

- NOTE:**
- Where the driveway falls away from the footway, it is responsibility of the developer to ensure the vehicle do not ground on the vehicle crossover of the footway.
 - Where there is only 3.0m or less between drop kerbs, a continuous drop kerb is to be installed.
 - Where there is a continuous drop kerb of more than 8.1m (9 kerbs), a 225mmx125mm bullnose kerb is to be installed vertically instead of the 150mmx125mm bullnose kerb.
 - All dimensions are in millimetres unless otherwise stated.

ROAD & FOOTWAY CONSTRUCTION DETAIL
 (Refer to Carmarthenshire County Council - Highway Standard Detail - Residential Streets)

CBR TABLE

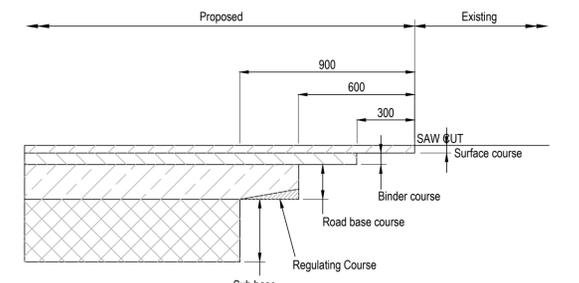
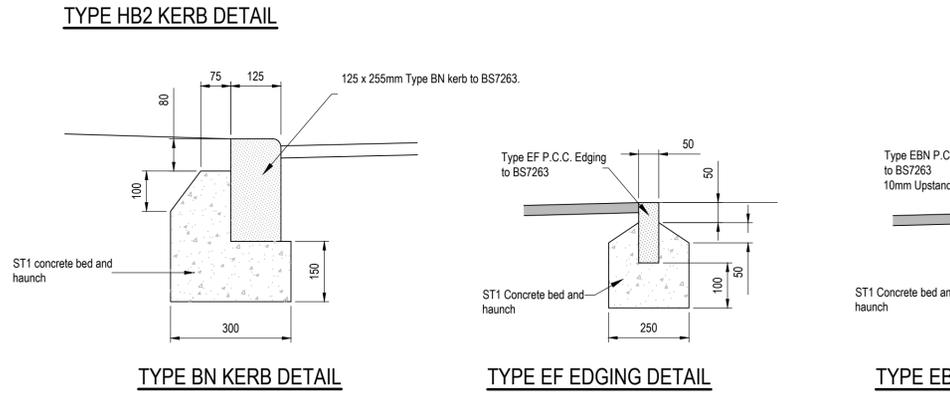
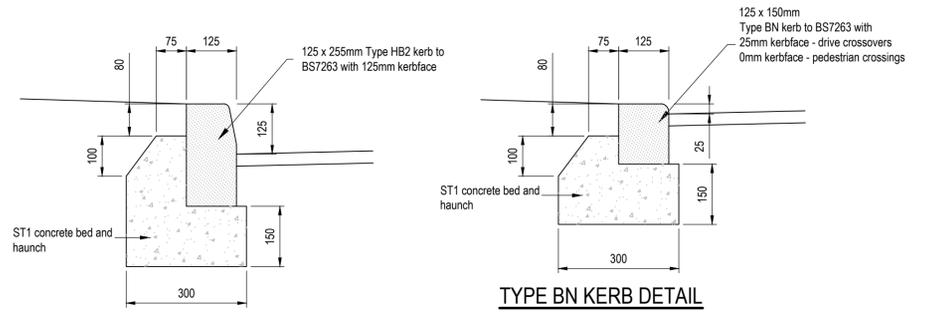
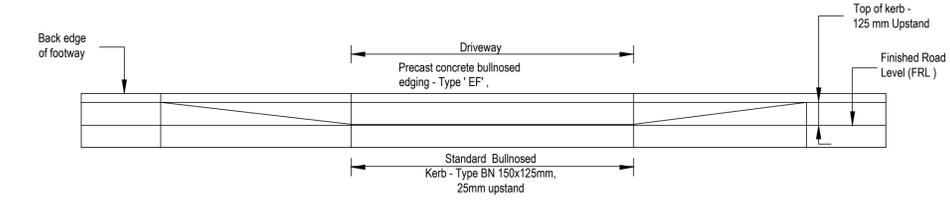
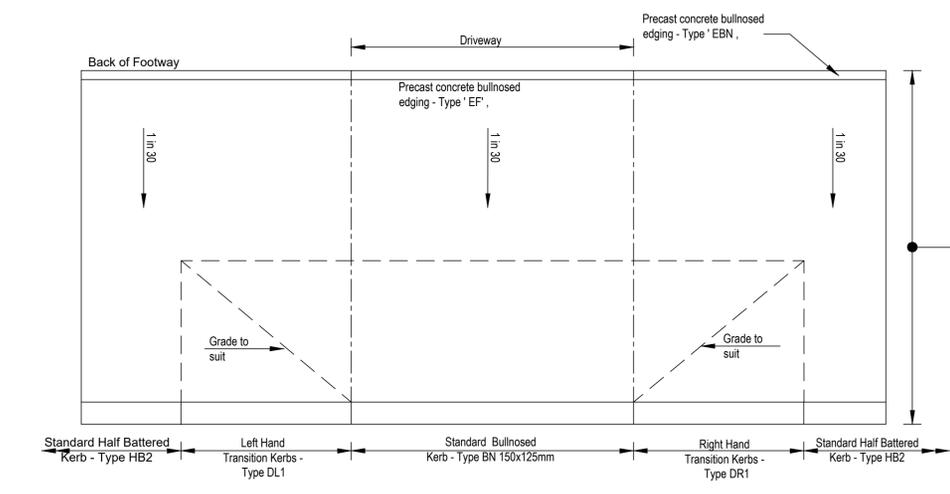
CBR VALUE (%)	Below 2%	2% - 5%	Above 5%
Sub-base	255mm	255mm	255mm
Capping Layer	500mm	250mm	0mm

- NOTE:**
- If the asphalt base or binder course is to be used as a temporary running surface for a period exceeding 3 months from first laying, then the skidding resistance shall be maintained either by using gritstone aggregate or slag aggregate mixture, or by surface dressing.
 - Tack coat shall be Class C40B4 cationic emulsion (BS EN 13808) sprayed at a rate of spread of 0.5 litres/m² (Clause 920).
 - All vertical faces of access chamber covers, gully tops, kerbs, channels and similar projections against which the asphalt is to abut shall be cleaned and painted with a thin uniform coating of hot applied 70/100 paving grade bitumen, or an approved cold applied thixotropic bitumen emulsion, before the asphalt is laid.
 - Production/laying/compaction requirements, sub-base - Clause 802, Capping layer - Clause 612, Asphalt concrete base course/binder course/surface course - Clause 901 and 903.
 - CBR Table is given for guidance only. Specialist geo-technical advice should be taken particularly where the CBR value is below 5%. Consideration should also be given for the provision of geo-grid and geo-textile membranes depending on the site conditions.
 - The minimum overall construction thickness of carriageway shall be 450mm.
 - Apart from those lengths requiring superelevation by design need, the cross section of the new carriageway should be crowned to provide a balance camber. This will ensure that surface water from higher ground will not drain across the carriageway to the lower side.
 - Weed killer to be applied at formation level or top of the sub-base to the approval of the Highway Engineer.
 - Where hot rolled asphalt surface course is required please refer to CCC - Footway and Carriageway Construction for Residential Street Drawing.
 - All dimensions are in millimetres unless otherwise stated.
 - Kerbs as shown on CCC - kerbing standard detail.

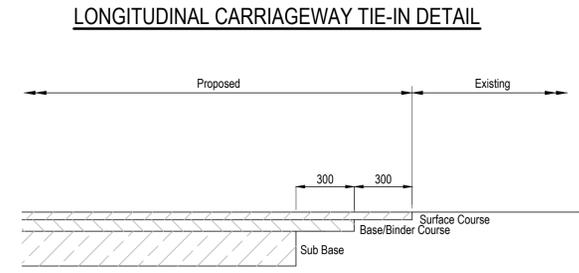
BLOCK PAVING CARRIAGEWAY CONSTRUCTION

CBR TABLE

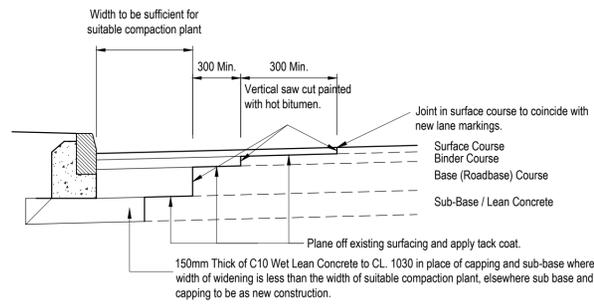
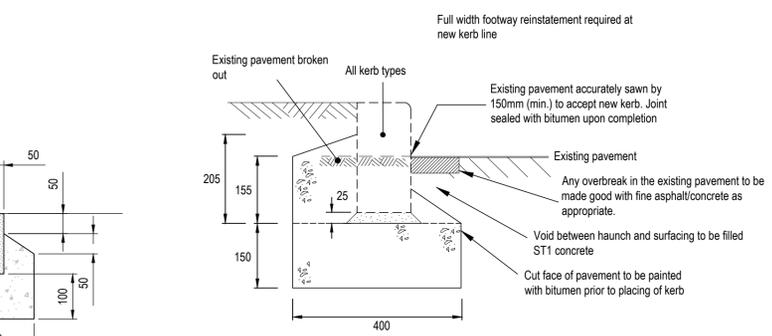
CBR VALUE (%)	Below 2%	2% - 5%	Above 5%
Sub-base	255mm	255mm	255mm
Capping Layer	500mm	250mm	0mm



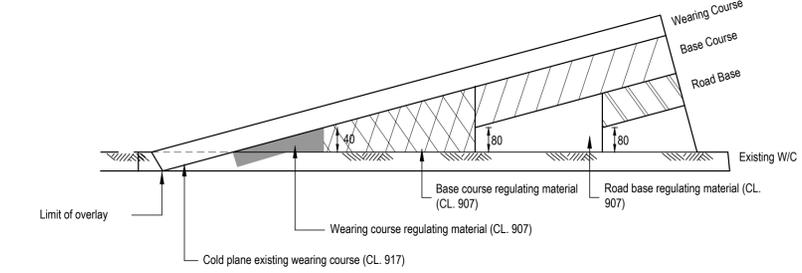
* Planned depth will vary depending on thickness of existing road construction. All surfaces to be tack coated and all joints sealed



- Existing footpath to be cut back to give clean edges
- All vertical faces between existing/proposed construction shall be vertical and formed by saw cutting to faces and all exposed faces coated with bituminous spray.



TYPICAL WIDENING / TIE-IN DETAIL



- NOTE**
- Prior to overlaying the existing pavement shall be cleaned and have a tack coat applied. The tack coat shall be cationic bitumen emulsion complying with BS434 - Part 1.

- NOTES**
- All highway works are to be carried out in accordance with Carmarthenshire County Borough Council specification for Highway Works.
 - Refer to the Engineering Drawings for road types, and carriageway, footway and service margin widths.
 - All kerbs shall be laid upright on Grade ST1 concrete as dimensioned. Immediately after laying, kerbs and edgings shall be backed and haunched with ST1 concrete in accordance with the detail.
 - All precast concrete kerbs etc. shall comply with BS 7263 : Part 1 : 1994.
 - All precast concrete block paving, shall comply with BS 6717.
 - Proprietary dropper kerbs, radius kerbs, transition kerbs, angle kerbs, quadrant kerbs, etc. are to be used as appropriate.
 - All ironware in the carriageway is to comply with BSEN124. Certification mark of BSI,LRQA or SGS only are acceptable.
 - The sub base and capping layer thickness is dependent on subgrade Equilibrium CBR values. CBR tests to be carried out by a PCC approved laboratory and the specification then agreed by PCC and the Developer.
 - Footway/path surfacing to be laid 5mm higher than adjacent kerb.
 - Gully gratings to be laid 5mm below adjacent road surface

Rev.	Date	Details	Amendments	By	CHK.

Client:
LOVELL

Consulting Engineers
 PHG Consulting Ltd
 107 Cowbridge Road East
 Cardiff CF11 9AG
 T : +44(0)29 2007 2821
 E : enquiry@phg-consulting.com
 W : www.phg-consulting.co.uk

Project:
 Lovell Homes
 West Carmarthen

Drawing title:
 Highway Construction Details
 Sheet 1

Drawn	Chk.	Status	Scale
TJP	SD	Information	NTS @ A1

Date	Job no.	Dwg. no.	Rev.
Nov 25	2262	107-1	-