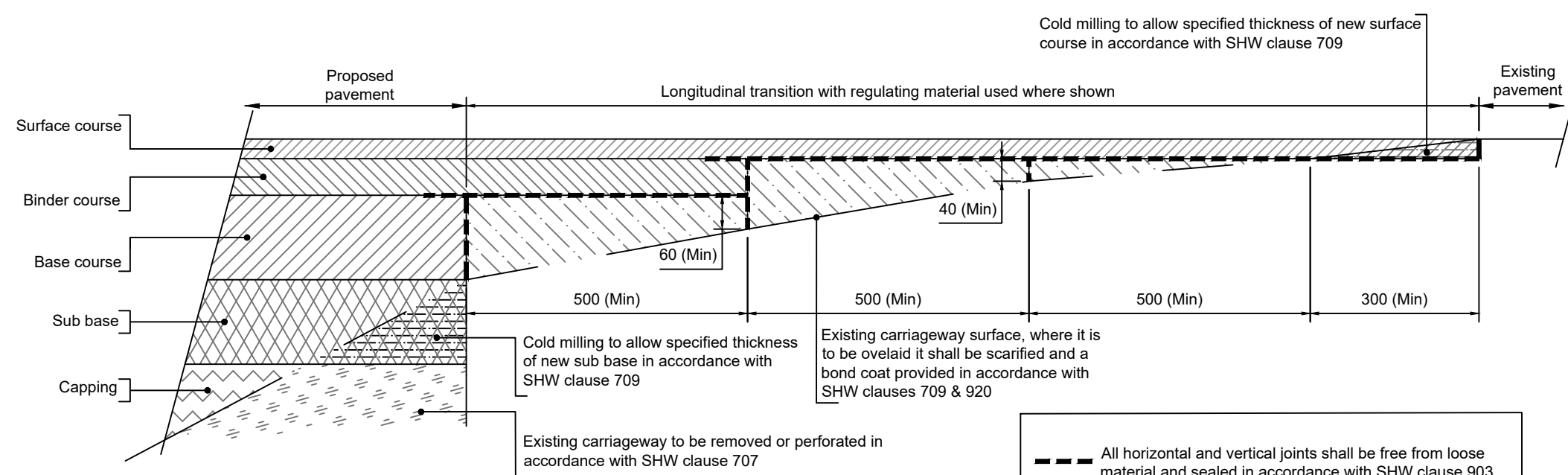
CONCRETE BLOCK PAVED FOOTWAY CONSTRUCTION
[NO VEHICLE OVERRUN, NON-PERMEABLE]



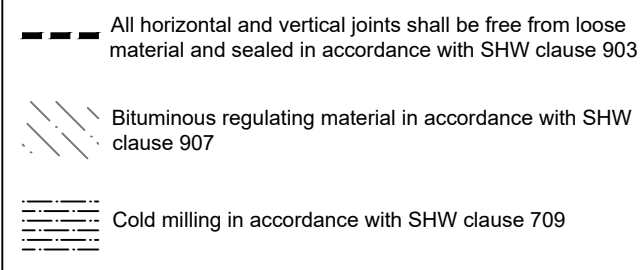
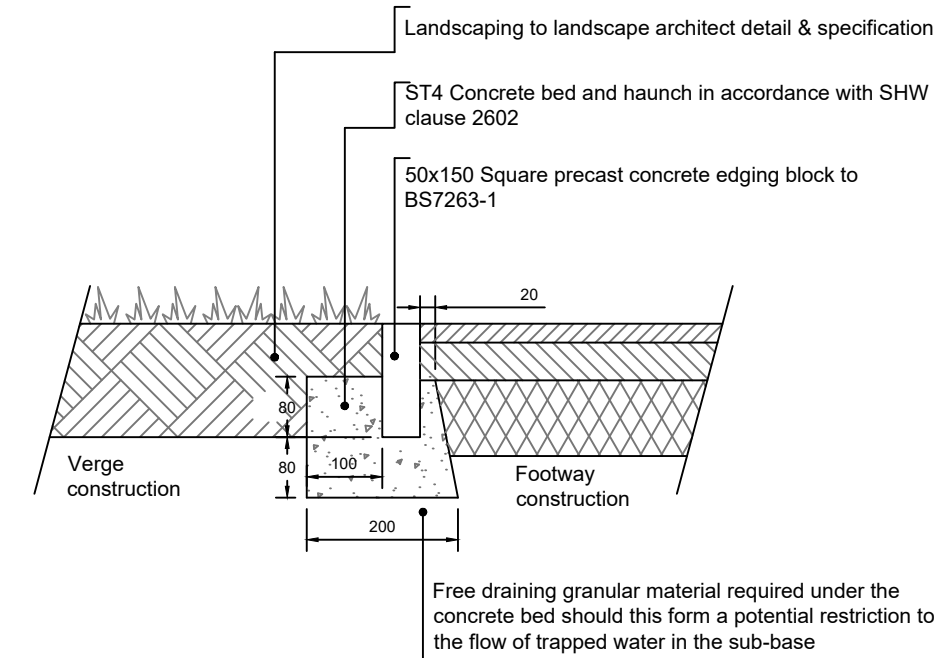
CONCRETE PLOT ACCESS ROAD



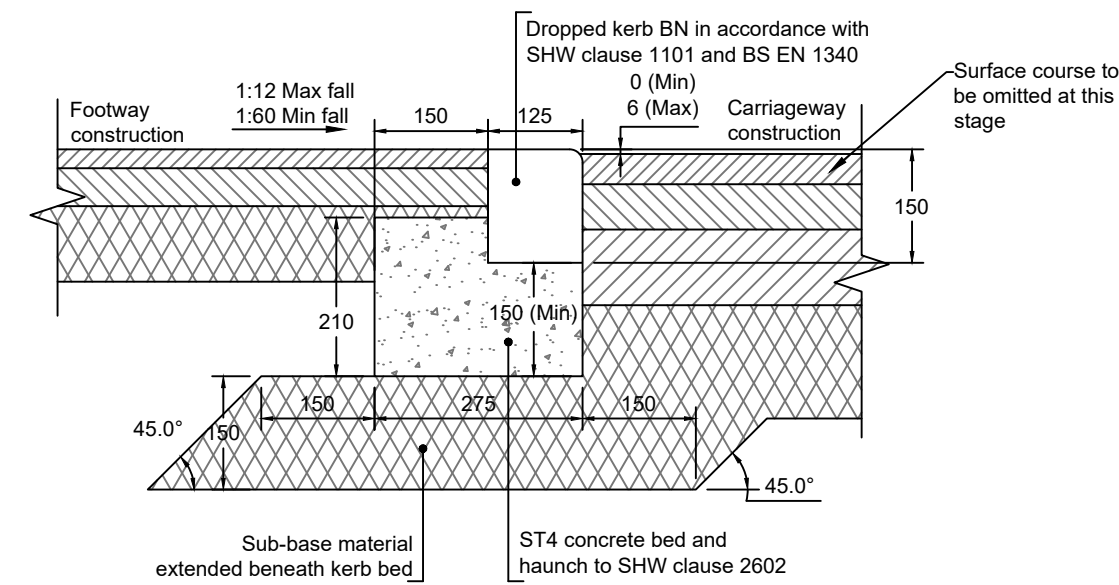
HALF BATTERED KERB - HB2



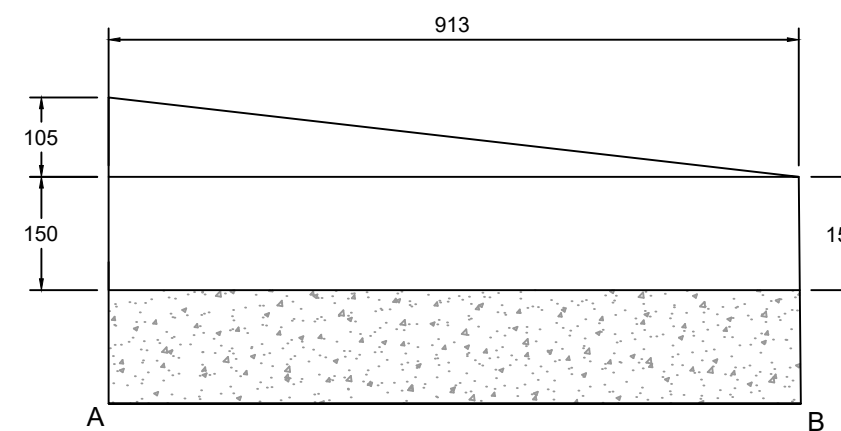
LONGITUDINAL TIE-IN
[BITUMINOUS]



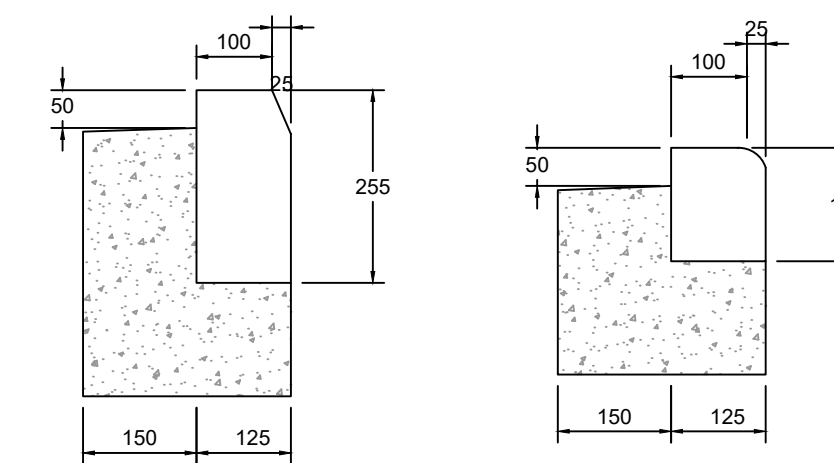
EDGING PIN KERB - PK



DROPPED BULLNOSE KERB - BN1



TRANSITION KERB DETAIL
TYPE - TK1



TRANSITION KERB
DETAIL TYPE - TK1
SECTION A-A

TRANSITION KERB
DETAIL TYPE - TK1
SECTION B-B

DO NOT SCALE

- Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
- This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
- All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the engineer immediately.
- This drawing is to be read in conjunction with the latest drainage layout drawing.
- Unless noted otherwise, all clauses relate to Sewer Sector Guidance Notes or Building Regulations Part H.
- To be read in conjunction with Landscape Architect drawing '2072-PLA-01-GF-DR-L-1000 Hardworks - Phase 1'.
- The drawing provides required capping + sub-base depth requirements for a range of CBR values. This allows build-ups to be rationalised to be as economical as possible. Testing via plate bearing test to be undertaken on site as set out in the Civil Engineering General Notes.
- CBR testing has been undertaken via the simplified method of cone penetration test and the SI recommends a CBR value of 'no greater than 5%' is assumed at this stage.

Table 1: Capping Layer and Sub-base Thickness

Sub-Grade (CBR)	Capping + Sub-base (mm)	Class 2 Sub-base Only (mm)
<2.5%	sub grade improvement required	
2.5%	410 + 250	415
3%	380 + 230	370
4%	320 + 220	320
5%	250 + 200	270
6%	240 + 180	260
7%	230 + 170	250
8%	220 + 160	240
9%	210 + 150	230
10%	200 + 150	225
11%	190 + 150	220
12%	180 + 150	215
13%	170 + 150	210
14%	160 + 150	205
15%	150 + 150	200

- Capping/sub-base depth depends upon equilibrium CBR testing of sub-grade (the Contractor is responsible for undertaking these tests and any subsequent in-situ tests to demonstrate validity of equilibrium testing). Capping/sub-base depths to be in accordance with table 1.
- The Contractor is responsible for ensuring that the sub-grade is not exposed to inclement weather. Sub-grade only design shall only be used where there is adequate drainage and favorable weather at the time of construction.
- CBR testing to be taken at sub formation level.
- Warranty for proprietary surface courses is to be provided by the Manufacturer & not ROSCOE.
- Tack & bond coats to be provided where required in accordance with SHW clause 920 and any Manufacturer's requirements.
- Sealing grit to be used for temporary base course running surfaces only. Not to be used on surface course.

P01	08.12.23	KT	UPDATED STAGE 3 ISSUE	JT	AW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

STAGE 3



CLIENT: RG GROUP

ARCHITECT: JON MATTHEWS ARCHITECTS

PROJECT: 1 MEDLOCK ST MANCHESTER

TITLE: EXTERNAL WORKS DETAILS

SCALE @ A1:	N.T.S	CHECKED:	JT	APPROVED:	AW
PROJECT NUMBER:	23324	DESIGNED:	JT	DRAWN:	KT
				DATE:	NOV 2023
DRAWING No:	23324-ROS-00-00-DR-C-07100				REV: P01