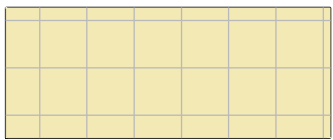
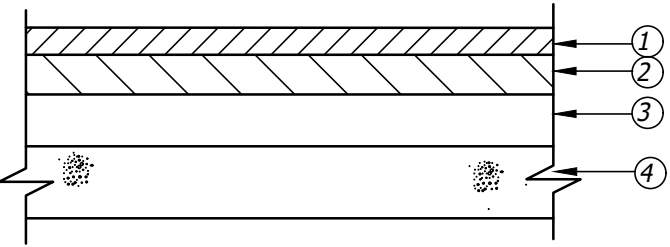
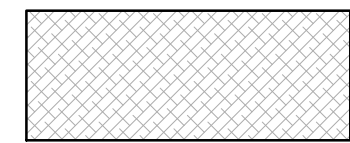
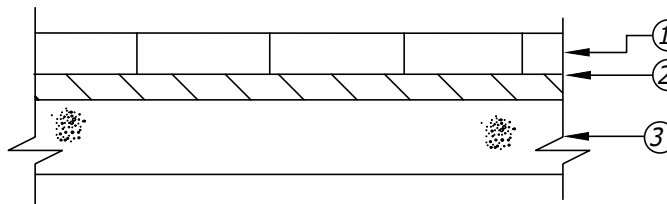


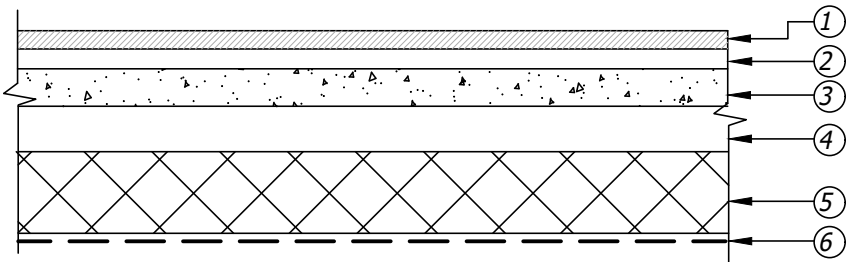
### BITUMINOUS CARRIAGEWAY CONSTRUCTION



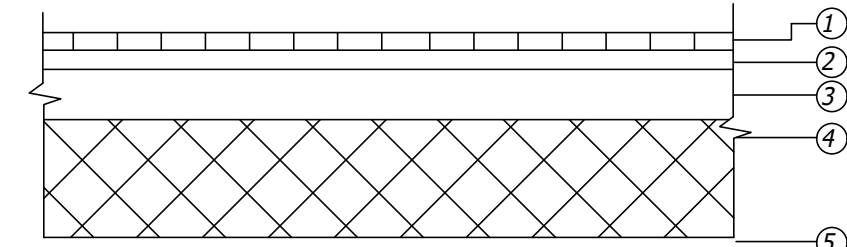
### FLAG PAVING CONSTRUCTION



### VEHICLE CROSS OVER-BITUMINOUS



### PRIVATE BLOCK PAVED CONSTRUCTION



- 60mm thick P.C. blocks
- 35-50mm thick compacted sand
- Sub-Base Type 1 material to Clause 803, and compacted to Clause 802 and Table 8/4. See table opposite for depth.
- Capping 6F2 material to SHW, to be laid and compacted to Specification for Highway Works series 600 Table 6/1 & Table 6/4. See table opposite for depth.
- Terram 1000 geotextile over formation.

#### Sub-base only option to NHBC Standards

CBR value to be tested on site and Sub-base/ capping layer thickness agreed on site with engineer and shall be within the following ranges. Any soft spots or fill areas to be built up in 6F2.

| Sub-base only (Type 1) | Sub-base only (Type 1)      |
|------------------------|-----------------------------|
| CBR <2%                | Contact engineer for advice |
| CBR 2% to 3%           | 325mm                       |
| CBR 3% to 5%           | 250mm                       |
| CBR >5%                | 150mm                       |

#### Sub-base & Capping option - Equivalent to NHBC Standards

CBR value to be tested on site and capping layer thickness agreed on site with engineer and shall be within the following ranges. Any soft spots or fill areas to be built up in 6F2.

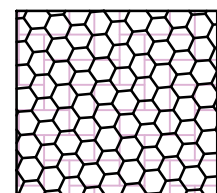
| Sub-Base     | Capping                     |
|--------------|-----------------------------|
| CBR <2%      | Contact engineer for advice |
| CBR 2% to 3% | 150mm                       |
| CBR 3% to 5% | 300mm                       |
| CBR >5%      | 225mm                       |

NOTE!! NHBC Tables refer to sub-base only option. Sub-base & Capping option to be agreed with NHBC Inspector prior to works commencing

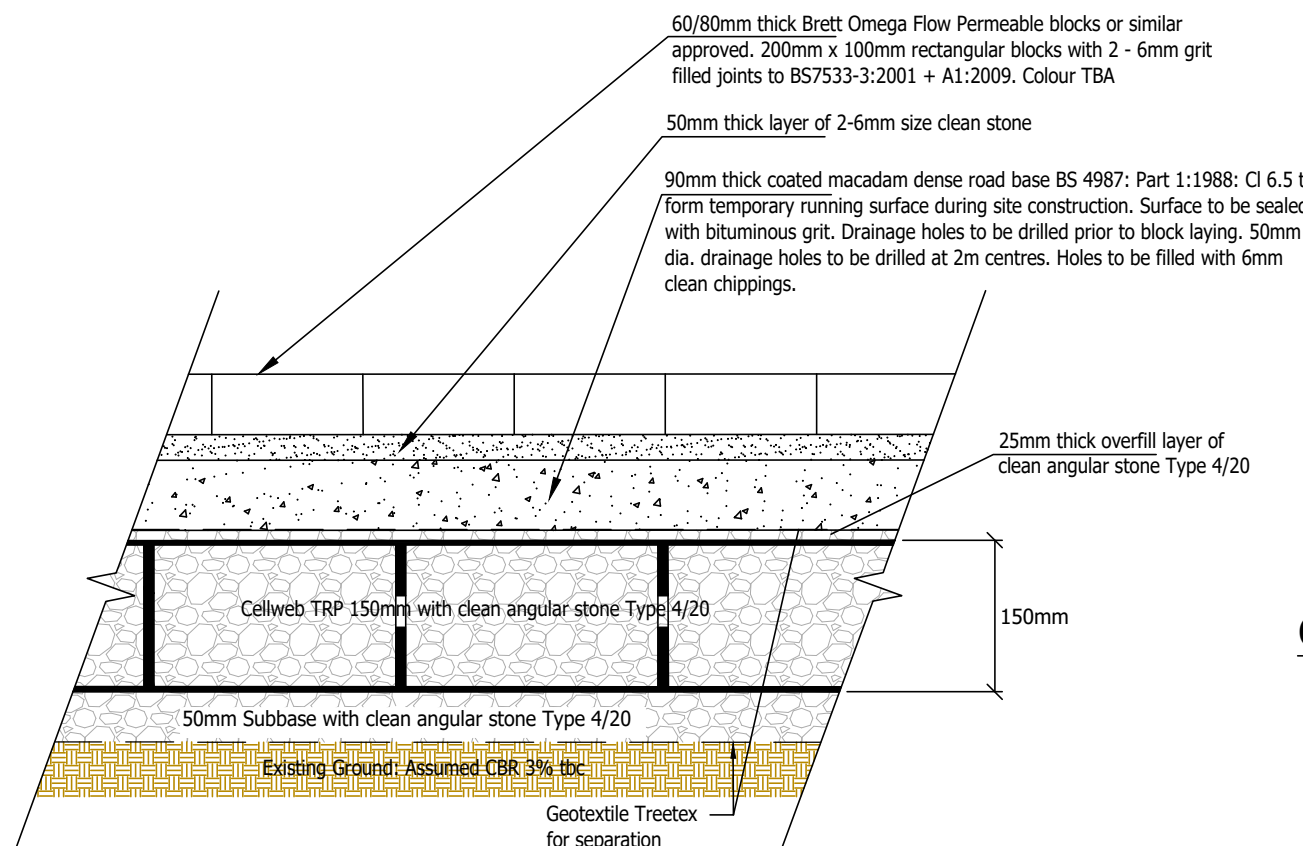
#### GENERAL NOTES

- The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
- Tender or billing drawings shall not be used for construction or the ordering of materials.
- Do not scale. All dimensions and levels to be site confirmed.
- This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
- Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
- All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.
- If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.
- Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings. It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.
- Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.

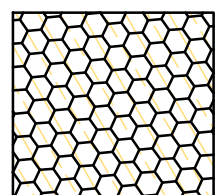
FOR TENDER PURPOSES  
CONTRACTOR IS TO  
ASSUME A CBR OF 3%  
AT FORMATION LEVEL



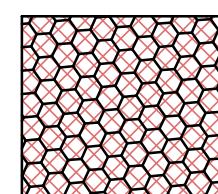
### NO-DIG ZONE CONSTRUCTION



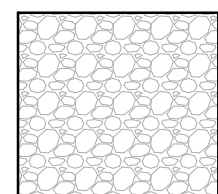
### PERMEABLE BLOCK PAVING CONSTRUCTION OVER CELLWEB



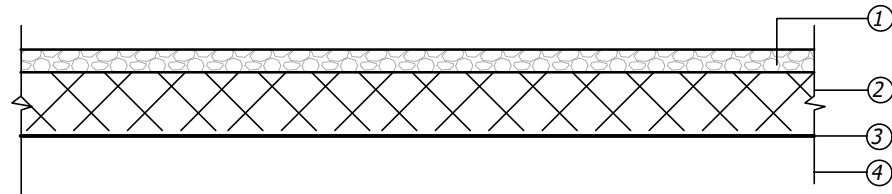
### NO-DIG ZONE CONSTRUCTION



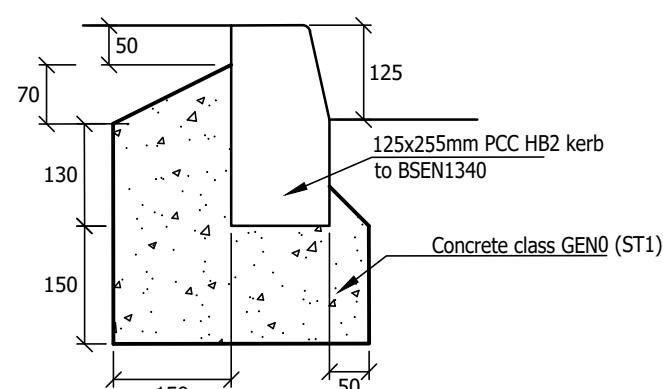
### NO-DIG ZONE CONSTRUCTION



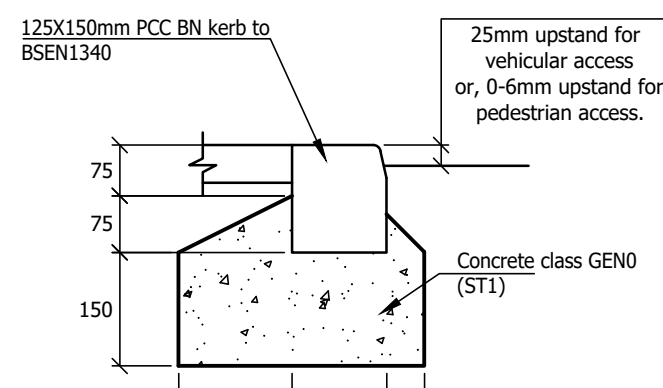
### SELF SETTING GRAVEL



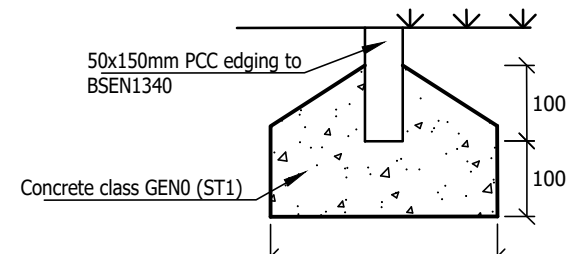
- 50mm thick Self setting gravel graded 0-12mm, Breendon gravel or similar, to the architects specification, laid with min 1/60 crossfall, rolled and compacted in accordance with manufacturers instructions
- 100mm thick Sub-Base Type 3 material to Clause 803
- Terram 1000 geotextile over compacted Sub-grade
- In areas of fill use selected material to Class 2C in accordance with specification for highway works and compacted to Clause 612 Tab 6/4 method 2.



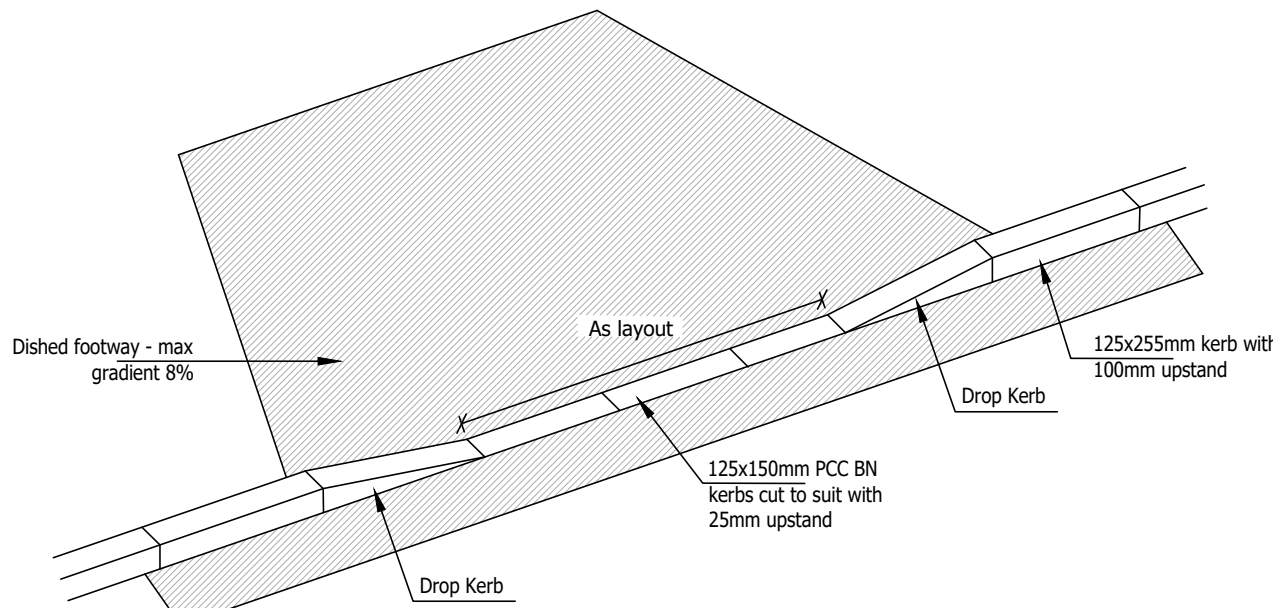
### FULL HEIGHT KERB DETAIL



### DROPPED BN KERB DETAIL

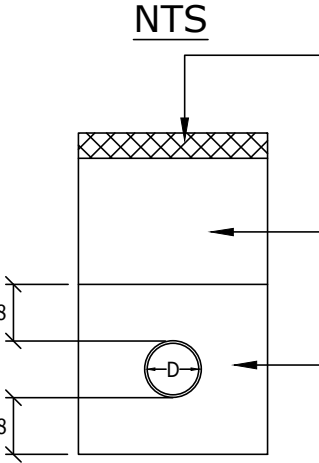


### PCC EDGING KERB

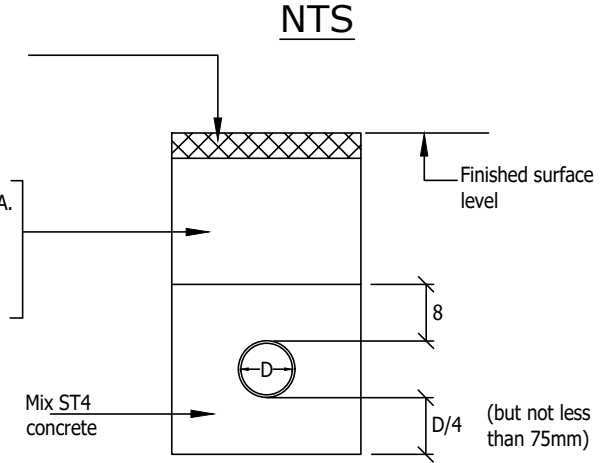


### VEHICLE CROSSOVER (NTS)

### BACKFILLING TO FLEXIBLE PIPES



### CONCRETE PROTECTION OF PIPELINES AND SERVICE DUCTS



(Refer to Specification Clauses S4.2.6 or S4.2.10) appropriate where depth below finished surface level is under carriageway <1200 or >4500, Elsewhere <900 or >4500