

				S	
	1.		o be read in conj Vings.Figured Dim . Conflict of info	ENSIONS ONLY (N	OT SCALING) TO
© 1:12 MPACTED	2.	DOUBT - ` <u>ASK'</u> . CONSULTANTS TO	BE INFORMED IMME		
		BEFORE WORK PRO	NOTE	S	
CENTRAL KERBS TO BE Omm MIN. to 6mm MAX.	1.	ALTERNATIVE BASE			
ABOVE CARRIAGEWAY SURFACE FOOTPATH MATERIAL AS		AS AN ALTERNATIVE CONTRACTOR CAN U BASE COURSE 150r CONFORM TO IS 20	JSE AN STANDARD (nm THICK. STANDAR	ONCRETE MIX 'ST	2' 'LEAN MIX' 'ST2' SHALL
SPECIFIED		CONFORM TO IS 20 CURING OF LEAN-M TO CLAUSE 920 NF	IIX ROAD BASE SHA A SPECIFICATION FO	LL BE BY BUTUMI DR ROAD WORKS.	NOUS SPRAYING
STANDARD KERB	2.	USE OF BASE CO THE BASE COURSE IT IS INCREASED IN SURFACE DRESSING	MAY BE USED FOR THICKNESS BY 50	CONSTRUCTION 1 mm AND SURFACE	RAFFIC PROVIDED E DRESSED.
		CLAUSE 919 AND 9	22 OF THE NRA SI CUTBACK BITUMEN E SPECIFICATION. C	PECIFICATION FOR OR CATIONIC BIT	ROADWORKS. THE UMEN EMULSION,
1500 TAPERED KERB		CUTBACK BITUMEN CATIONIC BITUMEN	SHOULD BE OF THE	HAVE A NOMINAL	BITUMEN CONTENT
A DROP KERB DETAILS		SPECIFIED. CHIPPIN THE LOCAL AUTHOR THE REQUIREMENTS SPECIFICATION FOR	GS SHOULD BE OF RITY), CUBICAL IN SI OF TABLE 2.4 OF	A SINGLE SIZE (A HAPE AND SHOULI	AS APPROVED BY D COMPLY WITH
	3.	<u>DEPTH OF SUB-E</u>	BASE & CAPPING SUB-BASE AND C	APPING LAYERS W	
		THE THICKNESS OF FORMS OF ROADWA	THE SUB-BASE LA Y CONSTRUCTION.	YER SHOULD BE	150mm FOR ALL
		AS INDICATED IN TA SUBGRADE EXCEEDS 4.1 IN PART 2A, H		THE CBR VALUE	OF THE RED. SEE FIGURE
		LOWEST S		MINIMUM CAF	PING LAYER
KERBS TO BE I. to 6mm MAX.		CE (۶ * LESS	R 5) THAN 2	THICK (mi (SEE FO	NESS m) OTNOTE)
ARRIAGEWAY FOOTPATH MATERIAL AS		2	•15	450- 250- NO CAPPING LA	>150
MATERIAL AS SPECIFIED STANDARD KERB		* FOR SUBGRADES SEPARATOR (e.g. TI ADVICE SOUGHT RE	WITH A CBR OF LE ERRAM 1000) SHOU GARDING MINIMUM T	LD BE USED AND	
		CONSTRUCTION TRA TO DO SO. SUCH A CONDITION THAT TH	E SUB-BASE THICK	EEK APPROVAL FR Y NORMALLY BE (NESS IS INCREASI	OM THE ENGINEER GIVEN ON ED. TYPICALLY FOR
/		CBR VALUES ≤ 4% INCREASED BY 150 WILL BE SUFFICIENT	THE SUB-BASE TH mm. FOR CBR VALU	IICKNESS WILL HA JES > 4% AN INC	VE TO BE CREASE OF 80mm
TAPERED KERB		CALIFORNIA BEARING 1377-4:1990. SAMI 100m OF ROAD AN	PLES SHÒULD BE TA D WHERE SIGNIFICAI	, IN ACCORDANCE AKEN AT THE RAT NT VARIATIONS IN	: WITH BS E OF ONE PER SOIL TYPE ARE
ONTROLLED		AUTHORITY WHERE ADJACENT SAMPLES PREPARING THE TES	INDICATES A SIGNI ST SPECIMEN, THE I	STRENGTH BETWE FICANT VARIATION METHOD OF COMP	EEN TWO IN SOIL TYPE. IN ACTION SHOULD
	4.	BE THE STATIC CON 7.2.3.3 OF BS 137 MATERIAL SPECIFIC			
		(a) SUB-BASE SUB-BASE MATERIA ACCORDANCE WITH	L SHOULD COMPRIS CLAUSE 804 OF TH		
DETAILS		ROADWORKS. THE NOUT IN TABLE 4.1	IATERIAL SHOULD LI	E WITHIN THE GRA	ADING LIMITS SET
		ISO SIEVE SIZE (mm) 63	OVERALL GRADING RANGE	SUPP. DECLAF VALUE GRADING	
		31.5 16 8	80–99 55–85 35–65	NR 63–77 43–57	NR +/-8 +/-8
		4 2 1	22-50 15-40 10-35	30-42 22-33 15-30	+/-8 +/-7 +/-5
		0.5 0.063	0-20 0-7 RIBUTION SHOULD F	5–15 NR 3F DETERMINED B	+/-5 NR
			RIBUTION SHOULD E DD OF IS EN 933- THE 0,425mm SIEVI	1. ALL MATERIAL I	JSED SHOULD BE
AS		WITH BS 1377-2, THE MATERIAL SHO		LASTIC. ERCENT FINES VAL	UE OF 100kN,
ECAST OR IN-SITU ANDARD KERB			OULD BE LAID AND THE NRA SPECIFIC	COMPACTED TO T	HE REQUIREMENTS
CARRIAGEWAY AS			R SHALL BE CONST		
		CRUSHED GRAVEL O A MAXIMUM SIZE O	RISING OF EITHER C DR CRUSHED CONCF F 100mm AND THE	RUSHED ROCK, NA RETE. THE MATERIA MAXIMUM ALLOWA	ATURAL GRAVEL, AL SHOULD HAVE ABLE PASSING THE
		THROUGHOUT ALL S	ON MATERIALS WHIC	H MEET THE ABO	
TAPERED KERB	5.	CONCRETE FOR R PAVING QUALITY CO	COAD PAVEMENTS:		ENTRAINED
		CONCRETE) MADE F ENTRAINING AGENT	ROM NATURAL AGGE COMPLYING WITH IS THE REQUIREMENTS	REGATES, CEMENT, 206–1, BS 8500	WATER AND AIR D-1, BS 8500-2,
		TABLE 5.1 MINIMUM CEMENT	CONSTITUENTS FOR CONTENT		340kg/m³
B GEOMETRY		MAXIMUM FREE W MAXIMUM AGGREG MINIMUM STRENG AIR CONTENT			0.45 20mm C32/40 4.5 %
	6.	SLUMP CLASS	R CONCRETE SLABS WITH BS 4483 ANI	SHOULD BE LON	S3 IG MESH STEEL
		MILL SCALE, RUST, OF REINFORCEMENT HAVE 50mm MINIM	DIRT, OIL, PAINT OI	R GREASE. THE M g/m². THE REINF(IE SURFACE AND	INIMUM WEIGHT DRCEMENT SHOULD SHOULD
LS		BETWEEN 40 AND 8 REINFORCEMENT SH THE EDGE OF THE THAT THE TRANSVE	30mm FROM A LON OULD TERMINATE BE SLAB. REINFORCING RSE WIRE OF ONE	GITUDINAL JOINT. TWEEN 100 AND MATS SHOULD O MAT WOULD LIE W	THE 150mm FROM VERLAP SUCH /ITHIN THE LAST
		COMPLETE MESH O AT LEAST 450mm. VARIOUS MESH SIZI	F THE PREVIOUS MA TRANSVERSE CONTR ES SHOULD BE AS	AT AND THE OVER ACTION JOINT SP/ FOLLOWS:	LAP SHOULD BE ACING FOR
		LONG MESH REIN TO BS 4 C20 C30	483 B3	MAXIMUM SPA CONTRACTION 15 20	DN JOINTS m
	7.	SAWING OF JOINT (03	25	m
	/.	POSSIBLE AFTER TH A SHARP EDGED GI CONCRETE AND BEI WOULD BE WITHIN	IE CONCRETE HAS H ROOVE TO BE PROD FORE RANDOM CRAC 6 TO 24 HOURS AF	HARDENED SUFFIC UCED, WITHOUT D KS DEVELOP IN T TER THE CONCRE	IENTLY TO ENABLE DISRUPTING THE THE SLAB. THIS TE IS POURED.
		THE GROOVES SHO	ULD BE BETWEEN ½ T WIDTH NOT LESS	& ⅓ THE DEPT THAN 3mm. THE	H OF SLAB AND GROOVE CAN BE
		EXPANSION JOINT F THICK, FOR THE FU FILLER BOARD SHO	JLL DEPTH OF THE ULD BE ROUTED OU	CONCRETE. THE T	OP OF THE
	8.	IN ORDER TO RECE DOWEL BARS AND ⁻ IS EN 13877-3 AN	IVE THE JOINT SEAL FIE BARS SHOULD E ID SHOULD BE FREE	ANT. E B500B STEEL, E FROM OIL, DIRT	COMPLYING WITH , LOOSE SCALE
		AND RUST. DOWEL OTHER IRREGULARIT SHOULD BE DEBON PLASTIC SHEATH OF FOR EXPANSION JO	IES, WITH THE SLIDI DED OVER THEIR LE AVERAGE THICKNES	NG END SAWN. D NGTH WITH A TOU SS NOT GREATER	OWEL BARS JGH, DURABLE THAN 1.25mm.
		THE JOINT FILLER I	SHOULD BE 10mm BOARD.	GREATER THAN TH	IE THICKNESS OF
	9.		IPOUND COMPLYING OF THE SEAL SHOU	WITH BS 5212 T	YPE N. THE
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