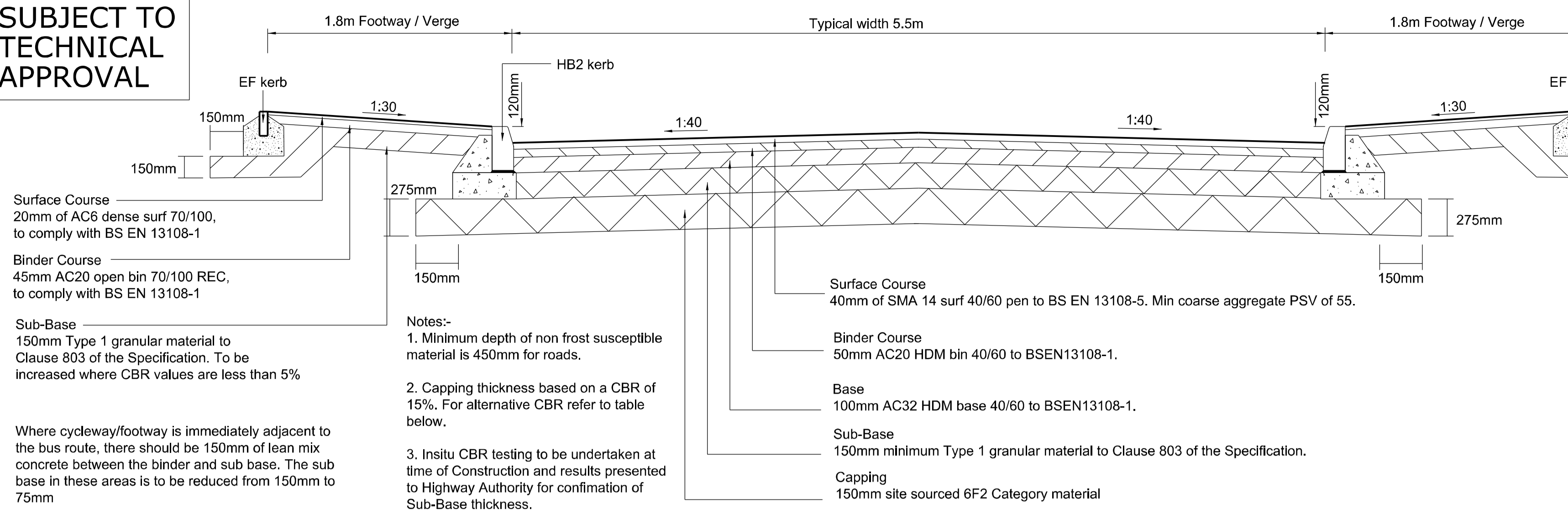


SUBJECT TO TECHNICAL APPROVAL

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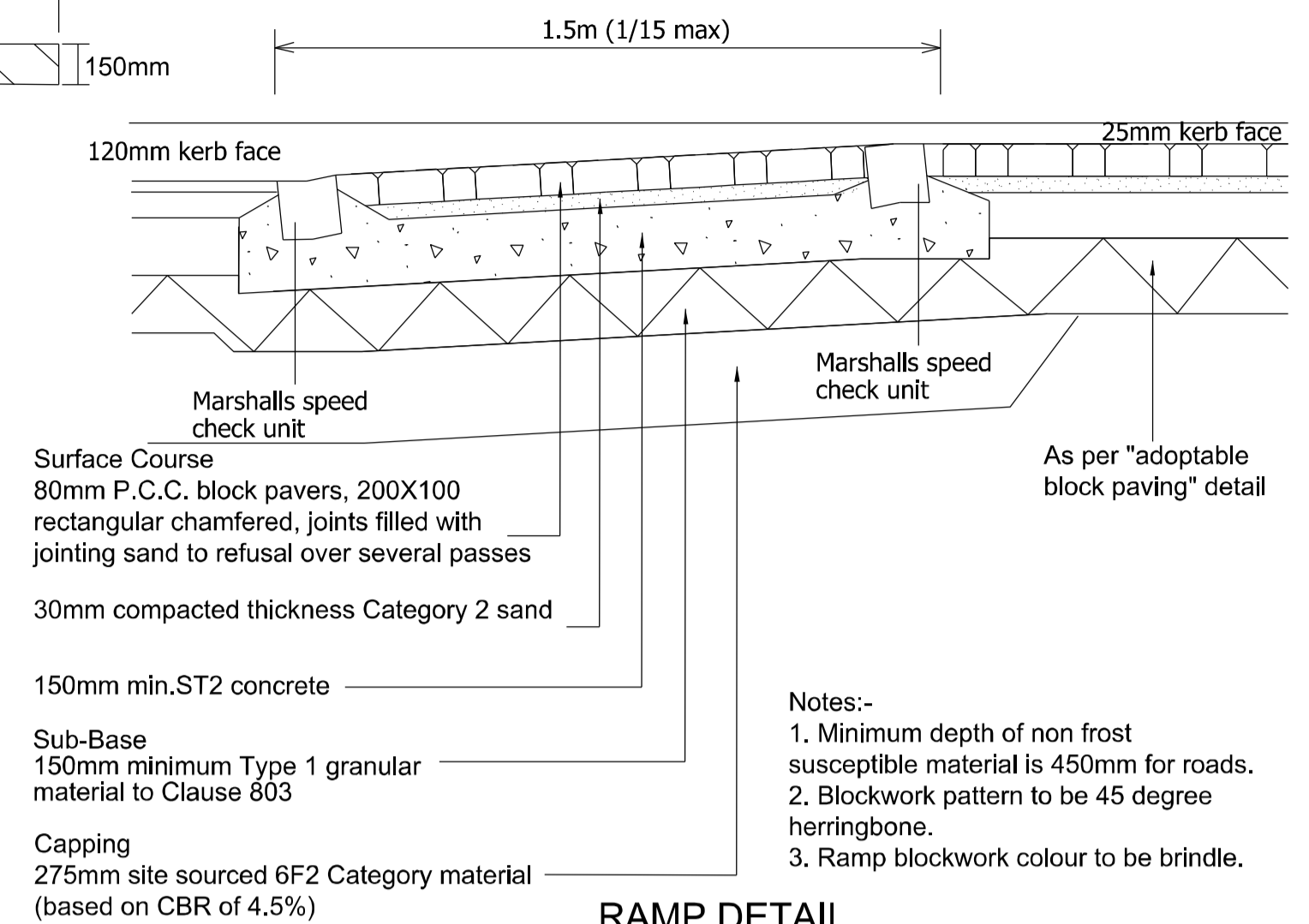
UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITIES, ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN IT IS ENTIRELY AT HIS OWN RISK.



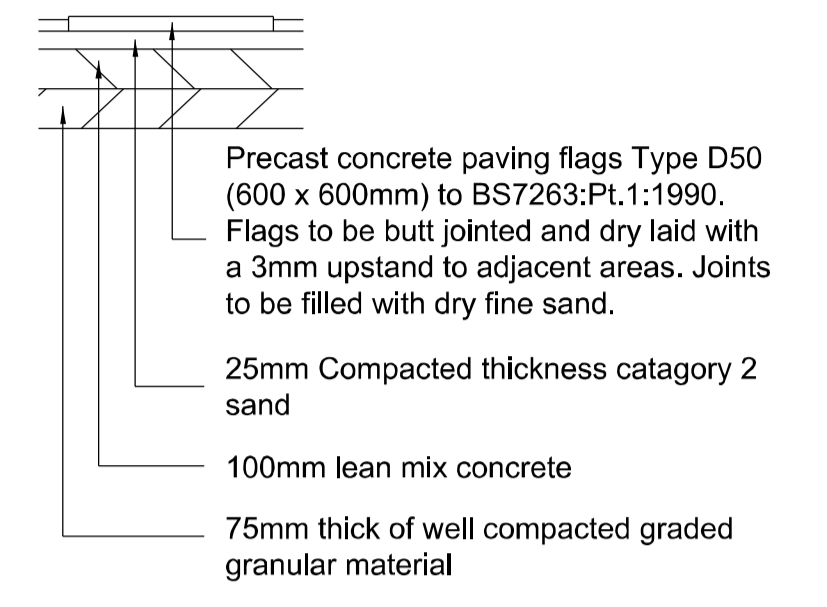
CBR	Capping thickness
2%	600mm
2.5%	400mm
3%	360mm
4%	300mm
5%	250mm
6%	240mm
7%	220mm
8%	210mm
9%	200mm
10%	190mm
11%	175mm
15% or more	150mm

- Notes:-
- Minimum depth of non frost susceptible material is 450mm for roads.
 - Capping thickness based on a CBR of 15%. 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.

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



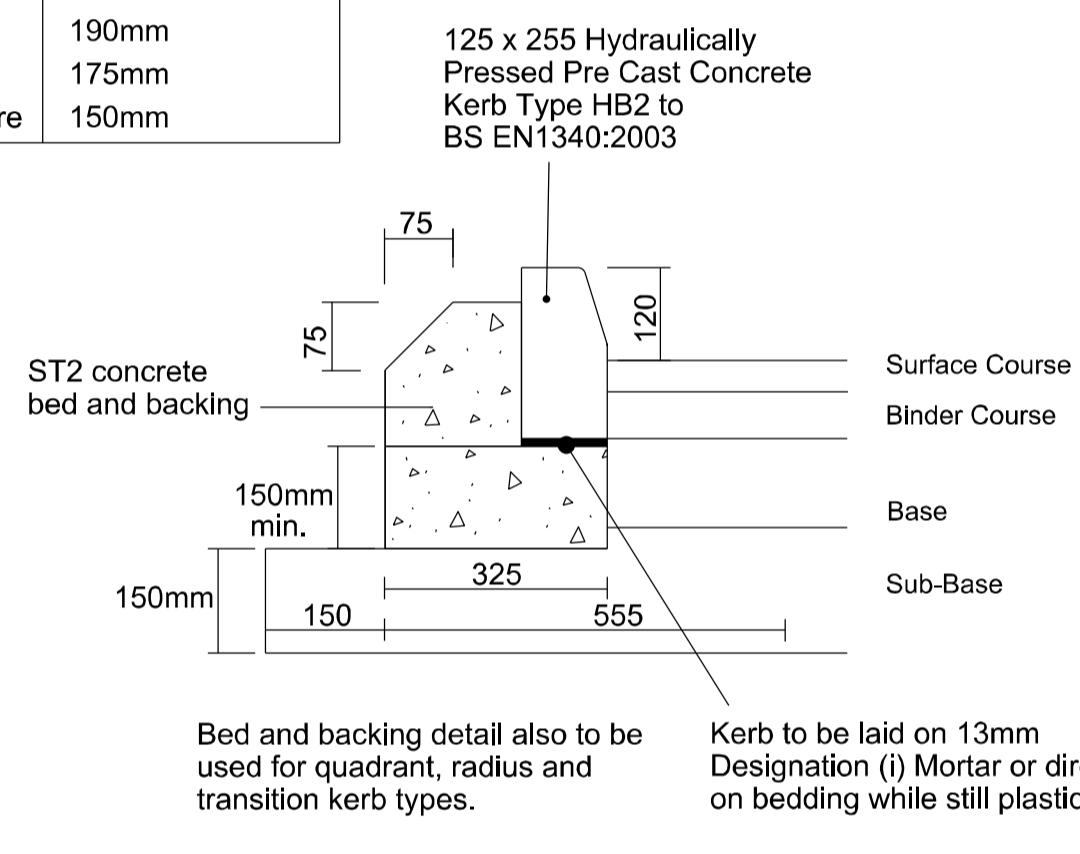
Width to be 900mm for communal/ front accesses and 600mm for side/ rear accesses

BLACKTOP CONSTRUCTION DETAIL

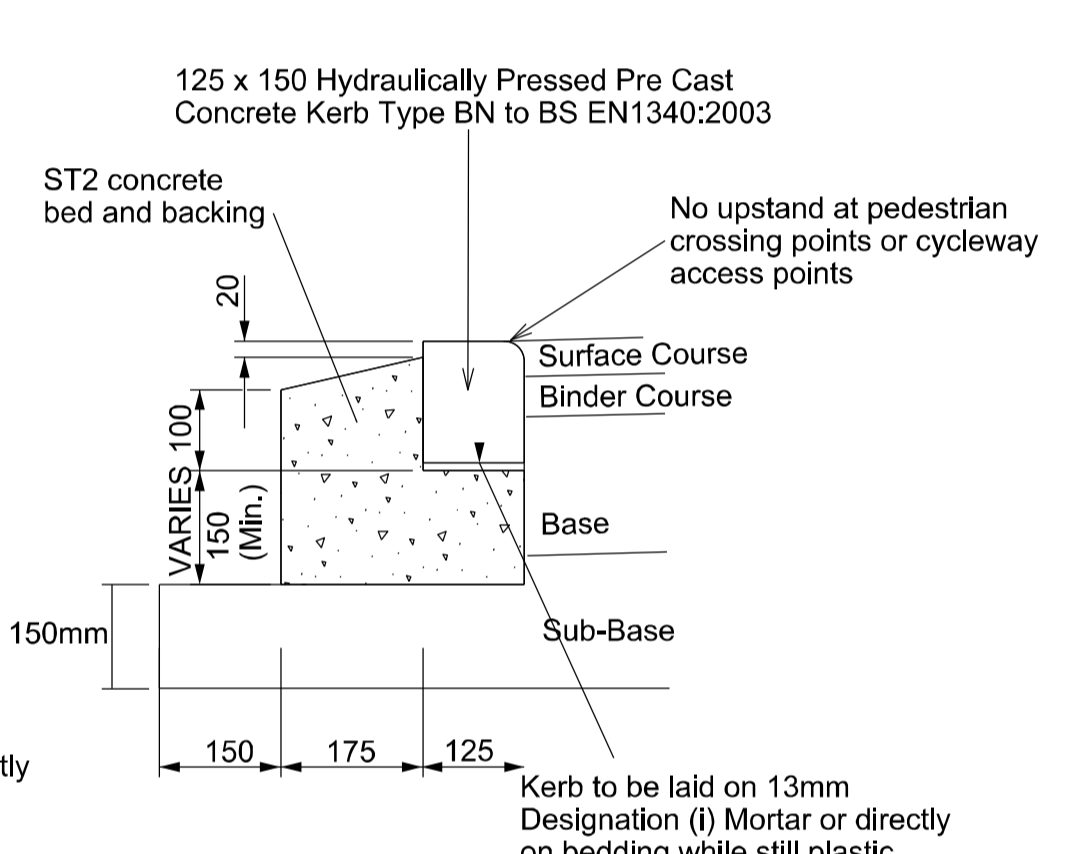
RAMP DETAIL

PAVING FLAG DETAIL (ADOTABLE AREAS)

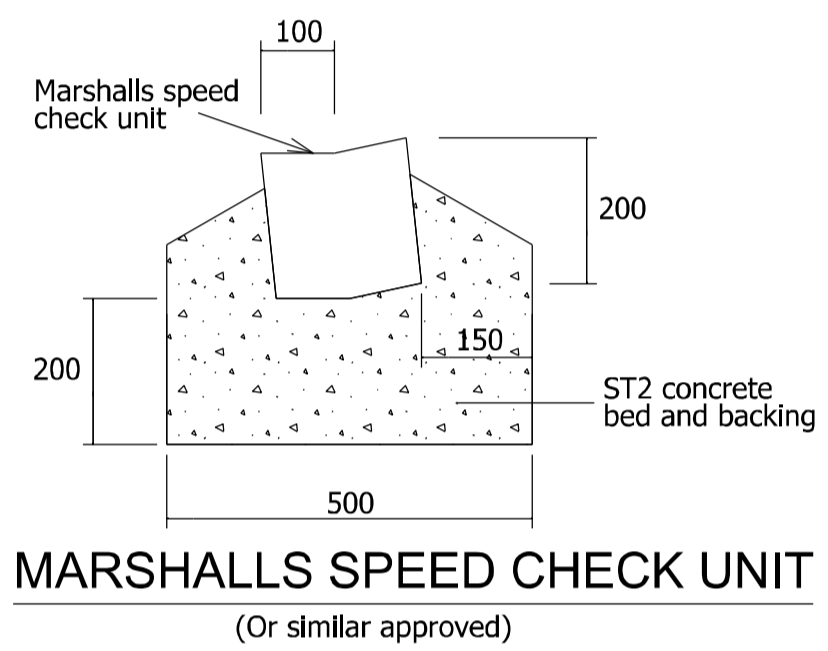
CBR	Capping thickness
2%	600mm
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4%	300mm
5%	250mm
6%	240mm
7%	220mm
8%	210mm
9%	200mm
10%	190mm
11%	175mm
15% or more	150mm



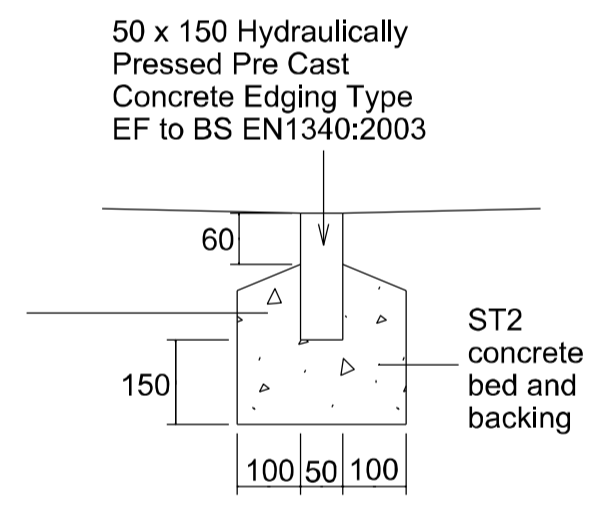
HALF BATTERED KERB (HB2)



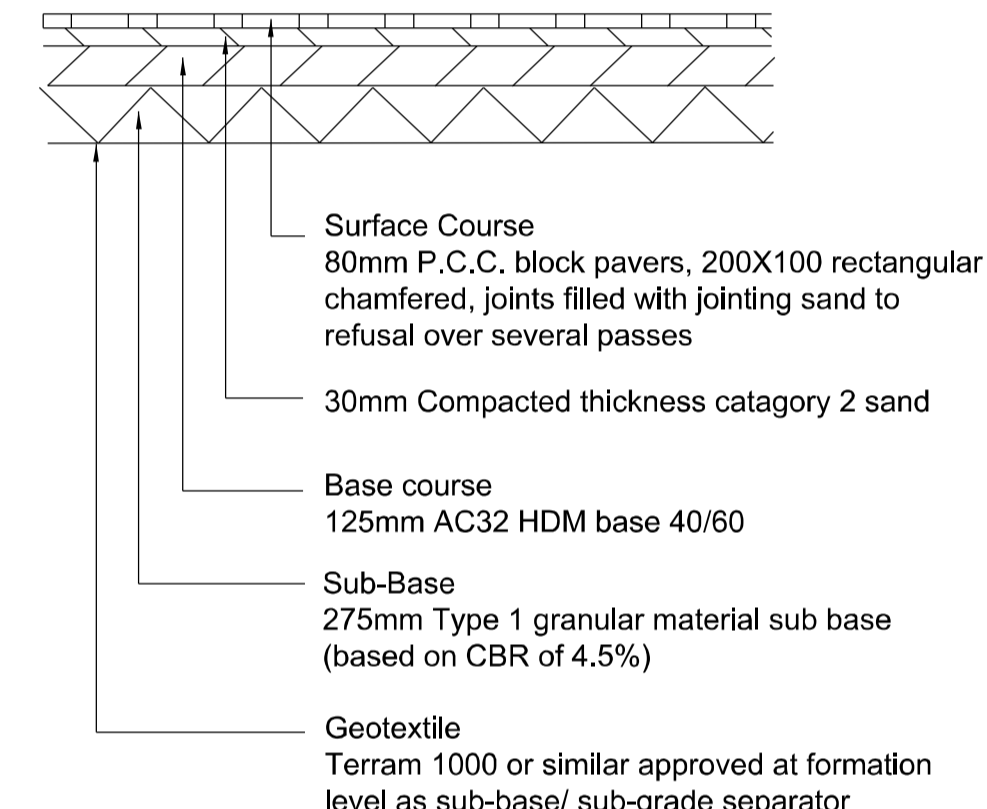
BULL- NOSED KERB (BN)



MARSHALLS SPEED CHECK UNIT (Or similar approved)

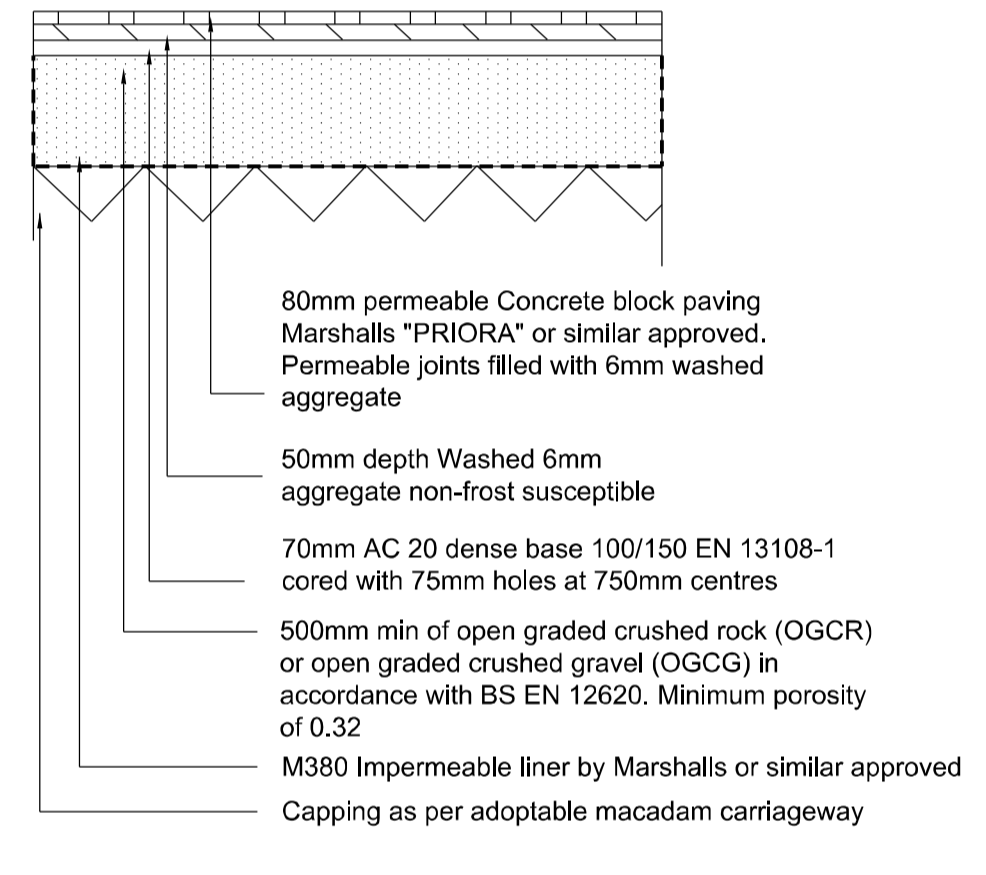


EDGING (EF)



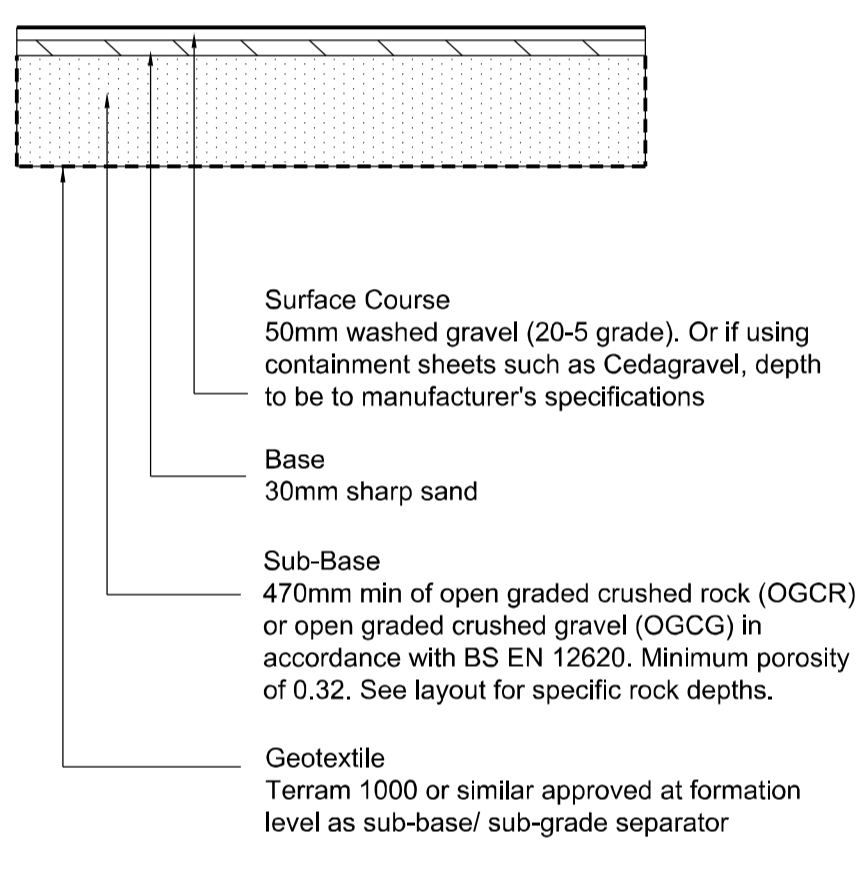
- Minimum depth of non frost susceptible material is 450mm.
- Blockwork pattern to be 45 degree herringbone.
- Shared surface blockwork colour to be charcoal.
- For use on adoptable highways and associated vehicular crossovers.

ADOPTABLE BLOCK PAVING

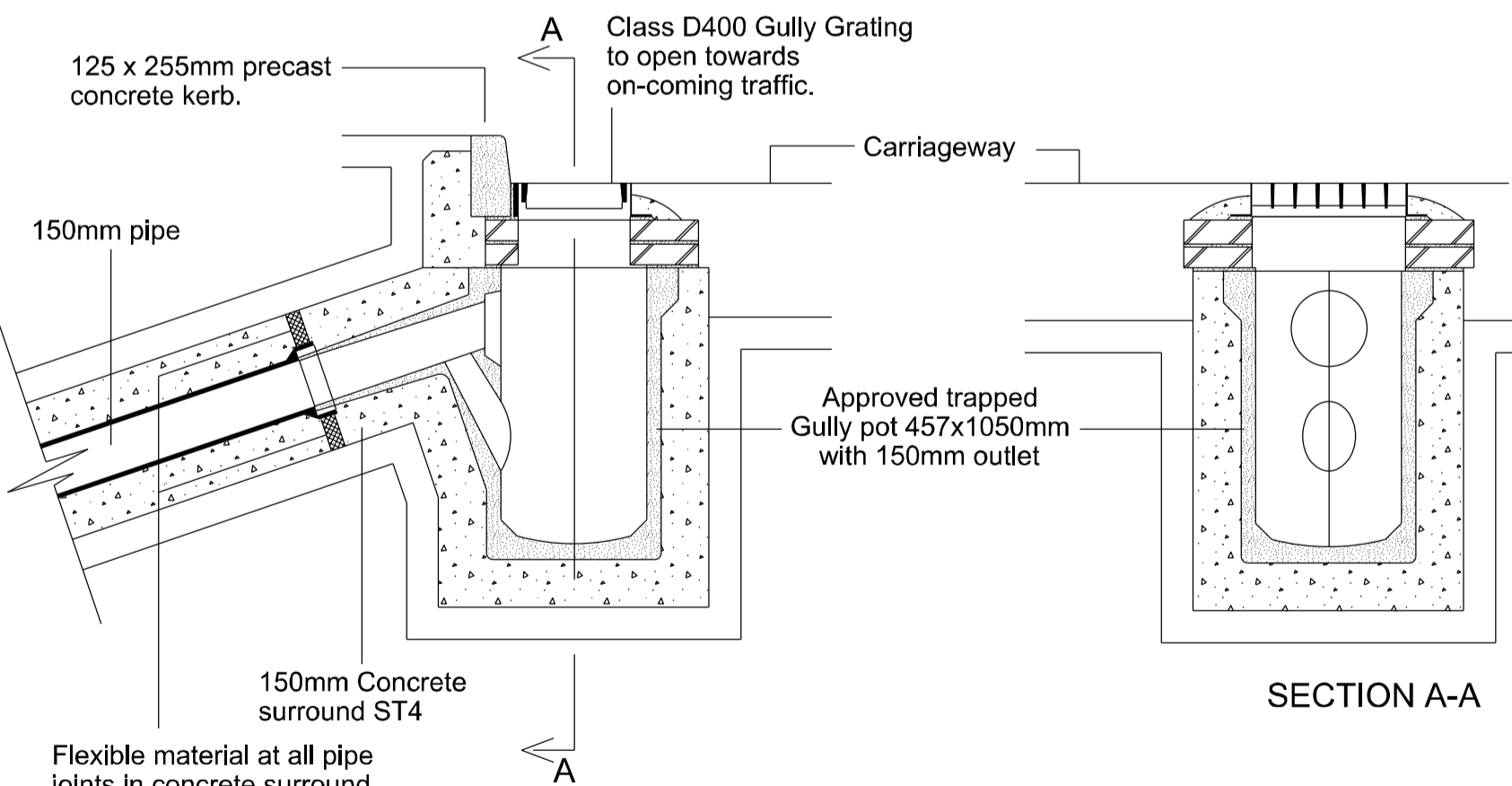


- Private drive blockwork colour to be natural.

PRIVATE DRIVE POROUS PAVING DETAIL



PRIVATE DRIVE GRAVEL WITH BELOW GROUND STORAGE

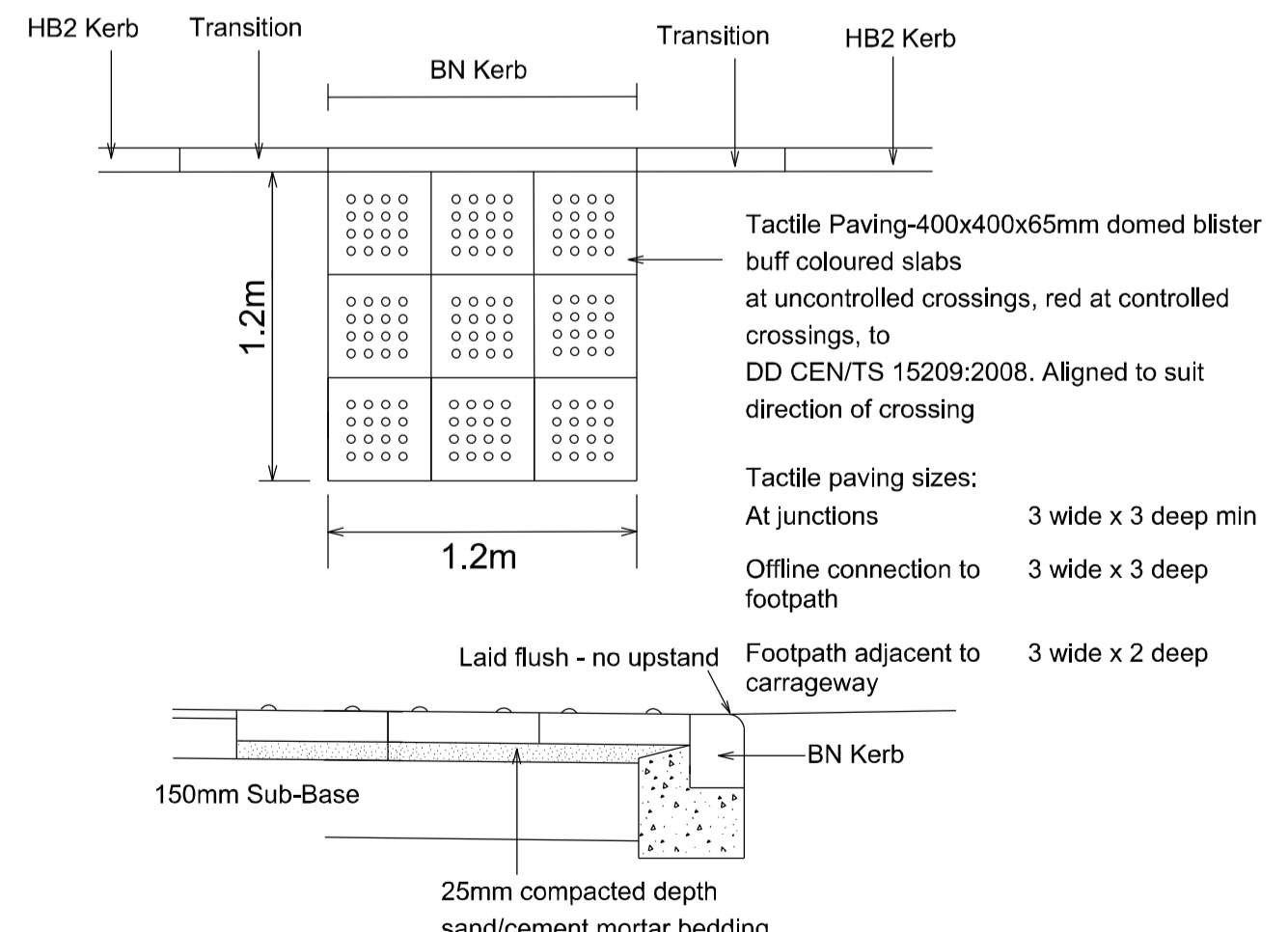


GULLY DETAIL

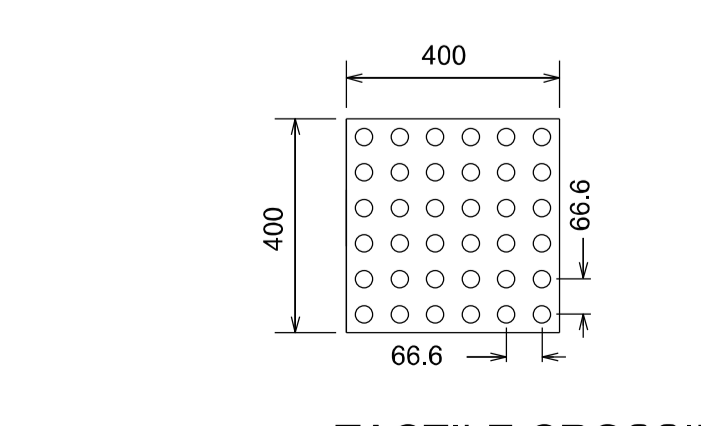
All gully pots to BS 5911 Pt 2. All grates and frames to comply with BSEN124 450mm in width. They shall be straight bar pattern. Gully grating and frames in access ways to be 325mm in width.

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.

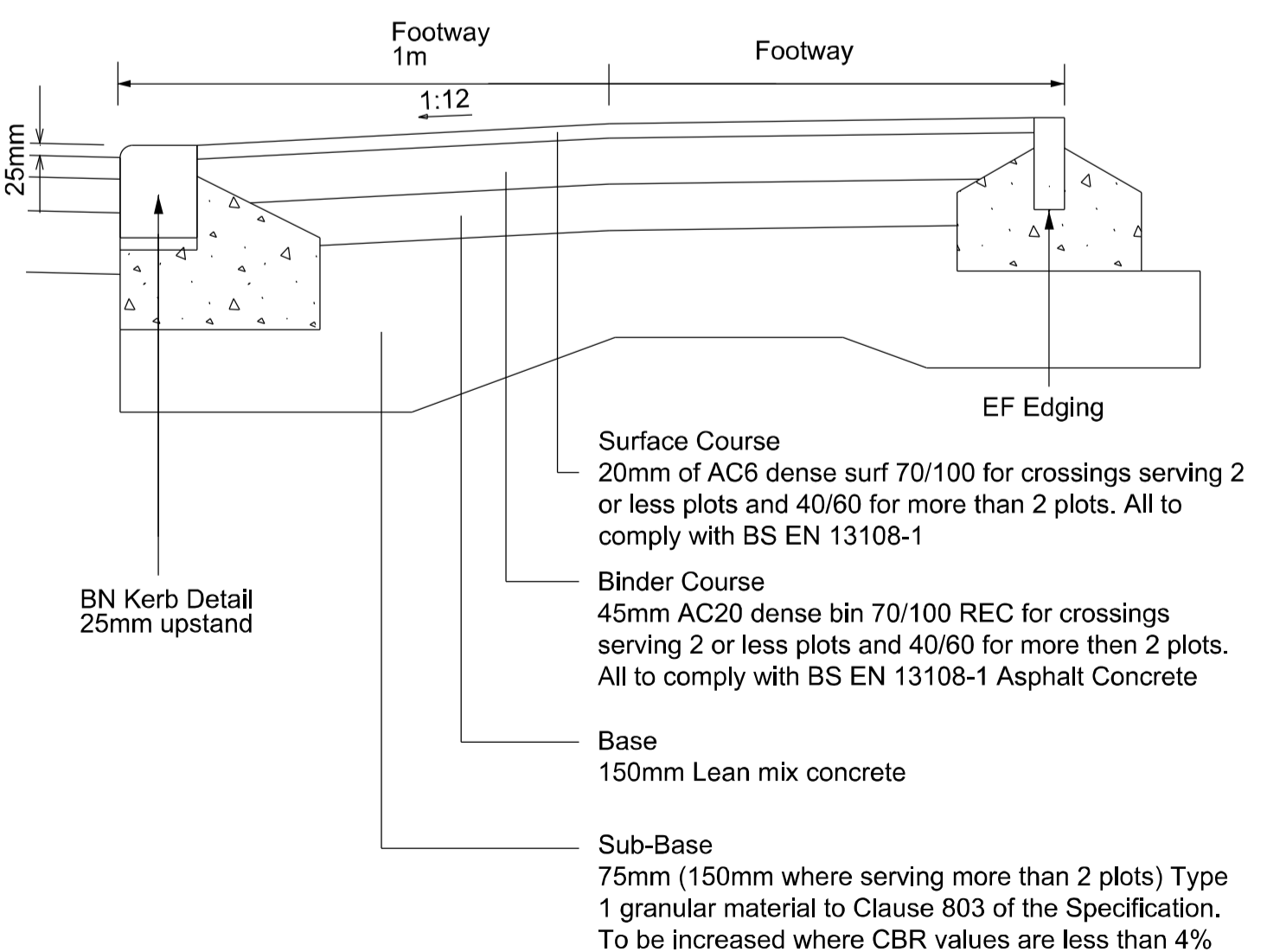
Class D400 gully grating and frame to open towards on-coming vehicles and be single piece, hinged, non-rock type to BS EN 124 (size 370 x 450mm) minimum waterway area 1000sqcm with straight bar pattern



TACTILE CROSSING DETAIL

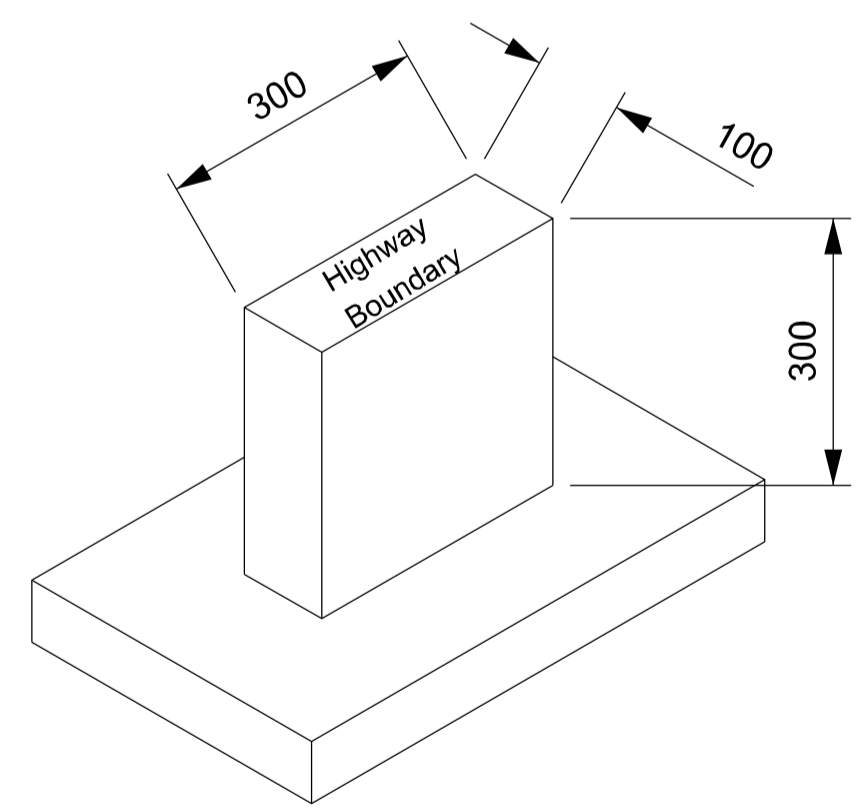


Note: Tactile paving shall be in accordance with "Guidance on the use of Tactile Paving Surfaces" (1998) Issued by DETR.



- For use on vehicular crossovers from/ to blacktop highways.

VEHICULAR CROSSING DETAIL



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

Revision	Description	AT	JF	01.12.16
1	Preliminary			
2	Information			
3	Tender			
4	Construction			
5	As Built			

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Title: UPPER HEYFORD PARCEL D4b (PHASE 6)

Scale: NTS @ A1 Date: JULY 2016 Drawn: CG CHK: AT

Please consider the environment before printing this drawing

HEYF/5/939 A