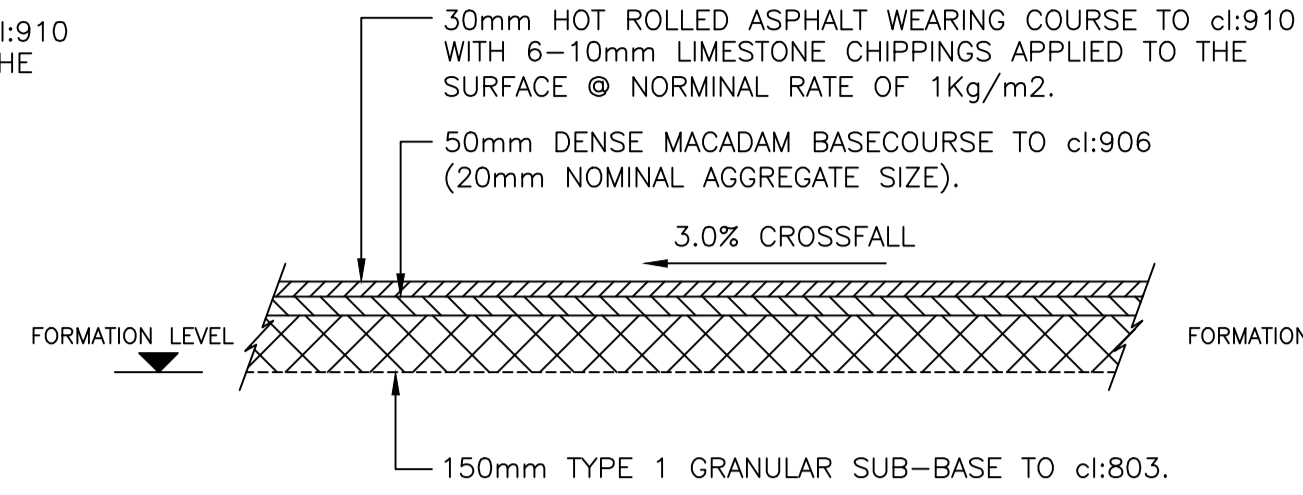
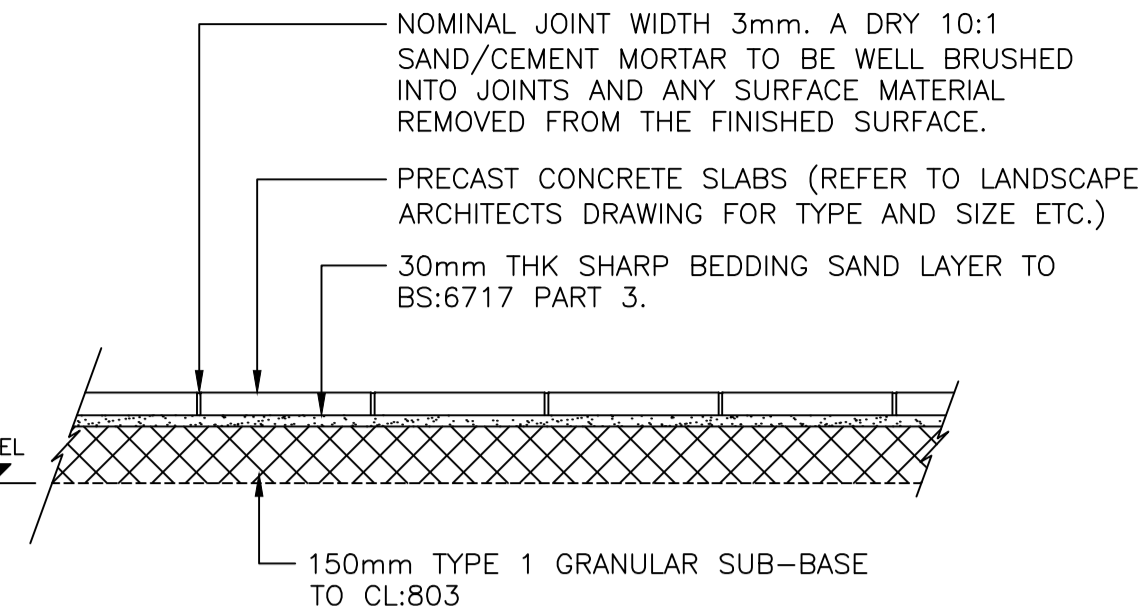


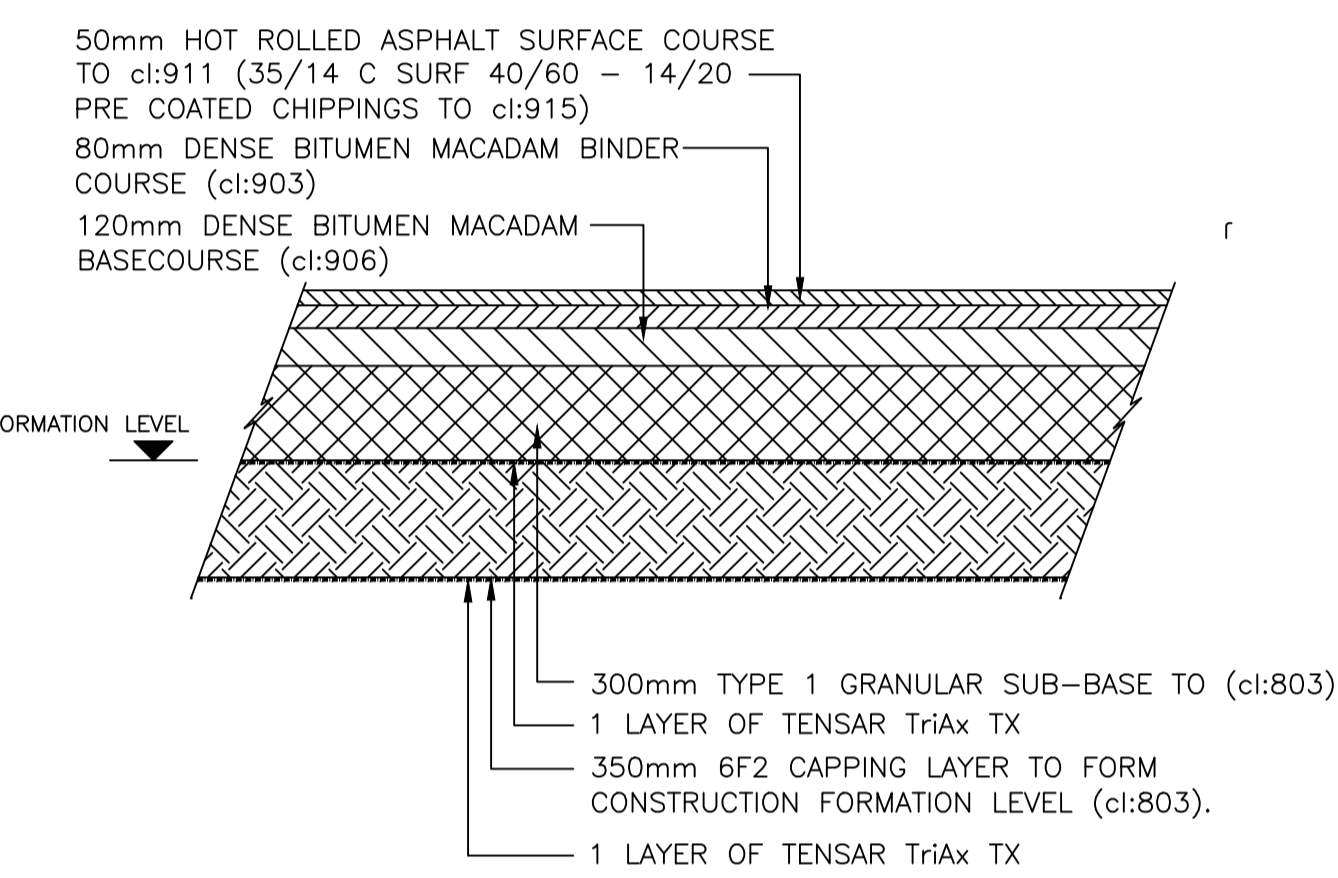
TYPICAL ASPHALT ROAD CONSTRUCTION (SCALE 1:20)



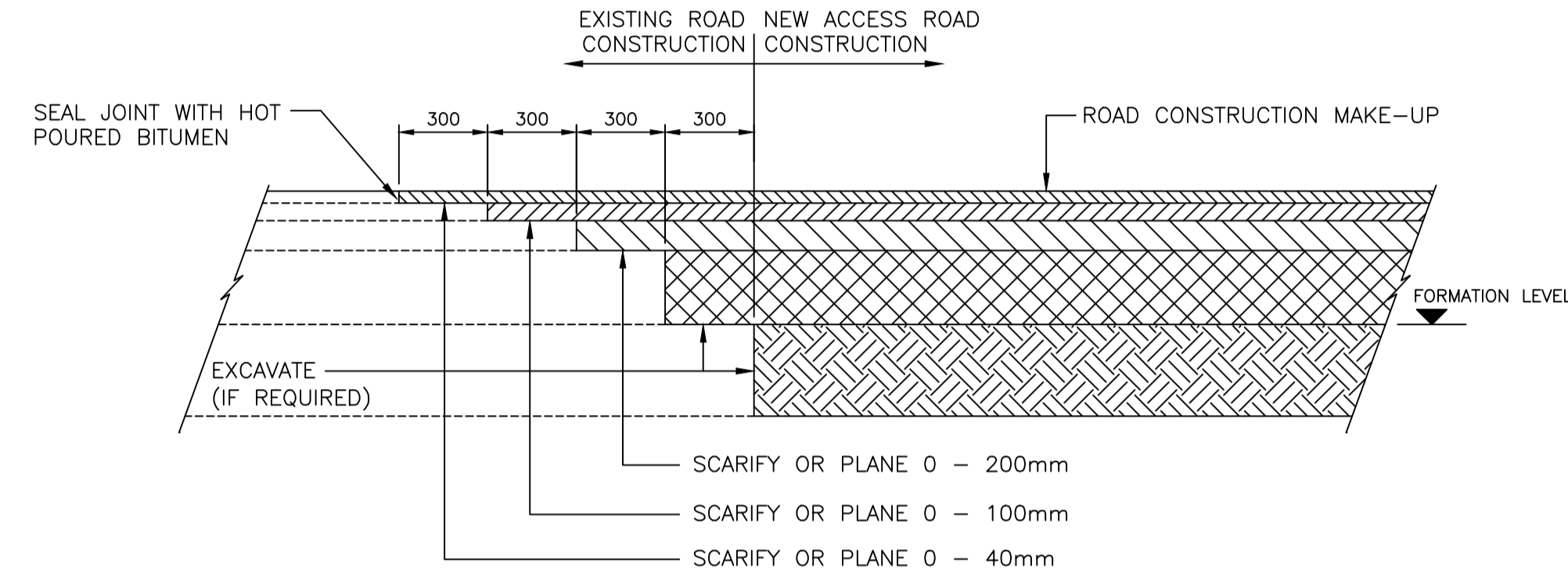
TYPICAL ASPHALT FOOTPATH CONSTRUCTION (SCALE 1:20)



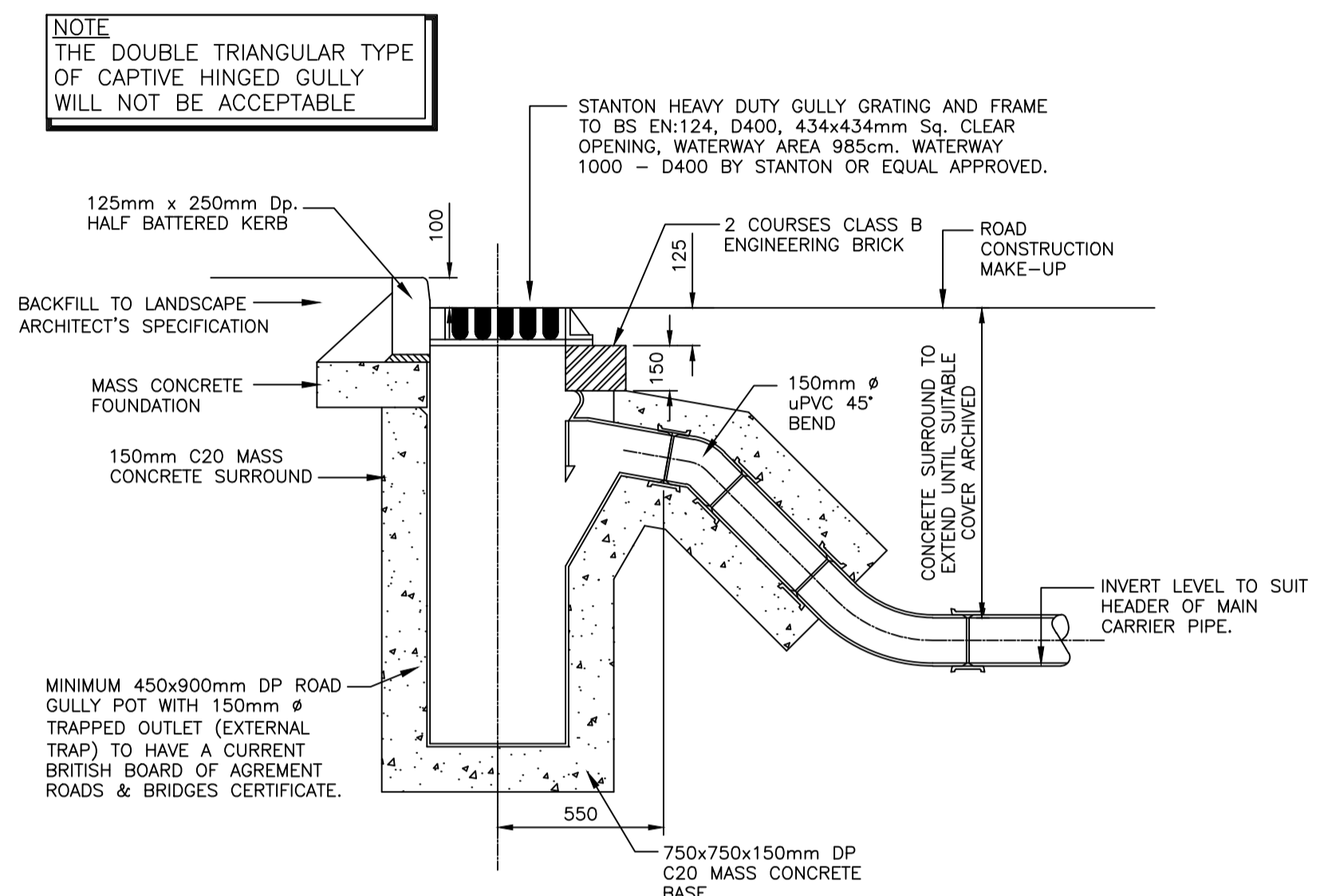
FOOTWAY PRECAST CONCRETE SLAB CONSTRUCTION (SCALE 1:20)



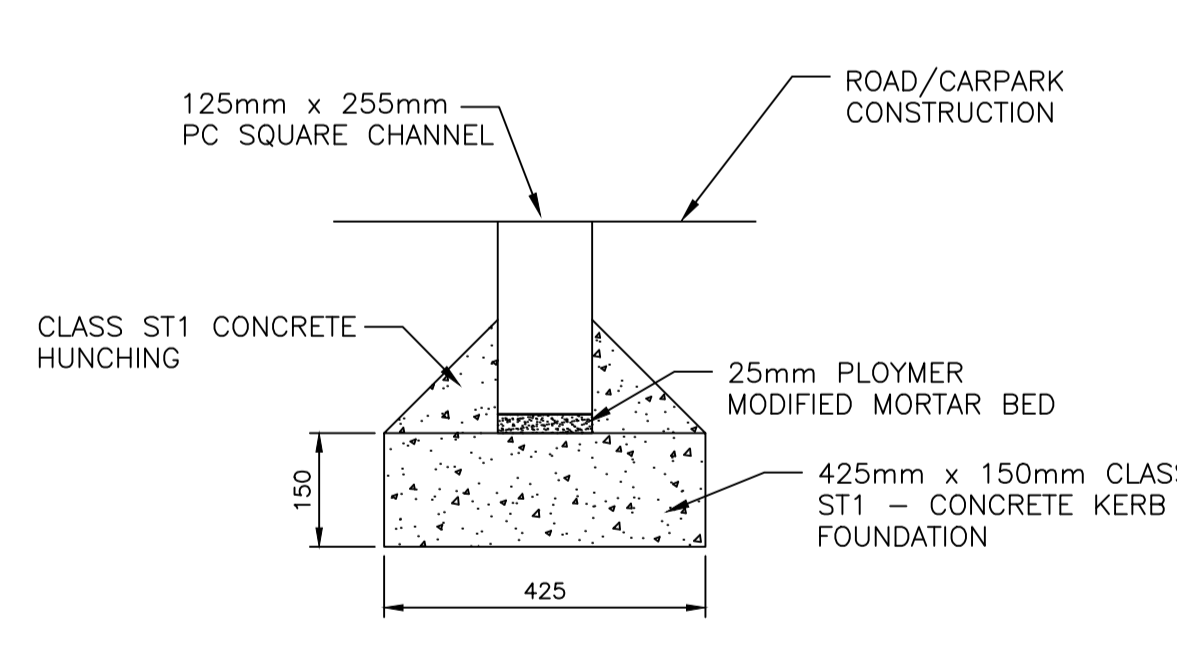
MAIN ACCESS ROAD - ASPHALT CONSTRUCTION BASED ON CBR <2% (SCALE 1:20)



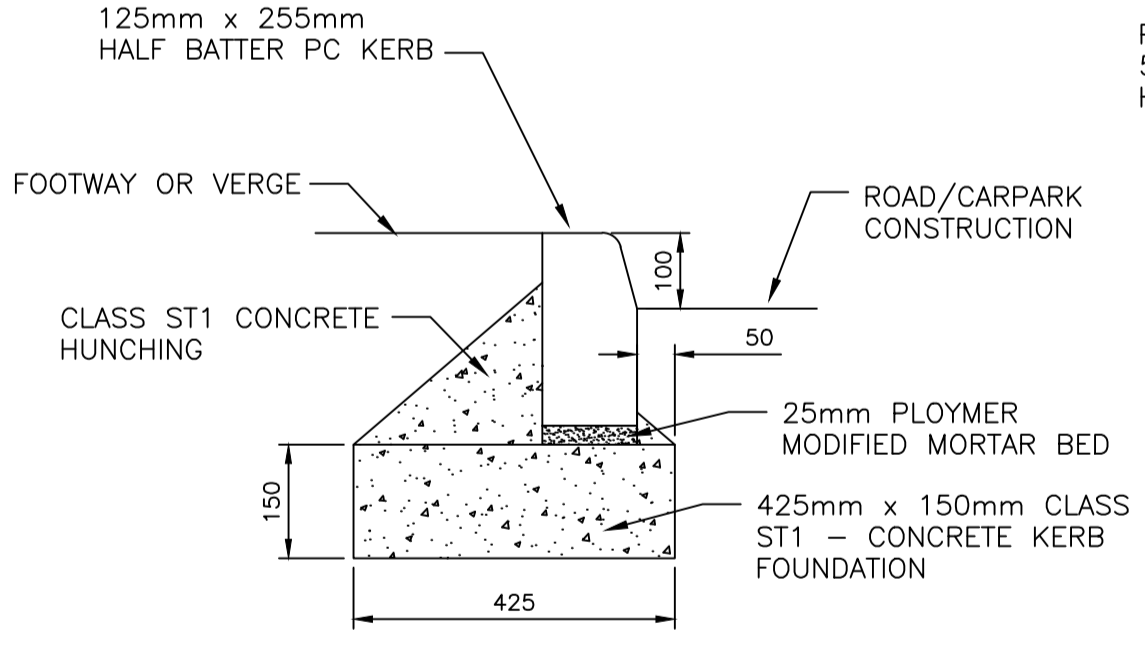
TYPICAL ROAD TIE-IN DETAIL (SCALE 1:20)



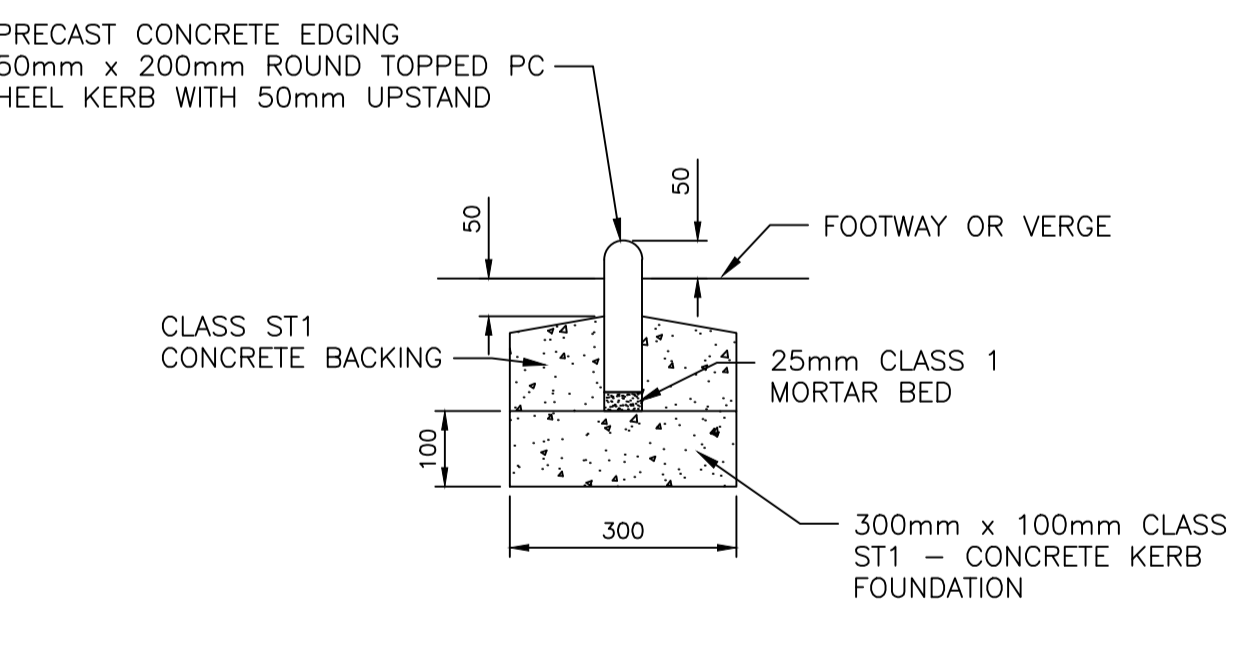
TYPICAL ROAD GULLY DETAIL (SCALE 1:20)



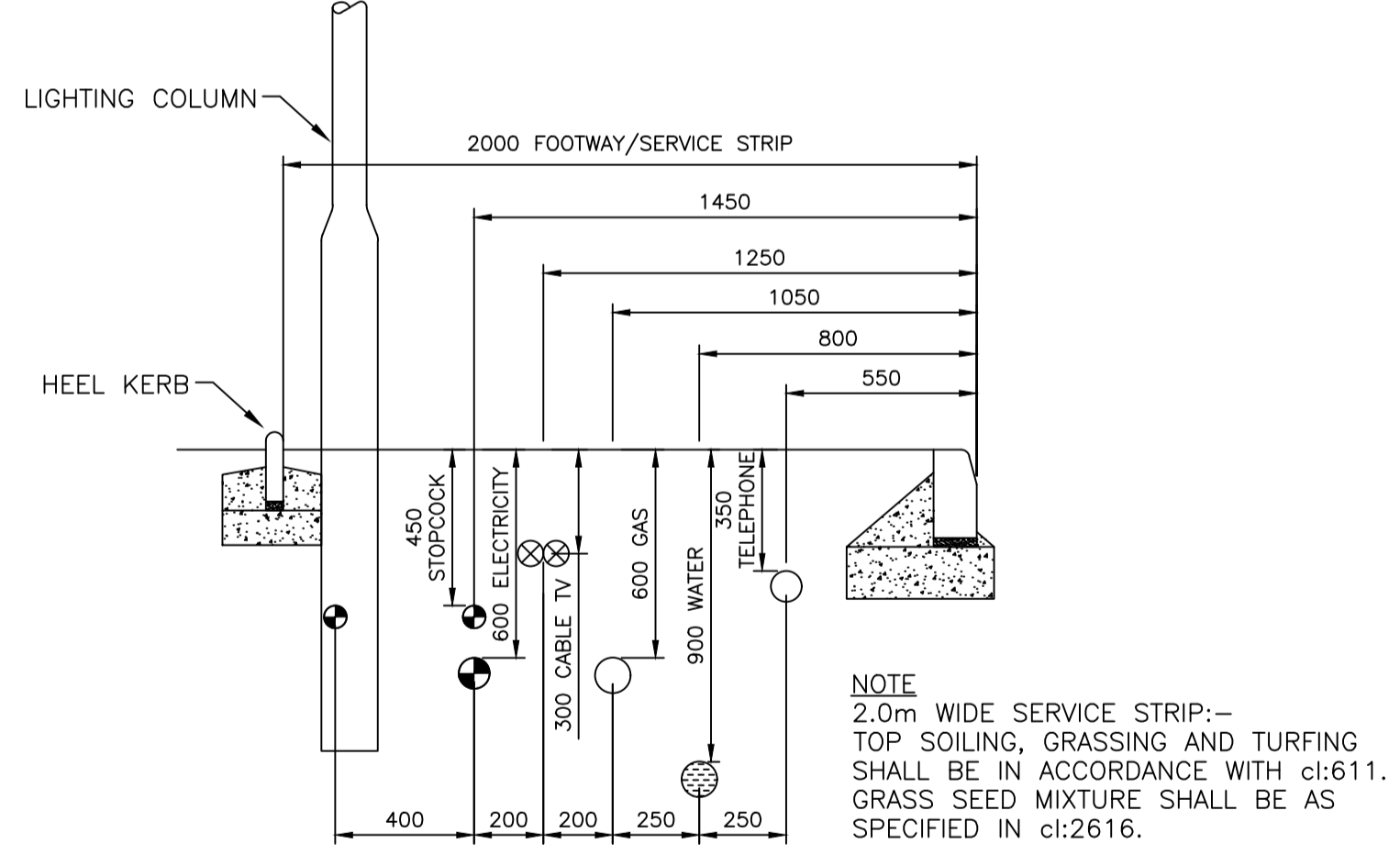
FLUSH KERB DETAIL (SCALE 1:10)



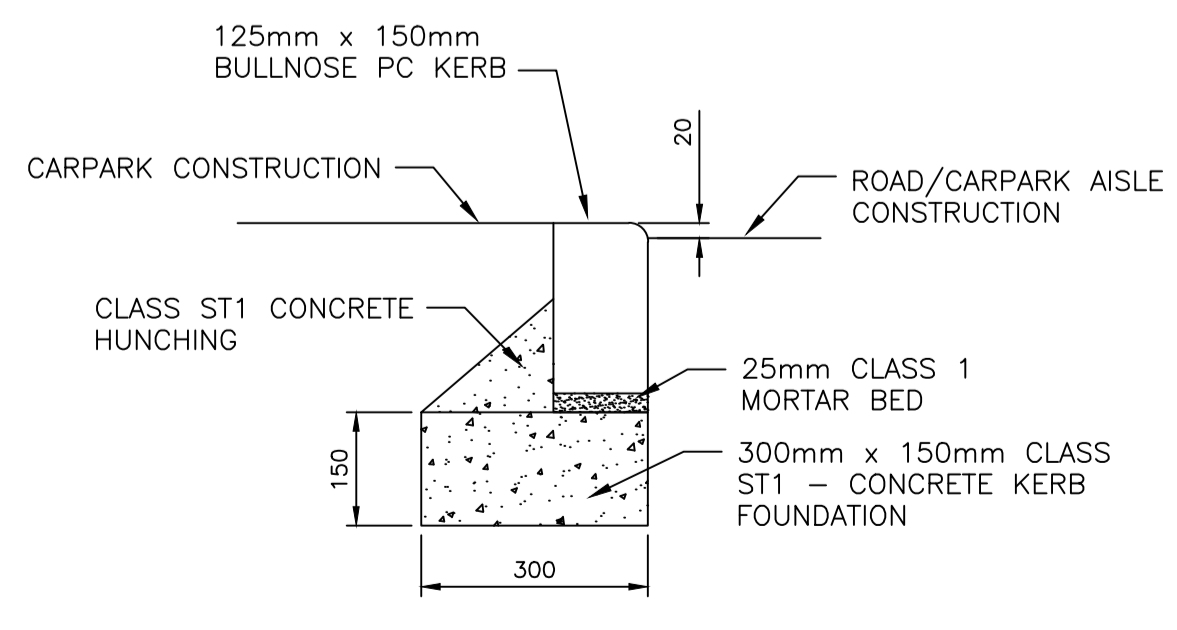
HALF BATTER KERB DETAIL (SCALE 1:10)



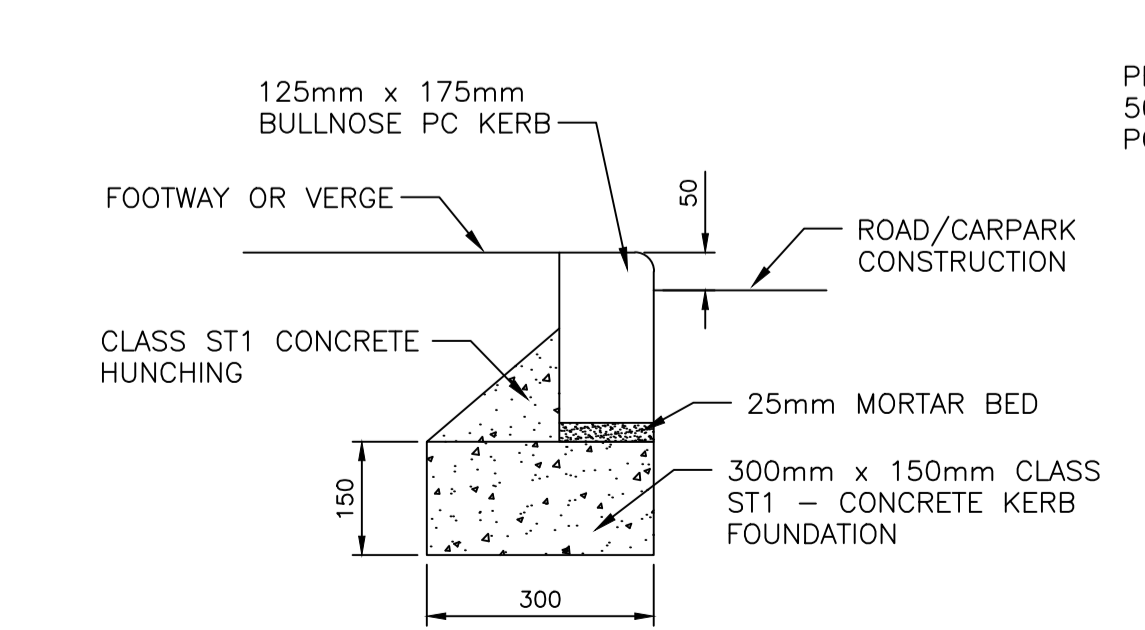
EDGE KERB DETAIL (SCALE 1:10)



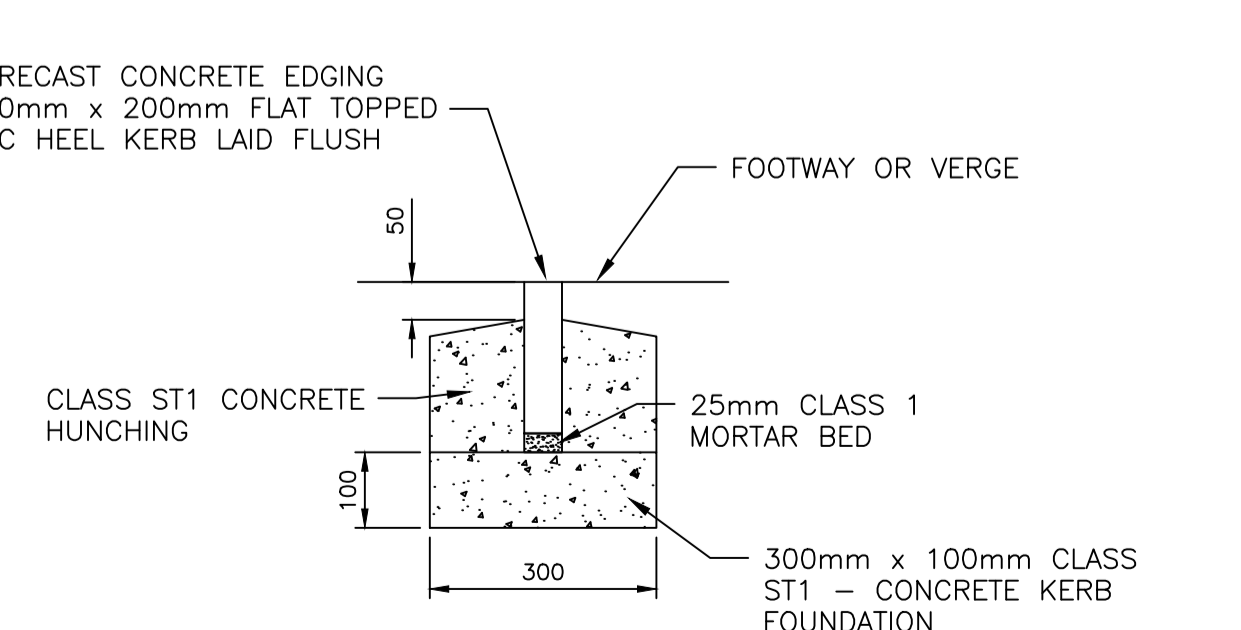
TYPICAL LOCATION OF PROPOSED SERVICES (SCALE 1:20)



BULLNOSE KERB DETAIL (SCALE 1:10)



50mm UPSTAND BULLNOSE KERB DETAIL (SCALE 1:10)



EDGE KERB DETAIL (SCALE 1:10)

- GENERAL NOTES**
- ALL ROAD WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS TO THE APPROVAL OF NORTH-AYRSHIRE COUNCIL.
 - CLAUSE NUMBERS SHOWN REFER TO THE SPECIFICATION FOR HIGHWAY WORKS.
 - NO FROST SUSCEPTIBLE MATERIAL TO BE USED WITHIN 450mm OF THE FINISHED SURFACE.
 - ALL KERBS TO BE LAID WITH DRY BUTT JOINTS.
 - THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT AND ENGINEERS DRAWINGS AND SPECIFICATION.
 - FOR ALL SETTING OUT DIMENSIONS AND DETAILS REFER TO ARCHITECTS DRAWINGS.
 - CAPPING LAYER THICKNESS DEPENDENT UPON THE CBR TEST RESULTS. WHERE CBR IS SIGNIFICANTLY BELOW 2% THICKNESS MAY REQUIRE TO BE INCREASED DEPENDING UPON SITE AND WEATHER CONDITIONS AT THE TIME OF CONSTRUCTION. ADDITIONAL MATERIAL MAY REQUIRE TO BE REMOVED AND REPLACED WITH MORE SUITABLE MATERIAL. CAPPING LAYER REQUIREMENT AS FOLLOWS:-
- | CBR (%) | DEPTH OF CAPPING (mm) | DEPTH OF SUB BASE (mm) |
|-----------|-----------------------|------------------------|
| CBR <2% | 600mm | 150mm |
| CBR 2%<5% | 350mm | 150mm |
| CBR >5% | 0mm | DESIGN DEPTH |
- CBR TESTS SHOULD BE CARRIED OUT ON NATURAL SOILS AT THE PROPOSED ROAD FORMATION LEVEL.
 - IN AREAS OF MADE GROUND A FULL DEPTH CAPPING LAYER WILL BE REQUIRED.
 - IF HARDCORE MATERIAL IS USED, THE MATERIAL SHOULD CONSIST OF HARD, BROKEN BRICK, BROKEN CONCRETE & CRUSHED ROCK. IT SHOULD BE SPREAD TO EVEN PROFILE AS POSSIBLE AND COMPACTED BY A DEADWEIGHT ROLLER WEIGHING NOT LESS THAN 6 TONNES OR A VIBRATING ROLLER OF SIMILAR COMPACTIVE EFFORT. THE UPPER SURFACE SHOULD BE BLINDED WITH SMALL GAUGE MATERIAL (6mm TO DUST), PREFERABLY OF SIMILAR CHARACTER TO THE HARDCORE, AND COMPACTED TO THE REQUIRED LEVELS AND CONTOURS BY THE SAME TYPE OF ROLLER. ALL DEBRIS TO BE FREE OFF WOOD, METAL AND PLASTER FROM DEMOLISHED BUILDINGS. SUB-BASE THICKNESS TO REMAIN AS SPECIFIED. ALL MATERIAL MUST BE APPROVED BY THE ENGINEER.

PLANNING

REV	DESCRIPTION	BY	CHK	APP	DATE

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Association of Consulting Engineers Member Firm
Edinburgh | Glasgow | London | Dubai

Project:
**Proposed Industrial Units
Pant Industrial Estate
Merthyr Tydfil, Wales**

Drawing Title:
**Proposed Road
Construction Details
Sheet 01**

Scale @	Date	Engineer
A1	February 2020	C.Connor
Drawing No.	305056-045	Revision
		-