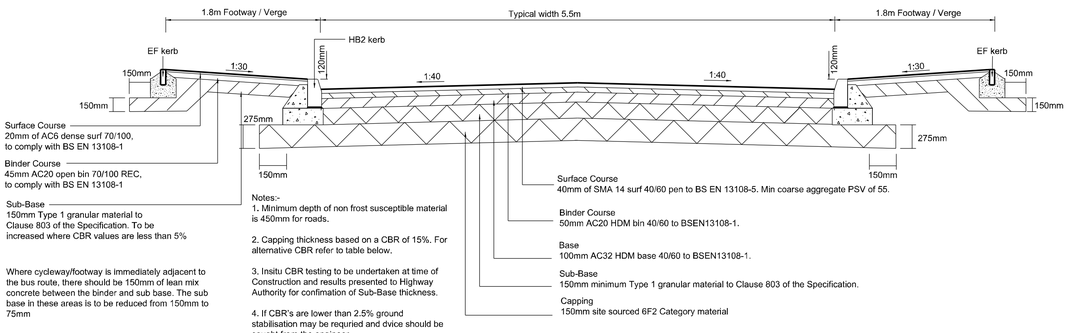


Where cycleway/footway is immediately adjacent to the bus route, there should be 150mm of lean mix concrete between the binder and sub base. The sub base in these areas is to be reduced from 150mm to 75mm

Notes:-
1. Minimum depth of non frost susceptible material is 450mm for roads.

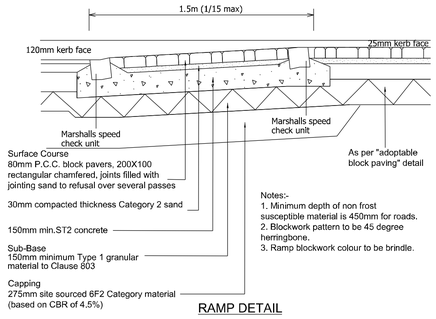
2. Capping thickness based on a CBR of 15%. For alternative CBR refer to table below.

3. Insitu CBR testing to be undertaken at time of Construction and results presented to Highway Authority for confimation of Sub-Base thickness.

4. If CBR's are lower than 2.5% ground stabilisation may be requried and dvice should be sought from the engineer.

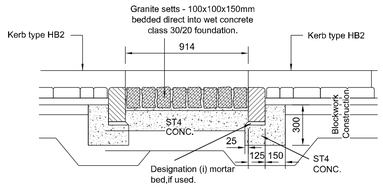
CBR	Capping thickness
2%	600mm
2.5%	400mm
3%	360mm
4%	300mm
5%	250mm
6%	240mm
7%	220mm
8%	210mm
9%	200mm
10%	190mm
11%	175mm
15% or more	150mm

BLACKTOP CONSTRUCTION DETAIL

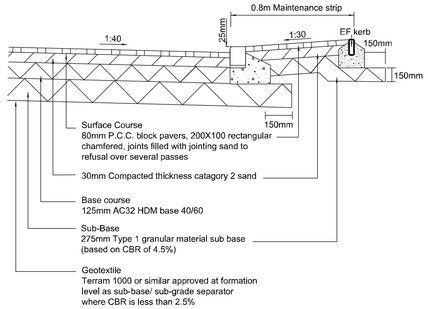


Notes:-
1. Minimum depth of non frost susceptible material is 450mm for roads.
2. Blockwork pattern to be 45 degree herringbone.
3. Ramp blockwork colour to be brindle.

RAMP DETAIL

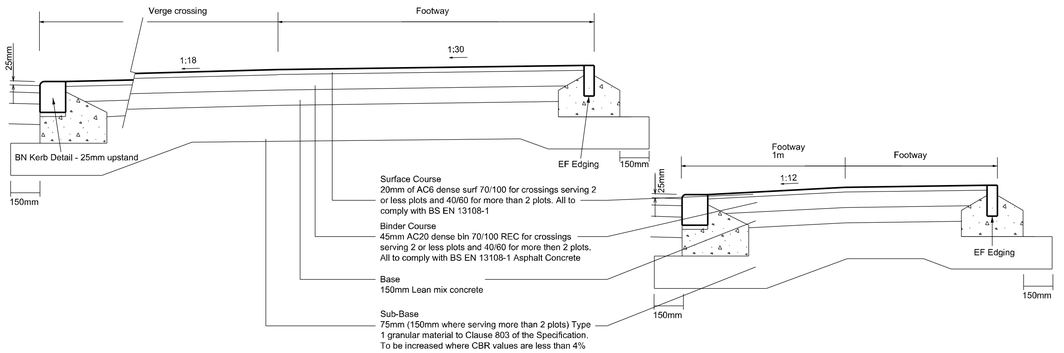


RUMBLE STRIP DETAIL

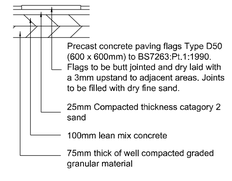


1. Minimum depth of non frost susceptible material is 450mm.
2. Blockwork pattern to be 45 degree herringbone. Bond breakers will be required at changes on direction
3. Shared surface blockwork colour to be buff or brindle as shown on the planning layout.
4. For use on adoptable highways and associated vehicular crossovers.

ADOPTABLE BLOCK PAVING

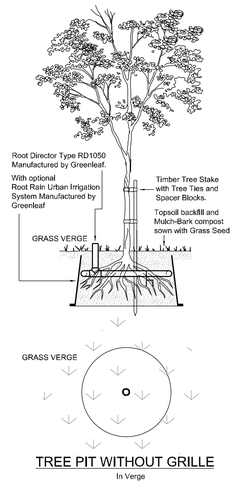


VEHICULAR CROSSING DETAIL WITH/ WITHOUT VERGE



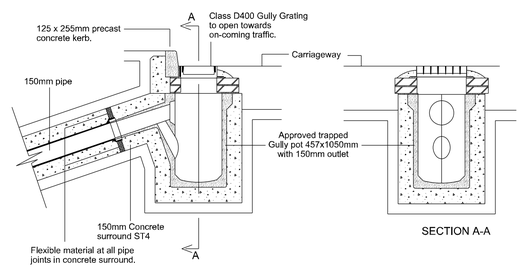
Width to be 900mm for communal/ front accesses and 600mm for side/ rear accesses

PAVING FLAG DETAIL (ADOTABLE AREAS)



TREE PIT WITHOUT GRILLE

In Verge



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.

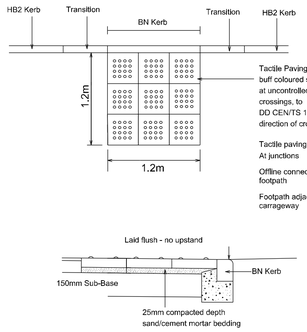
The gratings and frames shall be bedded using Designation (i) mortar and set on minimum two courses and a maximum of 4 courses of Class B engineering bricks so that the top of the frames is below the finished channel level within the tolerance of -5mm to -10mm where measured adjacent to the kerbing. 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.

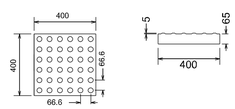
Class D400 gully grating and frame to open towards on-coming vehicles and be single piece, hinged, non-rock type to BS EN 124 (size 370 x 450mm) minimum waterway area 1000sqcm with straight bar pattern

Gully pots shall be 450mm internal diameter by 1050mm deep with 150mm diameter trapped outlet and rodding eye with C.1 stopper and chain. They shall be of an approved manufacture in precast concrete to BS 5911, salt glazed ware or Clayware to BS 65 and shall be laid with 150mm thickness of ST4 concrete. Connections to the sewer shall be by 150mm diameter clay or concrete pipes bedded on 150mm concrete and surrounded with ST4 concrete to a thickness of 150mm when the cover to the pipes is less than 1.2m.

Gullies should preferably connect directly into manholes, but, if this is not appropriate, they shall be connected to the main pipe by means of 45 degree oblique angled junctions, and surrounded by ST4 concrete to a thickness of 150mm. Gully connections shall not be longer than 20m.

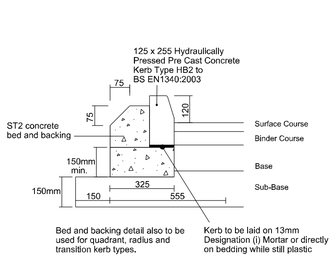
GULLY DETAIL



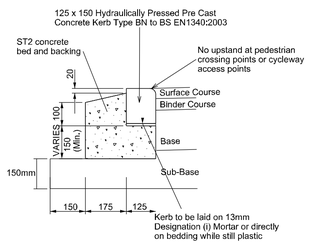


Note:
Tactile paving shall be in accordance with"Guidance on the use of Tactile Paving Surfaces" (1998) Issued by DETR.

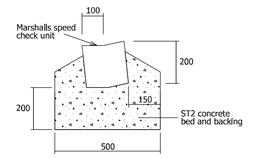
TACTILE CROSSING DETAIL



HALF BATTERED KERB (HB2)

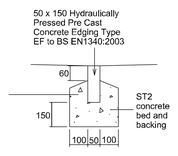


BULL- NOSED KERB (BN)

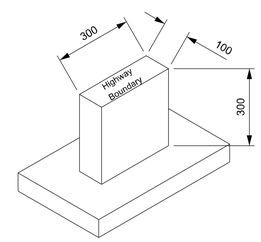


MARSHALLS SPEED CHECK UNIT

(Or similar approved)



EDGING (EF)



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

RC05 - HIGHWAY BOUNDARY MARKER DETAIL

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.
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SUBJECT TO TECHNICAL APPROVAL

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
C	Adoptable blockpaving notes & vehicular crossing detail amended & maintenance strip adjust. Blockstop note 4 added	AT	JF	29.07.16
B	Blockpaving geotextile note updated	AT	JF	27.04.16
A	Construction details updated in consideration of Bus route planning comments	AT	JF	20.03.16

PRELIMINARY ■ INFORMATION □ TENDER □ CONSTRUCTION □ AS BUILT □

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TITLE UPPER HEYFORD
PARCEL D3a (PHASE 4)

DETAILS TYPICAL ROAD DETAILS

SCALE: NTS @ A0 DATE: DECEMBER 2015 DRAWN: AT CHK: JF

HEYF/5/886 C

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