

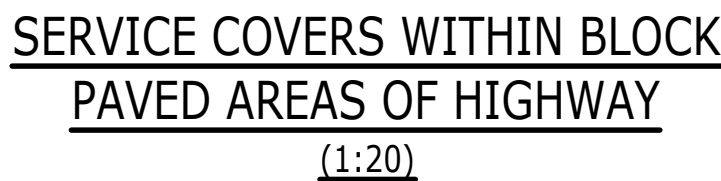
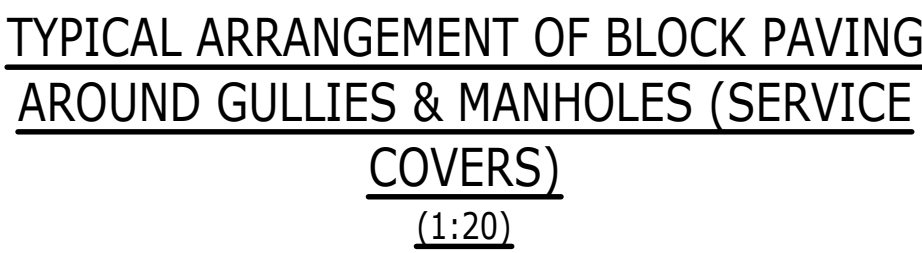
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
3. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
4. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
6. ALL MATERIALS AND WORKMANSHIP SHALL COMPLY FULLY WITH THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, VOLUME ONE, SPECIFICATION FOR HIGHWAY WORKS AND THE LOCAL AUTHORITY SPECIFICATION FOR ROAD CONSTRUCTION AND STANDARD DETAILS.
7. THE PUBLIC HIGHWAY AND WORKS WILL BE KEPT CLEAN AND FREE OF DEBRIS BY USE OF WHEEL WASHING FACILITIES AND ROAD SWEEPERS TO THE COUNCIL'S SATISFACTION.
8. ALL SETTING OUT SHALL BE AGREED ON SITE WITH THE ENGINEER, PRIOR TO THE COMMENCEMENT OF THE WORKS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCING WORKS ON THE HIGHWAY.

CONSTRUCTION NOTES:

1. ALL SOFT SPOTS AND VOIDS SHALL BE REMOVED BEFORE CONSTRUCTION AND REPLACED WITH SUITABLE FILL MATERIAL.
2. ROAD FORMATION TO BE IN ACCORDANCE WITH CLAUSE 616 AND COMPACTED IN ACCORDANCE WITH TABLE THE REQUIREMENTS OF 6/4 OF THE SPECIFICATION FOR HIGHWAY WORKS - SERIES 600 EARTHWORKS.
3. APPROVED RESIDUAL WEEDKILLER, WHICH DOES NOT CONTAIN ATRAZINE OR SIMAZINE, MUST BE APPLIED AT ALL FORMATIONS.
4. ALL CONCRETE AND CEMENT MORTAR MUST BE SULPHATE RESISTING TO BS 4021.
5. ALL CARRIAGEWAY MATERIALS SHALL BE SUPPLIED AND LAID IN ACCORDANCE WITH BS EN 13108-1.
6. ALL MATERIALS IN CARRIAGeways TO BE LAID BY MACHINE.
7. MINIMUM DEPTH OF 450mm FROM FINISHED GROUND LEVEL TO BE NON-FROST SUSCEPTIBLE MATERIAL.
8. THE CONTRACTOR MUST VERIFY CBR VALUES ALONG EACH ACCESS ROAD AT 300 INTERVALS, THE RESULTS OF WHICH MUST BE SENT TO THE ENGINEER FOR CONFIRMATION OF THE CARRIAGEWAY CONSTRUCTION SHOWN ON THIS DRAWING, PRIOR TO COMMENCING THE WORKS.

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6. ALL MATERIALS IN CARRIAGEWAYS TO BE LAID BY MACHINE.
7. MINIMUM DEPTH OF 450mm FROM FINISHED GROUND LEVEL TO BE NON-FROST SUSCEPTIBLE MATERIAL.
8. THE CONTRACTOR MUST VERIFY CBR VALUES ALONG EACH ACCESS ROAD AT 20m INTERVALS, THE RESULTS OF WHICH MUST BE SENT TO THE ENGINEER FOR CONFIRMATION OF THE CARRIAGEWAY CONSTRUCTION SHOWN ON THIS DRAWING, PRIOR TO COMMENCING THE WORKS.

1. THE ATTENTION OF THE CLIENT AND THE PRINCIPAL CONTRACTOR IS DRAWN TO THE FOLLOWING POTENTIAL RISKS IN CONJUNCTION WITH THE PROPOSED ON-SITE AND OFF-SITE WORKS AS DESIGNED FOR THIS PROJECT.
2. WORKS IN THE VICINITY OF LIVE SERVICES INCLUDING GAS, ELECTRICITY AND BT WILL BE NECESSARY AND THE ADVICE OF ALL STATUTORY SERVICE COMPANIES MUST BE SOUGHT BEFORE ANY WORKS COMMENCE.
3. WORKS WITHIN AND ABOUT THE EXISTING HIGHWAY WILL ENTAIL TRAFFIC HAZARDS AND ALL APPROPRIATE SAFETY MEASURES INCLUDING BARRIERS, SIGNS AND LIGHTING MUST BE UNDERTAKEN TO THE APPROVAL OF THE LOCAL AUTHORITY, THE HIGHWAY AUTHORITY AND THE POLICE DEPARTMENT.
4. HAZARDOUS MATERIALS INCLUDING CEMENT AND BITUMINOUS MATERIALS ARE SPECIFIED AND THE MANUFACTURERS ADVICE ON SAFE HANDLING PROCEDURES MUST BE OBTAINED AND MADE CLEAR TO ALL OPERATES.
5. THE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING ALL EXISTING SERVICES WITHIN THE VICINITY OF THE WORKS HAND DUG AND ENSURE THESE ARE PROTECTED THROUGHOUT THE DURATION OF THE WORKS. ALL UTILITY PLANT SHOULD BE CLEARLY MARKED ON THE GROUND PRIOR TO COMMENCEMENT OF THE WORKS.
6. THE CONTRACTOR MUST ENSURE ALL WORKING AREAS ARE FULLY SECURE.



WITH REGARD TO THE ARRANGEMENT OF WATER SERVICE METERS/STOP COCKS, FEWER MANIFOLD TYPE SERVICE BOXES (SERVING MULTIPLE DWELLINGS) SHOULD BE USED IN PREFERENCE TO CLUSTERS OF INDIVIDUAL SERVICE BOXES.

BLOCK PAVING AROUND SERVICE COVERS
TO BE CAREFULLY ARRANGED TO AVOID
SMALL PIECES OF CUT BLOCKS.

LARGER COVERS (GREATER THAN 600mm)
TO HAVE SINGLE ROW OF STRETCHER
BOND BLOCKS AROUND PERIMETER, AS
PER MANHOLES.

1. ALL CONCRETE BLOCK PAVERS SHALL COMPLY WITH REQUIREMENTS OF BS EN 1338 AND BE A MINIMUM THICKNESS OF 80mm.
2. THE SKID RESISTANCE OF CONCRETE BLOCKS SHALL BE DETERMINED BY THE POLISHED STONE VALUE (PSV) TEST, WHICH THE MINIMUM ALLOWABLE PSV VALUE SHALL BE 28. THE PRODUCT SHALL BE SUPPLIED WITH THE PSV VALUE STAMPED ON THE TOP SURFACE OF EACH BLOCK.
3. BLOCK SURFACING SHALL BE LAID IN A 45 OR 90 DEGREE HERRINGBONE PATTERN UNLESS AGREED OTHERWISE WITH TWO STRECHER COURSES ADJACENT TO KERBS AND A SINGLE STRECHER COURSE ADJACENT TO IROWORK AND SEVERAL STRECHER COURSES.
4. THE LAYING COURSE SHALL BE WITHIN 1% OF ITS OPTIMUM MOISTURE CONTENT DETERMINED IN ACCORDANCE WITH TEST 12 OF BS 1377. THE LAYING COURSE SHALL BE SUCH THAT AFTER COMPACTION IT FORMS A UNIFORM LAYER OF THE DESIRED THICKNESS. THE LAYING COURSE SHALL BE SUCH THAT IT CAN BE PRODUCED A UNIFORM SURFACE TO CORRECT DESIGN POINTS AND FALLS AT A UNIFORM DEGREE OF COMPACTION.
5. THE BLOCKS SHALL BE LAID HAND Laid IN THE DESIGN PATTERN, WORKING FROM AN EXISTING LAYING FACE EDGE OR EDGE RESTRAINER WHEREVER POSSIBLE. MEDIAN AND CURB EDGES SHALL BE FINISHED TO THE DESIRED FINISH.
6. BLOCK SURFACING TO HAVE SAND FILLED JOINTS OF 2-5mm WHEN LAYED HAND. FULL BLOCKS SHALL BE LAID FIRST, WITH CUT BLOCKS PLACED LAST. THEREAFTERS, THE ENTIRE AREA SHALL BE COMPLETED USING FULL BLOCKS AS FAR AS POSSIBLE.
7. THE MINIMUM SIZE FOR ANY CUT BLOCK SHALL BE ONE QUARTER OF A FULL BLOCK. ALL CUTS ARE TO BE MADE USING A DIAMOND EDGE CUTTER. INFILLING ALONG BOUNDARIES AND AROUND OBSTRUCTIONS SHOULD PROCEED AS THE LAYING OF THE ENTIRE SURFACE CONTINUES AND MUST BE COMPLETED BEFORE COMPACTION OF THE LAY.
8. WHERE CUT BLOCKS ARE NOT SUITABLE AND A MORE REGULAR SHAPE IS REQUIRED AROUND OBSTRUCTIONS, AND IF AGREED WITH THE HIGHWAY AUTHORITY OTHER, EITHER DRY PACKED SAND/CEMENT MORTAR OR CONCRETE FILL MAY BE USED. SAND OR CEMENT MORTAR SHALL BE SET TO 100mm CAN BE USED AS INFILL. THE MORTAR OR CONCRETE SHALL BE COLOURED TO MATCH THAT OF THE ADJACENT BLOCK PAVERS.
9. ALL BLOCK PAVING TO BE COMPACTED BY USE OF APPROPRIATE EQUIPMENT IN ORDER TO ACHIEVE THE DESIRED THICKNESS OF THE BLOCK TO BLOCK JOINT BY THE LAYING COURSE MATERIAL. TWO OR THREE PASSES OF THE COMPACTING EQUIPMENT SHOULD BE SUFFICIENT TO ACHIEVE THIS CONDITION.
10. COMPACTION SHALL FOLLOW LAYING AS SOON AS POSSIBLE BUT SHALL NOT BE CARRIED OUT WITHIN ONE METRE OF THE LAYING FACE. APART FROM THIS DISTANCE, THE LAYING FACE SHALL BE LEFT UNCOMPACTED AT THE COMPLETION OF THE DAY'S WORK.

ISO 9001
BUREAU VERITAS
Certification

LINDEN HOMES SOUTH

C1