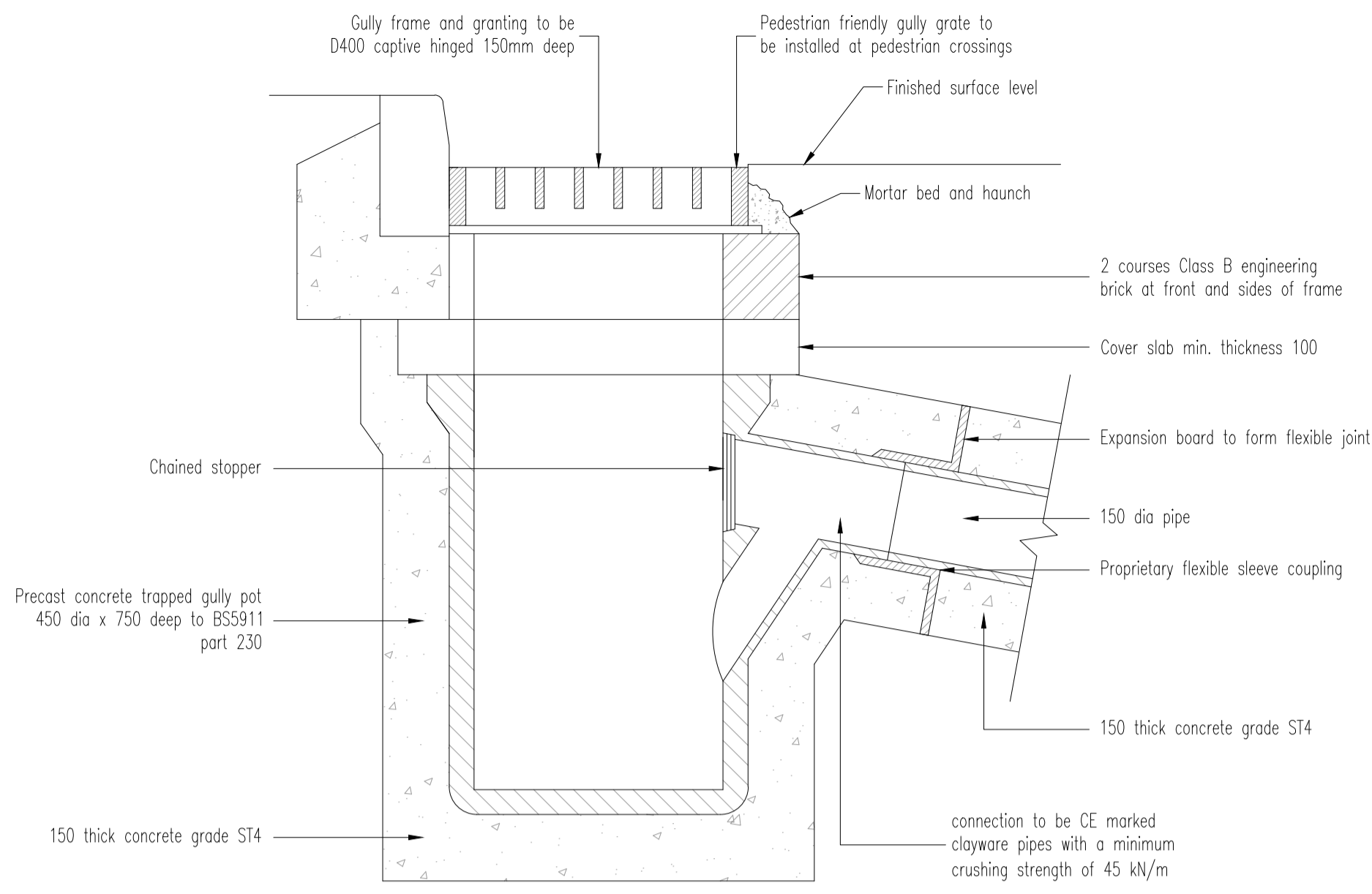


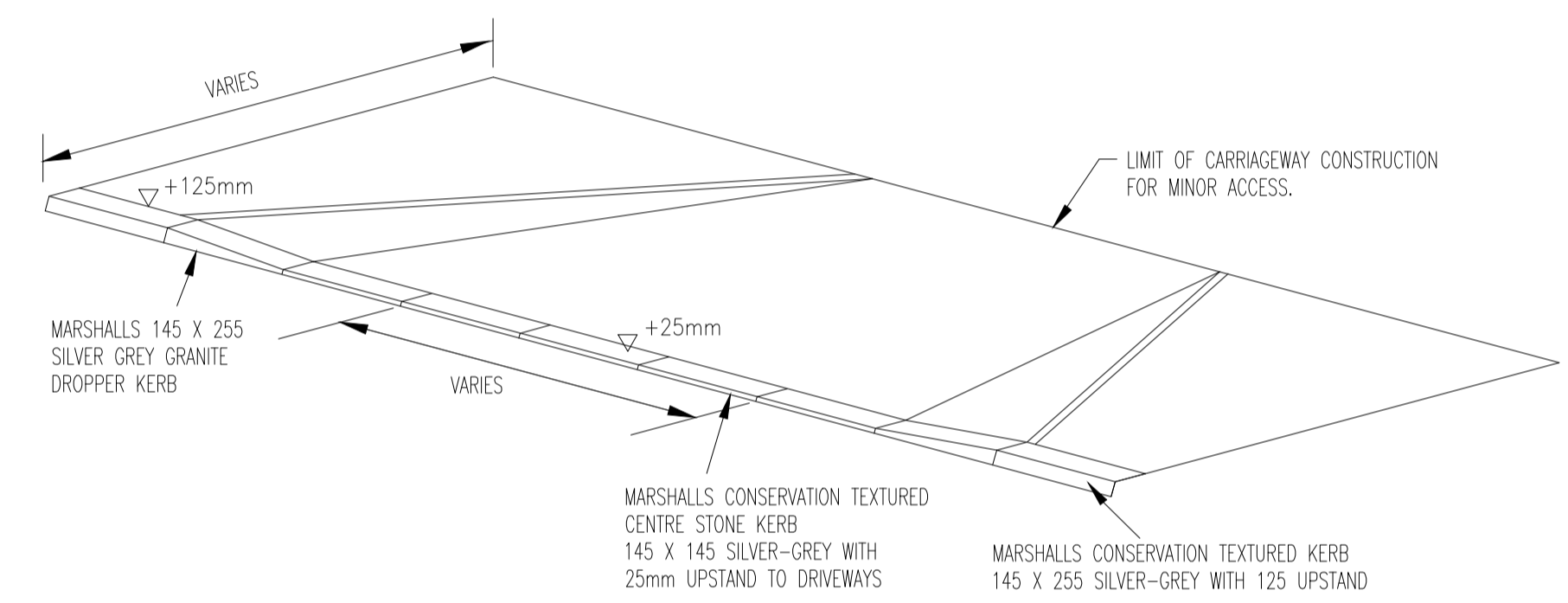
This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand. This drawing is the property of Waterman Infrastructure & Environment Limited, and the drawing is issued on the condition that it is not copied, reproduced, related or disclosed to any unauthorised person, either wholly or in part without the consent in writing of Waterman Infrastructure & Environment Limited. Pickfords Wharf, Clink Street, London SE1 0EG. 1 020 7928 7888 1 020 7902 0992

GENERAL NOTES

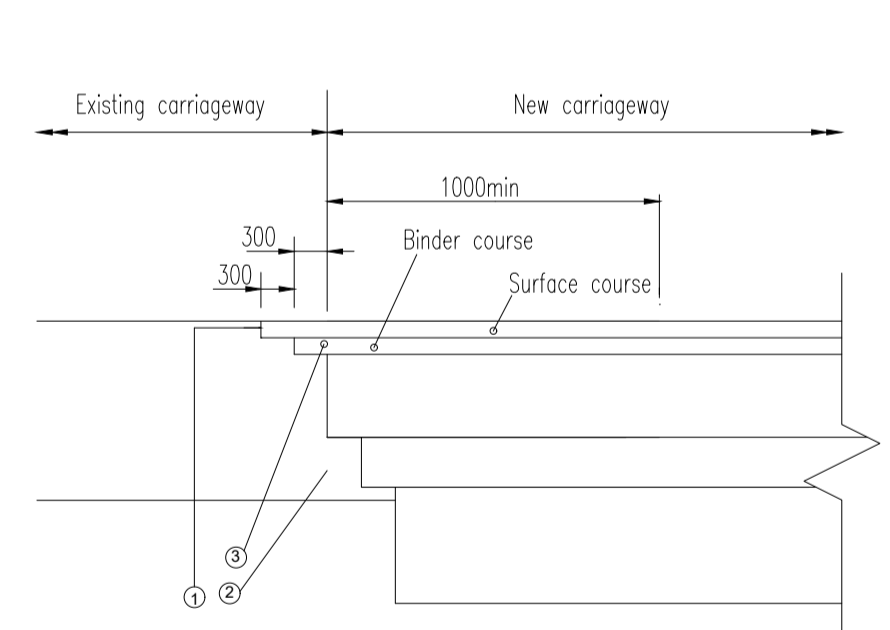
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S, ARCHITECT'S OR OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
- ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
- THE CONTRACTOR MUST ENSURE AND WILL BE HELD RESPONSIBLE FOR THE OVERALL STABILITY OF THE BUILDING/STRUCTURE/EXCAVATION AT ALL STAGES OF THE WORK.
- ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
- ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.
- ROAD LAYOUT AND HIGHWAY WORKS SHALL BE IN ACCORDANCE WITH DMRB AND OXFORD COUNTY COUNCIL (OCC) STANDARDS.
- ALL SECTION S38 WORKS AND MATERIALS TO BE IN ACCORDANCE WITH THE HIGHWAY AGENCY 'SPECIFICATION FOR HIGHWAYS'.
- FINAL CARRIAGEWAY SURFACING AND LINING REFRESHING EXTENT TO BE AGREED WITH THE OXFORDSHIRE COUNTY COUNCIL SITE INSPECTOR.
- ALL EXISTING AND PROPOSED SERVICES, OR PROTECTION REQUIRED, ARE TO BE LAID WITHIN THE TYPE 1 SUB-BASE.



TYPICAL GULLY DETAIL
SCALE 1:10



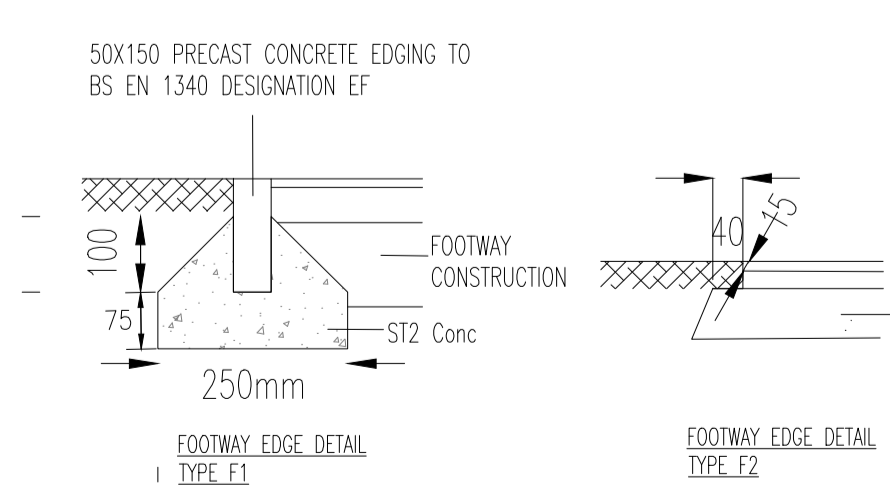
DRIVEWAY ACCESS DETAIL



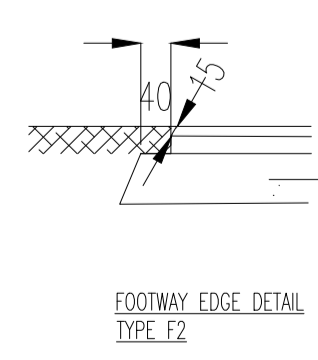
- Key:
- A straight saw cut joint shall be cut prior to planing off existing flexible pavement. Depth of saw cut to be 45mm. Vertical face of the existing wearing course is to be painted with asphaltic cement.
 - The existing face shall be broken back, cut clean and vertical.
 - Existing surfacing to be planed off to produce 300mm sound, level steps.
 - Tack coat to be applied prior to laying of bituminous material on existing pavement.

NOTE: The cost of forming the longitudinal joint is to be included within the Contractors rates for pavement construction.

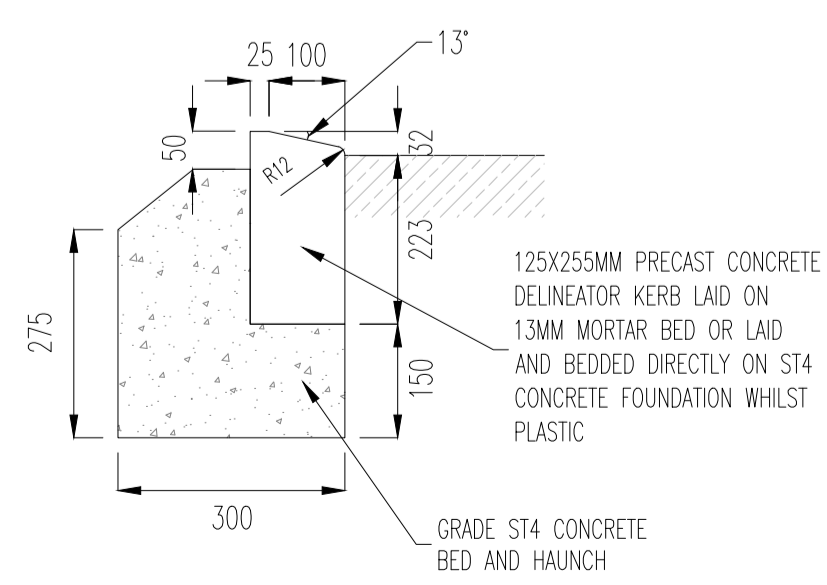
CARRIAGEWAY TIE-IN DETAIL
LONGITUDINAL PAVEMENT JOINT



SCALE 1:10



SCALE 1:10



DELINEATOR KERB DETAIL
SCALE 1:10

PAVEMENT TYPES	TYPE 1	
	thickness (mm)	Material
Surface Course	40	BS EN13108-5 - SMA10 Surf 5% Max Void 40/60 (Class 2 Rut Resistant)
Binder Course	60	AC20 HDM Binder 40/60 to BSEN13108-1
Base Course	150	AC32 Dense Base 40/60 Rec - to Clause S.H.W. 906 (Ref BC3)
Sub-Base	See CBR table below	
Capping	See CBR table below	

PAVEMENT TYPES	TYPE 2	
	thickness (mm)	Material
Surface Course	40	HRA 55/10 Surf 40/60 design (Clause 911) TO BS EN13108-4
Binder Course	60	AC20 HDM Binder 40/60 to BSEN13108-1
Base Course	150	AC32 Dense Base 40/60 Rec - to Clause S.H.W. 906 (Ref BC3)
Sub-Base	See CBR table below	
Capping	See CBR table below	

FOOTWAY	STANDARD FOOTWAY AND CYCLE TRACK	
	Thickness (mm)	Material
Surface Course	20	AC6 Dense Surf 100/50 (in areas of Buff footways Tarmac thin surfacing Uticalour 6mm thin surfacing system)
Binder Course	50	AC20 Dense bin 100/150 Rec
Sub-Base	200	Type 1 Granular to Clause 803 S.H.W.

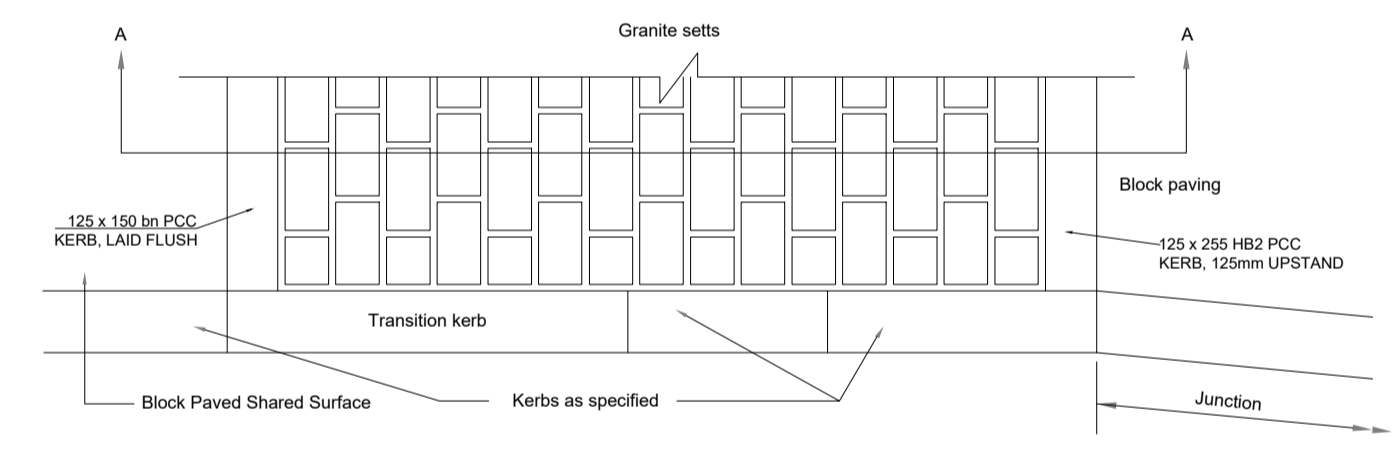
FOOTWAY	FOOTWAY TYPE 2 REINFORCED BITUMINOUS FOOTWAY	
	Thickness (mm)	Material
Surface Course	20	AC6 Dense Surf 70/100 PEN
Binder Course	50	AC20 Dense bin 70/100 PEN
Sub-Base	150 if CBR less than 5% 75 if CBR 5% or higher	Lean mix concrete Type 1 Granular to Clause 803 S.H.W.

NOTES

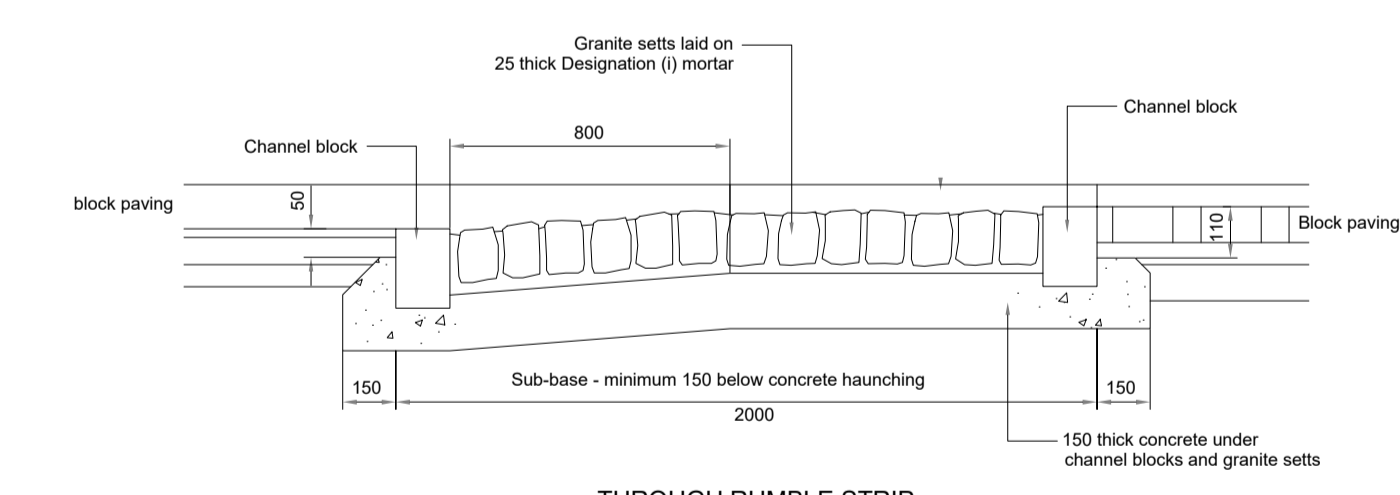
- A bond coat shall be applied between all bituminous layers in accordance with BS 594987.
- When the surface course is not laid immediately after the binder course, the binder course shall be blinded with coated grit complying with BS 594987 & BS EN 13108.
- Manhole covers should not be set to final levels until after the base material is laid.
- Ground stabilisation may be used as an alternative to capping for formation CBRs of less than 2.5%. A proposal must be submitted to OCC following the principles of Interim Advice Note 73/06 Revision 1 (or any subsequent revision), HA44 and HA74 from the Design Manual for Roads and Bridges.
- Carriageway to have a PSV of 55
- All Verges must have 150mm topsoil and seed.

CBR (%)	Subbase on Capping (mm)		Subbase Only (mm)
	Subbase	Capping	
≤2.5	Ground Stabilisation		Ground Stabilisation
2.5 - 5.0	250	420	420
5.0 - 7.5	200	250	265
7.5 - 10.0	165	220	240
10.0 - 12.5	150	200	220
12.5 - 15.0	150	170	210
15.0 ≥	150	150	200

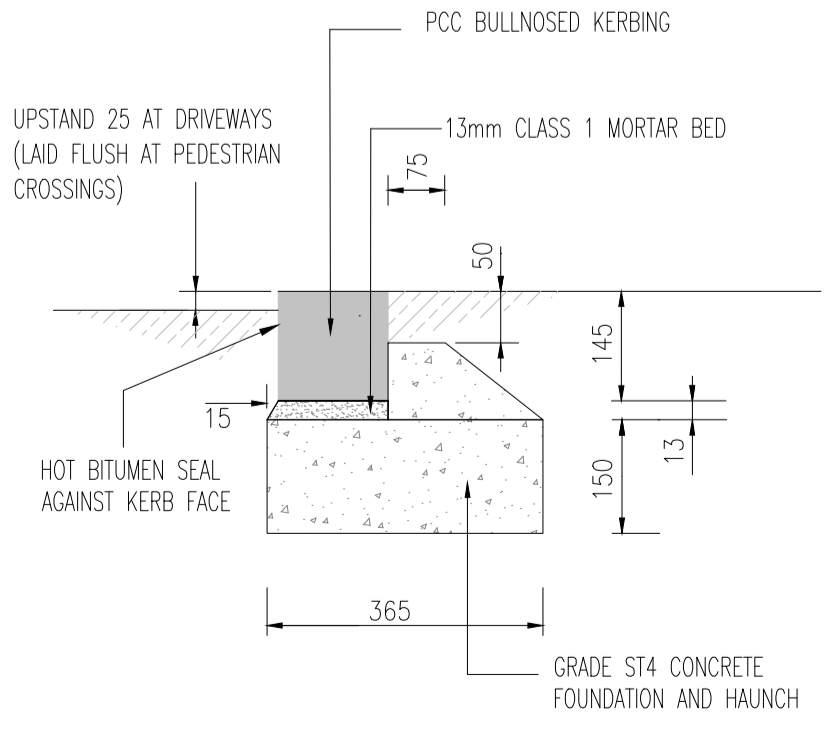
(figures used in table above have been extracted from figures 3.18 and 3.20 of CD225).



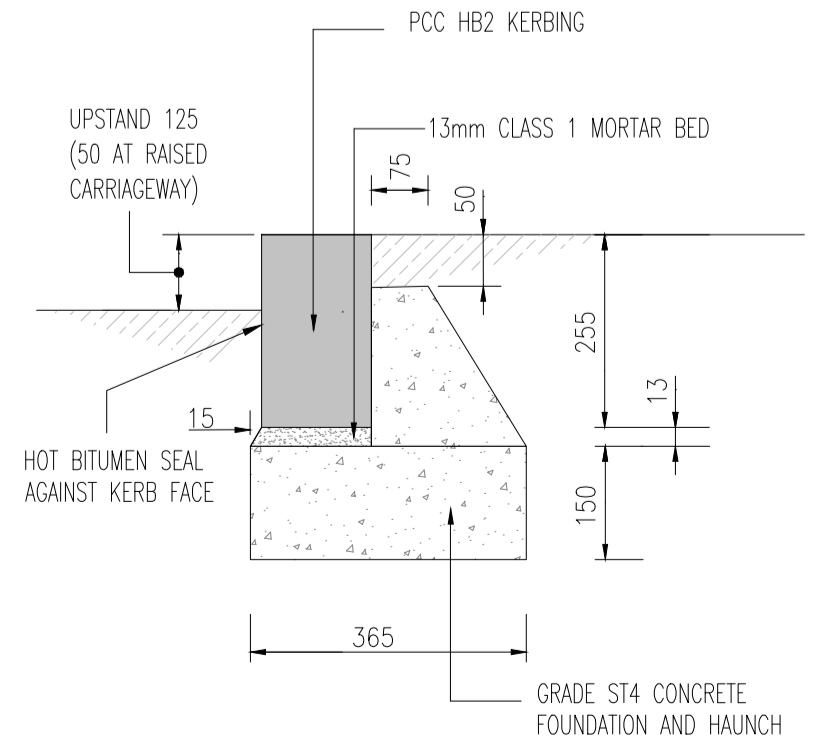
PART PLAN OF RUMBLE STRIP



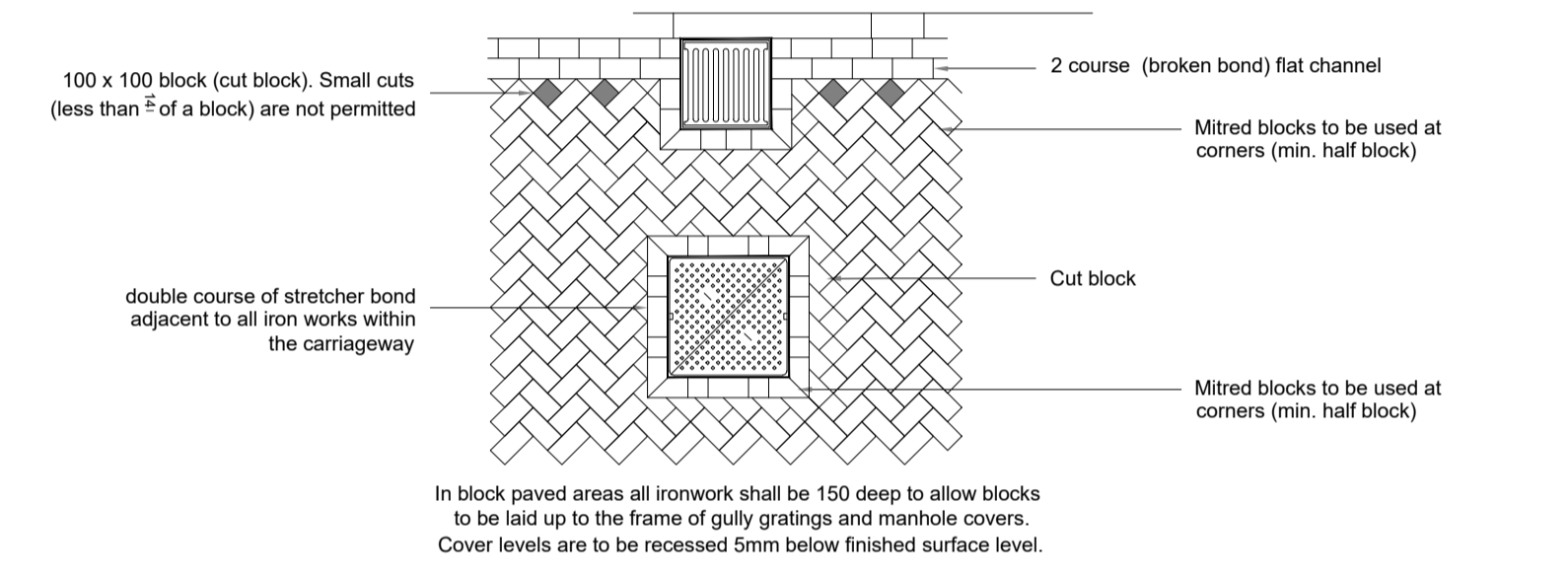
THROUGH RUMBLE STRIP



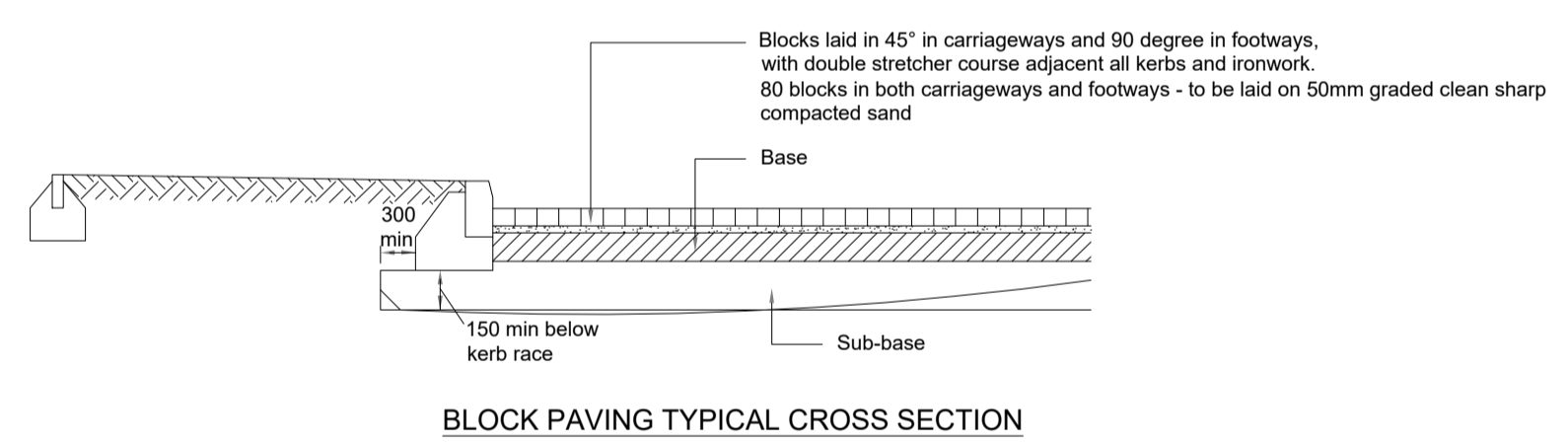
TYPICAL KERB AND EDGING DETAILS
SCALE 1:10



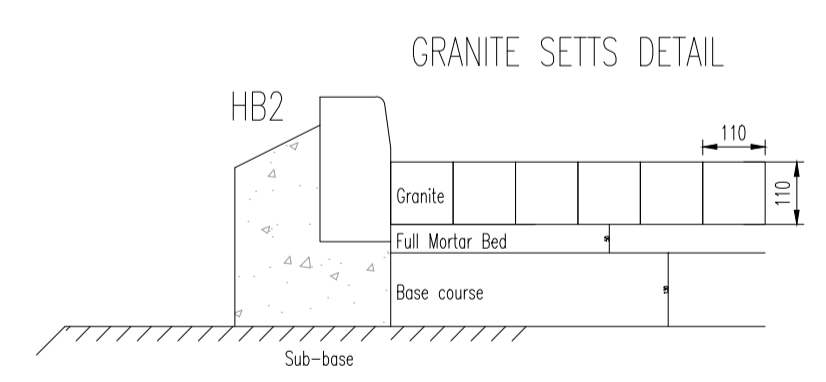
TYPICAL KERB AND EDGING DETAILS
SCALE 1:10



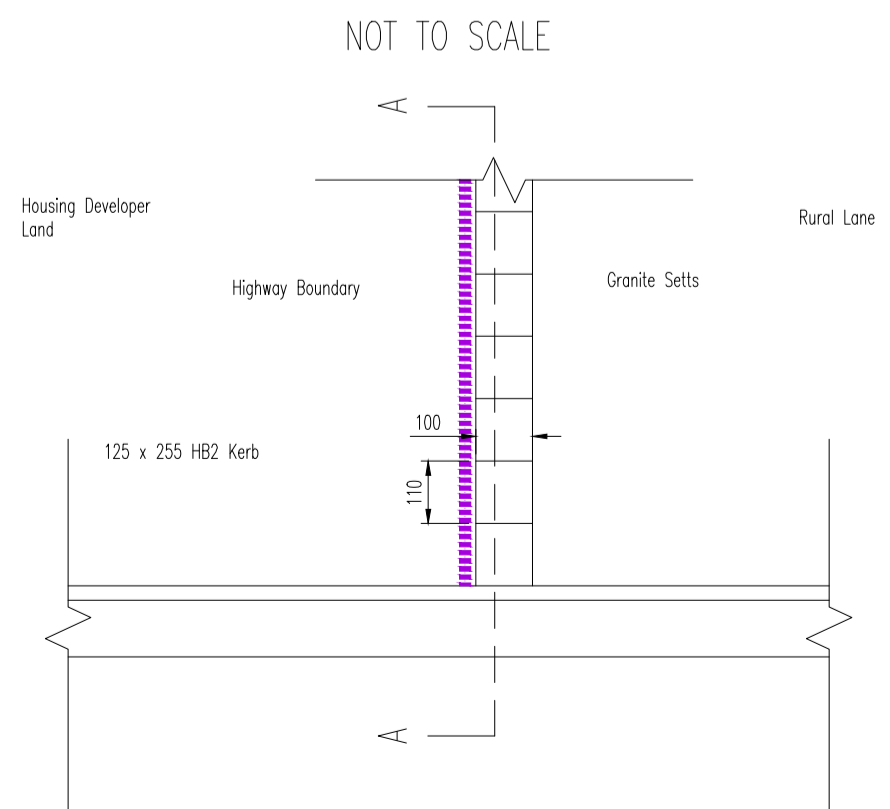
GULLY AND MANHOLE DETAIL



BLOCK PAVING TYPICAL CROSS SECTION



GRANITE SETTS DETAIL



NOT TO SCALE

Rev	Date	Description	By
A01	29.05.25	FIRST ISSUE	RS

Amendments

Project
GRAVEN HILL, BICESTER

Title
**STAGE 2 PHASE 1
TYPICAL HIGHWAY DETAILS
SHEET 1**



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Drawing Status				
PRELIMINARY				
Designed by	RS	Checked by	NJH	Project No
Drawn by	RS	Date	MAY 2025	WIE11386
Scale	@ A1	work to figured dimensions only	AS SHOWN	Computer File No
WIE	214	90	2601	A01