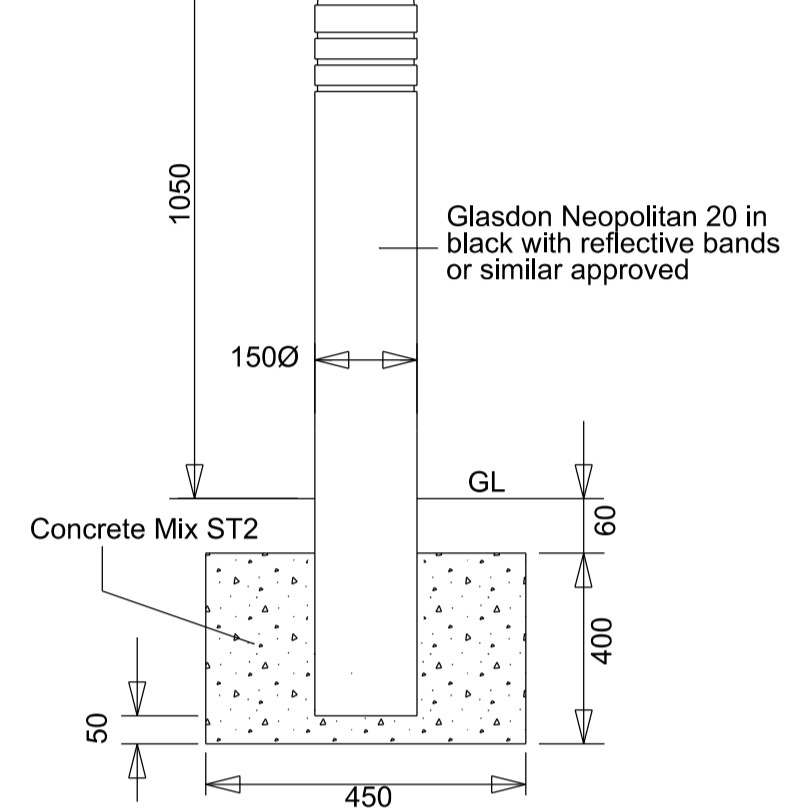
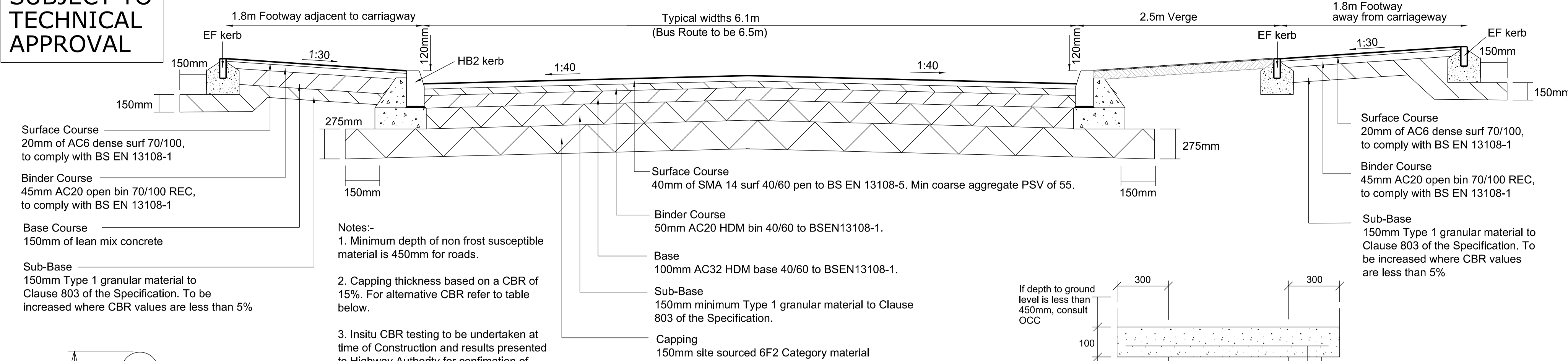


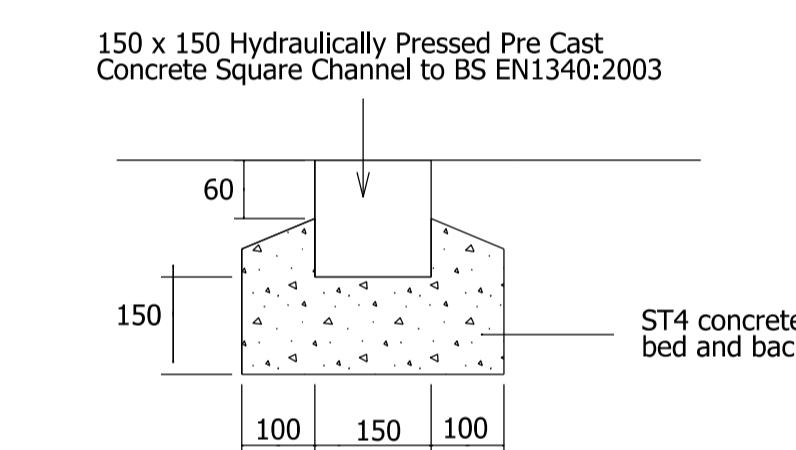
SUBJECT TO TECHNICAL APPROVAL

Notes

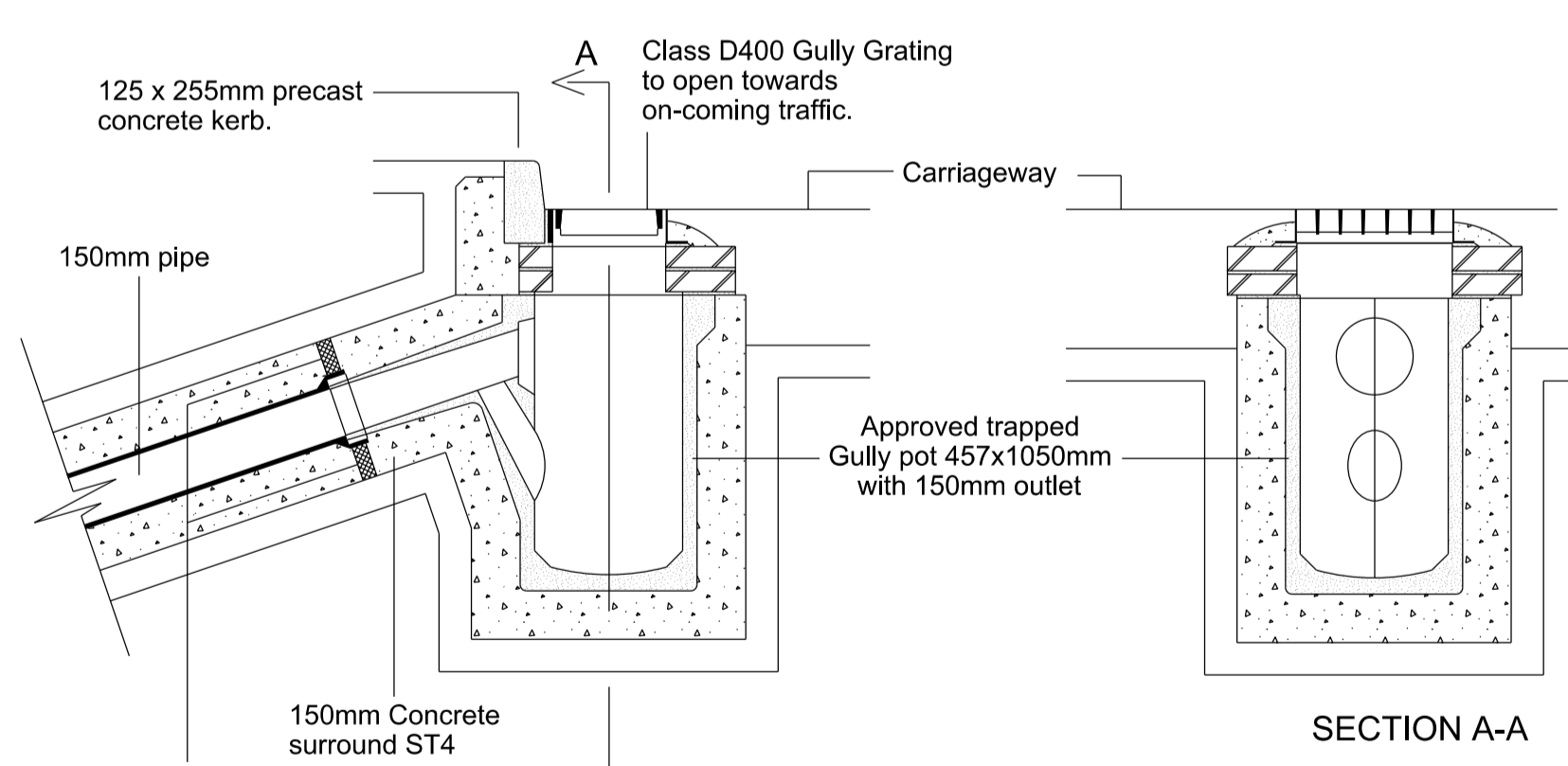
- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright
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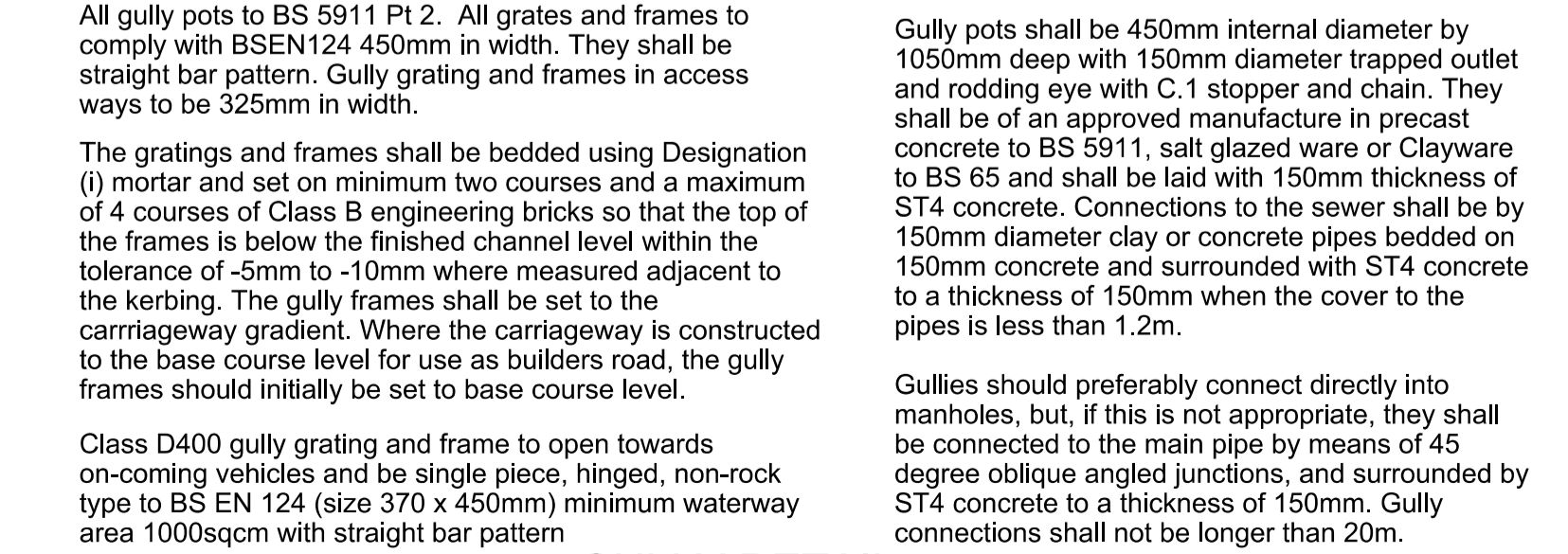
FIXED BOLLARD DETAIL



CHANNEL KERB



MARSHALLS SPEED CHECK UNIT (Or similar approved)



GULLY DETAIL

All gully pots to BS 5911 Pt 2. All grates and frames to comply with BS EN 124 450mm in width. They shall be straight bar pattern. Gully grating and frames in access ways to be 325mm in width.

The grates 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.

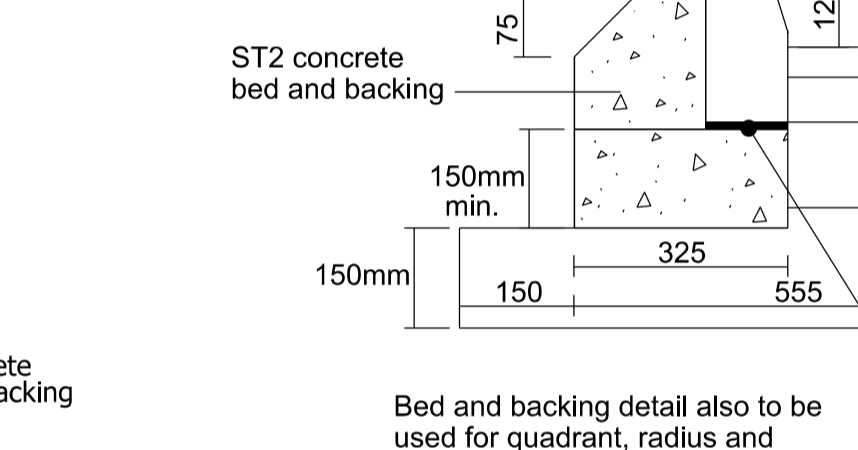
Class D400 gully grating and frame to open towards on-coming vehicles and be single piece, hinged, non-rock type to BS EN 124 (size 370 x 450mm) minimum waterway area 1000sqcm with straight bar pattern

BLACKTOP CONSTRUCTION DETAIL

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

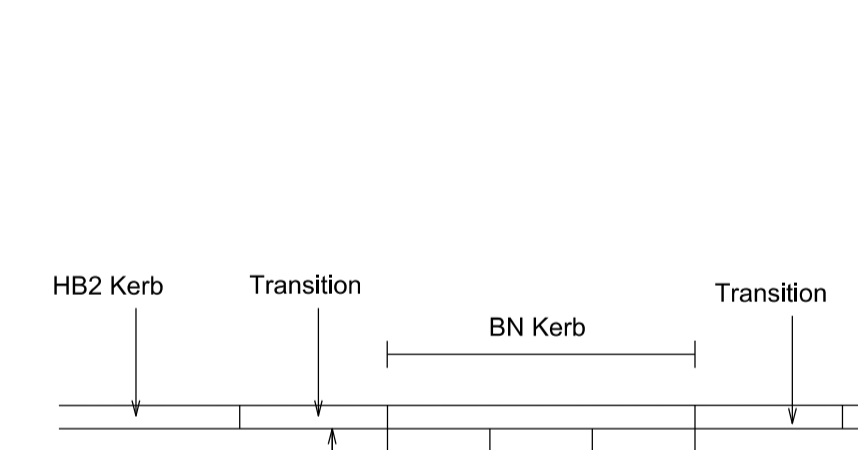
Notes:-
 1. Minimum depth of non frost susceptible material is 450mm for roads.
 2. Capping thickness based on a CBR of 15%. For alternative CBR refer to table below.
 3. Insitu CBR testing to be undertaken at time of Construction and results presented to Highway Authority for confirmation of Sub-Base thickness.

EDGING (EF)



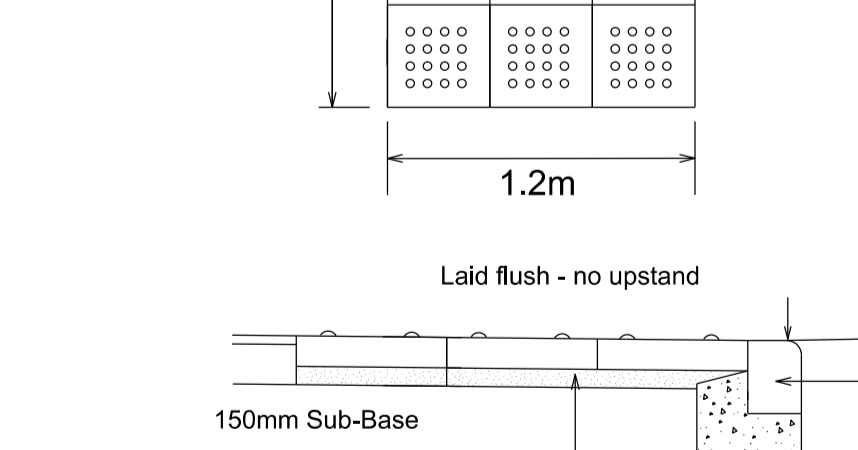
EDGING (EF)

HALF BATTERED KERB (HB2)

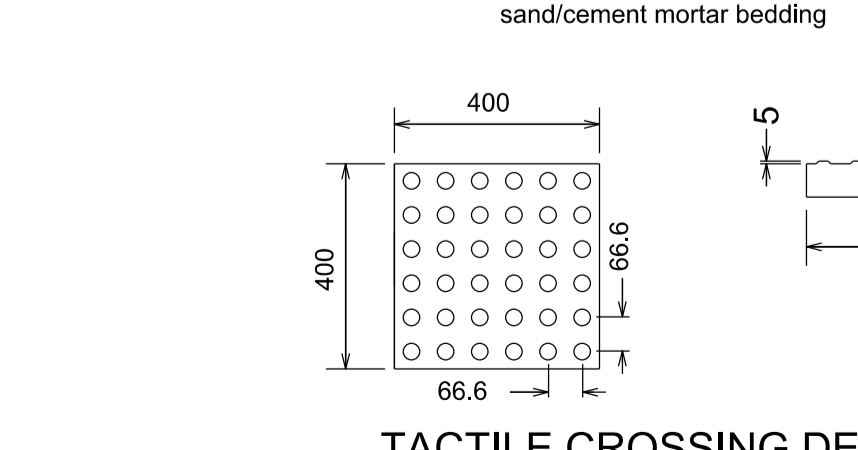


HALF BATTERED KERB (HB2)

BULL- NOSED KERB (BN)

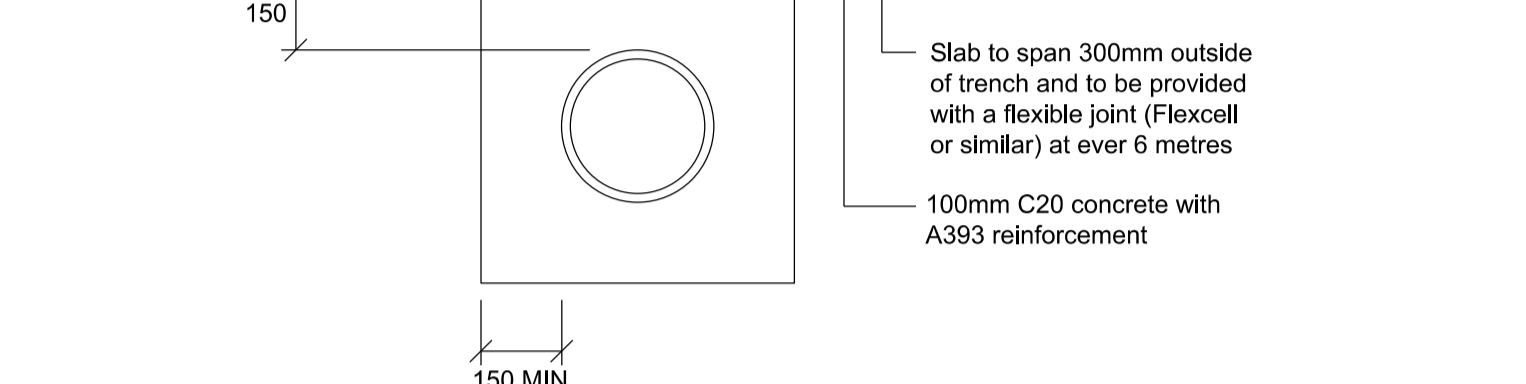


BULL- NOSED KERB (BN)



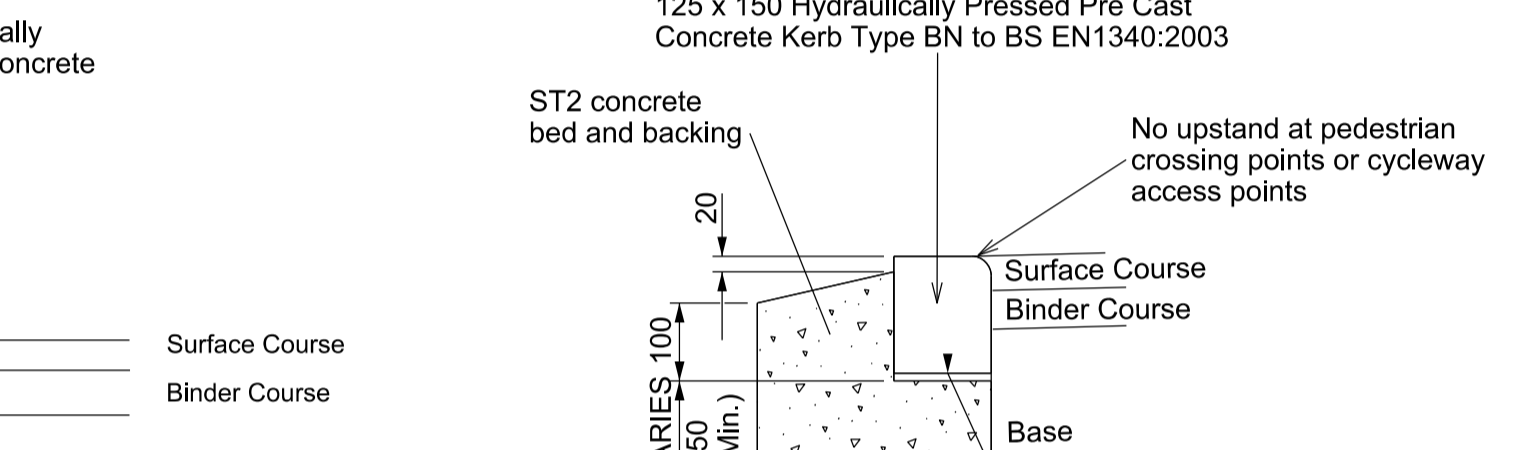
TACTILE CROSSING DETAIL

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



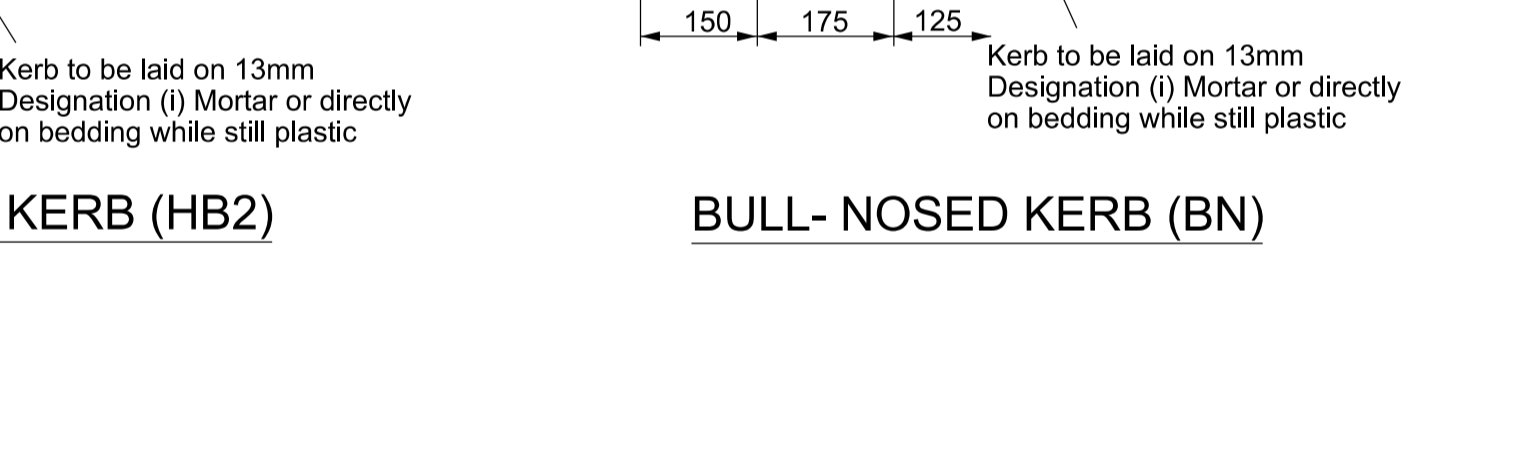
EXISTING UTILITY PROTECTION

HALF BATTERED KERB (HB2)



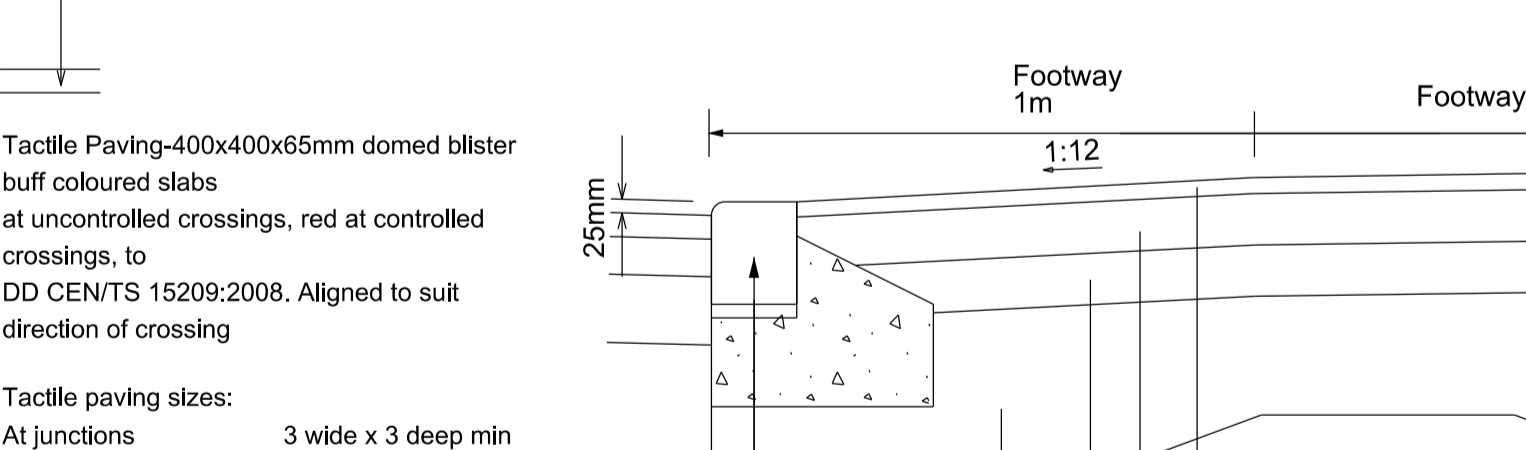
HALF BATTERED KERB (HB2)

BULL- NOSED KERB (BN)



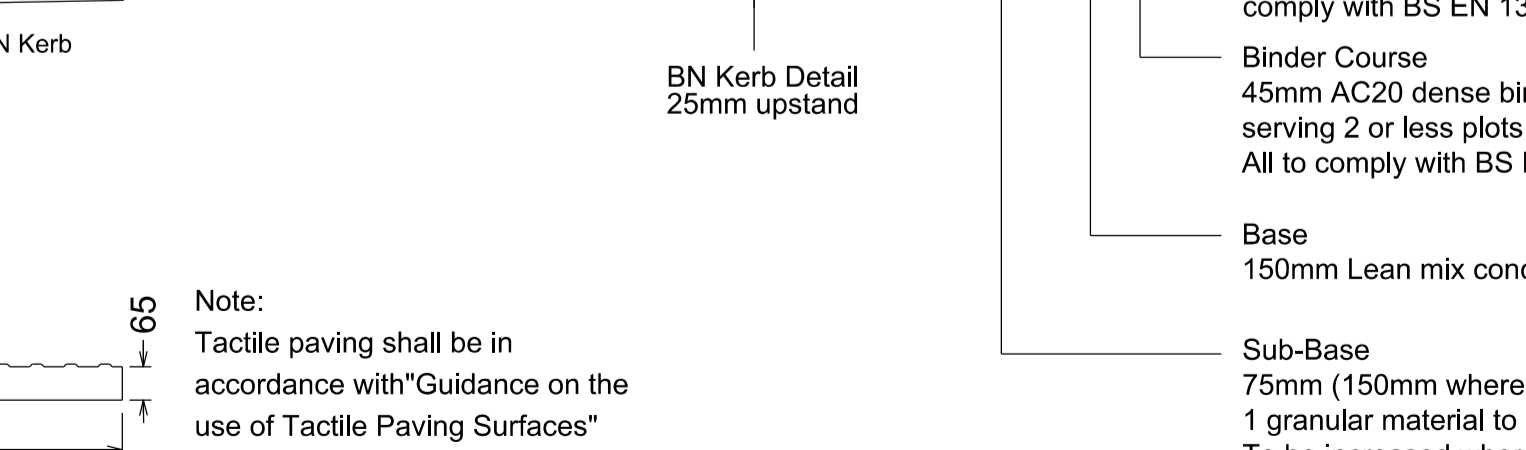
BULL- NOSED KERB (BN)

TYPICAL RAMP AND DETAIL



TYPICAL RAMP AND DETAIL

VEHICULAR CROSSING DETAIL



VEHICULAR CROSSING DETAIL

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

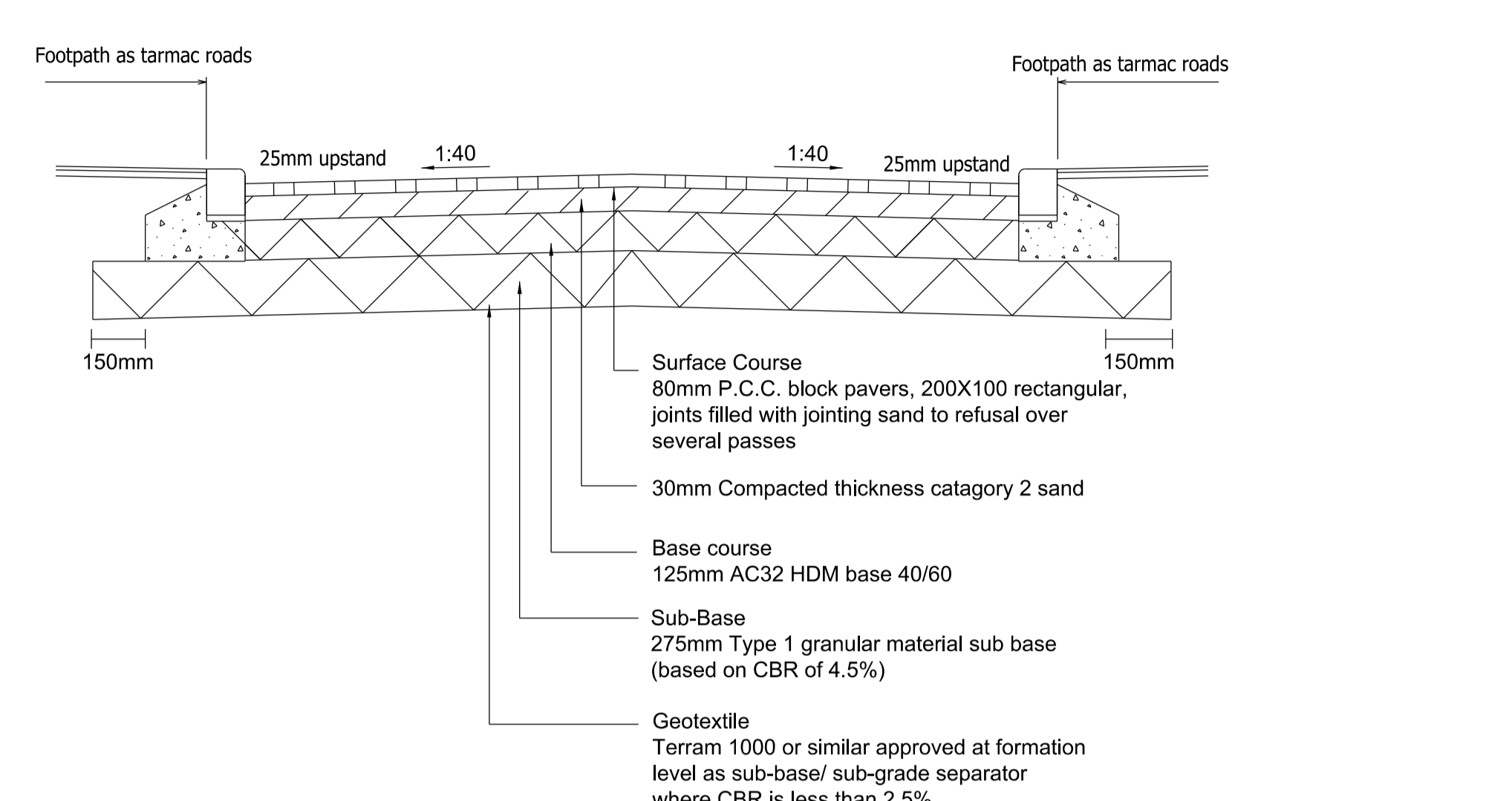
TYPICAL ADOPTABLE BLOCK PAVING RAISED TABLE



TYPICAL ADOPTABLE BLOCK PAVING RAISED TABLE

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.

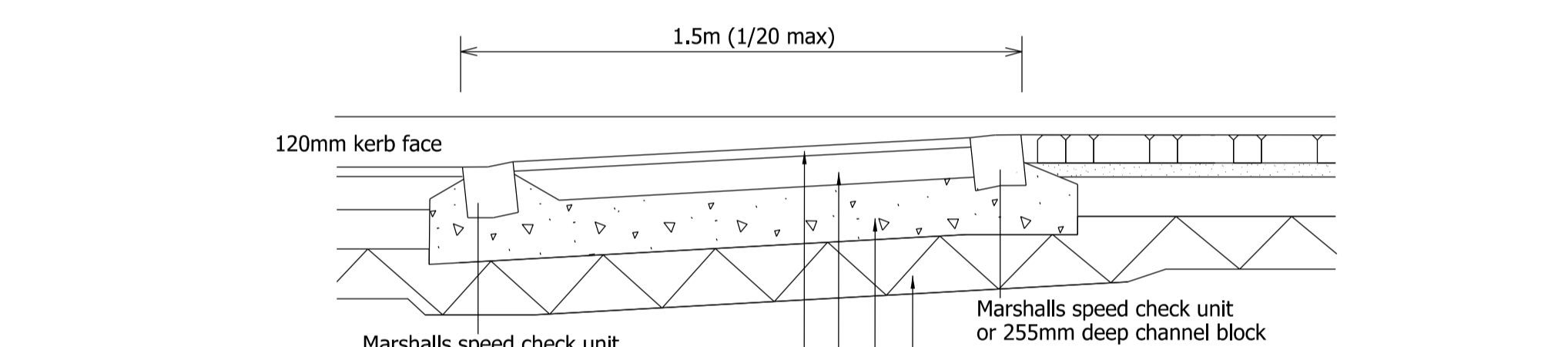
ROAD 5 AND ROAD 6 UNDERSIDE OF SUB BASE LEVEL TO MATCH UNDERSIDE OF EXISTING SUB BASE LEVEL TO PREVENT DAMAGE TO TREE ROOTS BELOW



TYPICAL ADOPTABLE BLOCK PAVING RAISED TABLE

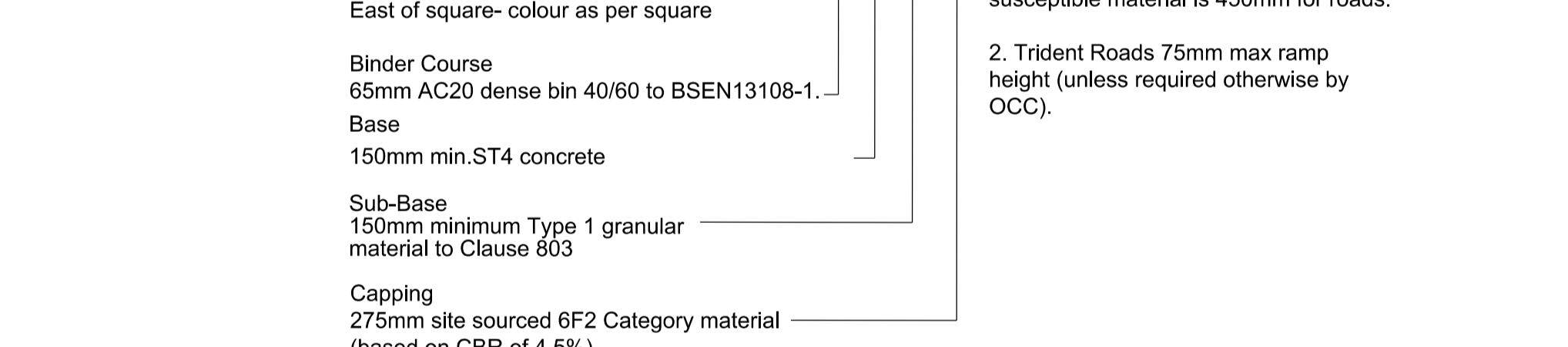
- Blockwork to be Marshalls Keyblok or similar approved.
- Minimum depth of non frost susceptible material is 450mm.
- Blockwork pattern to be 45 degree herringbone. Bond breakers will be required at changes on direction.
- Shared surface blockwork colour to be Burnt Ochre as shown on the planning layout.

TYPICAL RAMP AND DETAIL



TYPICAL RAMP AND DETAIL

RC05 - HIGHWAY BOUNDARY MARKER DETAIL



RC05 - HIGHWAY BOUNDARY MARKER DETAIL

Notes:-
 1. Minimum depth of non frost susceptible material is 450mm for roads.
 2. Trident Roads 75mm max ramp height (unless required otherwise by OCC).

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.

REVISIONS

Revision	Description	Drawn	Checked	Date
D	Blacktop detail amended to show new bus route width	CG	AT	24.08.17
C	Blockwork detail amended	CG	AT	18.08.17
B	Blockwork detail amended	CG	AT	18.08.17
A	Ramp details revised to suit planning comments	CG	AT	18.08.17
	Ramp changed to Blacktop, blockwork detail enhanced and bollard detail added	CG	JF	06.06.17

Legend: Preliminary (filled square), Information (open square), Tender (open square), Construction (open square), As Built (open square)

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