



- Key**
- All areas within hatched boundary, 50m offset from signal stop line, to have a high friction surface course laid
 - Carriageway resurfacing/regulating:
Plane 50mm (where necessary)
Regulate/Resurface with 50mm thick HRA surface course, R35/14F 40/60 design mix, 68+ PSV
 - Full footway construction, 170mm deep as HMS11/26, 20mm thick of 6mm agg close graded macadam surface course;
50mm thick of 20mm agg coated macadam base course;
100mm thick granular type 1 sub-base
 - Full footway construction, 305mm deep as HMS11/26, 20mm thick of 6mm agg close graded macadam surface course;
60mm thick of 20mm agg coated macadam base course;
225mm thick granular type 1 sub-base
 - Full carriageway construction, 960mm thick, based on a 1% CBR value;
50mm thick HRA surface course, R35/14F 40/60 design mix, 68PSV;
60mm thick binder course - AC20 Dense Bin 40/60 per grade 20mm nominal aggregate size;
150mm base course - AC32 Dense Base 40/60 per grade binder 32mm nominal aggregate size;
200mm thick granular sub-base type 1;
500mm thick 6F2 capping
Where CBR value is proven to be >1% then the contractor shall inform the designer for a revised design.
 - Full carriageway construction, 620mm thick, based on a 5% CBR value;
50mm thick HRA surface course, R35/14F 40/60 design mix, 68PSV;
60mm thick binder course - AC20 Dense Bin 40/60 per grade 20mm nominal aggregate size;
110mm base course - AC32 Dense Base 40/60 per grade binder 32mm nominal aggregate size;
150mm thick granular sub-base type 1;
250mm thick 6F2 capping
Where CBR value is proven to be <5% then the contractor shall inform the designer for a revised design.
 - 150mm deep topsoil and grass seed - embankments to be laid at a max slope of 1m4 to be into existing ground level.
 - 150mm deep topsoil and grass seed service strip level with adjoining footway/general areas of 150mm deep topsoil and seed
 - Pond to be formed and constructed as detailed on drainage drawings
 - 100mm footpath construction as HMS11/26, 20mm thick of 6mm agg close graded macadam surface course;
Regulating Base Course (thickness varies)
 - 50mm thick HRA surface course, R35/14F 40/60 design mix, 68+PSV;
60mm thick binder course - AC20 Dense Bin 40/60 per grade 20mm nominal aggregate size;
Regulating Binder;
300mm thick ST4 Concrete Base
250mm thick granular type 1 sub-base
 - Red Coloured blaster tactile paving as HMS/11/50.
 - Proposed pedestrian visibility rail Type V2, as S/7400/312 to be installed in NAL 50x50 retention sockets
 - Post and 4 rail timber fencing to drawing no. (HCD) H3
 - Proposed lockable wooden gate - 3.0m wide to drawing no. (HCD) H21
 - New hedge - double row quickthorn - exact details to be confirmed
 - K11 - 125mmx25mm PCC Half battered kerb laid with 125mm upstand unless shown otherwise to HMS 11/01
 - K16 - 125mmx25mm Half battered to 125mmx150mm bullnosed PCC transition kerb left/right hand to HMS 11/06
 - K17 - 125mmx150mm PCC bullnosed kerb laid with 0 to 6mm upstand to HMS 11/05
 - K18 - 125mmx150mm PCC flat top edging laid flush to HMS 11/20
 - E1 - 50mmx150mm PCC Bullnosed kerb (4m in total) laid with 150mm upstand as standard detail S/71100/127
 - K41 - 305mmx150mm PCC Bullnosed kerb (4m in total) laid with 150mm upstand as standard detail S/71100/127
 - K65 - 125mmx25mm Half battered to bullnosed PCC transition kerb left/right hand as standard detail S/71100/127
 - K66 - 125mmx25mm Half battered to bullnosed PCC transition kerb left/right hand as standard detail S/71100/127
 - B1 - Proposed Beanie Kerb - refer to drainage layout for details
 - Red Line Boundary
 - Traffic Signal Pole - For exact details and position contractor must refer to Traffic Signals drawing

LIST OF AMENDMENTS		
AMENDMENT	DATE	DESCRIPTION OF AMENDMENT
P04	15.06.21	BUS LAYBY MOVED NORTH
P04	15.06.21	JUNCTION MOUTH MOVED NORTH

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION - RESIDUAL HAZARD INFORMATION
 IN ADDITION TO THE HAZARDS / RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORKS DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:

CONSTRUCTION
 1. THERE ARE RISKS INVOLVED WITH CONSTRUCTION WITH THE POTENTIAL PRESENCE OF HYPODERMIC NEEDLES.
 2. EXISTING STATUTORY UNDERTAKERS APPARATUS IS SHOWN ON UTILITY DRAWING SHEETS. THERE MAY BE ADDITIONAL UTILITIES PRESENT THAT ARE NOT IDENTIFIED ON THIS AND ASSOCIATED DRAWINGS. THE CONTRACTOR SHALL CARRY OUT SCANS / INVESTIGATIONS, AS APPROPRIATE, PRIOR TO COMMENCEMENT OF ANY EXCAVATION.
 3. THE CONTRACTOR MUST ENSURE THAT THE WORKFORCE OPERATES IN A SAFE AND HYGIENIC MANNER AND APPROPRIATE PPE IS PROVIDED FOR OPERATIONS CARRIED OUT.
 4. THE CONTRACTOR SHOULD BE AWARE THAT DUE TO THE LOCATION OF THE WORKS THERE WILL LIKELY BE A HIGHER PROPORTION OF COMMERCIAL VEHICLES THEREFORE THE WORKFORCE SHOULD BE VISIBLY AT ALL TIMES FOR LIVE TRAFFIC.

MAINTENANCE / CLEANING / OPERATION
 1. THERE ARE NO KNOWN EXCEPTIONAL RISKS.

DECOMMISSIONING / DEMOLITION
 1. THERE ARE NO KNOWN EXCEPTIONAL RISKS.
 IT IS ASSURED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

PRELIMINARY

CORPORATE DIRECTOR
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Project: **A167 CENTRAL AVENUE
 NEWTON AYCLIFFE**

Drawing: **ENGINEERING LAYOUT
 SHEET 1 OF 2**

Drawn: EAS	Date: 07.04.20
Designed: SN	Date: 07.04.20
Checked: GDS	Date: 07.04.20
Approved: JS	Date: 07.04.20

Drawing No: 1363228 - DCC - HE - 03 - 01	Revision: P04
Location: Newton Aycliffe	
Drawing Scale: 1:250	Original Sheet Size: A0

DO NOT SCALE FROM DRAWING

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