

RESIDUAL RISK TABLE	
1	PRESENCE OF UNDERGROUND UTILITIES
⚠	INDICATES A RESIDUAL RISK

9. THE TRENCH FOR THE EXCAVATION FOR THE REMOVAL OF THE KERB AND ASSOCIATED BEDDING AND HAUNCHING SHALL BE SAW CUT 300mm FROM THE KERB FACE AND 300mm FROM THE BACK OF KERB. BOTH CARRIAGEWAY AND FOOTWAY FACE OF THE EXCAVATION SHALL BE SOUND, STABLE, AND FREE FROM LOOSE, FRACTURED, OR COMPROMISED MATERIAL. ANY UNSUITABLE MATERIAL ENCOUNTERED SHALL BE TRIMMED BACK AND REMOVED TO EXPOSE A FIRM FACE TO THE APPROVAL OF THE ENGINEER PRIOR TO INSTALLATION OF NEW WORKS.
10. ALL SURFACING MATERIALS TO BE INSTALLED IN COMPLIANCE WITH BS13108
11. TACK COAT SHALL BE APPLIED TO ALL PLANED SURFACES AND ON PROPOSED BASE COURSE AND BINDER LAYERS.
12. JOINTS BETWEEN PROPOSED AND EXISTING CARRIAGEWAY TO BE SEALED WITH HOT POURED BITUMEN, INCLUDING HORIZONTAL SURFACES AND VERTICAL FACES.
13. CONTRACTOR SHALL PROVIDE TO THE ENGINEER PHOTOGRAPHIC EVIDENCE OF MEASUREMENTS SHOWING THE THICKNESS OF EACH PAVEMENT LAYER INSTALLED AND DATA SHEET OF EACH MATERIAL.
14. NO COATED CHIPPINGS SHALL BE APPLIED WITHIN THE CHANNEL ADJACENT TO NEW KERB LINES. THE CONTRACTOR SHALL ENSURE SURFACE IS UNIFORM AND FLUSH WITH KERB TO MAINTAIN DRAINAGE PERFORMANCE
15. EXISTING ROAD MARKING AFFECTED BY THE RESURFACING WORKS (IF ANY) SHALL BE REINSTATED

NOTES

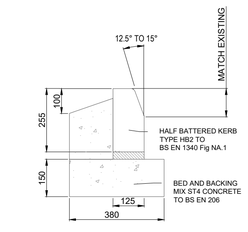
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL DRAWINGS AND DOCUMENTATION ASSOCIATED WITH THE PROJECT.
3. ALL LEVELS, DIMENSIONS AND LOCATIONS ARE TO BE CHECKED BY THE MAIN CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON SITE.
4. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY ADOPTABLE RESIDENTIAL ROAD SPECIFICATION AND STANDARD DETAILS.
5. EXISTING COVERS WITHIN SITE EXTENT TO BE MADE GOOD AROUND SURFACING.
6. NEW SURFACING MATERIAL HAS BEEN ADDED AFTER THE TOPOGRAPHICAL SURVEY HAS BEEN UNDERTAKEN IT IS ASSUMED THAT THIS IS TO BE A TEMPORARY SURFACING THAT WILL BE REMOVED PRIOR TO THE INSTALLATION OF THE ACCESS. INFORMATION ON EXISTING KERB UPSTAND IS NOT AVAILABLE IN THE PROVIDED TOPOGRAPHICAL INFORMATION.
7. COORDINATION WITH STATUTORY UNDERTAKERS FOR REQUIREMENTS FOR ASSET DIVERSIONS AND/OR PROTECTIONS TO BE UNDERTAKEN BY OTHERS.
8. LENGTH OF CUT KERB SHALL BE NO SMALLER THAN 1/3 OF THE FULL KERB LENGTH. WHERE THE PROPOSED KERBLINE TIES-IN TO THE EXISTING KERBLINE, SHOULD A KERB UNIT OF LENGTH EQUAL OR SHORTER THAN 1/3 OF THE FULL KERB LENGTH BE REQUIRED, THE CONTRACTOR SHALL REMOVE AN ADTIONAL EXISTING KERB UNIT AND INSTALL 2 UNITS OF EQUAL LENGTH

KEY

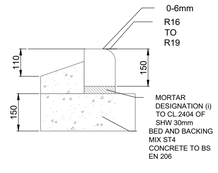
- HB2 — PCC HALF BATTER KERB (125x255mm) UPSTAND TO MATCH EXISTING
- TK1 — PCC TRANSITION KERB (HB2 TO BN3)
- BN3 — PCC BULL NOSE KERB (125x150mm) 6mm UPSTAND
- 400mm X 400mm BLISTERED TACTILE PAVING SLAB - BUFF IN COLOUR
- R — RADIUS OF PROPOSED KERB (EXTERNAL RADIUS)
- EXISTING FOOTWAY SURFACE COURSE TO BE PLANED OFF (20mm DEPTH AND RESURFACED WITH AC6 DENSE SURF 100/150 SURFACE COURSE 20mm THICK
- PROPOSED FULL FOOTWAY BUILD UP: AC 6 DENSE SURF 100/150 20mm THICK; AC 20 DENSE BIN 100/150 UP TO 105mm THICK FROM EXISTING CARRIAGEWAY LEVEL
- PROPOSED FULL FOOTWAY CONSTRUCTION TO SUIT INTRODUCTION OF UNCONTROLLED CROSSING: AC 6 DENSE SURF 100/150 20mm THICK; AC 20 DENSE BIN 100/150 50mm THICK; 100mm THICK TYPE 1. ASSUMED CBR>2.5%
- EXISTING UTILITY COVER TO BE RETAINED
- LP RS P — EXISTING LIGHTING COLUMN/ROAD SIGN/TRAFFIC SIGNAL TO BE RETAINED
- HIGHWAY BOUNDARY

REVISIONS

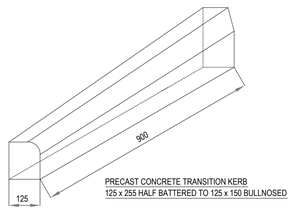
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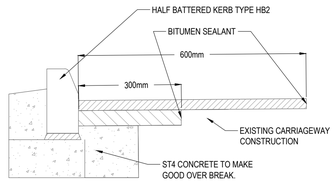


HALF BATTERED KERB (TYPE HB2)

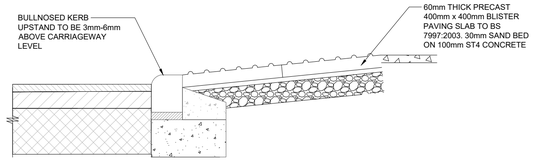


BULL NOSED KERB (TYPE BN)





CARRIAGEWAY KERB TIE-IN DETAIL



TACTILE PAVING DETAIL

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