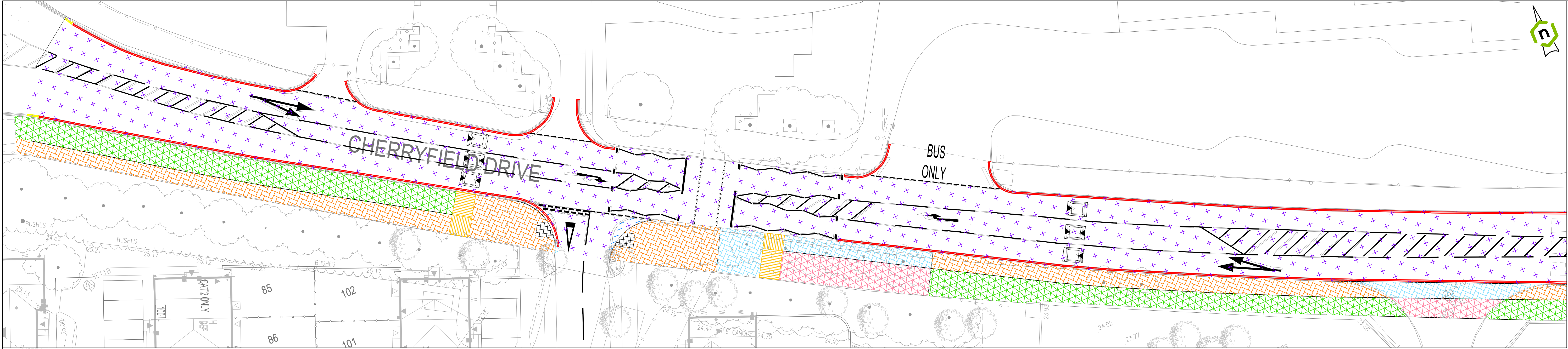
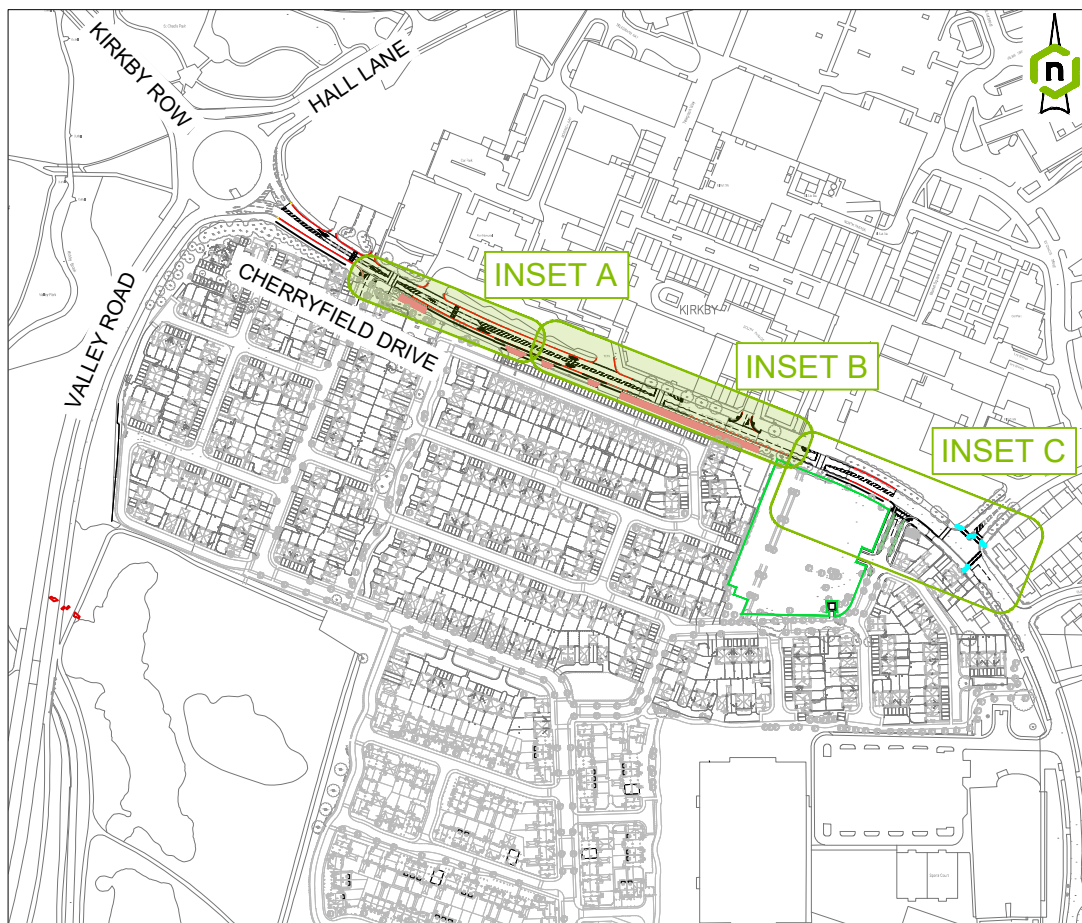


GENERAL NOTES

1. THIS DRAWING SHOULD NOT BE PRODUCED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF LINK ENGINEERING.
2. DO NOT SCALE FROM THIS DRAWING. UNITS ARE IN METRES UNLESS NOTED OTHERWISE.
3. THE CONTRACTOR IS TO CHECK ALL INFORMATION PROVIDED PRIOR TO COMMENCING WORKS AND SEEK CLARIFICATION FROM THE ENGINEER IN RESPECT TO ANY AMBIGUITIES FOUND.
4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
5. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER SCHEME SPECIFIC DRAWINGS & SPECIFICATIONS.
6. BACKGROUND PLAN BASED ON TOPOGRAPHIC SURVEY DATA CREATED BY OTHERS AND SUPPLIED FOR THE PURPOSE OF CARRYING OUR ENGINEERING WORKS. WE CANNOT BE HELD RESPONSIBLE FOR THE CONTENT, COMPLETENESS AND ACCURACY PROVIDED TO US BY OTHERS. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.
7. ALL ADOPTABLE HIGHWAY WORKS SHALL BE ADOPTED VIA THE HIGHWAYS ACT 1980.
8. ADOPTED HIGHWAYS SHALL BE DESIGNED IN ACCORDANCE WITH THE DEPARTMENT FOR TRANSPORT'S DESIGN MANUAL FOR ROADS AND BRIDGES AND/OR SHALL COMPLY WITH THE ADOPTING LOCAL HIGHWAY AUTHORITY'S DESIGN GUIDANCE WHERE APPLICABLE.
9. ADOPTED HIGHWAYS TO BE IN ACCORDANCE WITH THE MANUAL CONTRACT DOCUMENTS FOR HIGHWAY WORKS HIGHWAY CONSTRUCTION DETAIL (HCD) AND THE SPECIFICATION FOR HIGHWAY WORKS (SHW) AND/OR SHALL COMPLY WITH THE ADOPTING LOCAL HIGHWAY AUTHORITY'S STANDARDS WHERE APPLICABLE.
10. WORKS WITHIN THE HIGHWAY ARE SUBJECT TO SECTION 38(2)(8) AGREEMENT WITH THE LOCAL AUTHORITY.
11. THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING ALL NECESSARY ROAD OPENING AND TRAFFIC MANAGEMENT LICENSES UNDER THE NRSWA.
12. THE LOCATION AND LEVEL OF ALL EXISTING SERVICES ARE TO BE IDENTIFIED PRIOR TO CONSTRUCTION AND THE ENGINEER ADVISED OF ANY CLASHES.
13. PROPOSED SURFACE LEVELS TO TIE IN SMOOTHLY WITH THE EXISTING LEVELS.
14. DRAINAGE GULLY LOW POINT POSITIONS ARE INDICATIVE AND TO BE AGREED AND LOCATED ON SITE PRIOR TO CONSTRUCTION.
15. THE PAVEMENT CONSTRUCTION IS BASED ON THE DEPTH AND GROUND CONDITION ASSUMPTIONS STATED ON THE CONSTRUCTION WORKS DRAWING.
16. FOLLOWING RECEIPT OF INSITU CBR RESULTS FROM THE CONTRACTOR, THE ENGINEER SHOULD BE ADVISED OF THE RESULTS AND THE SUB-BASE/CAPPING LAYER OPTIONS SHOWN CAN BE CONFIRMED. A CBR VALUE OF 5% IS ASSUMED AT THIS TIME FROM S.I. INFORMATION CURRENTLY AVAILABLE. NOTE, INSITU CBRs CAN NOT BE USED LOWER THAN THE EQUILIBRIUM CBR, IF AVAILABLE.
17. SUB-FORMATION INFORMATION SHALL BE PROOF ROLLED AND ANY SOFT SPOTS REMOVED AND REPLACED WITH ADEQUATELY COMPACTED 6F2 MATERIAL. TESTING TO BE UNDERTAKEN TO ENSURE A MINIMUM CBR OF 5% IS ACHIEVED AT ANY POINT.
18. IF SUB-GRADE MATERIAL IS FROST SUSCEPTIBLE THE FULL CARRIAGEWAY CONSTRUCTION THICKNESS IS TO BE NO LESS THAN 450mm.
19. ANY EXISTING HARD SURFACES TO BE REMOVED CAN BE CRUSHED FOR RE-USE AS CAPPING OR OTHER FILL MATERIAL. SUBJECT TO GRADING AND APPROVAL WITH THE RELEVANT ADOPTING AUTHORITY.
20. ALL RE-USED FILL MATERIAL MUST COMPLY WITH CLASS 1 OR 2 ACCEPTABLE EARTHWORKS MATERIAL, IN ACCORDANCE WITH TABLE 6/1 OF SHW, AND BE SUITABLY PLACED AND COMPACTED IN ACCORDANCE WITH TABLE 6/4.
21. BITUMINOUS SEALING GRIT TO BE APPLIED TO BINDER COURSE IF LEFT EXPOSED FOR MORE THAN 5 DAYS.
22. ALL BOUND SURFACES SHALL BE TREATED WITH POLYMER MODIFIED BOND COAT PRIOR TO PLACING OF EACH SUCCESSIVE LAYER TO BS 434 AND IN ACCORDANCE WITH SHW CLAUSE 920.
23. BOUND BITUMINOUS BASE LAYERS IN EXCESS OF A TARGET 150mm THICKNESS SHALL BE LAID IN TWO SEPARATE LAYERS.
24. PSV AND AAV REQUIREMENTS SHALL BE IN ACCORDANCE WITH CD 236.
25. ALL TRENCHES WITHIN CARRIAGEWAYS WILL BE BACKFILLED WITH WELL GRADED GRANULAR MATERIAL (REF NJUG) OR SUITABLE SELECTED MATERIAL IN LANDSCAPED AREAS, IN LAYERS NOT EXCEEDING 225mm.



KEY PLAN
1:5,000

PLANE OFF AND RE-SURFACE

CARRIAGEWAY PLANE OFF AND RE-SURFACE
SURFACE COURSE - 40mm - SMA 14 SURF 40/60

CARRIAGEWAY CONSTRUCTION
SURFACE COURSE - 40mm - SMA 14 SURF 40/60
BINDER - 60mm - AC 20 DENSE BIN 40/60
BASE COURSE - 150mm - AC 32 DENSE BASE 40/60
SUB-BASE - 350mm - MINIMUM SUB-BASE DOT TYPE 1
BASED ON 2.5%-5.0% CBR VALUE

FOOTWAY RESURFACE
KELLEN LAVARO BLOCK PAVING TO ARCHITECT'S SPECIFICATION TO BE LAID ON EXISTING SAND BEDDING LAYER. BEDDING LAYER TO BE CHECKED AND ADDITIONAL SAND ADDED IF REQUIRED. LAYING COURSE TO BE CATEGORY III BS EN 7533-101:2021

FOOTWAY CONSTRUCTION
KELLEN LAVARO BLOCK PAVING TO ARCHITECT'S SPECIFICATION
BASE COURSE - 50mm - COARSE SAND TO BS 7533-101:2021 CATEGORY III
SUB-BASE - 150mm - SUB-BASE DOT TYPE 1

CYCLE PATH SURFACE ONLY
SURFACE COURSE - 20mm - AC 6 DENSE SURF 100/150
BASE COURSE - 60mm - AC 32 DENSE BASE 100/150
TO BE LAID WHERE THERE IS EXISTING BLOCK PAVING

CYCLE PATH CONSTRUCTION
SURFACE COURSE - 20mm - AC 6 DENSE SURF 100/150
BASE COURSE - 60mm - AC 32 DENSE BASE 100/150
SUB-BASE - 150mm - SUB-BASE DOT TYPE 1

CBR	Minimum Capping Thickness	Minimum Subbase Thickness
Less than 2.5%	600 mm	150 mm
2.5 – 5.0%	-	350mm
2.5 – 5.0%	350mm	150mm
5.0 – 15.0%	-	225mm
15.0 – 30.0%	-	150mm
Greater than 30%	-	-

P3	REINSTATED EXISTING ROAD MARKING	08.09.25	MM
P2	UPDATED AS PER CLIENT COMMENTS	13.03.25	MM
P1	INITIAL ISSUE:	20.07.23	TA
Rev.	Amendments	Date	By

Revisions

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Project
LM3061 - CHERRYFIELD DRIVE,
KIRKBY

Drawing
CONSTRUCTION LAYOUT
(SHEET 1 OF 2)

Scale @ A1
1:250

Drawn
TA

Checked
CH

Rev
P3

FOR CONTINUATION SEE BELOW

FOR CONTINUATION SEE SHEET 20F2

FOR CONTINUATION SEE SHEET 20F2