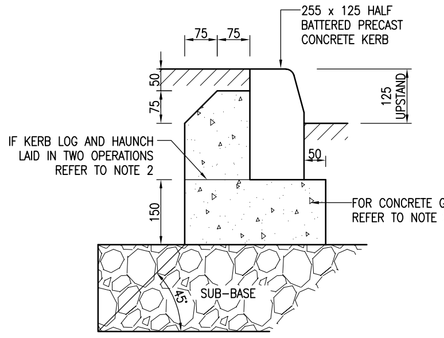
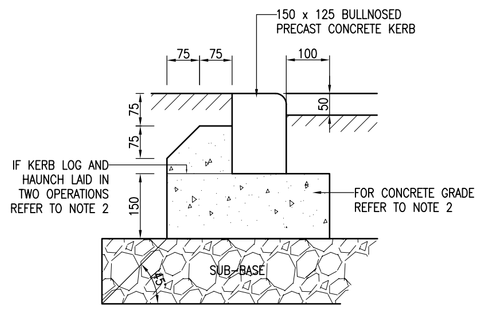
KERB NOTES:

1. KERBS SHALL BE PRECAST CONCRETE KERBS COMPLYING WITH BS EN 1340 AND CLAUSE 1101 OF SPECIFICATION FOR HIGHWAY WORKS.
2. MIX C10 CONCRETE KERB BASE TO CLAUSE 2602 SHALL BE LAID ON THE SUB-BASE AND SHALL BE A MINIMUM THICKNESS OF 150mm. SUB-BASE SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150mm THICKNESS. RECOMPACT DISTURBED SUB-BASE PRIOR TO CONSTRUCTION OF KERB BASE. THE KERB BASE AND BACKING WILL NORMALLY BE LAID IN ONE OPERATION. HOWEVER WHERE CONCRETE BASE IS LAID IN ADVANCE OF KERBS, 200 x 20mm DIAMETER MILD STEEL DOWEL BARS WILL BE REQUIRED IN BACKING AT 450mm CENTRES. KERBS WILL THEN BE LAID ON 0mm TO 10mm THICKNESS CEMENT MORTAR DESIGNATION (I) BED TO CLAUSE 2404.
3. WHERE EXCAVATION INTO EXISTING CARRIAGEWAY IS REQUIRED, A TRENCH SHALL BE EXCAVATED OF SUFFICIENT DEPTH AND WIDTH TO ACCOMMODATE THE COMPLETE BASE, BED AND BACKING OF THE KERB TYPE SCHEDULED WHILST PROVIDING SUFFICIENT SPACE FOR THE NECESSARY USE OF MECHANICAL LIFTING APPARATUS.
4. WHERE IT IS REQUIRED TO LAY KERBS TO RADII LESS THAN 12 METRES, HYDRAULICALLY PRESSED RADIUS KERBS TO THE APPROPRIATE RADIUS SHALL BE USED AND CONSIDERATION SHALL BE GIVEN TO THE USE OF SHORTER KERBS WHERE THE ALIGNMENT REQUIRES SUCH KERBS TO ACHIEVE A SATISFACTORY LINE WITHOUT LARGE JOINTS. GRANITE KERBS MAY BE REQUIRED IN CONSERVATION AREAS.
5. THE MAXIMUM GAP BETWEEN KERBS SHALL BE 3mm. ANY GAP WIDER THAN 3mm SHALL BE FLUSH POINTED WITH CEMENT MORTAR.
6. THE APPROPRIATE 914mm LONG PRECAST CONCRETE TRANSITION KERB SHALL BE INSTALLED AT EACH CHANGE IN KERB TYPE, TIE-INS TO EXISTING AND TERMINATIONS.
7. INSTALLATION OF DOWEL BARS MAY ALSO BE INSTRUCTED BY THE ENGINEER AT LOCATIONS WHERE STANDARD KERBS ARE CONSIDERED TO BE VULNERABLE TO DAMAGE CAUSED BY VEHICLE IMPACT.
8. THE MINIMUM LENGTH OF ANY CUT KERB SHALL BE 450mm.



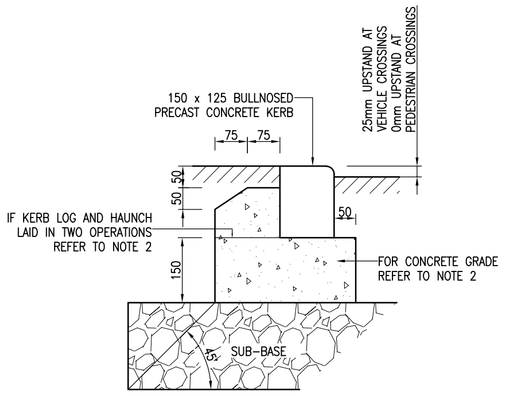
HALF BATTERED KERB (K1)

SCALE 1:10



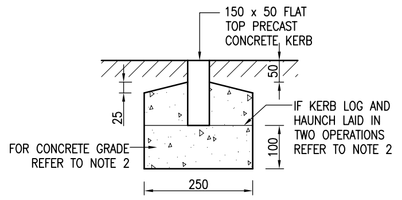
50mm UPSTAND BULLNOSED KERB (K2)

SCALE 1:10



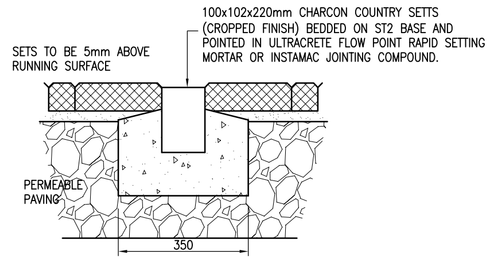
BULLNOSED DROP KERB (K3)

SCALE 1:10



HEEL KERB (K4)

SCALE = 1:10



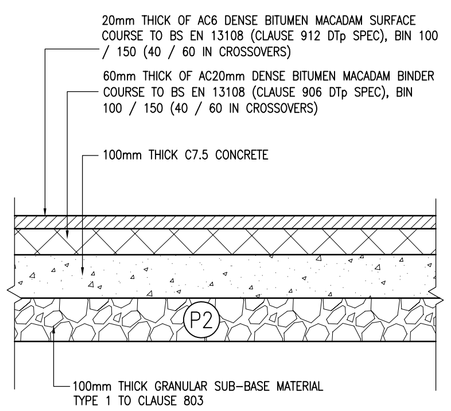
GRANITE SET FEATURE

SCALE = 1:10

	CAPPING LAYER	SUB-BASE
CBR 15%-30%	——	150mm
CBR 5%-15%	——	225mm
CBR 2%-5%	200mm	300mm
CBR LESS THAN 2%	450mm	300mm

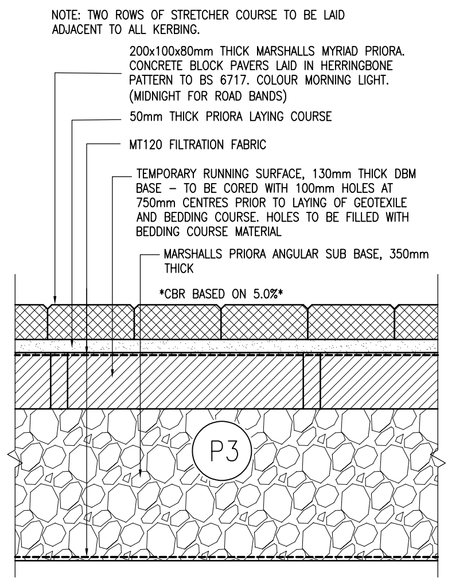
FIRST 450mm OF ROAD TO BE NON-FROST SUSCEPTIBLE MATERIAL. THEREFORE WHERE A CAPPING IS REQUIRED IN LIEU OF 150mm OF CAPPING MATERIAL, SUB-BASE TO BE INCREASED AS NOTED ABOVE.

SUB-BASE AND CAPPING LAYER THICKNESSES



FOOTWAY CONSTRUCTION – PAVING TYPE 2

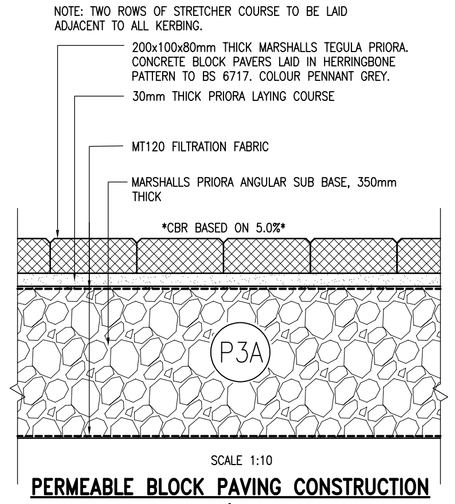
SCALE 1:10



SCALE 1:10

PERMEABLE BLOCK PAVING CONSTRUCTION ADOPTABLE CARRIAGEWAYS PAVING TYPE P3

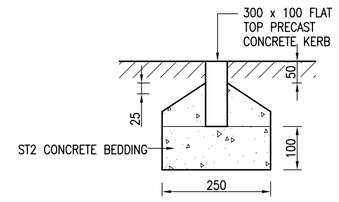
NOTE: ALL WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH MARSHALLS RECOMENDATIONS FOR LAYING PRIORA PAVING AND THE REQUIREMENTS OF OCC.



SCALE 1:10

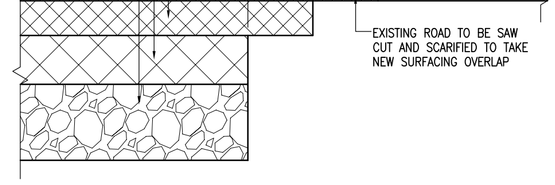
PERMEABLE BLOCK PAVING CONSTRUCTION PARKING COURTS \ PRIVATE DRIVES PAVING TYPE P3A

NOTE: ALL WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH MARSHALLS RECOMENDATIONS FOR LAYING PRIORA PAVING.



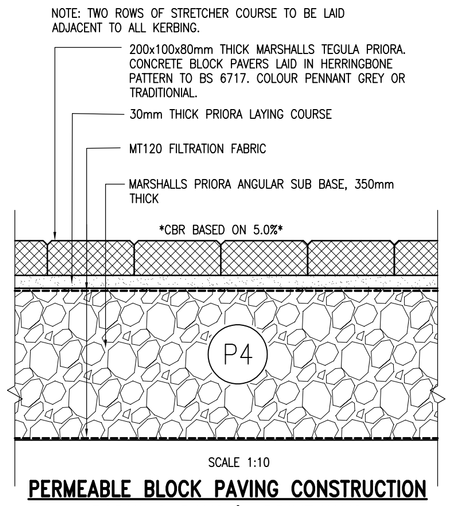
HIGHWAY BOUNDARY MARKER

SCALE = 1:10



TYPICAL ROAD CONSTRUCTION TIE-IN DETAIL

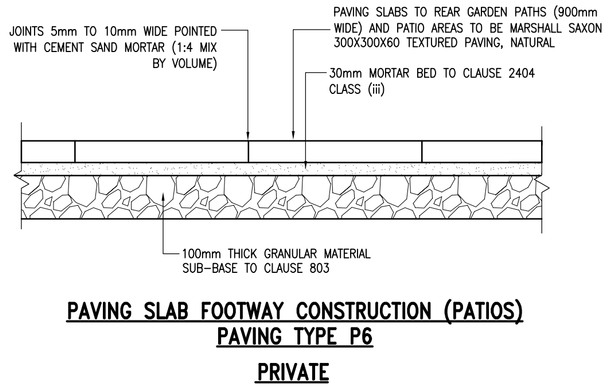
SCALE 1:20



SCALE 1:10

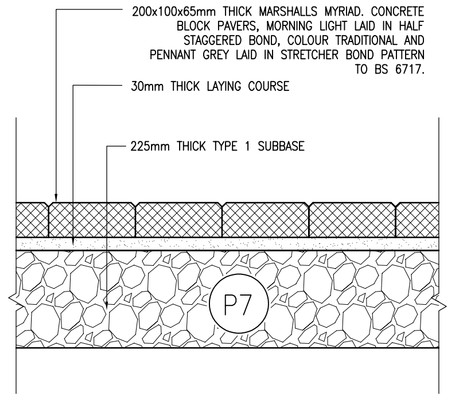
PERMEABLE BLOCK PAVING CONSTRUCTION PARKING BAYS \ DRIVEWAYS PAVING TYPE P4

NOTE: ALL WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH MARSHALLS RECOMENDATIONS FOR LAYING PRIORA PAVING.



PAVING SLAB FOOTWAY CONSTRUCTION (PATIOS) PAVING TYPE P6 PRIVATE

SCALE 1:10



SCALE 1:10

BLOCK PAVING CONSTRUCTION FOOTWAYS PAVING TYPE P7

NOTE: ALL WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH MARSHALLS RECOMMENDATIONS FOR LAYING PAVING.

NOTES

1. THIS DRAWING IS COPYRIGHT.
2. THE CONTRACTOR AND HIS SUBCONTRACTOR ARE TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.
3. DO NOT SCALE THIS DRAWING. THE CONTRACTOR IS TO BRING TO THE NOTICE OF THE ENGINEER ANY DISCREPANCIES CONTAINED IN THIS DRAWING PRIOR TO WORK COMMENCEMENT.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST SUB-CONTRACTORS DRAWINGS AND THE SPECIFICATION.
5. ALL SETTING OUT TO BE IN ACCORDANCE WITH THE ARCHITECTS DRAWINGS. ANY DISCREPANCIES BETWEEN THE ENGINEERS AND THE ARCHITECTS DRAWINGS TO BE REFERRED TO THE ARCHITECT BEFORE PROCEEDING. DIMENSIONS MUST NOT BE SCALED.
6. THIS DRAWING HAS BEEN PRODUCED BASED UPON LAYOUTS COMPILED AND SUPPLIED BY THE ARCHITECT IN ELECTRONIC FORMAT. NO RESPONSIBILITY IS TAKEN FOR ANY INACCURACIES AND/OR OMISSIONS IN THE INFORMATION AS SUPPLIED.
7. ALL WORKS TO BE INCLUDED IN THE SECTION 38 AGREEMENT SHALL BE IN ACCORDANCE WITH THE OXFORDSHIRE COUNTY COUNCIL DESIGN GUIDE AND THE SPECIFICATION FOR HIGHWAY WORKS PUBLISHED BY THE DEPARTMENT FOR TRANSPORT.

HEALTH & SAFETY:

ALL WORKS TO BE CARRIED OUT BY A CONTRACTOR COMPETENT TO UNDERTAKE THE CONSTRUCTION OF WORKS AS INDICATED ON THIS DRAWING. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE JOB SPECIFIC RISK ASSESSMENT. THE HAZARDS NOTED ARE IN ADDITION TO THE NORMAL HAZARDS AND RISKS FACED BY A COMPETENT CONTRACTOR WHEN DEALING WITH THE TYPE OF WORKS DETAILED ON THIS DRAWING.

Rev.	Description	Date.	Initial.
T1	P7 REVISED TO NEW TYPE 1 PERMEABLE, TENDER ISSUE	13.12.17	DC
P1	INITIAL ISSUE	05.12.17	DC

Drawing Status: TENDER

REUBY & STAGG LTD.
CONSULTING CIVIL & STRUCTURAL ENGINEERS
Dewey House
55 High Street, Ringwood
Hampshire BH24 1AE
T: 01425 484400 F: 01425 484409
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Revision:	T1