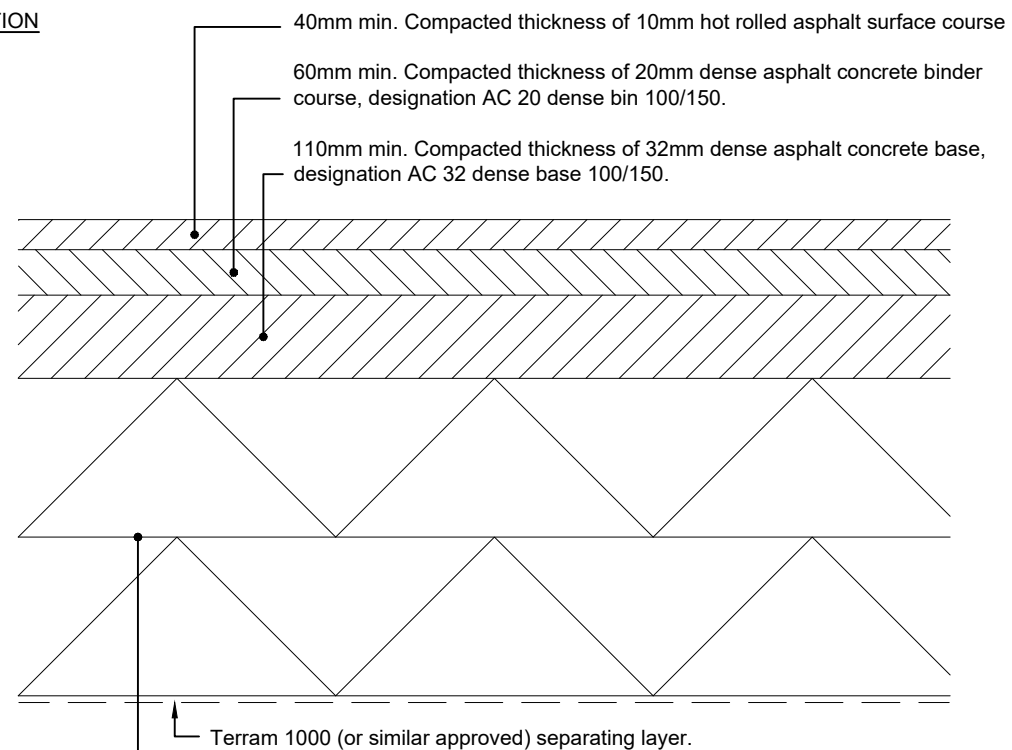


NOTES & SPECIFICATION

- Pavement construction shown below shall be generally constructed in accordance with the current Highways Agency Manual of Contract Documents for Highway Works, Volume 1, Specification for Highway Works (MCHW) in particular the 600, 700, 800 and 900 series clause numbers refer to this specification.
- Bituminous mixtures shall be to the current BS EN 13108 series, BS 594987 and BSI PD 6691.
- 400mm compacted thickness of granular sub-base alone will carry up to 1000 standard 8 tonne axes producing up to 50mm of rutting in turning as based on a sub grade CBR of 2%. Additional thickening to carry construction traffic in excess of 1000 standard 8 tonne axes will be required. Any surface damage to the sub-base due to the construction traffic shall be repaired to the satisfaction of the Engineer prior to the placement of the bound materials.
- The sub grade CBR shall be measured by laboratory tests and reported to the Engineer to check the pavement design prior to construction.
- Where pavements are constructed on subgrades that have volume change potential and where roots of vegetation are below the pavement formation, there is a risk that movement may occur resulting in cracking being evident in the surface course, particularly during prolonged periods of dry weather. To reduce this risk, the formation depth shall be increased.

PAVEMENT CONSTRUCTION
Bound Materials:



Unbound Materials:

FORMATIONS/SUBGRADE

Subgrade deemed frost susceptible and assumed to exhibit a CBR value of 2%

Prior to placement of the sub-base the formation shall be trimmed and rolled to clause 616. Any soft areas shall be brought to the attention of the Engineer for selection of the appropriate remedial measures. Surface level tolerance be +20mm and -30mm from design levels.

PAVEMENT LOADING LIMITS

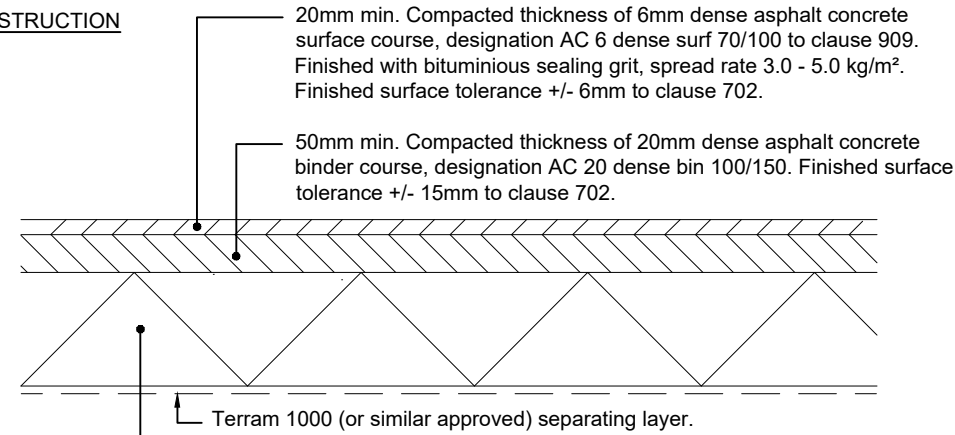
- Pavement shall be in accordance with the Milton Keynes County Coucil specification.
- The pavement is unable to accommodate jockey wheel/pad loads.
- The surface course material may be subject to damage due to tight manoeuvres of heavy vehicles and fork lift trucks particularly in hot weather conditions.

THREE LAYER BITUMINIOUS BOUND CARRIAGEWAY

NOTES & SPECIFICATION

- Pavement construction shown below shall be generally constructed in accordance with the current Highways Agency Manual of Contract Documents for Highway Works, Volume 1, Specification for Highway Works (MCHW) and Interim Advice Note 101/07.
- Bituminous mixtures shall be to the current BS EN 13108 series, BS 594987 and PD 6691.
- The sub-base has not been designed to receive construction traffic. Any surface damage to the sub-base due to construction traffic shall be repaired to the satisfaction of the Engineer prior to the placement of the bound materials.
- The sub grade CBR shall be measured by laboratory tests and reported to the Engineer to check the pavement design prior to construction.
- Where pavements are constructed on subgrades that have volume change potential and where roots of vegetation are below the pavement formation, there is a risk that movement may occur resulting in cracking being evident in the surface course, particularly during prolonged periods of dry weather. To reduce this risk, the formation depth shall be increased.

PAVEMENT CONSTRUCTION
Bound Materials:



Unbound Materials:

FORMATIONS/SUBGRADE

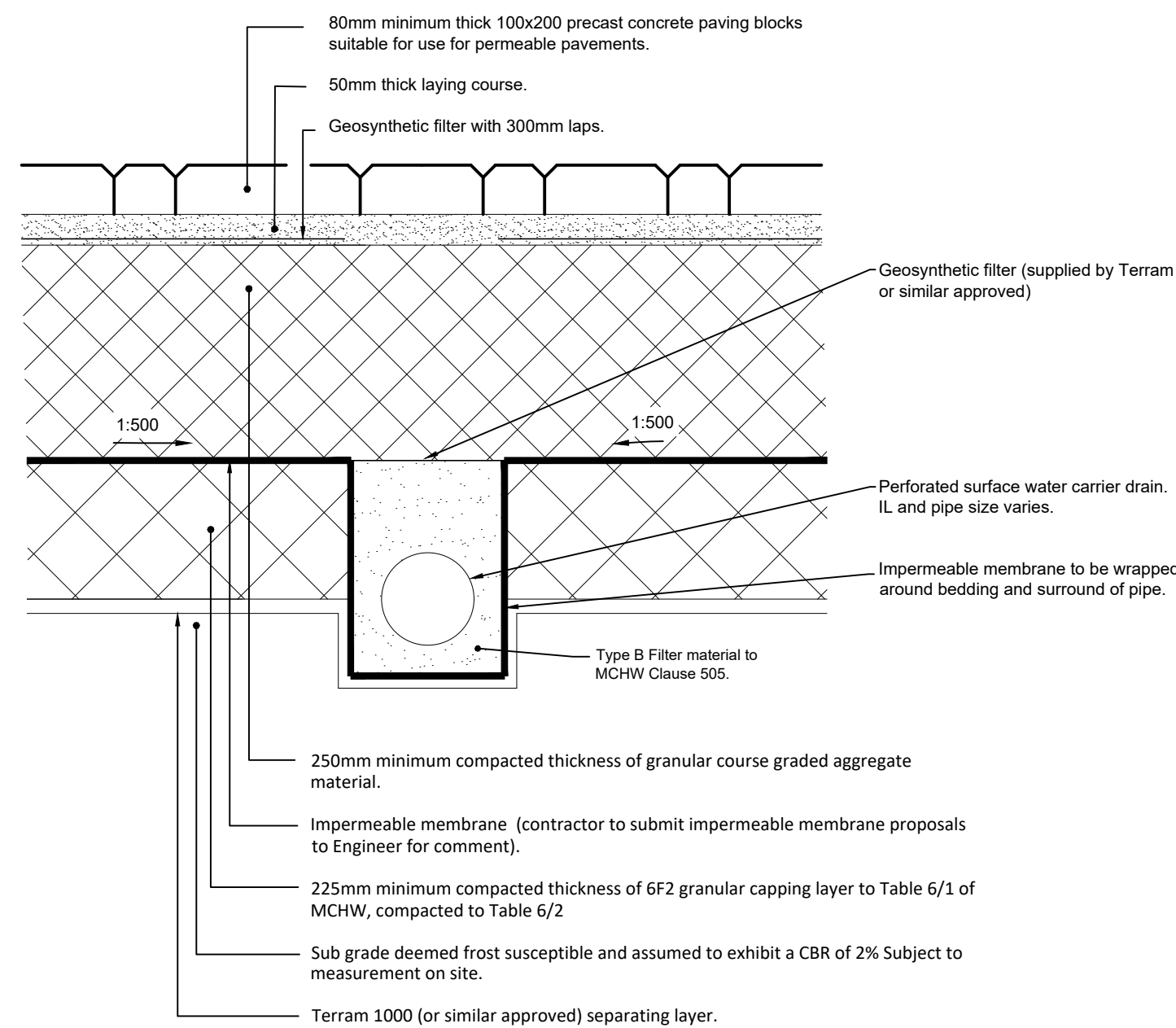
Subgrade deemed frost susceptible and assumed to exhibit a CBR value of 2% subject to measurement on site (see note 5)

Prior to placement of the sub-base the formation shall be trimmed and rolled to MCHW clause 616. Any soft areas shall be brought to the attention of the Engineer for selection of the appropriate remedial measures. Surface level tolerance be +20mm and -30mm from design levels.

PAVEMENT LOADING LIMITS

- Pavement has been designed to Northamptonshire County Council's design guide "Estate Road Construction" dated June 1999, table 5.
- The pavement is unable to accommodate jockey wheel/pad loads.
- The surface course material may be subject to damage due to tight manoeuvres of heavy vehicles and fork lift trucks particularly in hot weather conditions.

FLEXIBLE FOOTWAY CONSTRUCTION



SURFACE COMPACTION

SURFACE TOLERANCE

Prior to placement of the sub-base the formation shall be trimmed and rolled to MCHW clause 609. Any soft areas shall be brought to the attention of the Engineer for selection of appropriate remedial measures.

Laid blocks shall be subject to passes of a vibrating plate compactor with a minimum plate area of 0.25m2 which gives an effective force per unit area of plate of 75 kN/m2 with a frequency of 65-100Hz with a minimum mass off 200kg, or as required by the block manufacturer. Sufficient passes shall be made to produce an even surface.

Tolerance of the surface shall be:-
Surface Course ±6mm.
Laying Course ±20mm.
Sub-base ±20mm.
Formation ±20mm, -30mm.
Difference in levels at the joints of adjacent paving units not greater than 2mm.

TYPICAL DETAIL THROUGH PERMEABLE PAVING PARKING AREA
SHOWING PERFORATED CARRIER DRAIN

A	31.1.20	SEA	1m Grass strip added to typical cross section
Rev.	Date	By	Description

SEA
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PROJECT	
RESIDENTIAL DEVELOPMENT OFF NIGHTINGALE WAY SUTTON BRIDGE	
DRAWING PROPOSED HIGHWAY DETAILS	

SCALE: AS SHOWN @A1	DATE: 29.11.2019
DRAWN BY: SEA	REV: A
STATUS:	

DWG No: 1886/S/E50A