OVER EXISTING CARRIAGEWAY

Existing surface to be profiled to allow full depth of new construction in accordance with relevant drawings.

Existing construction including kerb/haunch to be dug out to allow full depth of new construction in accordance with relevant drawings.

PROPOSED LEVELS : EXTENSION OF EXISTING CARRIAGEWAY ON CHANGED CROSSFALLS

Existing surface scarified to allow full new surfaing.

New kerb constructed in accordance with Standard Detail Sheets HW11.01 & 11.02.

Table 1 - Capping Layer (mm)
(See notes 6, 7 & 8)

<table>
<thead>
<tr>
<th>CBR % of Subgrade</th>
<th>Capping</th>
<th>Sub-base</th>
</tr>
</thead>
<tbody>
<tr>
<td>CBR less than 2.5%</td>
<td>Seek advice</td>
<td>300</td>
</tr>
<tr>
<td>CBR 2.5% - 5%</td>
<td>300</td>
<td>300</td>
</tr>
<tr>
<td>CBR more than 5%</td>
<td>-</td>
<td>300</td>
</tr>
</tbody>
</table>

Notes:
1. Dimensions in millimetres unless otherwise stated.
2. Refer to Standard Detail Sheets HW11.01 - 11.05 for kerb details.
3. See Appendix 1 or the contract documents for details of preferred design.
4. Where 32mm aggregate base is specified then minimum thickness of base material should be 70mm.
5. The minimum thickness of regulatory material should be 30mm. The remaining void beneath the surface course should be made up with surface course regulating material (put prior to laying the full thickness surface course).
6. Formation to be compacted as soon as possible after preparation.
7. Capping material will only be required where specified in the Contract or instructed by the Project Manager.
8. The material shall be compacted to the requirements of Clause 6.12 (SP2 or similar) and shall be laid to a minimum thickness of 100mm to achieve weather protection.
9. The Contractor is to seek confirmation of surface course from the Project Manager.
10. Surface course on roundabouts to be 14mm aggregate.
11. The Designer is to confirm the final pavement design to the Project Manager.