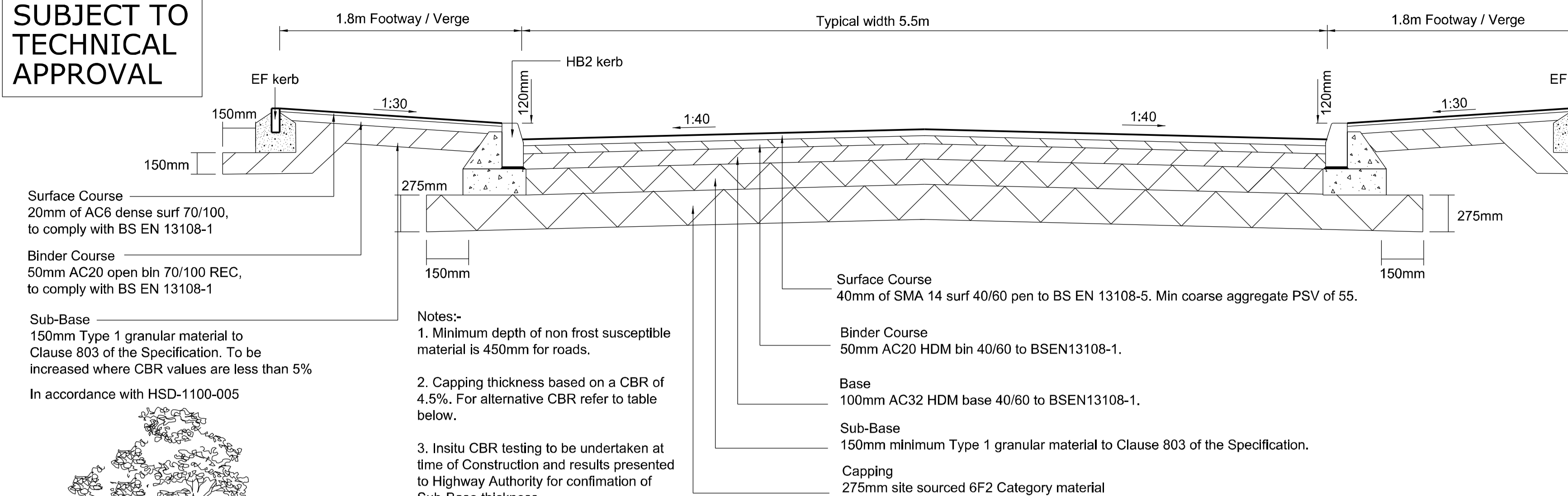


SUBJECT TO TECHNICAL APPROVAL



UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITIES, ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN IT IS ENTIRELY AT HIS OWN RISK.

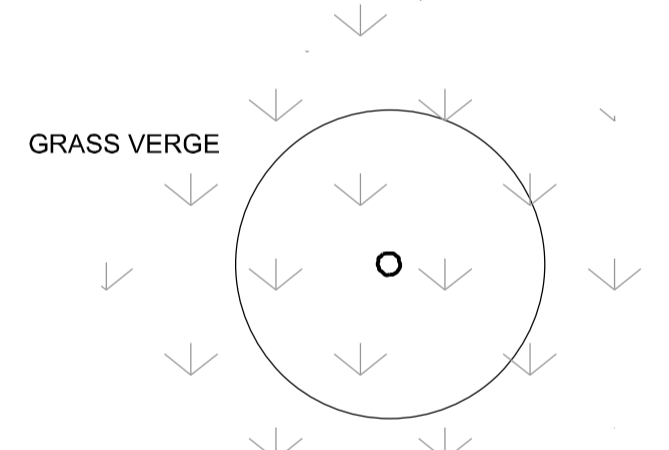
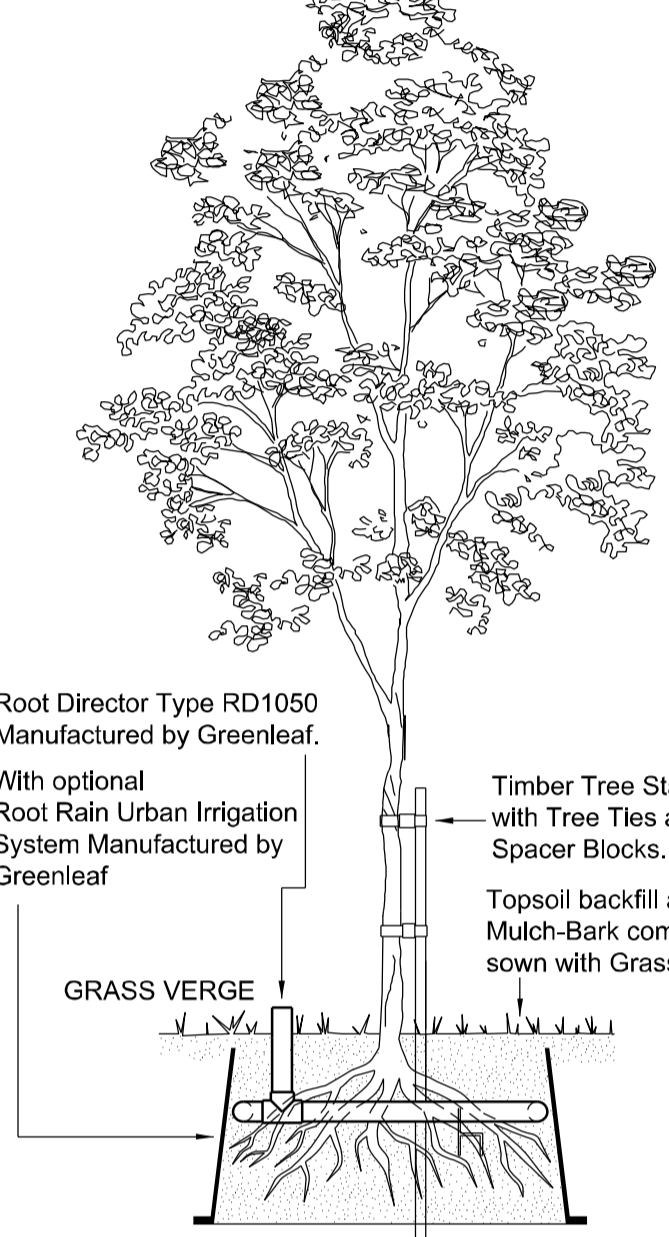
- Notes**
- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright
 - Reproduced from OS Sitemap © by permission of Ordnance Survey® on behalf of The Controller of Her Majesty's Stationary Office. © Crown copyright 2008. All rights reserved. Licence number 100007126.
 - For private drives and plot external works refer to Bovis Typical Details

Surface Course
20mm of AC6 dense surf 70/100, to comply with BS EN 13108-1

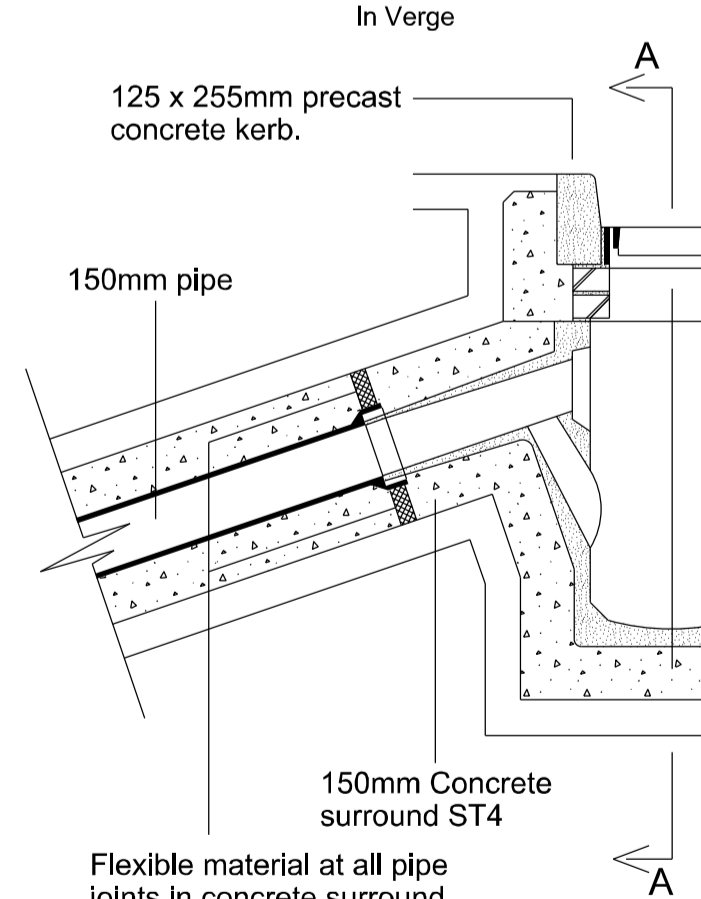
Binder Course
50mm AC20 open bin 70/100 REC, to comply with BS EN 13108-1

Sub-Base
150mm Type 1 granular material to Clause 803 of the Specification. To be increased where CBR values are less than 5%

In accordance with HSD-1100-005



TREE PIT WITHOUT GRILLE



GULLY DETAIL

Flexible material at all pipe joints in concrete surround.

All gully pots to BS 5911 Pt 2. All grates and frames to comply with BSEN124 450mm in width. They shall be straight bar pattern. Gully grating and frames in access ways to be 325mm in width.

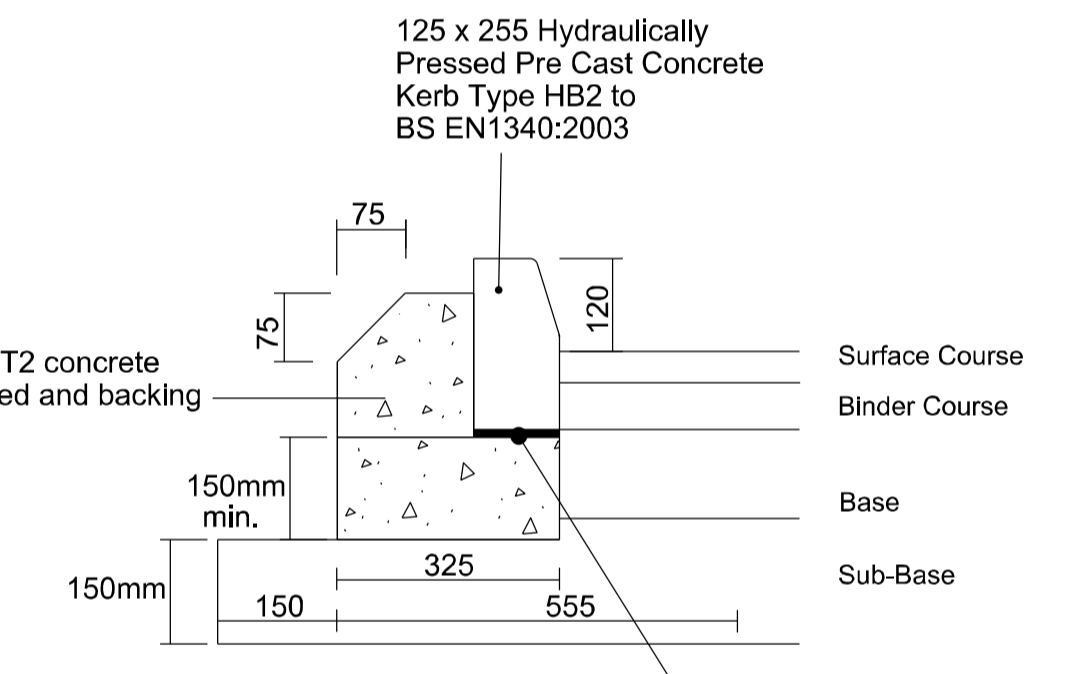
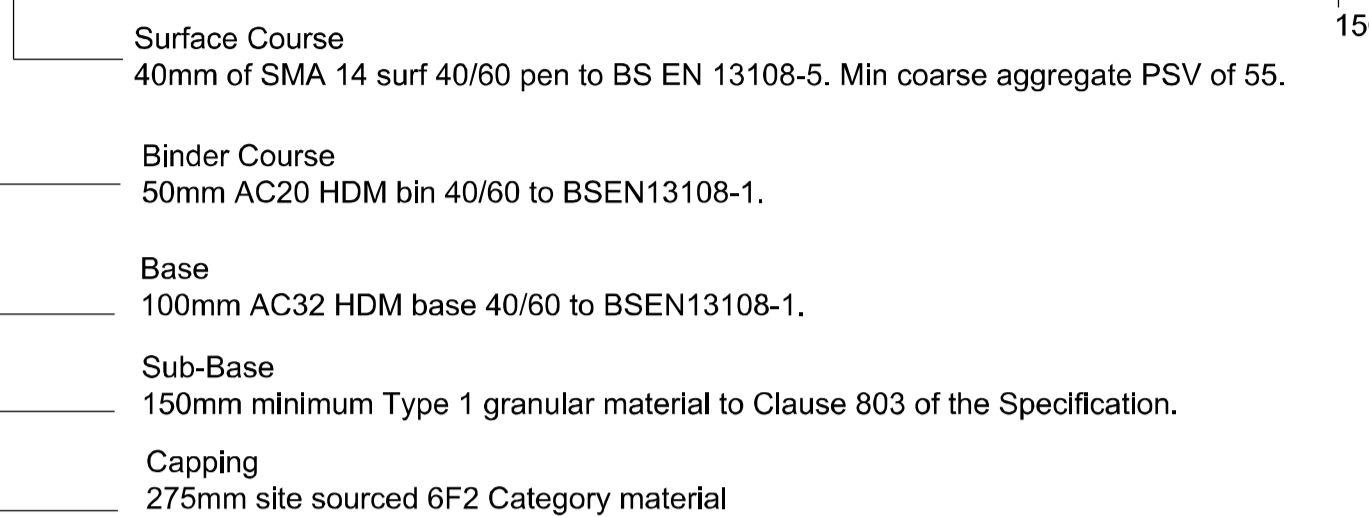
The gratings and frames shall be bedded using Designation (j) mortar and set on minimum two courses and a maximum of 4 courses of Class B engineering bricks so that the top of the frames is below the finished channel level within the tolerance of -5mm to -10mm where measured adjacent to the kerbing. The gully frames shall be set to the carriageway gradient. Where the carriageway is constructed to the base course level for use as builders road, the gully frames should initially be set to base course level.

Class D400 gully grating and frame to open towards on-coming vehicles and be single piece, hinged, non-rock type to BS EN 124 (size 370 x 450mm) minimum waterway area 1000sqcm with straight bar pattern

- Notes:-**
- Minimum depth of non frost susceptible material is 450mm for roads.
 - Capping thickness based on a CBR of 4.5%. For alternative CBR refer to table below.
 - In situ CBR testing to be undertaken at time of Construction and results presented to Highway Authority for confirmation of Sub-Base thickness.

CBR	Capping thickness
2%	600mm
2.5%	400mm
3%	360mm
4%	300mm
5%	250mm
6%	240mm
7%	220mm
8%	210mm
9%	200mm
10%	190mm
11%	175mm
15% or more	150mm

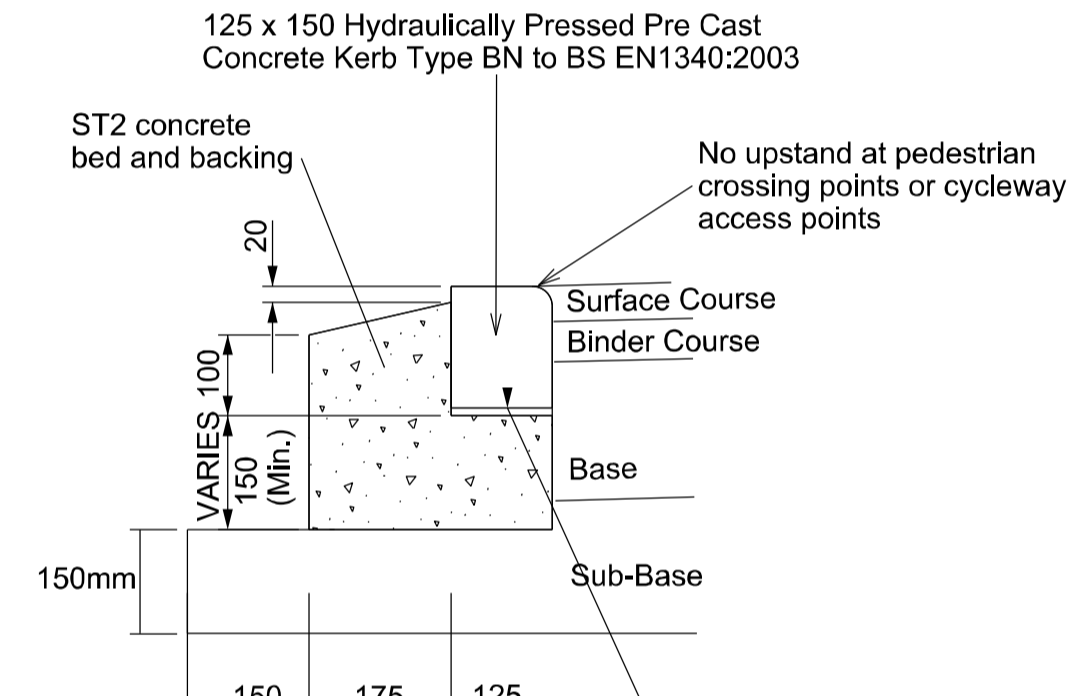
BLACKTOP CONSTRUCTION DETAIL



Bed and backing detail also to be used for quadrant, radius and transition kerb types.

Kerb to be laid on 13mm Designation (i) Mortar or directly on bedding while still plastic

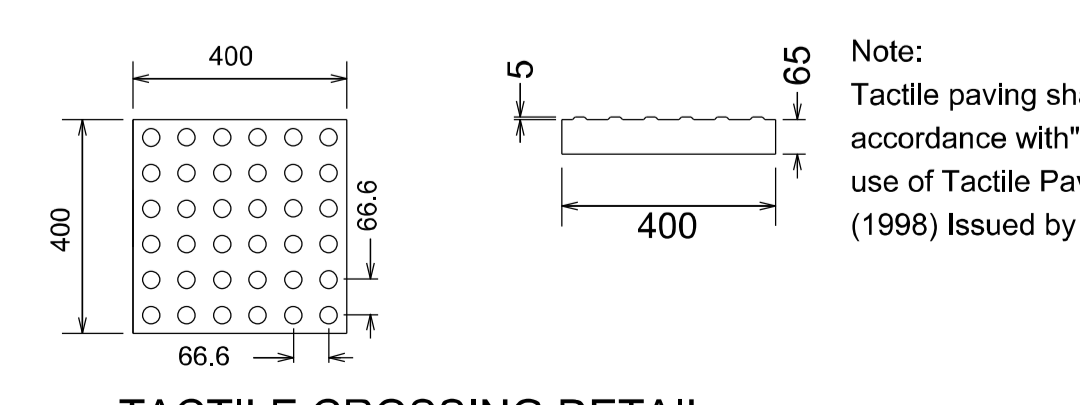
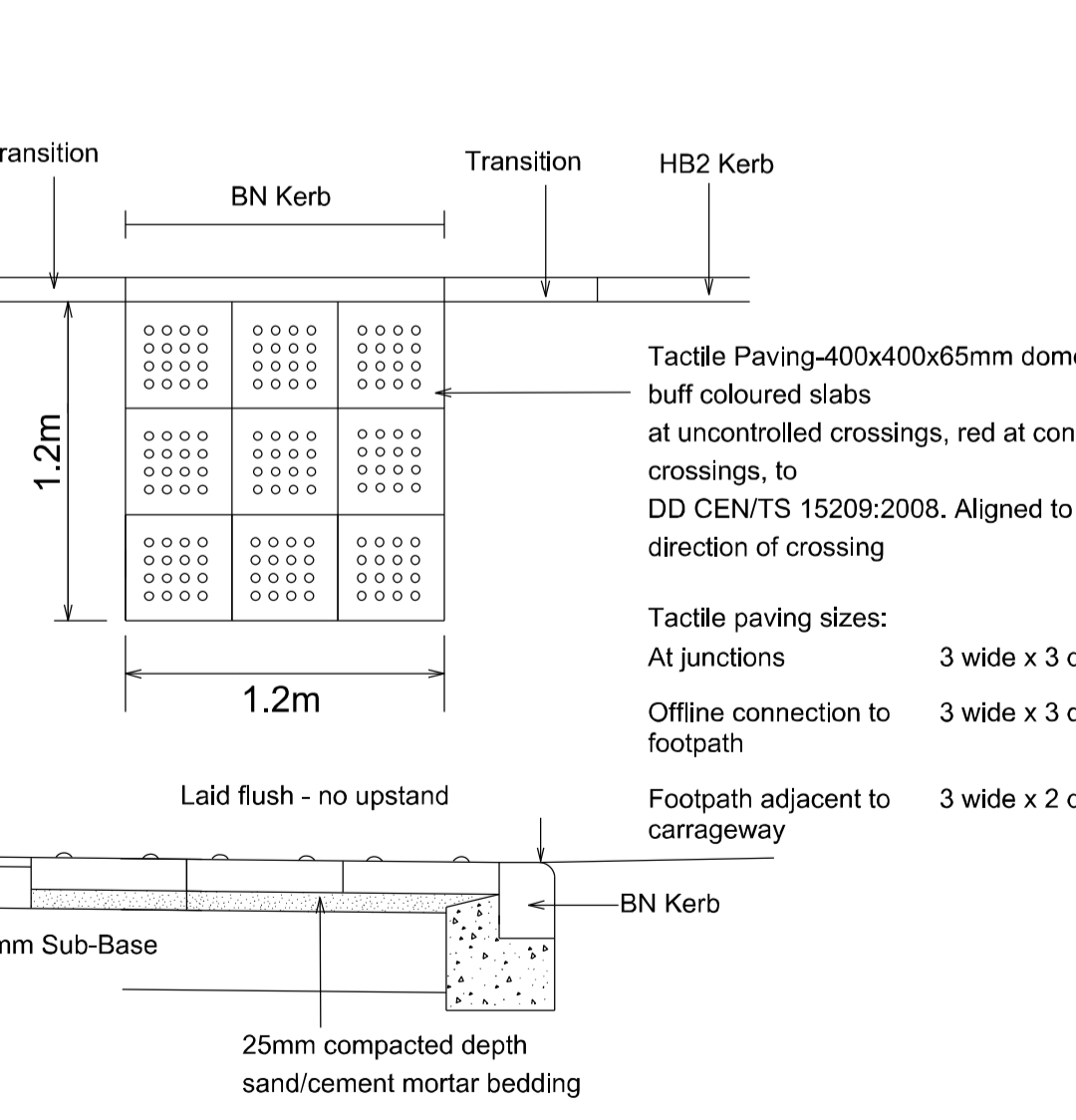
HALF BATTERED KERB (HB2)



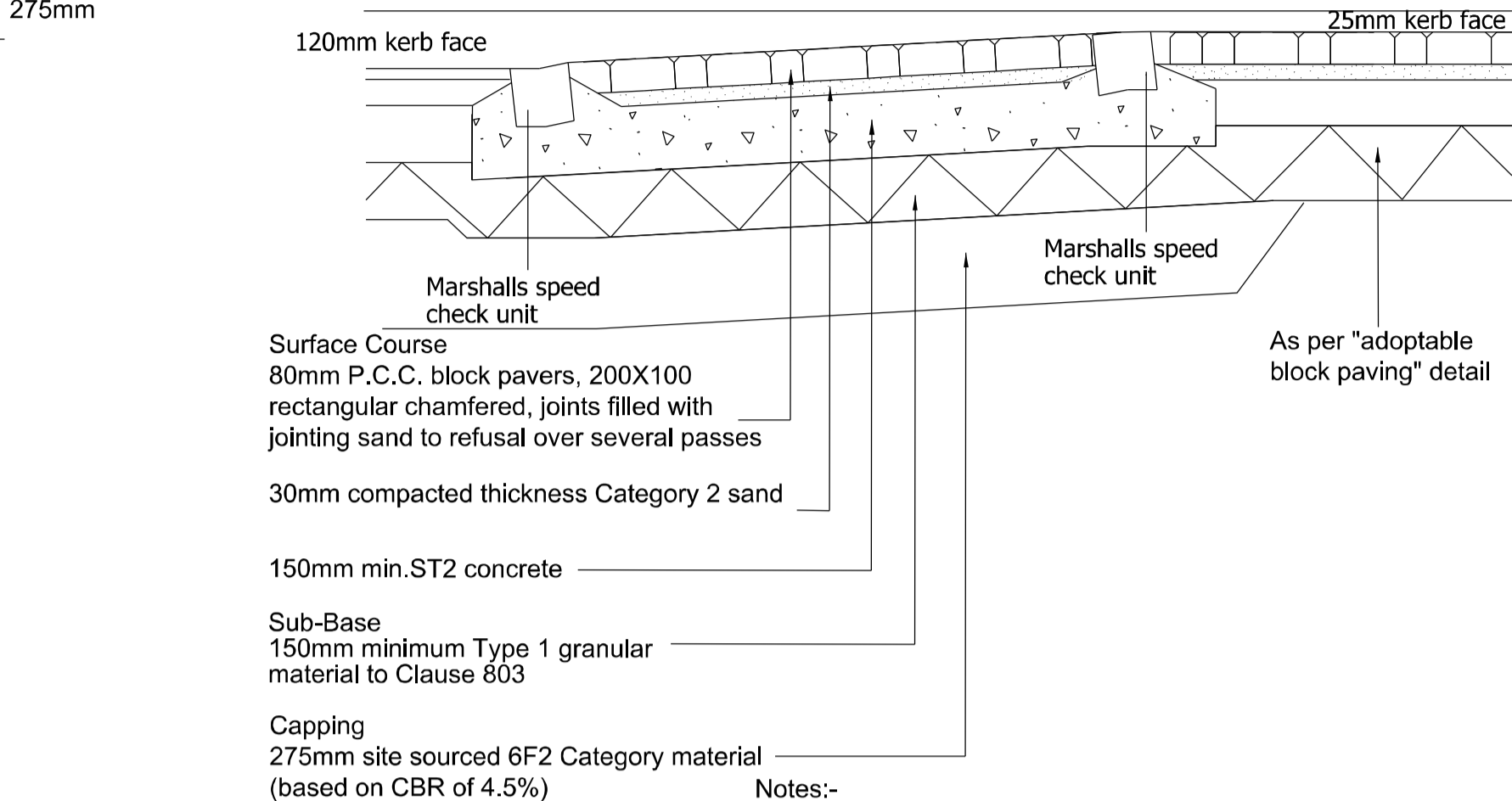
No upstand at pedestrian crossing points or cycleway access points

Kerb to be laid on 13mm Designation (i) Mortar or directly on bedding while still plastic

BULL- NOSED KERB (BN)

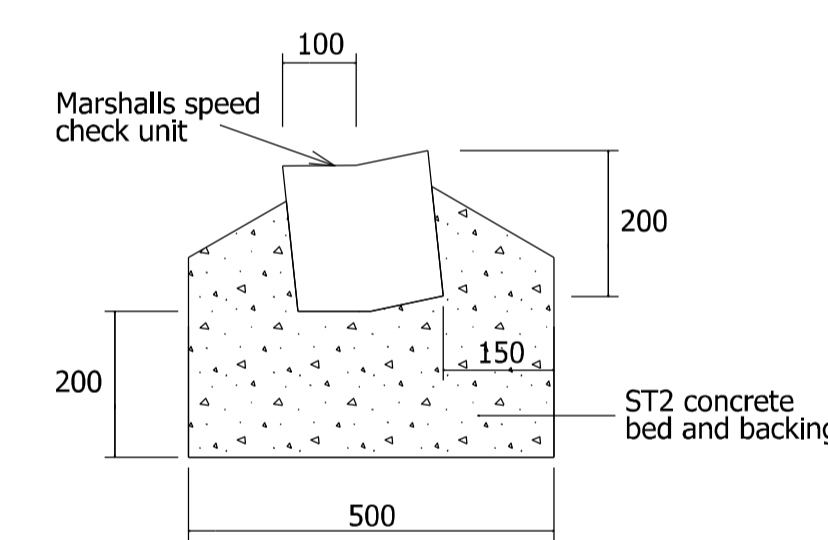


TACTILE CROSSING DETAIL

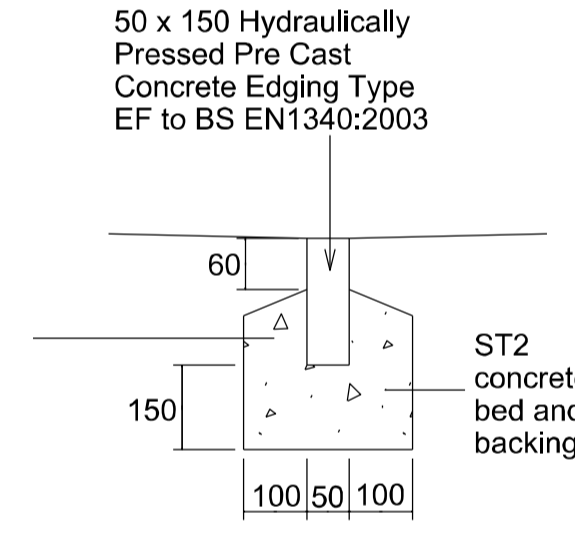


- Notes:-**
- Minimum depth of non frost susceptible material is 450mm for roads.
 - Blockwork pattern to be 45 degree herringbone.
 - Ramp blockwork colour to be brindle.

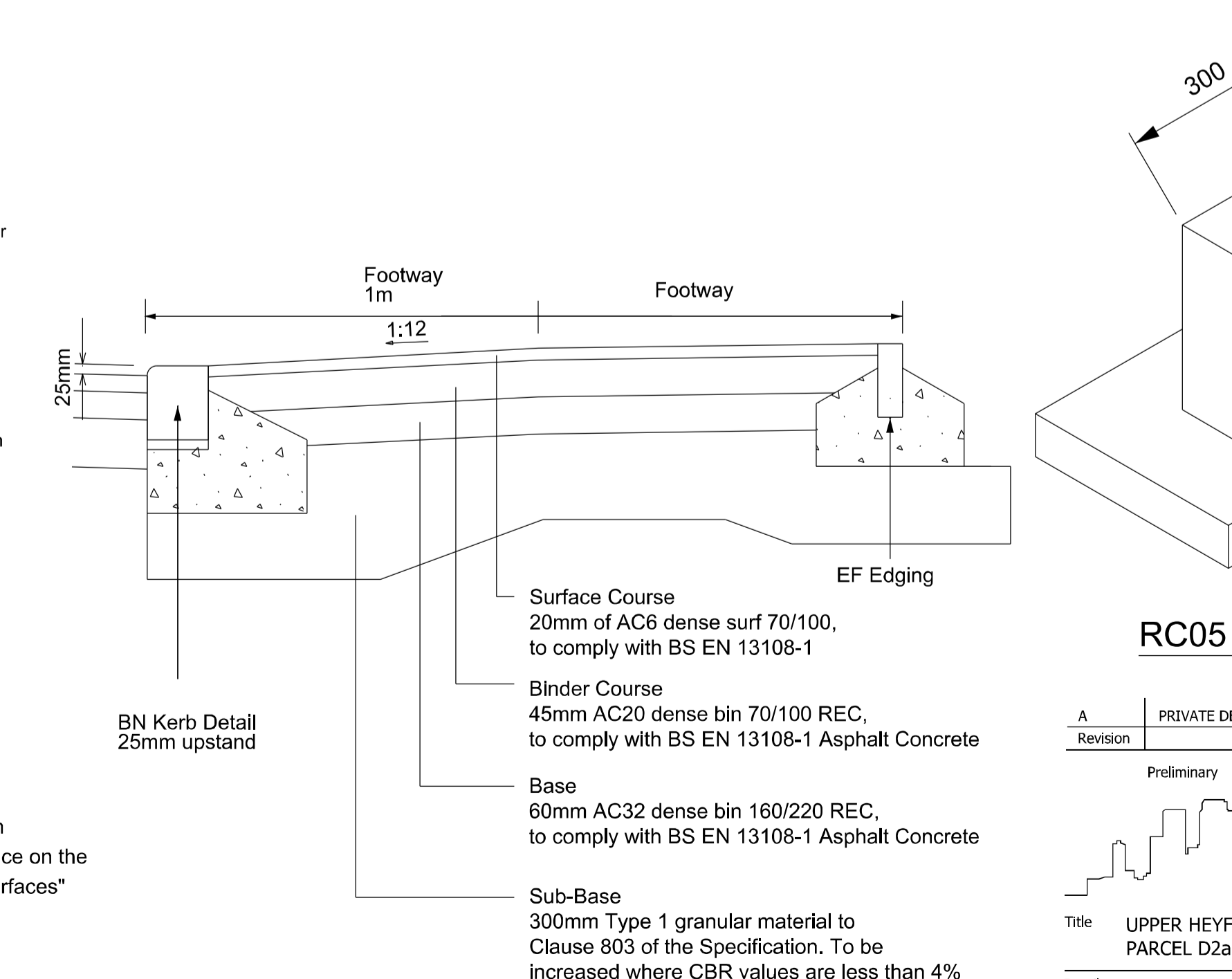
RAMP DETAIL



MARSHALLS SPEED CHECK UNIT
(Or similar approved)



EDGING (EF)

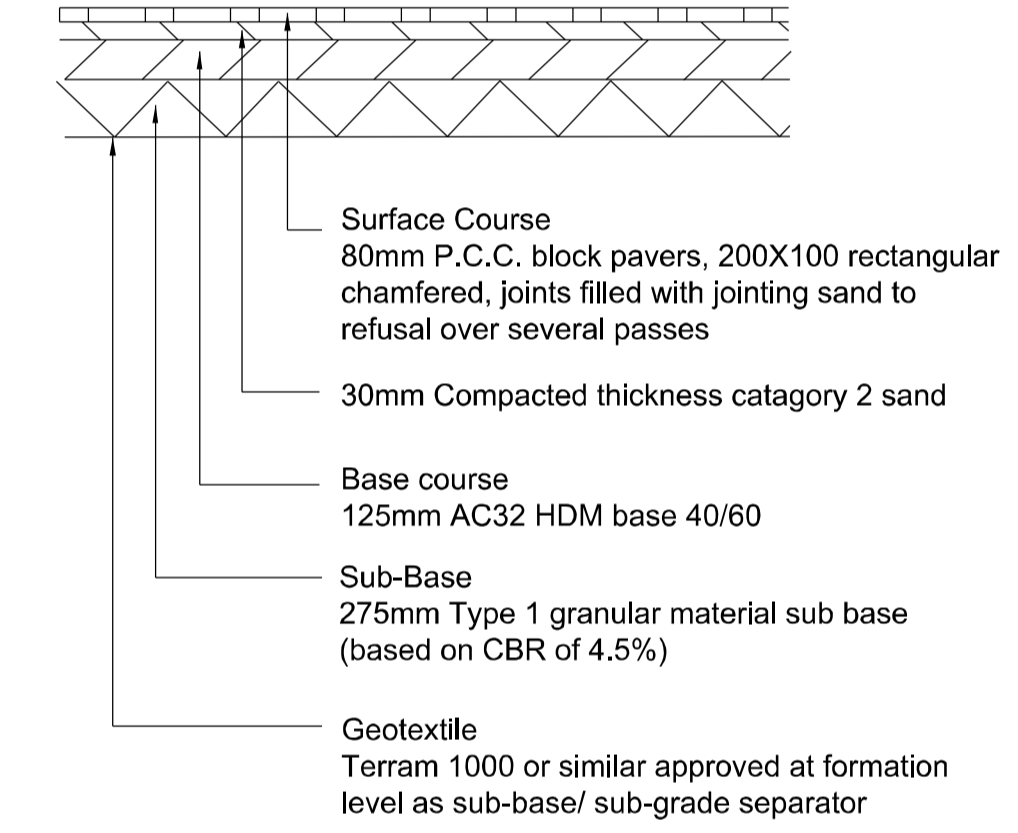


VEHICULAR CROSSING DETAIL
HSD-1100-060



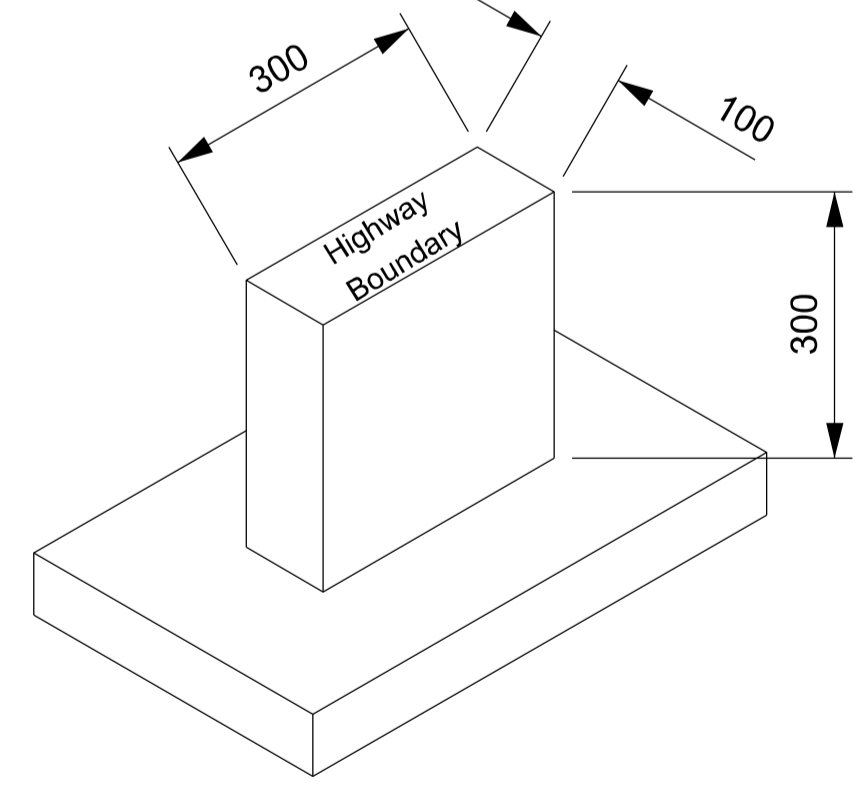
Width to be 900mm for communal/ front accesses and 600mm for side/ rear accesses

PAVING FLAG DETAIL (ADOTABLE AREAS)



- Minimum depth of non frost susceptible material is 450mm.
- Blockwork pattern to be 45 degree herringbone.
- Shared surface blockwork colour to be charcoal.

ADOTABLE BLOCK PAVING



RC05 - HIGHWAY BOUNDARY MARKER DETAIL

Within grassed areas the limit of adoptable highway is to be indicated on site by means of concrete highway boundary markers positioned at intervals of 1 every 5m

The markers are to be concreted in position in grade ST4 concrete so that the top is flush with the verge in accordance with manufacturers recommendations

Where the highway limits are not readily identifiable in ungrassed areas i.e. where the highway boundary meets with a private drive and there is no change in surface material, a marker should be placed in a central position on the highway boundary

Woods Hardwick
Architects, Engineers and Development Consultants

15-17 Goldington Road Bedford MK40 3JH United Kingdom T: +44 (0)1234 268862 F: +44 (0)1234 353034 email@woods-hardwick.com www.woods-hardwick.com

Revision: A (Preliminary) Description: PRIVATE DETAILS MOVED TO DRAWING HEYF/5/869 Date: 13.10.15

Drawn: AT Checked: JF As Built:

Title: UPPER HEYFORD PARCEL D2a

Details: TYPICAL ROAD DETAILS

Scale: NTS @ A1 Date: DECEMBER 2014 Drawn: AT JF

Please consider the environment before printing this drawing

HEYF/5/861 A