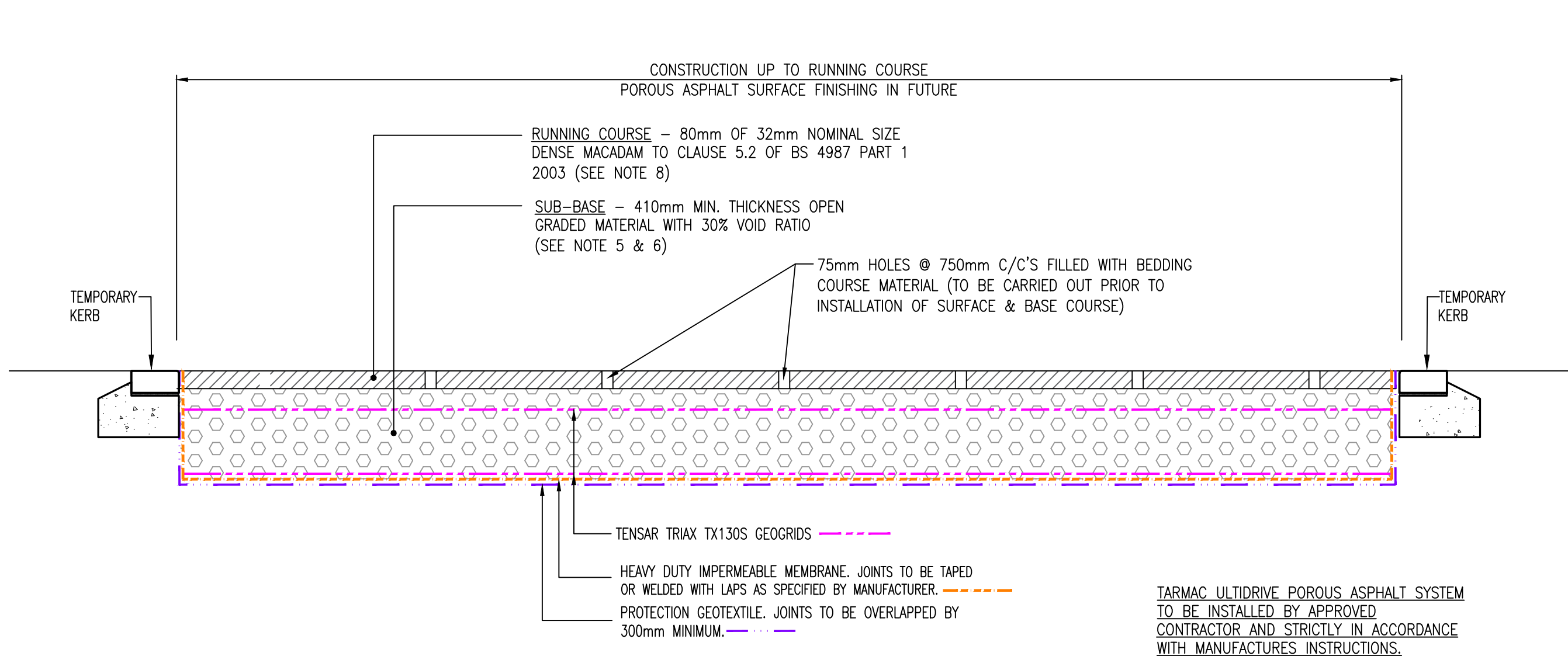
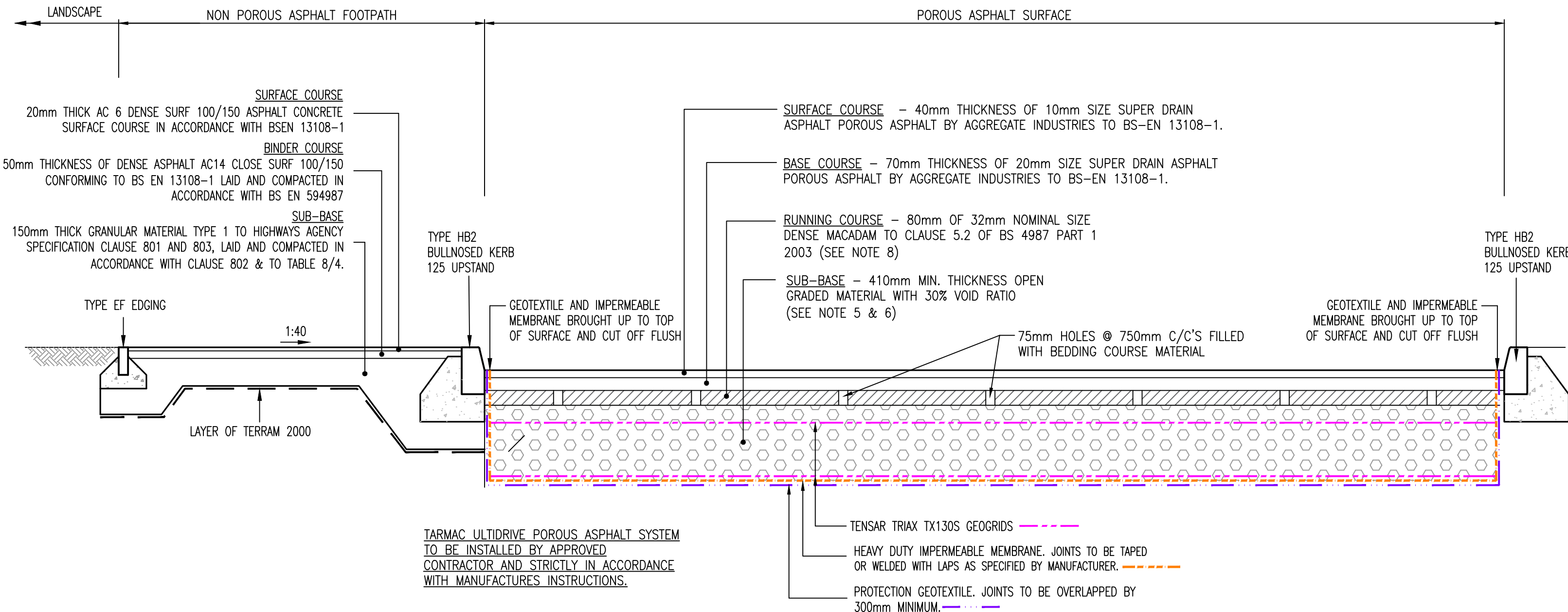
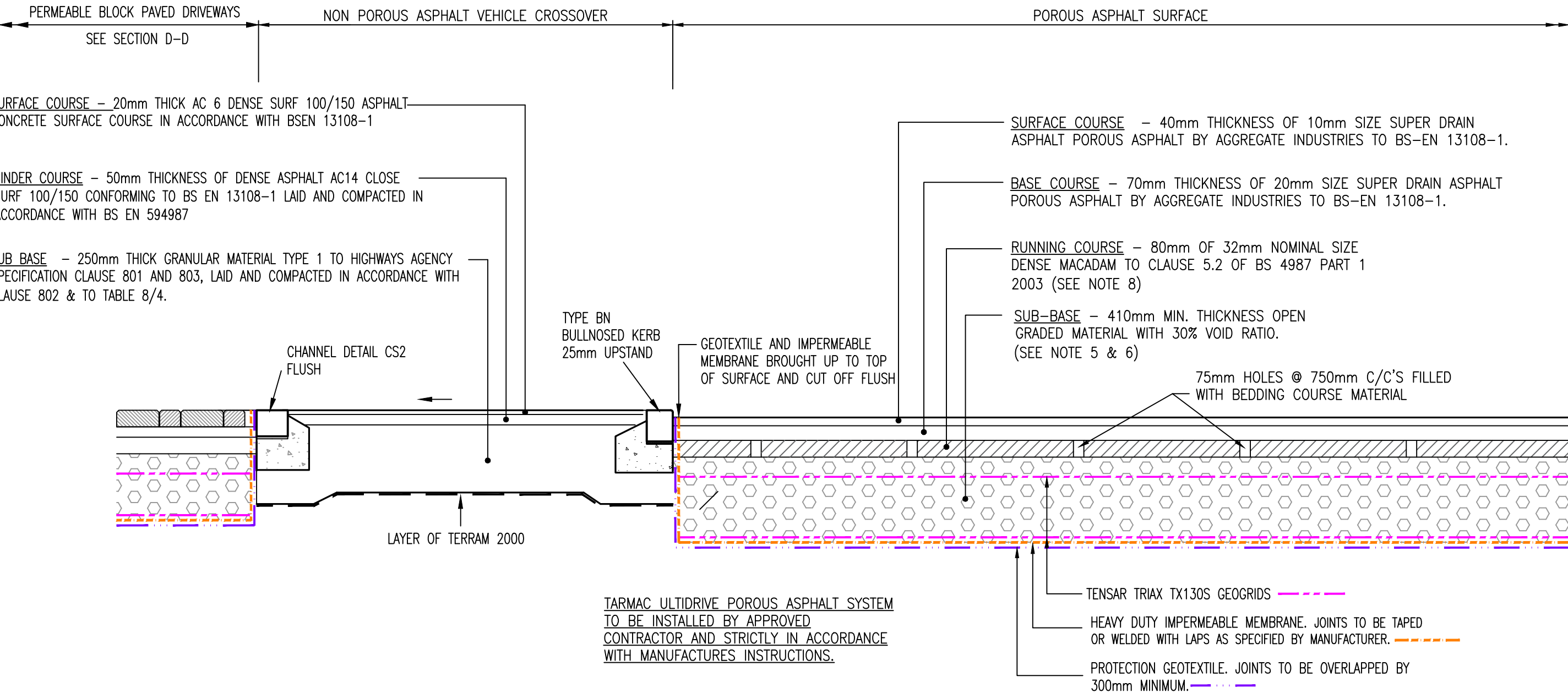




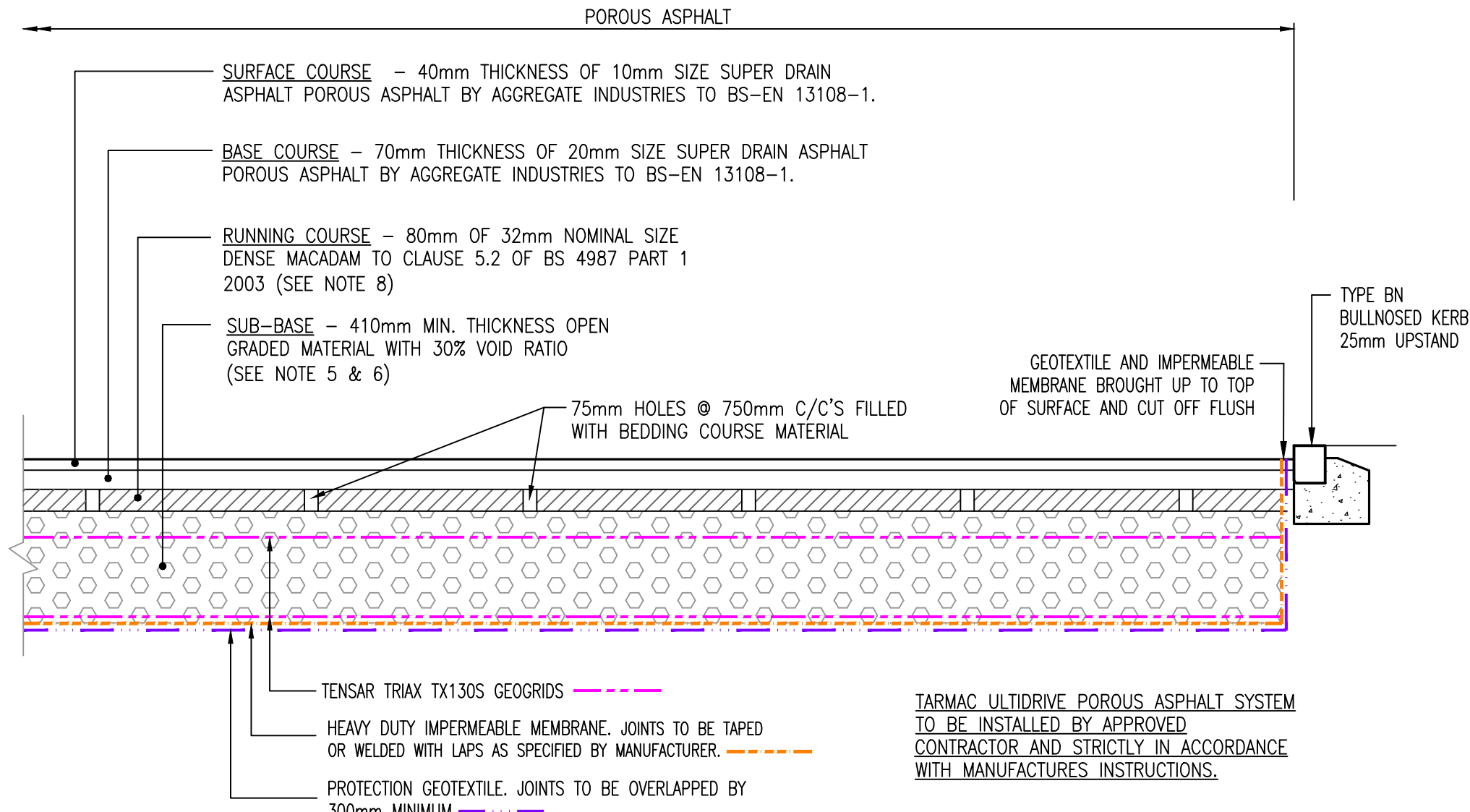
Section A-A
SCALE 1:20



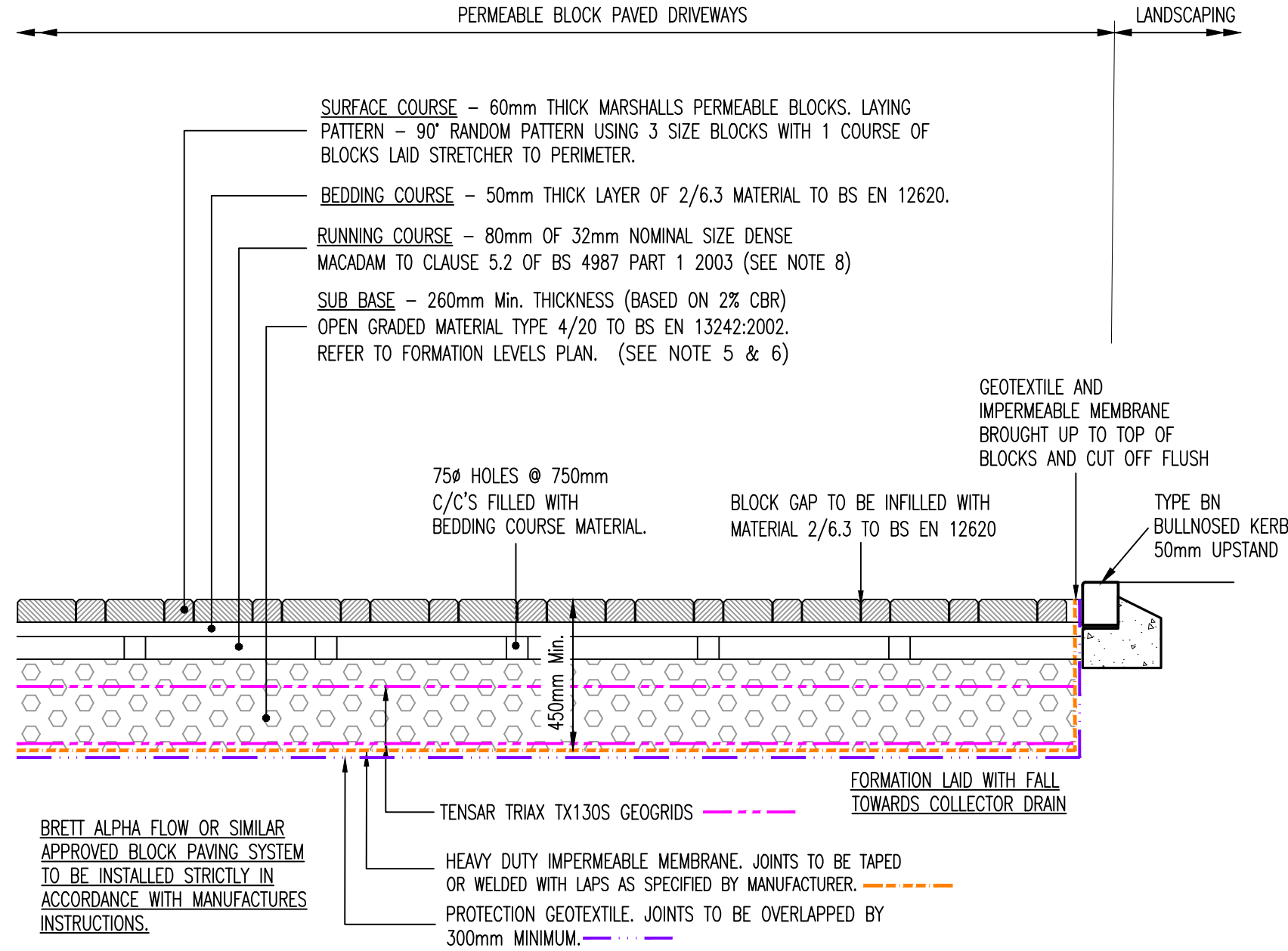
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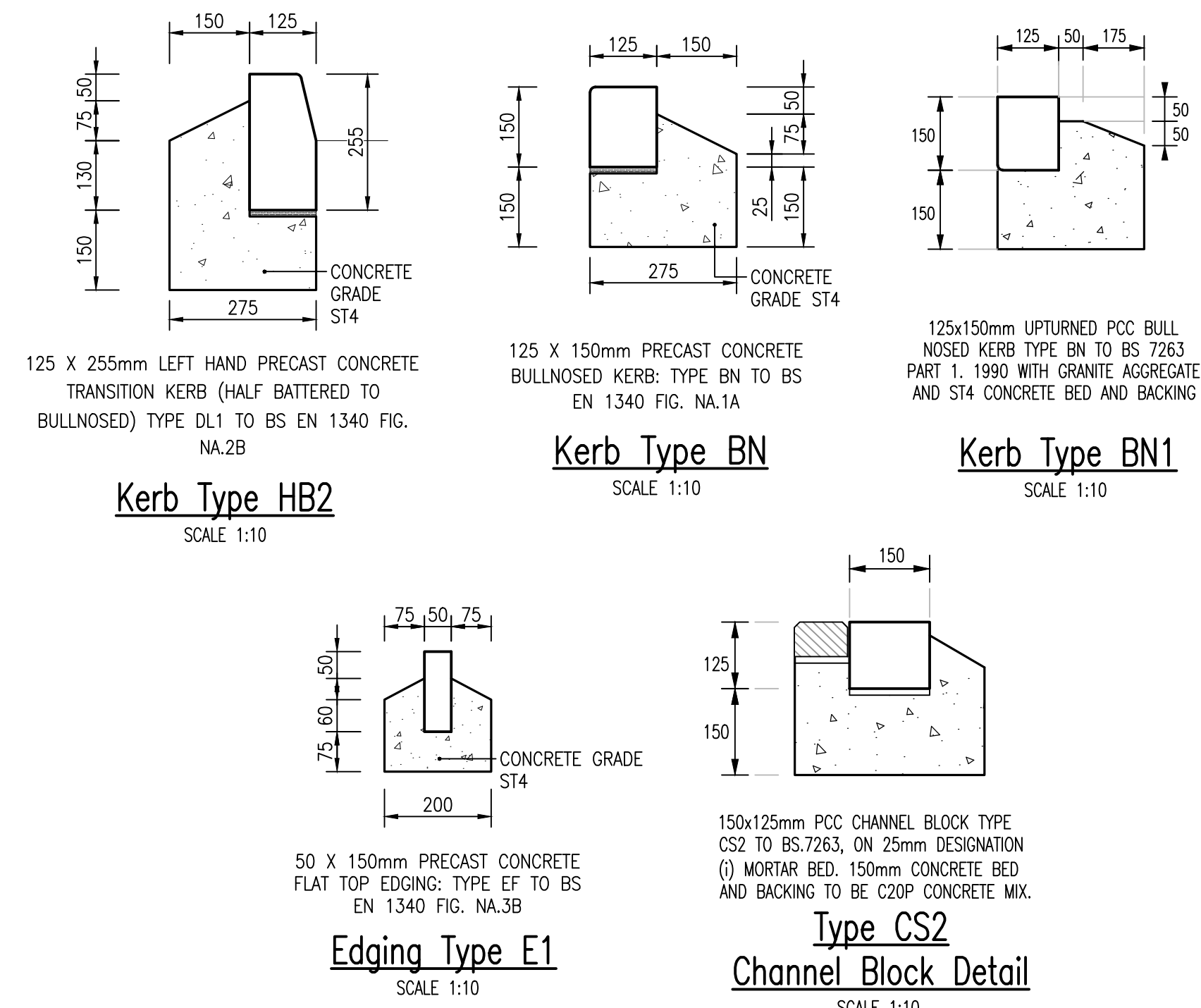
Section E-E
SCALE 1:20



Section C-C
SCALE 1:20



Section D-D
SCALE 1:20



- NOTES
1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEER'S DRAWINGS. ANY DISCREPANCIES FOUND BETWEEN INFORMATION SHOWN ON THIS OR ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY AND PRIOR TO ANY WORKS COMMENCING ON SITE.
 2. IT IS THE DEVELOPERS RESPONSIBILITY TO ENSURE THAT ALL SERVICES THAT ARE LIKELY TO BE AFFECTED BY THE PROPOSED WORKS ARE LOCATED PRIOR TO WORKS COMMENCING. TRAIL HOLES ARE TO BE DUG IF NECESSARY, WHERE NECESSARY SERVICE MANS SHALL BE DIVERTED STRICTLY IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT UNDERTAKER.
 3. ALL CONCRETE AT OR BELOW GROUND LEVEL ON SITE SHALL BE ABLE TO WITHSTAND SULPHATE CONCENTRATIONS IN ACCORDANCE WITH BRE SPECIAL DIGEST 1.
 4. SUB-BASE MATERIALS TO BE SPREAD EVENLY ON THE FORMATION IN LAYERS OF A DEPTH OF NOT MORE THAN 150mm COMPACTED THICKNESS AND COMPACTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS
 5. THE CARRIAGEWAY CAPPING / SUB-BASE LAYER DEPTHS HAVE BEEN BASED UPON A CBR VALUE AT FORMATION OF <2%, IN-SITU CBR TESTS SHALL BE TAKEN AT CARRIAGEWAY FORMATION AT 20m SPACINGS AND RESULTS REPORTED TO ENGINEER. IT WILL BE NECESSARY TO ADJUST CAPPING / SUB-BASE MATERIAL DEPTHS SHOULD CBR TEST RESULTS VARY FROM <2%.
 - IT IS RECOMMENDED THAT THE CARRIAGEWAY CONSTRUCTION IS A MINIMUM DEPTH OF 450mm ON TOP OF CAPPING IF REQUIRED TO OVERCOME ANY ISSUES ASSOCIATED WITH FROST SUSCEPTIBILITY.
 - SUB-BASE SHOWN AS TYPE 3 VOIDED STONE TO SUIT DRAINAGE REQUIREMENTS ADDITIONAL SUB-BASE 6F1 TO BE DETERMINED FOLLOWING CBR TESTS
 6. ROAD AREAS SHALL BE EXCAVATED TO FORMATION LEVEL, PROOF ROLLED IN ACCORDANCE WITH D.O.T SPECIFICATION FOR HIGHWAY WORKS CLAUSE 616. ANY SOFT SPOTS IDENTIFIED DURING PROOF ROLLING OF THE SUB-GRADE SHALL BE REMOVED AND REPLACED WITH COMPACTED SUB-BASE MATERIAL. GEOTEXTILE LAYER TO BE ADDED IN ACCORDANCE WITH DETAILS SHOWN ON THE DRAWING. STRATA AT SHALLOW DEPTH SHOULD BE REGARDED AS FROST SUSCEPTIBLE.
 7. ALL CONCRETE AT OR BELOW GROUND LEVEL SHALL BE ABLE TO WITHSTAND SULPHATE CONCENTRATIONS IN ACCORDANCE WITH BRE SPECIAL DIGEST 1.
 8. ANY DAMAGE CAUSED TO RUNNING COURSE DURING CONSTRUCTION TRAFFICKING TO BE REPAIRED AND MINIMUM DEPTH OF 80mm MAINTAINED.
- FOR SECTION LINES REFER TO DRAWING E22-032-107 'SITE FINISHING PLAN'

CBR VALUES TABLE		
CBR	CAPPING	SUB-BASE ONLY (mm)
2%	600	N/A
2.5%	400	410
3%	350	410
4%	300	410
5%	250	410
>15%	0	410
NOTES	CAPPING THICKNESS WHEN SUB-BASE THICKNESS =150mm	ALTERNATIVE CONSTRUCTION IF CAPPING OMITTED

P1	13.12.24	ISSUED FOR PLANNING	BH	NG
REV	DATE	DESCRIPTION	BY	CHK

PLANNING

This drawing is the property and copyright of the Consulting Engineer and shall not without written consent be communicated to a third party.



POUNDFIELDS HITCHIN - PHASE 2 & 3

Typical Road Construction Detail Sheet 1 of 2

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SCALE AT A1	DRAWN	BH	DATE	DEC 24
AS SHOWN	CHECKED	NG	PASSED	NG
DRAWING NO.	E22-032 - 508			REV.
				P1