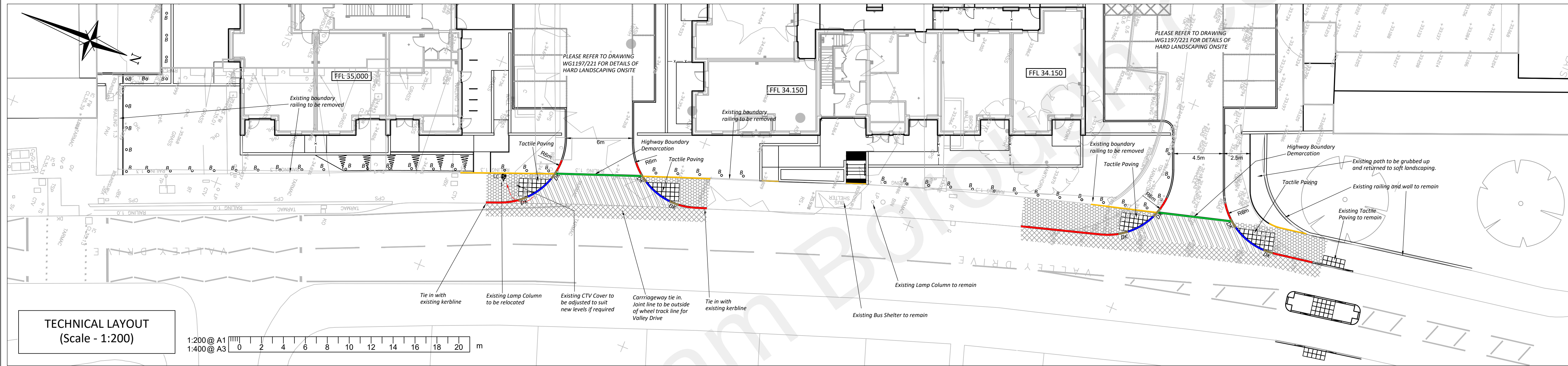
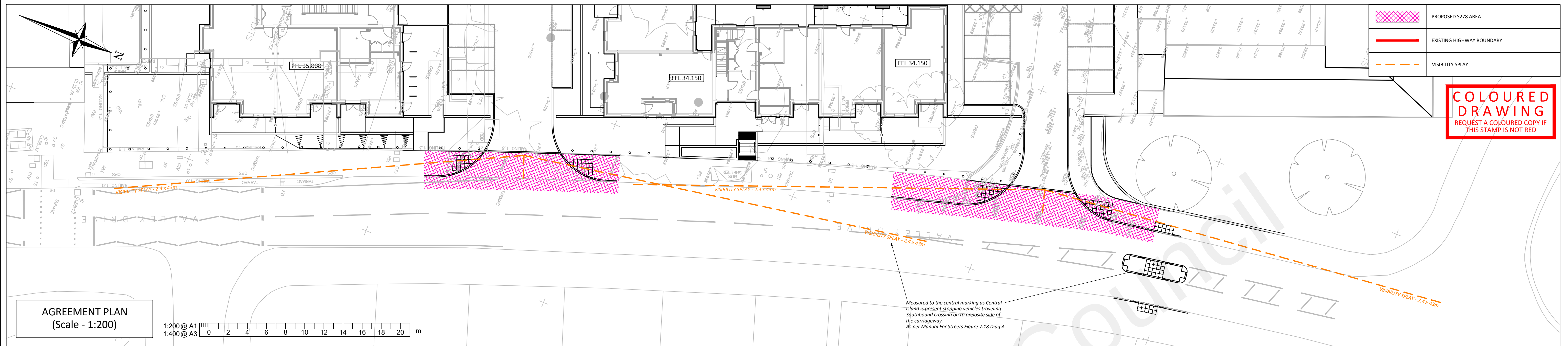
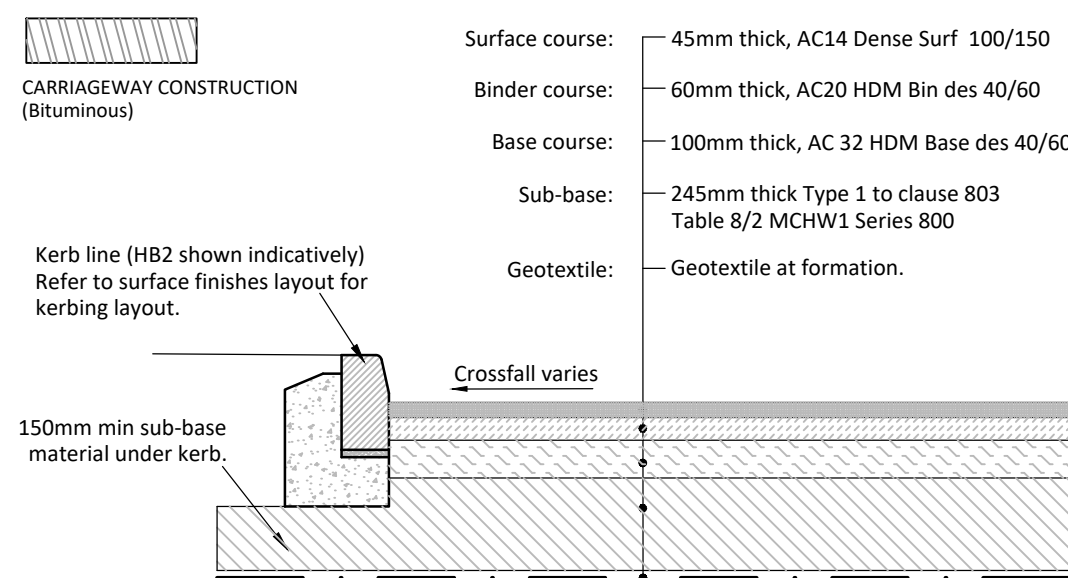




CARRIAGEWAY SURFACE FINISHES (Vehicular Loaded Areas)	
	CARRIAGEWAY CONSTRUCTION (Bituminous)
	CARRIAGEWAY TIE IN DETAIL (Bituminous)
FOOTWAY SURFACE FINISHES (Pedestrian Loadings only unless indicated otherwise)	
	FOOTWAY CONSTRUCTION - Potential Vehicle Overrun (Bituminous)
KERBING	
	PRECAST CONCRETE KERB - HB2 (125mm upstand)
	PRECAST CONCRETE KERB - BN (25mm upstand at driveway) (0-6mm upstand at pedestrian crossing point)
	PRECAST CONCRETE CHANNEL - CS2 (Laid flush)
	PRECAST CONCRETE EDGING - EF (Laid flush)
	TRANSITION FROM HB2 KERB TO BN KERB

PRELIMINARY

SUBJECT TO APPROVAL BY
KCC HIGHWAYS



CARRIAGEWAY CONSTRUCTION - (Bituminous)

(Scale 1:20)

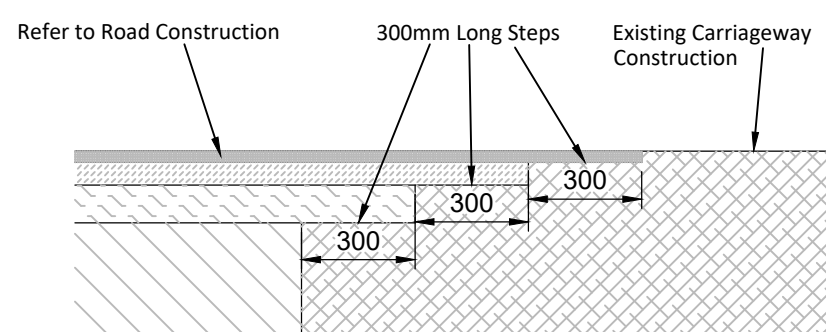
IN ACCORDANCE WITH KENT HIGHWAYS 'MAKING IT HAPPEN' PAVEMENT AND SPECIFICATION DESIGN GUIDE, DESIGNED AS 'MINOR ACCESS ROAD', CBR 2-3% TO TABLE C FOR SUBBASE, AND TABLE F FOR BITUMINOUS LAYERS.

Soils Limited Geotechnical Report (Ref: 17281/MIR) suggests a CBR of no greater than 2%. Due to chalk content within the subgrade material it is deemed as being frost susceptible. Therefore, the overall construction depth should be 450mm or greater.

If the CBR is found to differ from the assumed value in the location of the proposed make up once tested, the depth of subbase should can be reviewed following confirmation from Engineer.

All prepared subgrades should be proof rolled with a heavy dead weight roller and any soft or loose spots identified by the passing of the roller should be removed and replaced with locally thickened subbase material.

Prepared subgrades should be protected from severe adverse weather by ensuring they are graded to falls to prevent ponding, and should be reasonably protected from trafficking during construction.



ROAD CONSTRUCTION TIE IN DETAIL

(BITUMINOUS MACADAM)

(Scale 1:20)

TABLE C - LONG TERM CONDITION (SUB-BASE THICKNESS ONLY)
(Road Type Definition - Minor Access Road)
"Kent Making it Happen - G3 Pavement and Specification"

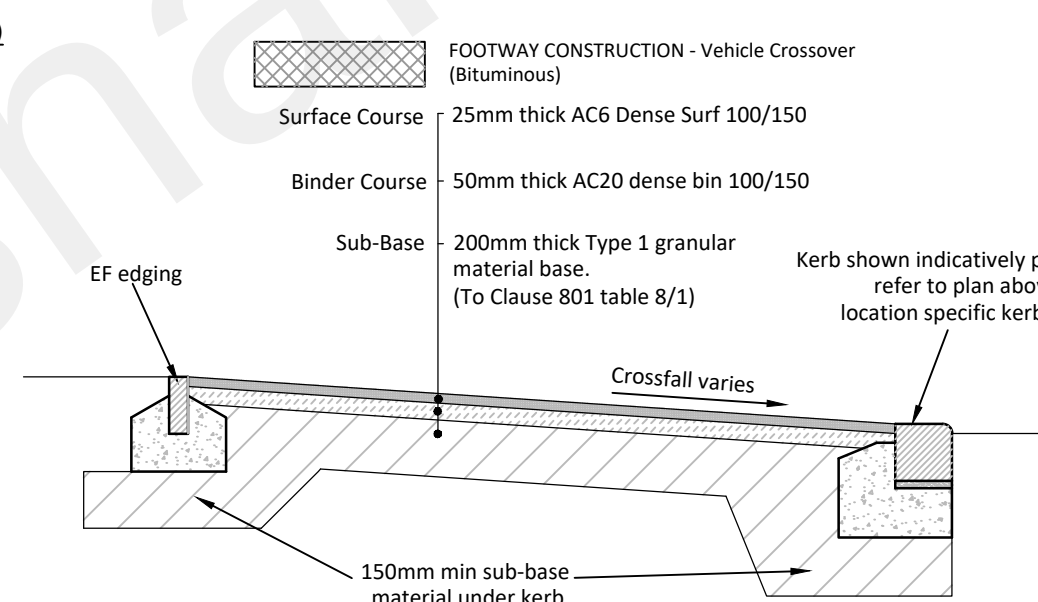
CBR VALUE	Minimum thickness (mm) of subbase layer. (Consolidated in accordance with MCHW Volume 1 clause 801, table 8/1)
< 2%	n/a
2% - 3%	200mm
> 3% to <5%	180mm
5% to <10%	180mm
10% to <15%	180mm
15% +	180mm

Note: Table C shows the thickness required for the long term conditions where the foundation is constructed using a Category A Subbase.

TABLE E - LONG TERM CONDITION (CAPPING LAYER THICKNESS)
(Road Type Definition - Minor Access Road)
"Kent Making it Happen - G3 Pavement and Specification"

CBR VALUE	A 150mm subbase shall be laid on Capping Layer thickness below.
< 2%	550mm
2% - 3%	180mm
> 3% to <5%	180mm
5% to <10%	180mm
10% to <15%	0mm
15% +	0mm

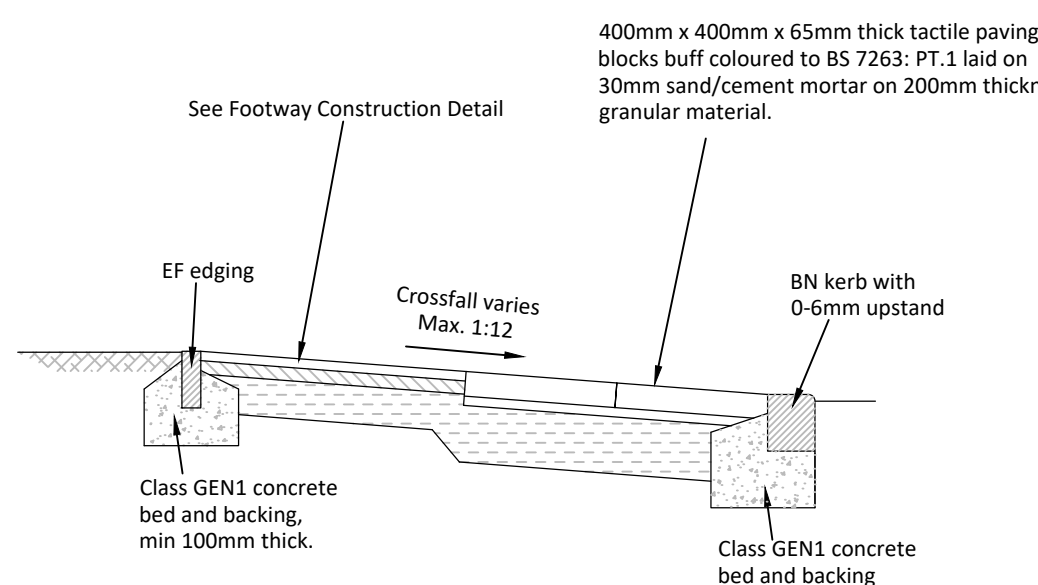
Note: Table E shows the thickness required for the long term conditions where the foundation is constructed using a Category A Subbase, which is strengthened with a capping layer.



FOOTWAY CONSTRUCTION - (Vehicle Crossover)

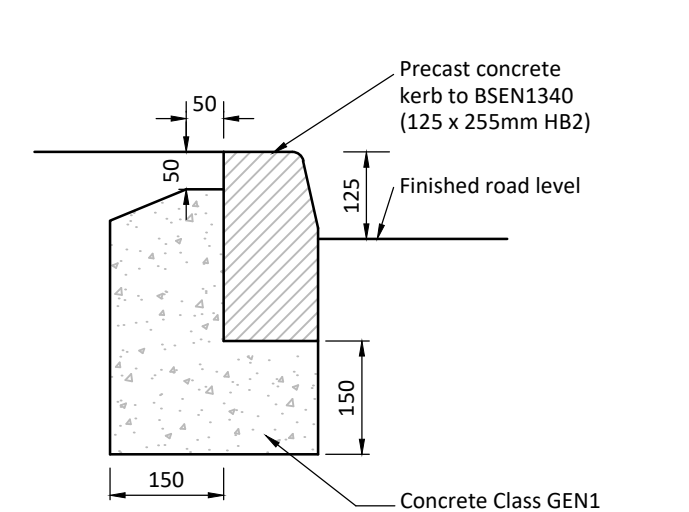
(Scale 1:20)

IN ACCORDANCE WITH KENT HIGHWAYS 'MAKING IT HAPPEN' PAVEMENT AND SPECIFICATION DESIGN GUIDE TABLE M



TACTILE CROSSING DETAIL

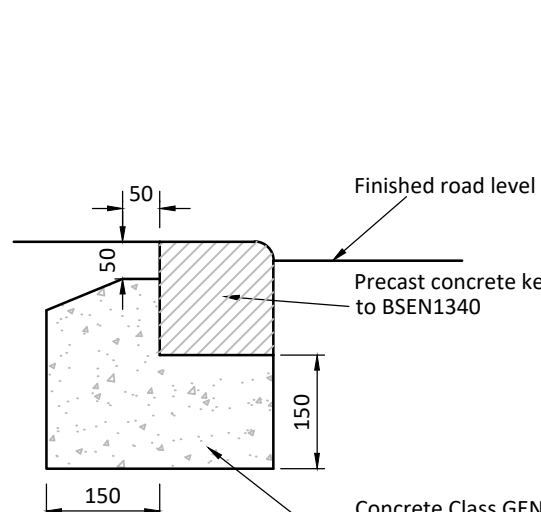
(Scale 1:20)



HB2 KERB

(1:10)

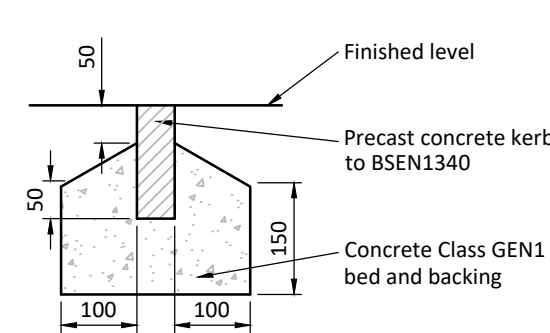
ALL FULL LENGTH PCC KERBS ARE TO BE MECHANICALLY HANDLED.



BN KERB

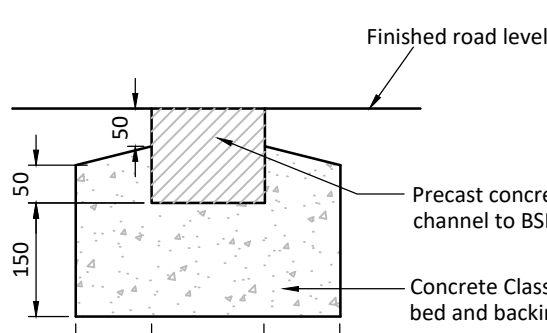
(1:10)

0-6mm @ Pedestrian Crossing
20-25mm @ Vehicular Crossing



EF EDGING

(1:10)



CS2 CHANNEL

(1:10)

Notes:		A1
P1	04.01.21	Preliminary Issue
Rev	Date	Revisions
LG	GW	Chk
WALLER GRAY CONSULTING		
STRUCTURAL AND CIVIL ENGINEERS Unit 11a, Hargreaves Business Park, Hargreaves Rd, Eastbourne, East Sussex. BN23 6QW T: 01323 405700 E: info@wallergray.co.uk		
Client: westridge		
Project: Valley Drive Gravesend		
Drawing Title: S278 Agreement Plan		
Scale: AS	Date: DEC 20	Drawn: LG
Checked: GW	Rev: P1	
Drawing No: WG1197/280		