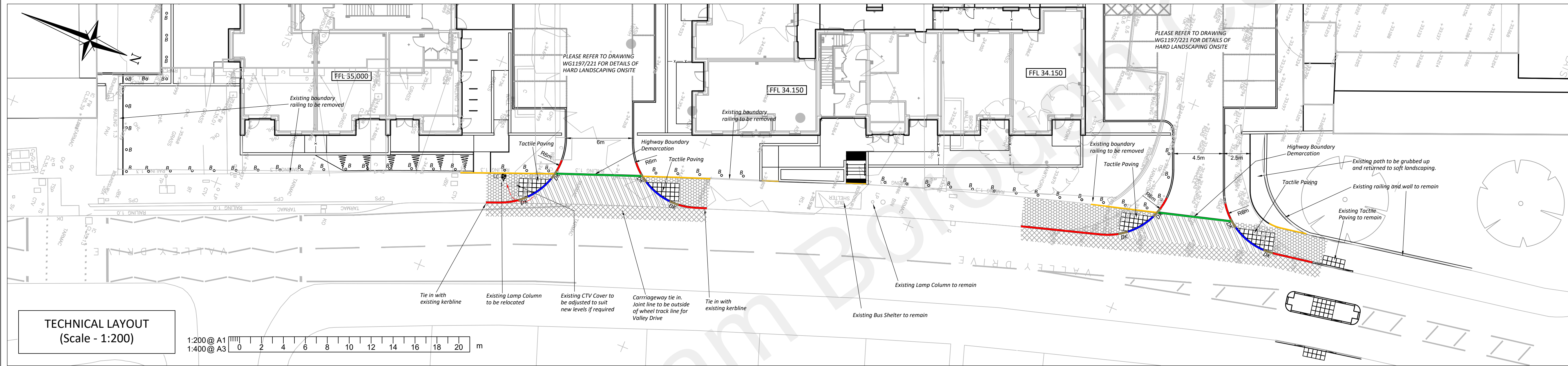
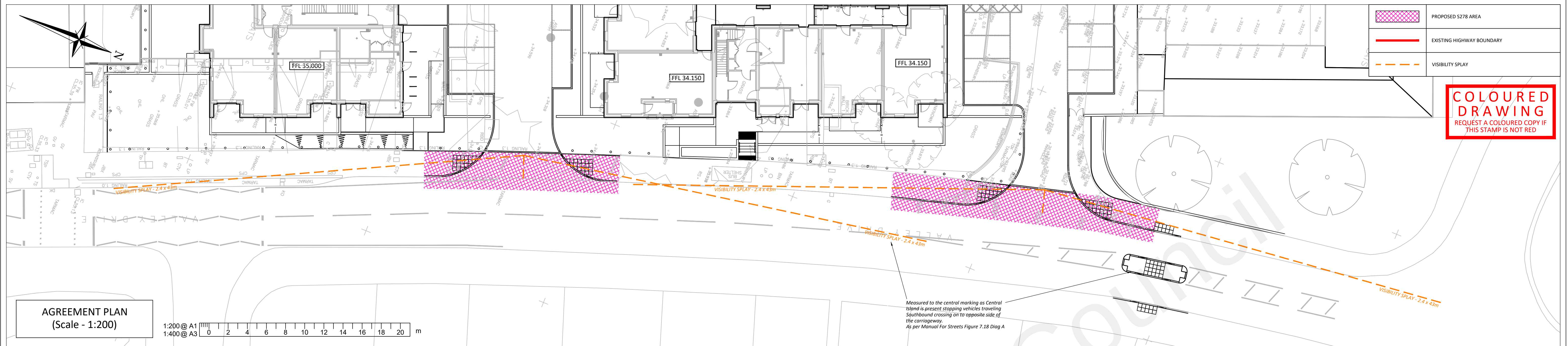
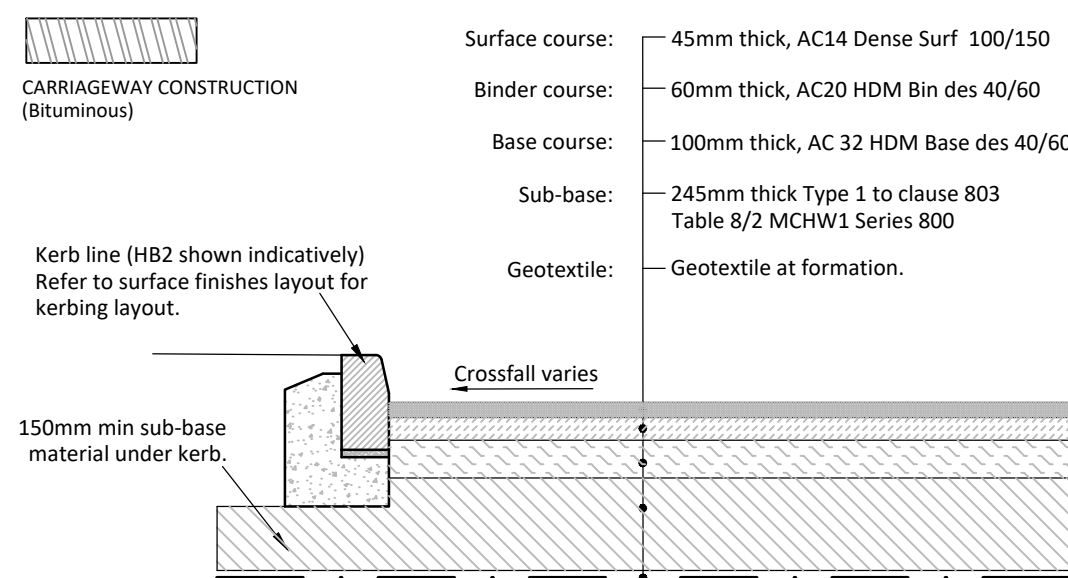




CARRIAGEWAY SURFACE FINISHES (Vehicular Loaded Areas)	
	CARRIAGEWAY CONSTRUCTION (Bituminous)
	CARRIAGEWAY TIE IN DETAIL (Bituminous)
FOOTWAY SURFACE FINISHES (Pedestrian Loadings only unless indicated otherwise)	
	FOOTWAY CONSTRUCTION - Potential Vehicle Overrun (Bituminous)
KERBING	
	PRECAST CONCRETE 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)

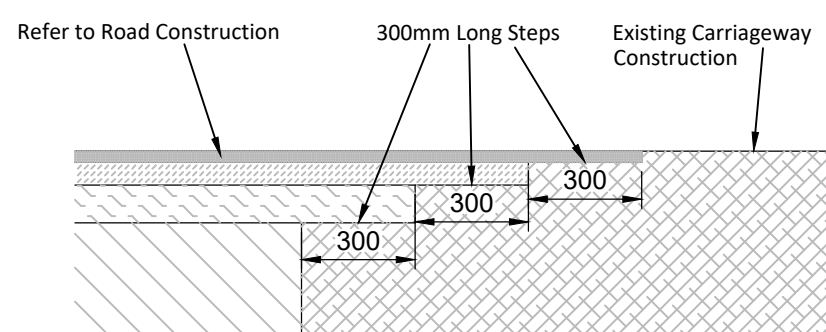
IN ACCORDANCE WITH KENT HIGHWAYS 'MAKING IT HAPPEN' PAVEMENT AND SPECIFICATION DESIGN GUIDE, DESIGNED AS 'MINOR ACCESS ROAD', CBR 2-3% TO TABLE C FOR SUBBASE, AND TABLE F FOR BITUMINOUS LAYERS.

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"

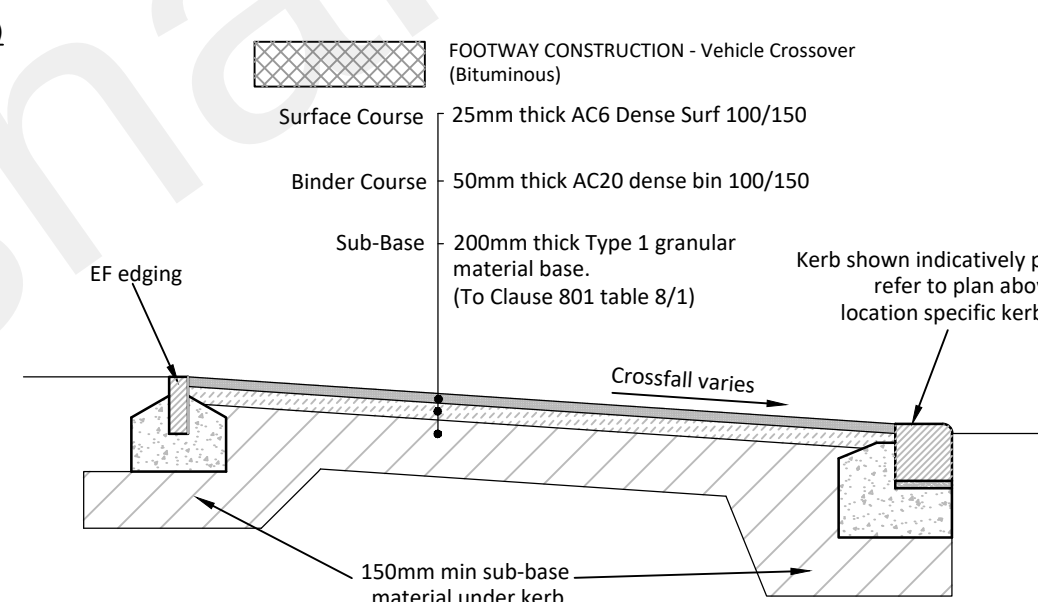
CBR VALUE	Minimum thickness (mm) of subbase layer. (Consolidated in accordance with MCHW Volume 1 clause 801, table 8/1)
< 2%	n/a
2% - 3%	200mm
> 3% to <5%	180mm
5% to <10%	180mm
10% to <15%	180mm
15% +	180mm

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

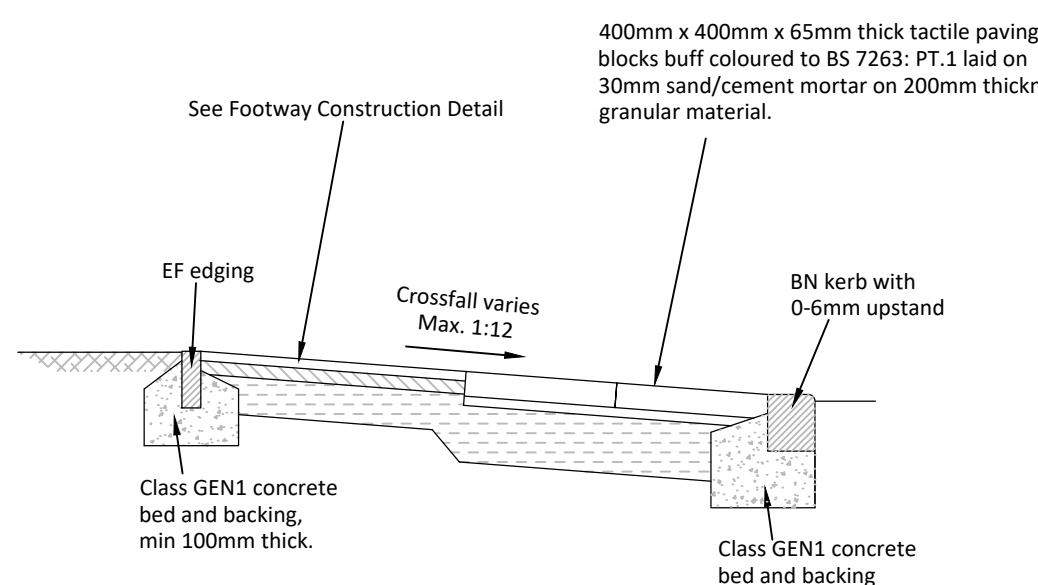
Note: Table E shows the thickness required for the long term conditions where the foundation is constructed using a Category A Subbase, which is strengthened with a capping layer.



FOOTWAY CONSTRUCTION - (Vehicle Crossover)

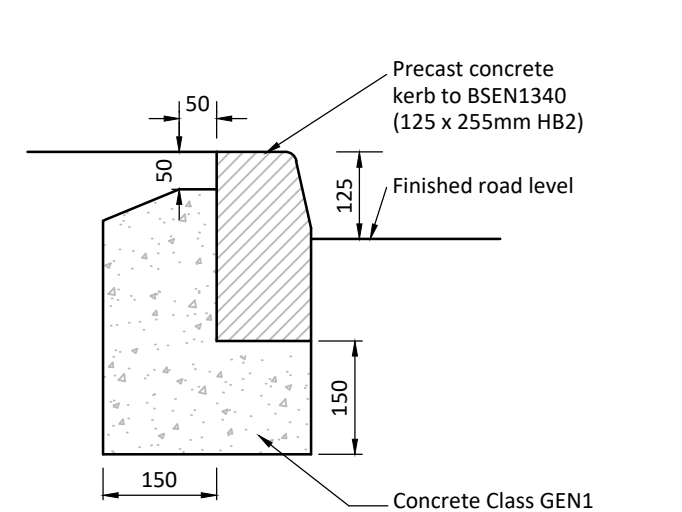
(Scale 1:20)

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



TACTILE CROSSING DETAIL

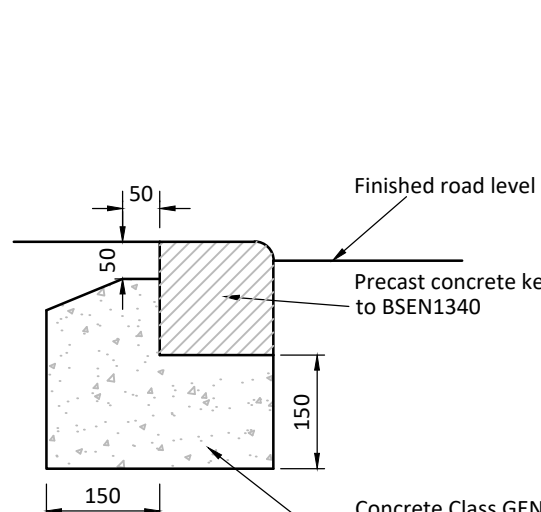
(Scale 1:20)



HB2 KERB

(1:10)

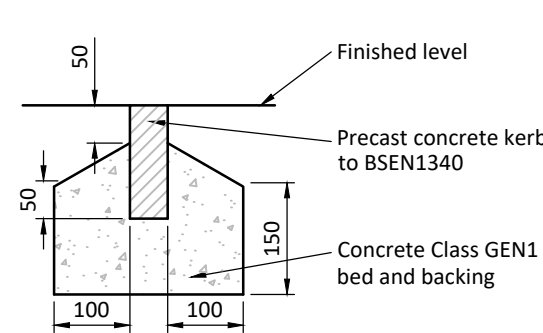
ALL FULL LENGTH PCC KERBS ARE TO BE MECHANICALLY HANDLED.



BN KERB

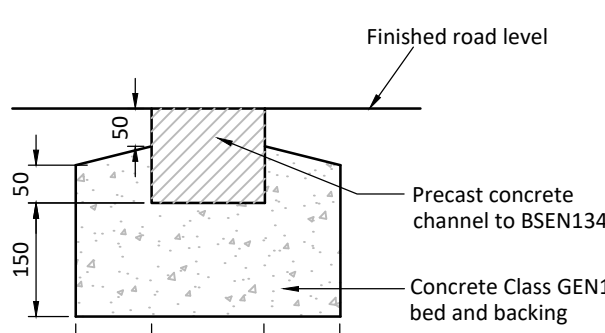
(1:10)

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



EF EDGING

(1:10)



CS2 CHANNEL

(1:10)

- Notes:
- This drawing is to be read in conjunction with all other WGC drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
 - WGC accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
 - Do not scale, work to figured dimensions only. All dimensions are in millimetres unless noted otherwise and all levels are in metres from the topographic survey datum.
 - Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain. The main contractor is responsible for checking all information on site prior to work commencing and taking due care whilst undertaking the works.
 - All dimensions to be checked on site. All details and dimensions relating to sub-contractors work must be checked and agreed between the sub-contractor or supplier and the general contractor.
 - The electronic information from this drawing can not be guaranteed as dimensionally drawn exact. Figured dimensions must be used for setting out and detailing. WGC logos and company information must be removed from copies if information is re-used.
 - The main contractor is responsible for the design of all temporary works, and is also responsible for the safe maintenance and stability of existing buildings at all times.
 - The main contractor is responsible for dealing with all occurrences of ground water during the construction period.
 - The contractor must comply with all current legislation relating to health & safety.
 - All products specified shall be installed in strict accordance with the manufacturers recommendations and instructions. If there are discrepancies between that information and the details on any WGC drawings, the manufacturers instructions must be used.
 - All Earthworks in accordance with the Specification for Highway Works.

P1	04.01.21	Preliminary Issue		LG	GW
Rev	Date	Revisions	Drwn	Chk	
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Client: westridge					
Project: Valley Drive Gravesend					
Drawing Title: S278 Agreement Plan					
Scale: AS	Date: DEC 20	Drawn: LG	Checked: GW		
Drawing No: WG1197/280				Rev: P1	