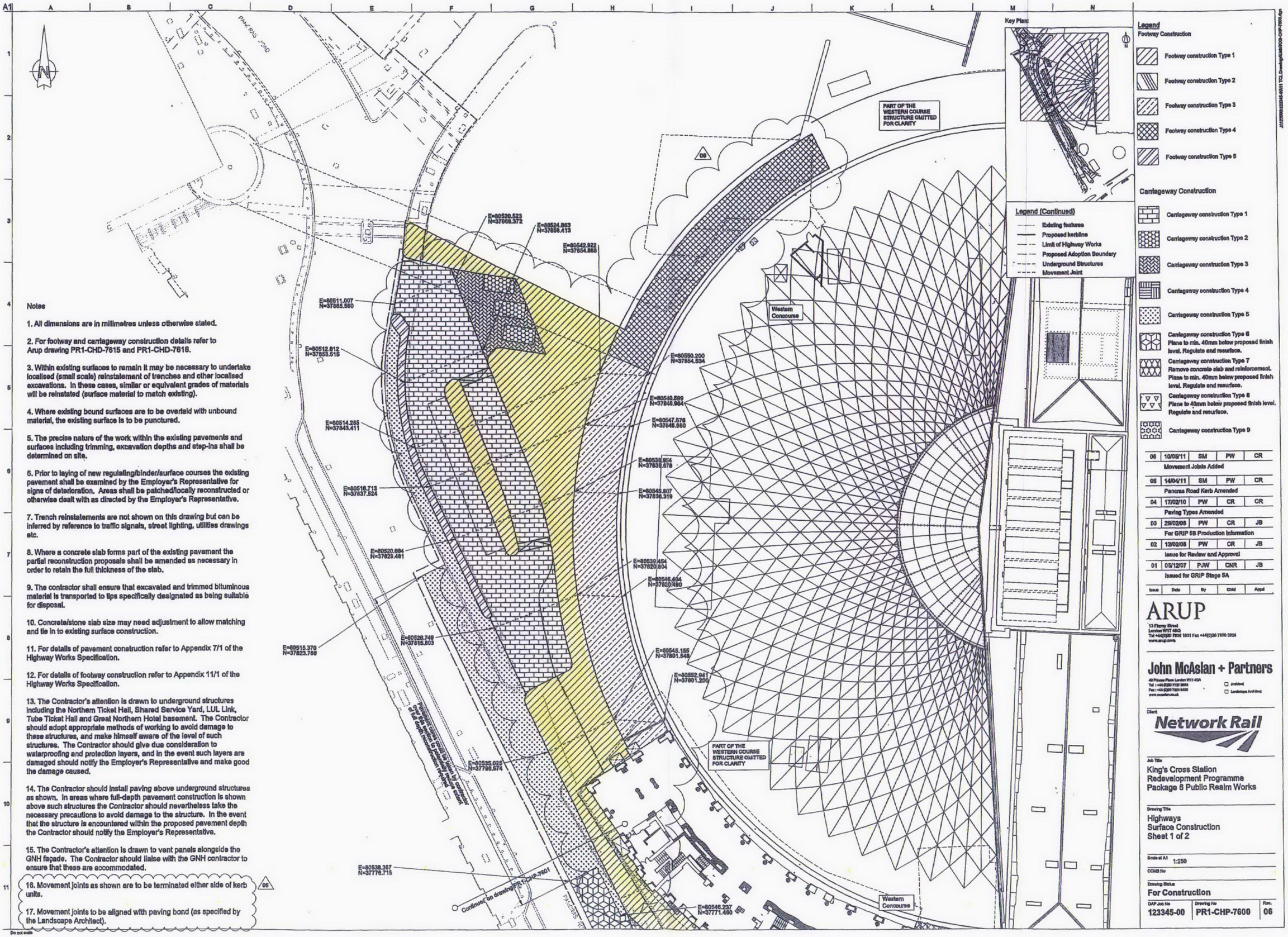

Notes

1. All dimensions are in millimetres unless otherwise stated.

2. For footway and carriageway construction details refer to Arup drawing PR1-CHD-7615 and PR1-CHD-7616.

3. Within existing surfaces to remain it may be necessary to undertake localised (small scale) reinstatement of trenches and other localised excavations. In these cases, similar or equivalent grades of materials will be reinstated (surface material to match existing).

4. Where existing bound surfaces are to be overlaid with unbound material, the existing surface is to be punctured.

5. The precise nature of the work within the existing pavements and surfaces including trimming, excavation depths and step-ins shall be determined on site.

6. Prior to laying of new regulating/binder/surface courses the existing pavement shall be examined by the Employer's Representative for signs of deterioration. Areas shall be patched/locally reconstructed or otherwise dealt with as directed by the Employer's Representative.

7. Trench reinstatements are not shown on this drawing but can be inferred by reference to traffic signals, street lighting, utilities drawings etc.

8. Where a concrete slab forms part of the existing pavement the partial reconstruction proposals shall be amended as necessary in order to retain the full thickness of the slab.

9. The contractor shall ensure that excavated and trimmed bituminous material is transported to tips specifically designated as being suitable for disposal.

10. Concrete/stone slab size may need adjustment to allow matching and tie in to existing surface construction.

11. For details of pavement construction refer to Appendix 7/1 of the Highway Works Specification.

12. For details of footway construction refer to Appendix 11/1 of the Highway Works Specification.

13. The Contractor's attention is drawn to underground structures including the Northern Ticket Hall, Shared Service Yard, LUL Link, Tube Ticket Hall and Great Northern Hotel basement. The Contractor should adopt appropriate methods of working to avoid damage to these structures, and make himself aware of the level of such structures. The Contractor should give due consideration to waterproofing and protection layers, and in the event such layers are damaged should notify the Employer's Representative and make good the damage caused.

14. The Contractor should install paving above underground structures as shown. In areas where full-depth pavement construction is shown above such structures the Contractor should nevertheless take the necessary precautions to avoid damage to the structure. In the event that the structure is encountered within the proposed pavement depth the Contractor should notify the Employer's Representative.

15. The Contractor's attention is drawn to vent panels alongside the GNH façade. The Contractor should liaise with the GNH contractor to ensure that these are accommodated.

16. Movement joints as shown are to be terminated either side of kerb units. (06)

17. Movement joints to be aligned with paving bond (as specified by the Landscape Architect).

Issue	Date	By	Chkd	Appd
06	10/08/11	SM	PW	CR
	Movement Joints Added			
05	14/04/11	SM	PW	CR
	Pancras Road Kerb Amended			
04	17/02/10	PW	CR	CR
	Paving Types Amended			
03	29/02/08	PW	CR	JB
	For GRIP 5B Production Information			
02	12/02/08	PW	CR	JB
	Issue for Review and Approval			
01	05/12/07	PJW	CNR	JB
	Issued for GRIP Stage 5A			

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☐ Architect
☐ Landscape Architect

Client
Network Rail

Job Title
King's Cross Station
Redevelopment Programme
Package 6 Public Realm Works

Drawing Title
Highways
Surface Construction
Sheet 1 of 2

Scale at A1 1:250

CCMS No

Drawing Status
For Construction

OAP Job No	Drawing No	Rev.
123345-00	PR1-CHP-7600	06

Do not scale