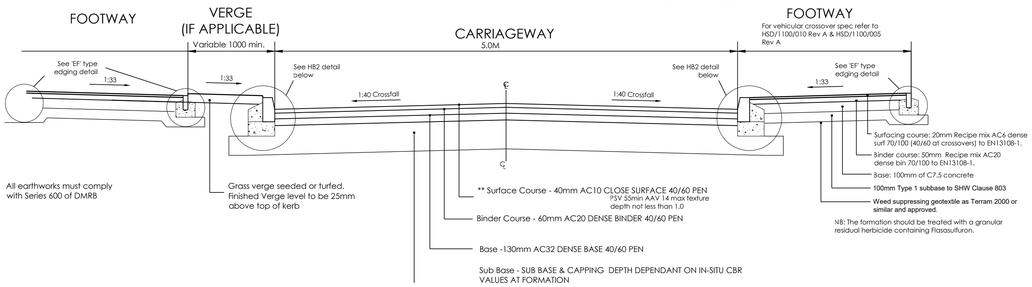
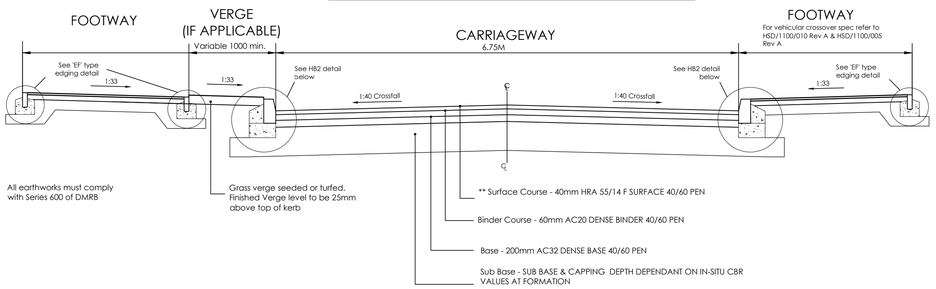
TYPICAL CROSS SECTION THROUGH MINOR ACCESS ROADS (Blacktop)



TYPICAL CROSS SECTION THROUGH 'ROAD A' LINK ROAD



CBR (%)	Subbase on Capping (mm)		Subbase Only (mm)
	Subbase	Capping	
≤2.5	Ground Stabilisation		Ground Stabilisation
2.6 – 2.9	350	250	450
3.0 – 3.9	320	240	400
4.0 – 4.9	270	220	360
5.0 – 5.9	240	210	320
6.0 – 7.9	210	200	300
8.0 – 9.9	200	180	270
10 – 11.9	180	180	250
12.0 – 14.9	170	160	230
15.0≥	150	150	200

(figures used in the table above have been extracted from figures 3.1 and 3.2 of IAN 73/06 Rev 1)

Type 1 surfacing layer beneath prior to

- All subbase is to be Type 1 in compliance with MCHW1 803.
- All capping is to be 6F2 or 6F5 in compliance with MCHW1 613.
- Grading certificates for all granular fill are to be provided for every 500 tonnes.
- Foundations on cohesive soils are to use subbase on capping foundation type.

struction

Ground Stabilisation
CBR results of 2.5% or less will require ground stabilisation. The method of ground stabilisation and design is to be approved by OCC's scheme engineer prior to implementation.
Implementation without OCC's engineer approval could result in the road becoming unadoptable or remediation works at the contractors or developers expense if the ground stabilisation method or design is not accepted by OCC's engineer.

There are various ground stabilisation methods available, these include:

- Lime/cement soil stabilisation – is to be used where there are cohesive soils.
- Increased capping – if a suitable load bearing soil is within 1m of formation, the relatively soft material above is to be excavated and filled with capping in compliance with above.
- Geo-grid – is to only be used as a last resort if either of the options above are not possible.

Notes

1. All trenches within the adoptable areas will be back filled with type 1.
2. CBR tests to be carried out on site and sub base thicknesses to be revised to reflect CBR site results.
3. All hard paved areas within 5m of the highway shall have a bound surfacing, loose gravel is not permitted.
4. Gullies, stopcocks and meter covers shall not be located within the vehicular crossing extents or tactile crossings construction.
5. All buildings to be at least 1m away from highway boundary.
6. All manhole covers to BS EN 124 and Kite-Marked. A Skid Resistance Value of 55 is recommended by the Design Manual for Roads and Bridges (DMRB) as a minimum for high risk situations: these have been identified in the RSA as: S1 & S2

Kerbing Notes:

7. Kerb foundations for types 1 - 3 shall be not less than 150mm thick and should be seated on or in the sub-base this depending on pavement construction thickness adopted.
8. All kerbs shall be laid on a 25mm bed of mortar designation (i).
9. Adequate bond shall be provided between foundation and haunch. Preferred method of bonding to be by means of steel reinforcement hoops at 900mm ctrs or any other method to be approved by the Engineer.
10. Pram crossing shall be as vehicular accesses, but with normal footway construction and with 2 dropped kerbs.
11. Mortar joints between kerbs not to be provided unless specified by the Engineer. Gaps between kerbs to be 1 - 2mm where mortar jointing is specified.
12. Kerb backing normally brought up to 50mm below top of kerb, but where final surface of footways is slab paving, kerb backing shall finish 75mm below top of kerb.
13. For radius work kerbs shall be as follows: Radius 12m or less - Kerbs manufactured to an appropriate radius Radius 12m to 45m - Straight kerbs of a length of 610mm Radius 45m or greater - Straight kerbs of a standard length

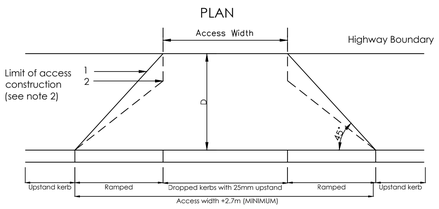
Reseeding

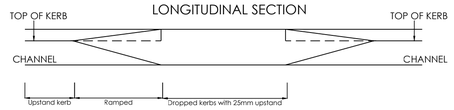
Where the existing verge is to be seeded, the following seed mixture shall be used and spread at a rate of 25 to 40g/m2.

30% Festuca rubra ssp litoris
25% Festuca rubra commutata
15% Poa Pratensis
10% Argostis castellana
20% Lolium perenne.

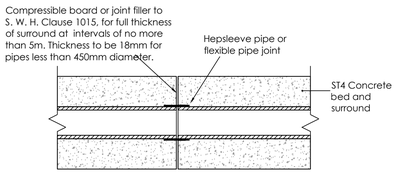
Topsoil

Topsoil shall be to BS 3882 with a classification of slightly stony or less, (less than 5% stones by dry weight). No stone greater than 50mm in any dimension shall be acceptable.

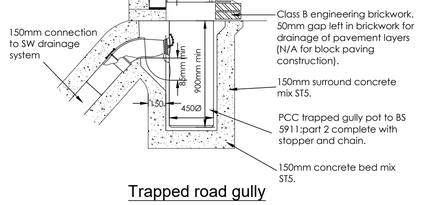




NOTES:
1. WIDTHS OF DROPPED KERBS TO BE ROUNDED UP TO A WHOLE NUMBER OF KERBS
2. LIMIT TO BE AS 1 WHEN d IS 3.5M OR LESS, AS 2 WHEN D IS OVER 3.5M
3. RAMPED KERBS TO BE REPLACED BY DROPPED KERBS IF UPSTAND KERBS ARE NOT USED TO DEFINE EDGE OF CARRIAGEWAY

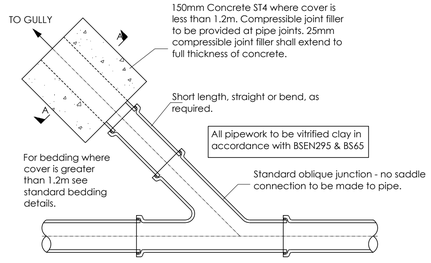


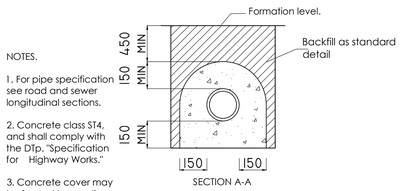
Flexible Joint for Concrete Surround



Trapped road gully
Where noted 'GY' on layouts

Gully Notes
1. Alternative types of gully pot: -
i) uPVC former with concrete mix ST5 surround.
ii) Salt glazed stoneware with concrete mix ST5 surround.
2. Where a uPVC gully is to be connected to PCC of salt glazed stoneware, the connection is to be made using an approved adaptor.
3. Top of concrete surround to finish flush with gully pot.

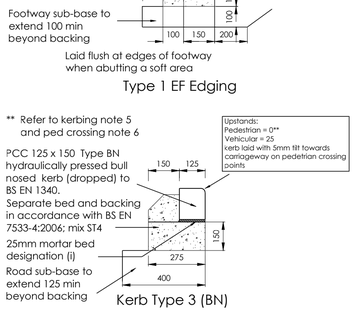




NOTES.

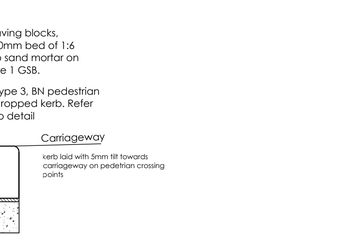
1. For pipe specification see road and sewer longitudinal sections.
2. Concrete class ST4, and shall comply with the DTp. "Specification for Highway Works."
3. Concrete cover may be formed to a radius, batter or horizontal surface.

Gulley Connection - Type Z

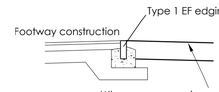


Type 1 EF Edging

Kerb Type 3 (BN)

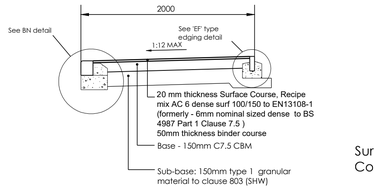


Section Through Uncontrolled Tactile Paving Crossing

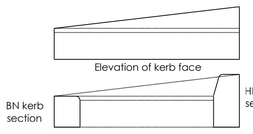


Where new verge is constructed, ensure 150mm topsoil provided and Type 1 EF edging to the rear.

Where existing verge is being reprofiled, ensure any imported soil adheres to topsoil specification.

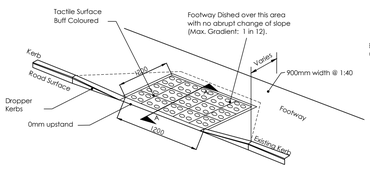


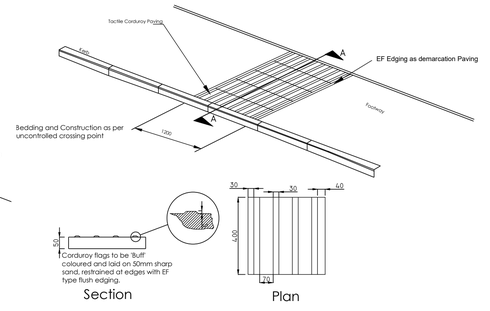
FOOTWAY / CYCLEWAY CROSSOVER



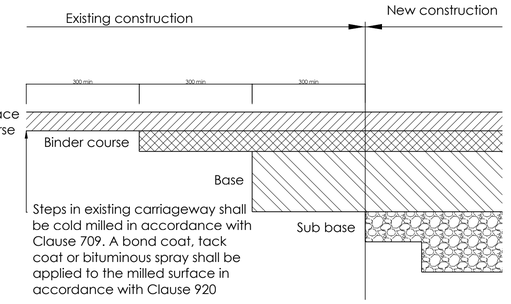
Bed & backing as for normal kerbs. All kerbs to be to BS EN 1340 and hydraulically pressed.

ELEVATION
VEHICULAR CROSSING





CORDUROY TACTILE PAVING



Steps in existing carriageway shall be cold milled in accordance with Clause 709. A bond coat, tack coat or bituminous spray shall be applied to the milled surface in accordance with Clause 920

Interface Detail Between Existing & New
As per OCC Standard Detail HSD/700/165

DAVID WILSON HOMES
David Wilson Mercia
Remus 2
2 Cranbrook Way
Solihull Business Park
Solihull
B90 4GT

REV	DESCRIPTION

REV	DESCRIPTION	DATE
A	CBR table updated, path construction added	7.10.19

STATUS: Subject to Approval

SCALE : NTS
DATE : April 2019
DRAWN : LB

TITLE : Adoptable Highway Road Details Sheet 1

PROJECT : White Post Road, Bodicote

DRG. No: 957-38-06 Rev A

iD LTD
INFRASTRUCTURE DESIGN LIMITED
33 The Point
Market Harborough
Oxfordshire LE16 7QU
Tel: 01858 411570 Fax: 01858 411571