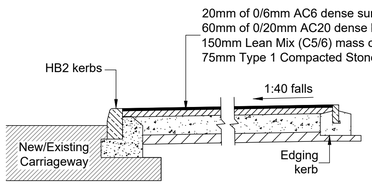
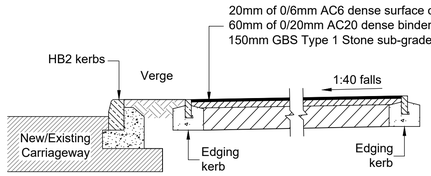
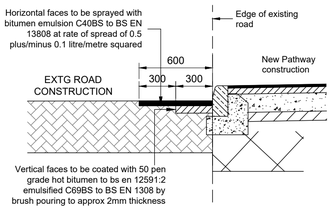
A1



Typical Roadside Footway Detail 1:25



Typical Isolated Footway Detail 1:25



Typical Tie-in Detail 1:25

CBR FOUNDATION TABLE NOTES

Interim Advice Notice 73/06 Revision 1 (2009) - Design Guidance for Road Pavement Foundations (Draft HD25) must guide the design of pavement foundations. The CBR table below is based on class 2 restricted foundation design. Class 2 foundations can only be used where design traffic does not exceed 80msa.

Road pavement foundations are to be designed as part of the technical submission made to OCC, the foundation is to be based on the design (lowest) CBR results from the ground investigation (GI) report. The foundation design is to be used for construction if insitu CBR results are of the same value or greater than the design CBR. If the insitu CBR results are less than the design CBR then the road pavement foundation will need to be redesigned.

CBR testing is required at 30m centres, the lowest CBR result is to be used to determine the needed foundation. Foundation requirements are to be approved by OCC's engineer before foundation is constructed, this will require the insitu CBR results to be provided.

CBR (%)	Subbase on Capping (mm)		Subbase Only (mm)
	Subbase	Capping	
<2.5	Ground Stabilisation		Ground Stabilisation
2.6 – 2.9	350	250	450
3.0 – 3.9	320	240	400
4.0 – 4.9	270	220	360
5.0 – 5.9	240	210	320
6.0 – 7.9	210	200	300
8.0 – 9.9	200	180	270
10 – 11.9	180	180	250
12 – 14.9	170	160	230
>15.0	150	150	200

- All subbase is to be Type 1 in compliance with MCHW1 803.
- All capping is to be 6F2 or 6F5 in compliance with MCHW1 613.
- Grading certificates for all granular fill are to be provided for every 500 tonnes.
- Foundations on cohesive soils are to used subbase on capping foundation type.

GROUND STABILISATION NOTES

CBR results of 2.5% or less will require ground stabilisation. The method of ground stabilisation and design is to be approved by OCC's scheme engineer prior to implementation. Implementation without OCC's engineer approval could result in the road becoming unadoptable or remediation works at the contractors or developers expense if the ground stabilisation method or design is not accepted by OCC's engineer. There are various ground stabilisation methods avaliable, these inlcude; Lime/cement soil stabilisation, Increased capping or Geo-grid.

TIMBER POST AND RAIL FENCE NOTES

1. All dimensions are in millimeters unless shown otherwise
2. The fence shall follow lines and levels as specified by the Engineer. The top of the fence shall follow approximately the profile of the ground, to levels previously indicated by the Engineer.
3. Main posts shall be provided at intervals, measured centre-to-centre of the posts, of not more than 2.85m fro morticed fences and not more than 1.8m for nailed fences.
4. Main posts shall be set vertically below ground to a minimum depth of 0.6m for fences 1.2m high, and 0.7m for fences 1.3m high.
5. Concrete surrounding the base of the main posts shall fill at least half the depth of the hole.
6. Rails to be mounted on the rear of posts away from the roadside to ensure if any incident occurs, rails fall off away from the carriageway and vehicles.

PEDESTRIAN GUARD RAIL NOTES

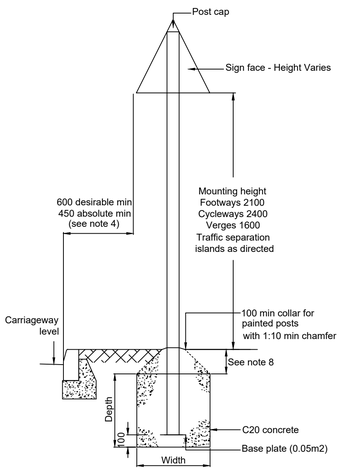
1. All dimensions are in millimeters unless shown otherwise
2. Panels shall be standard proprietary galvanised steel units to Oxon CC approval to Design Loading Class 2 with Class B infill. 'Visiflex' option or similar may be required.
3. The foundation concrete is to extend to the underside of the footway surfacing layer.
4. Guardrailing to be offset 450mm (min) from carriageway edge.

NON-ILLUMINATED SIGN NOTES

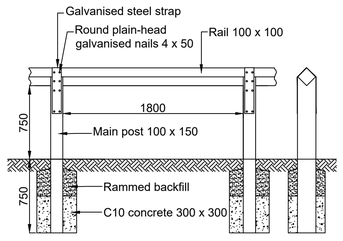
1. All dimensions are in millimeters unless shown otherwise
2. All signs to comply with the Traffic Signs Regulations and General Directions 2002, BS 8442 & BS EN 12899-1 unless otherwise specified.
3. Posts shall not protrude above top of the sign.
4. Clearance to the edge of the signs must be increased where there is a severe camber or cross-fall or sign is in central reservation.
5. Signs erected on a single post shall be positioned so that the post is in the center of the sign unless otherwise stated.
6. Signs with a total area greater than 0.3m2 shall not be fitted to lamp columns except with the approval of Oxon CC.
7. Posts shall be tubular hollow steel and shall be protected from corrosion by hot dip galvanizing or gray painted, as directed by Oxon CC.
8. Min. 100mm thick surfacing to match existing in footways, min 150mm deep topsoil in verges for galvanised posts and 100mm wide concrete collar for painted posts.
9. All signs must be identified by a unique number and in a manner which will be approved by Oxon CC.

BASE SIZES

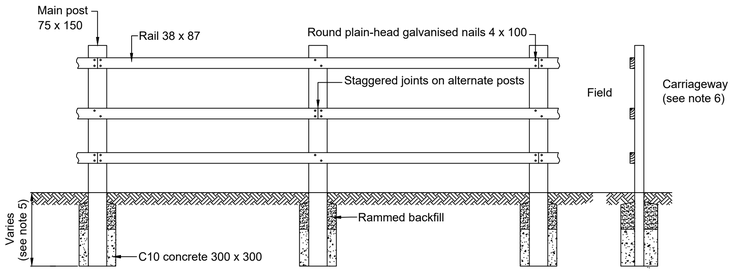
POST SIZE	LENGTH	WIDTH	DEPTH	TYPE
76 ø	350	350	600	A
89 ø	450	450	750	B
114 ø	600	600	800	C
140 ø	750	600	900	D
168 ø	900	700	900	E
193 ø	900	750	1050	F



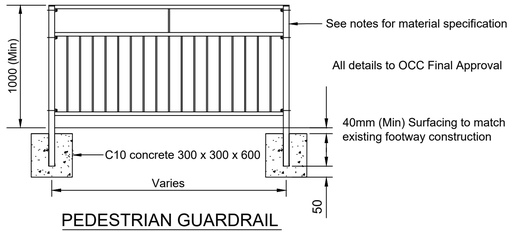
Typical Single Sign Post Detail 1:25



KNEE RAIL FENCE



NAILED FENCE TYPE 1



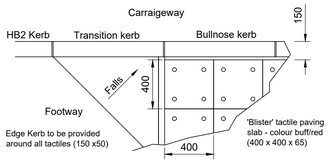
PEDESTRIAN GUARDRAIL

General characteristics of sawn post and rail fences						
Fence type designation		Height from ground to top of top rail	Length of main posts	Length of prick posts (a)	Number of rails	Spacing between rails at posts, from top to bottom (b)
Morticed	Nailed	m		m		mm
MPR 11/3	SPR 11/3	1.1	1.80	1.60	3	325, 275
MPR 11/4	SPR 11/4	1.1	1.80	1.60	4	225, 200, 175
MPR 13/4	SPR 13/4	1.3	2.10	1.80	4	250, 250, 225

(a) Only used on morticed fences

(b) The top rail shall be fixed so that its top edge is 100 mm from the top of the main post

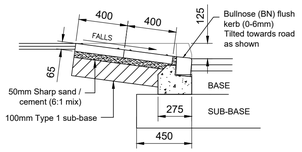
Typical Post & Rail and Pedestrian Guardrailing Details 1:25



Tactile Paving Detail 1:25

TACTILE PAVING NOTES

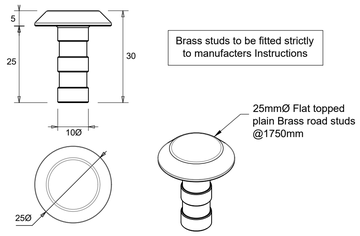
1. All dimensions are in millimeters unless shown otherwise
2. Bullnose kerbs (BN) to be laid with 0 to 6mm face for use on footways for pedestrians only.
3. Square channel kerbs (CS) to be laid flush to falls into the carriageway for use where cyclists are permitted.
4. Tactile paving to be colour red for use at controlled crossings and buff at uncontrolled crossings.
5. Vertical alignment of back edging to be maintained at crossing points and the crossing graded from edging to carriageway level.
6. Small cuts of tactile paving slabs to be avoided.
7. Slabs to be 400 x 400 x 65mm laid on 50mm of sharp sand / cement mix (6:1 ratio) or 30mm mortar bedding if on concrete.



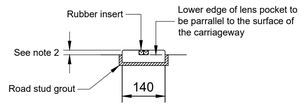
Section 1:25

STUD NOTES

1. All dimensions are in millimeters unless shown otherwise
2. 25mm Demarcation Studs to be provided on the across the Highway boundary on footways and carriageways as indicated by the Engineer at 500mm centres.
3. Brass studs to be bonded with heated Polymer Modified Adhesive within an 26 x 11m diameter drilled hole.
4. At crossing locations stainless steel 100 x 100mm crossing studs to be provided at between 250 - 720mm centres as indicated by the engineer.
5. Centerline reflective road studs to be used where appropriate in accordance with OCC Standard details.



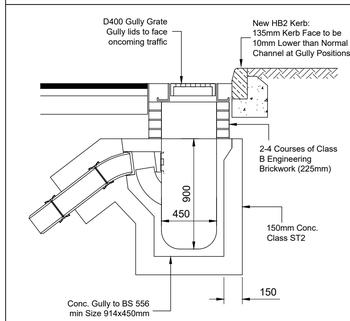
Brass Studs 1:1



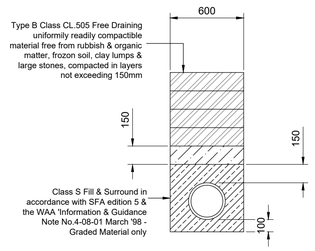
NOTES:

1. Installation to be in accordance with a written method statement included in the manufacturers specification.
2. Top of casing to carriageway to be, when depressed. 20 - 25mm.
3. Road-stud grout shall comply with the manufacturer's specification.
4. Maximum 25mm overrun of road stud grout on to carriageway surface.

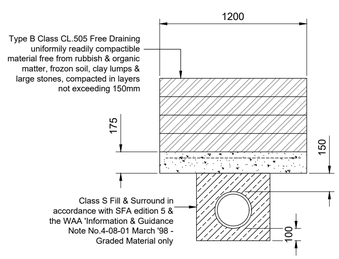
Road Studs 1:10



Typical Gully Detail 1:25



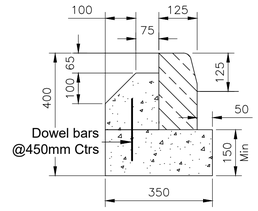
Typical Standard Bedding Detail 1:25



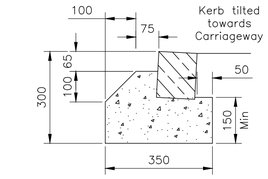
Typical Protection Detail 1:25

GENERAL KERBING NOTES

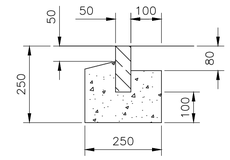
1. All kerbing, edging, channel blocks are to be laid and backed up with ST2 concrete. ST4 with dowel bars at 450mm centres to be used where there is commercial use or a bus service.
2. All kerbing and channel blocks to be laid on a minimum of 350mm wide haunch. Edging to be laid on minimum of 250mm wide haunch.
3. Minimum 150mm thick layer of Type 1 is to be laid 150mm beyond and below the bedding and haunch.
4. All kerb faces are to have 125mm unless otherwise noted.



HALF BATTERED KERB (HB2)
Precast concrete kerb to BS EN 1340
Hydraulically pressed 125x255mm with 125mm upstand with ST4 C20 concrete haunch & bedding with dowel bars



FLUSH SQUARE KERB (CS2)
Precast concrete kerb to BS EN 1340
Hydraulically pressed 125 x 150mm laid flush to carriageway with ST2 C10 concrete haunch & bedding



EDGING KERB (FLUSH)
Precast concrete kerb to BS EN 1340
Hydraulically pressed 50 x 150mm laid flush to footway with ST2 C10 concrete haunch & bedding

SLR CONTRIBUTION AGREEMENT

Rev	Date	Revision Description
C	29.08.23	Revised to Technical Audit 1 comments
B	30.05.23	Revised to RSA 2 comments

Revision Schedule

Project Title

Axis J9 - Bicester

Client

ALBION LAND

Drawing Title

Access Road (Phase 3)
General Details

BAILEY JOHNSON HAYES
Consulting Engineers
ST.ALBANS: Suite 4, Phoenix House, 63 Campfield Rd, ST.ALBANS, Herts AL1 5FL

Scale	1:25, 10 @A1
Date	06.04.23
Drawn	JNG

Drawing Number

S1209-AR-11 C