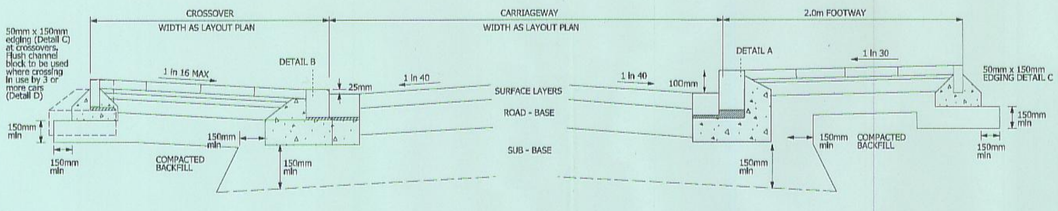


WEARING COURSE :-	Marshalls Saxon Textured 450 x 450 50mm Paving Slabs. Colour: Buff	WEARING COURSE :-	30mm thickness of AC10 close surf 100/150 to BS EN 13108 Part 1	WEARING COURSE :-	Marshalls Saxon Textured 450 x 450 50mm Paving Slabs. Colour: Buff
LAYING COURSE :-	25mm Sand Cement Mortar	BASE COURSE :-	45mm thickness of AC20 dense bin 100/150 to BS EN 13108 Part 1	LAYING COURSE :-	25mm Sand Cement Mortar
BASE COURSE :-	40mm thickness of AC 20 dense bin 100/150 to BS EN13108 Part 1	ROAD BASE :-	150mm AC 32 dense base/bin 100/150 to BS EN 13108 Part 1	BASE :-	150mm thickness of Lean mix concrete
BASE :-	150mm thickness of Lean mix concrete	SUB-BASE :-	350mm thickness of Granular Sub-base Material Type 1	SUB-BASE :-	75mm thickness of Granular Sub-base material Type 1 (Thickness to be confirmed on site by Highway Engineer)
SUB-BASE :-	75mm thickness of Granular Sub-base material Type 1 (Thickness to be confirmed on site by Highway Engineer)				

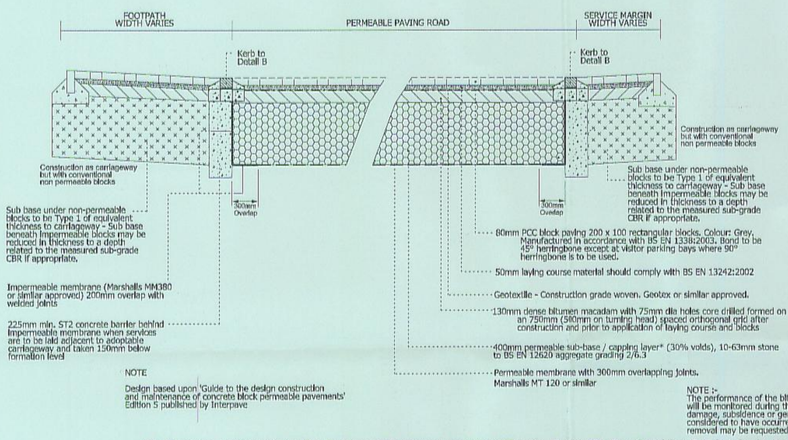
CARRIAGEWAY SUB BASE

225mm DTP Type 1 - Clause 803 - > CBR 5%
350mm DTP Type 1 - Clause 803 - CBR 2.5%-5%
350mm DTP Type 1 - Clause 803 + 600mm capping - CBR <2.5%

NOTE :-
Sub-base thickness based on CBR value of 2.5 - 5%. Actual thickness to be determined by insitu testing at time of construction. CBR testing will be required at 30m intervals as instructed by Oxfordshire County Councils Site Inspector and road construction agreed with O.C.C.
If CBR value is less than 2.5% a capping layer of 600mm will be required and ground stabilisation proposed for review by O.C.C.

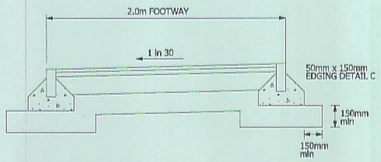
NOTE :-
The performance of the bituminous running course will be monitored during the construction period. If damage, subsidence or general degradation is considered to have occurred, repairs or total removal may be requested by O.C.C's site inspector.

TYPICAL ROAD CONSTRUCTION SECONDARY STREET



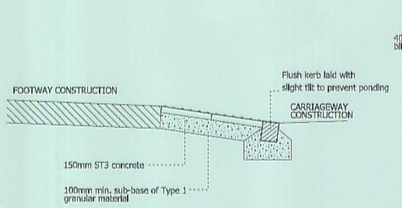
NOTE
Design based upon 'Guide to the design construction and maintenance of concrete block permeable pavements' Edition 5 published by Interpave

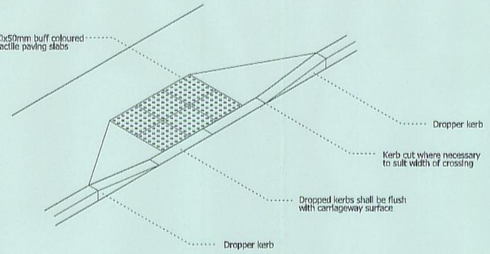
NOTE :-
The performance of the bituminous running course will be monitored during the construction period. If damage, subsidence or general degradation is considered to have occurred, repairs or total removal may be requested by O.C.C's site Inspector.



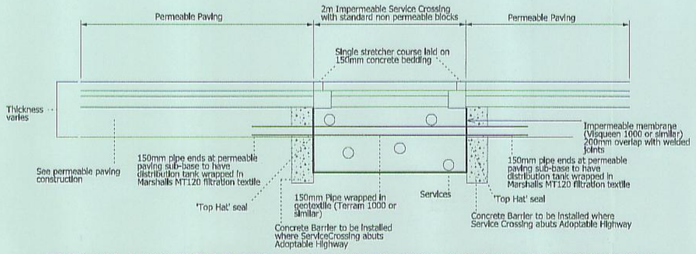
WEARING COURSE :-	20mm thickness of AC 6 dense surf 100/150 to BS EN 13108 Part 1
LAYING COURSE :-	40mm thickness of AC 20 dense bin 100/150 to BS EN13108 Part 1
BASE :-	150mm thickness of Lean mix concrete
SUB-BASE :-	75mm thickness of Granular Sub-base material Type 1 (Thickness to be confirmed on site by Highway Engineer)

INDEPENDENT FOOTWAY

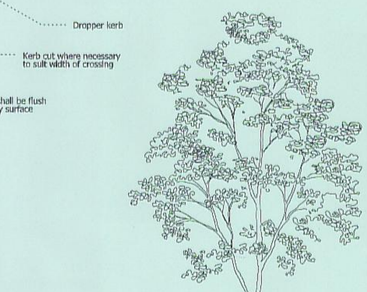


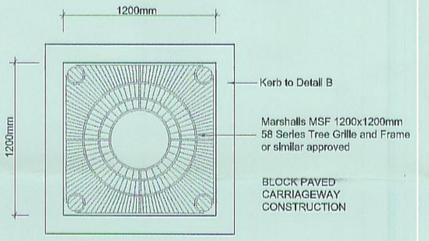


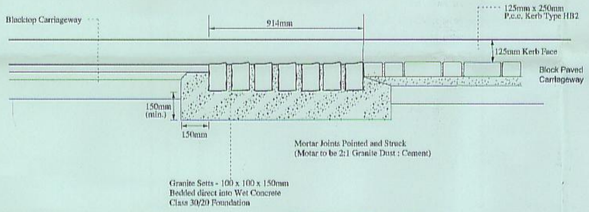
TACTILE PAVING DETAIL



TYPICAL LINK PIPE DETAIL FOR IMPERMABLE SERVICE CROSSINGS



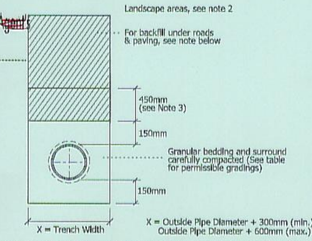




FLAT RUMBLE STRIP DETAIL

CHERWELL DISTRICT COUNCIL
Plan No 14/00370/DISC
Amended/additional plans received
23.10.15 with Applicants/Agent's e-mail
Letter dated 23.10.15

TREE PIT WITH GRILLE



NOTE: Backfilling under roads and paving: Backfill from top of granular bedding up to formation level with Granular Subbase Material Type 1 to Highways Agency specification for Highway Works 1998 Clause 803, laid and compacted in 150mm layers.

CLASS S BEDDING DETAIL (not to scale)

(Rigid Pipes)

BS EN 13242:200
LA coefficient=20 BSEN 1097-2:98 AAV=5 BSEN 1091-8:2000

Grading Details	
Sieve Size	Percentage Passing
100	100
63	90-100
40	60-80
20	15-30
10	0-5

Sub Base Grading Chart

BS EN 12620 Aggregate Grading 2/6.3
Grading/Tolerance Category Gc 80/20 GTc 20/15

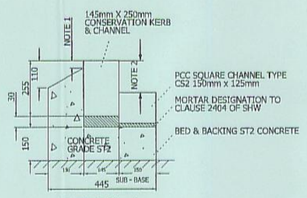
Grading Details	
Sieve Size	Percentage Passing
31.5	
20	
14	100
10	98-100
6.3	80-99
4	
2	0-20
1	0-5
0.063	0-2

Clean Stone Grading Chart

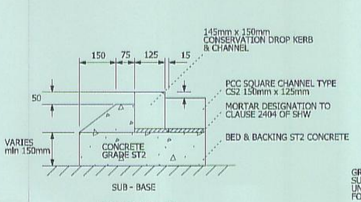
The flakiness index, shell content and mechanical properties should be as set out in BS EN 12620 for coarse graded crushed rock or gravel. The 10% fines value should be 150kN or more, when tested in accordance with BS812: Part 111: Testing Aggregates; with the amount of material passing the micron sieve not exceeding 4%. Minimum void space of 30%

*Sub base & clean stone material to be Sutton Courtenay Gravel or Marchington Stone, to comply with the Marshalls grading chart shown. Marshalls approved the use of these materials on the 5th May 2011. Specific testing charts available on request.

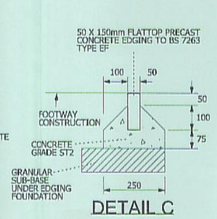
PERMEABLE SUB BASE GRADING CHART AND REQUIREMENTS



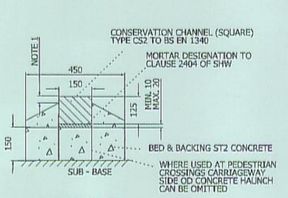
DETAIL A



DETAIL B



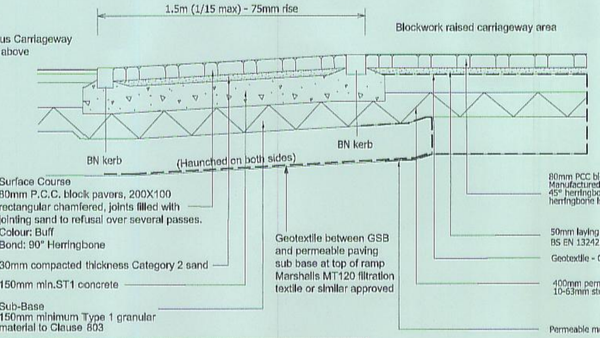
DETAIL C



DETAIL D

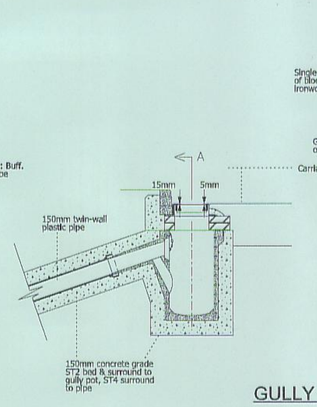
NOTE 1
VARIES TO SUIT VERGE/ FOOTWAY TREATMENT, TO BE 30mm WHEN ADJACENT TO THE GRASSED VERGE, AND 30mm PLUS THE DEPTH OF THE PAVING STONE WHEN ADJACENT TO PAVING STONES

NOTE 2
CONSERVATION KERB FACE TO BE 160mm HIGH UNLESS OTHERWISE INDICATED



Kerb upstand to increase from 0mm to 25mm over ramp extent. On non swale side kerb to reduce from 100mm upstand to 25mm upstand over ramp

RAMP AND RAISED BLOCKWORK ROAD DETAIL



GULLY DETAIL

Revision	Description	Drawn	Checked	Date
REV H	RAMP, PERMEABLE PAVING, ROAD CONSTRUCTION, TACTILE PAVING LINK PIPE & GULLY DETAILS REVISED	GLG	CSB	18.03.15
REV G	WEARING COURSE SPECIFICATIONS REVISED	GLG	CSB	03.02.15
REV F	TYPICAL ROAD CONSTRUCTION DETAIL REVISED, INDEPENDENT FOOTWAY ADDED	GLG	CSB	27.01.15
REV E	NOTE ADDED RE: FOOTWAY / SERVICE STRIP ADJACENT TO PERMEABLE PAVING SUB BASE	GLG	CSB	11.12.14
REV D	PERMEABLE PAVING DETAIL REVISED, RUMBLE STRIP DETAIL ADDED	GLG	CSB	03.12.14
REV C	TREE PIT DETAIL ADDED	GLG	CSB	23.10.14
REV B	AMENDMENTS TO KERB TYPES	CLS	CSB	28.07.14
REV A	SUB BASE THICKNESS TO PERMEABLE PAVED ROADS AMENDED	GLG	CSB	27.06.14

Preliminary ☐ Information ☐ Tender ☐ Construction ☐ As Built ☐

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Architects, Engineers and Development Consultants

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mail@woodshardwick.com
www.woodshardwick.com

Title KINGSMERE
BICESTER

Details TYPICAL ROAD DETAILS

Scale: N.T.S (A1) Date: MAY 2014 Drawn: GLG Chk: CSB

17079/2005 H

Please consider the environment before printing this drawing

Notes

1. Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright