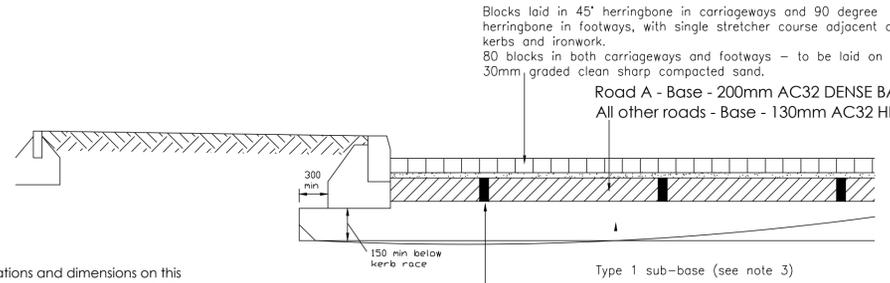
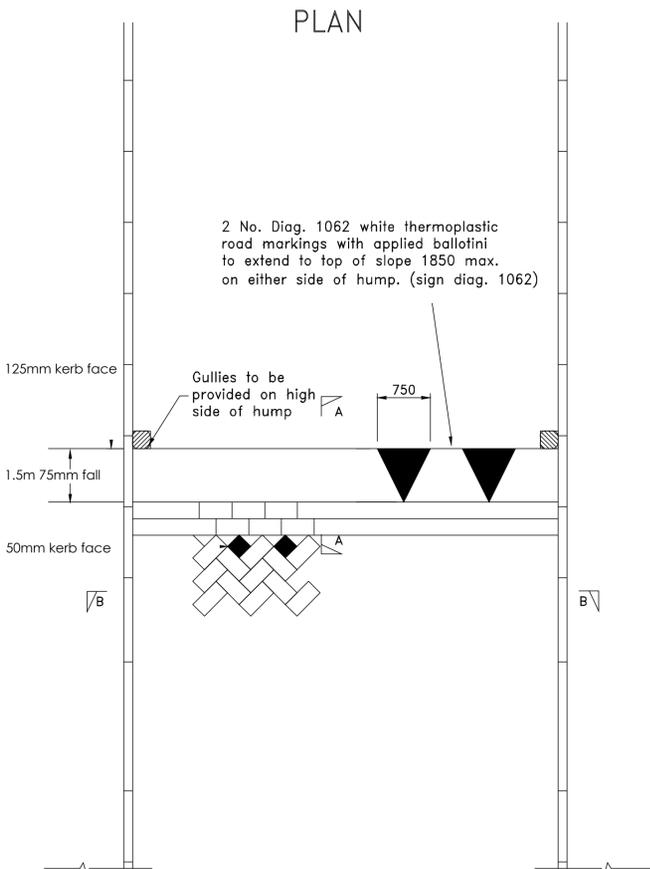


In block paved areas all ironwork shall be 150 deep to allow blocks to be laid up to the frame of gully gratings and manhole covers.
Cover levels are to be recessed 5mm below finished surface level.

Gully and Manhole Detail



Blocks laid in 45° herringbone in carriageways and 90 degree herringbone in footways, with single stretcher course adjacent all kerbs and ironwork.
80 blocks in both carriageways and footways - to be laid on 30mm graded clean sharp compacted sand.

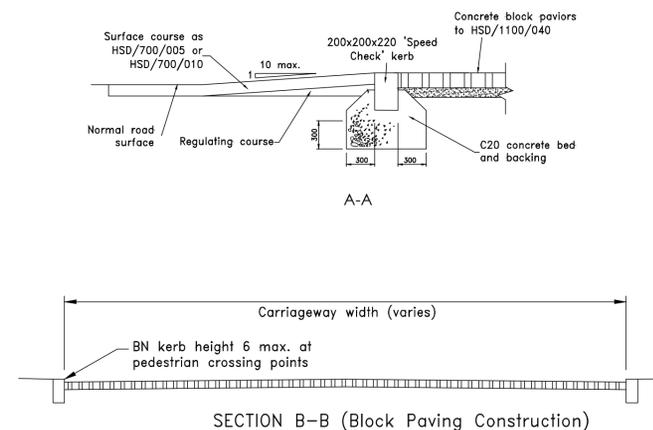
Prior to laying concrete blocks, temporary running surface to be cleaned and 50mm diameter holes drilled or cored @ 1m centres through bitumen base into sub-base and filled with 5mm clean stone.

Note: Each hole to be covered with Inbitex or similar approved, and extended to a minimum of 150mm either side of the hole to prevent loss of laying course.

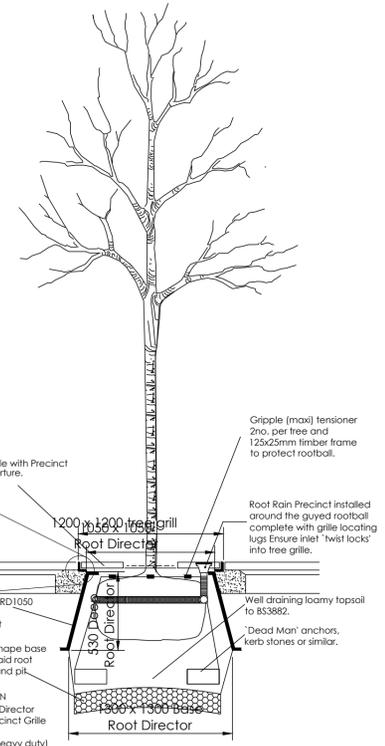
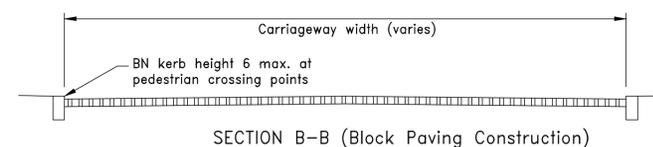
Typical Cross Section

- Notes
- All annotations and dimensions on this drawing complement or supersede the Highways England Specification for Highways which shall otherwise apply (along with appropriate appendices) to all works and materials required for this standard detail.
 - All dimensions are in millimetres

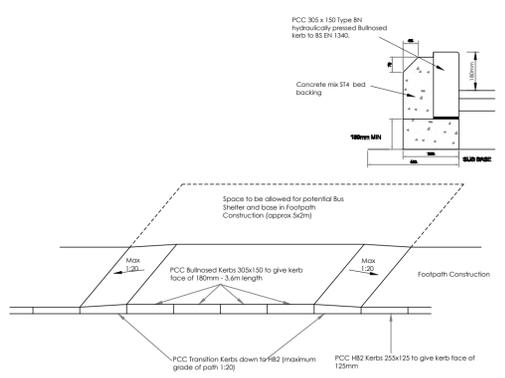
Impermeable Block Paved Roads and Footways



RAMP

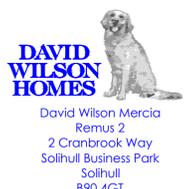


Tree Pit Detail



BUS STOP DETAIL

- Notes
- All trenches within the adoptable areas will be back filled with type 1.
 - CBR tests to be carried out on site and sub base thicknesses to be revised to reflect CBR site results.
 - All hard paved areas within 5m of the highway shall have a bound surfacing, loose gravel is not permitted.
 - Gullies, stopcocks and meter covers shall not be located within the vehicular crossing extents or tactile crossings construction.
 - All buildings to be at least 1m away from highway boundary.
 - 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:
- Kerb foundations for types 1 - 3 shall be not less than 150mm thick and should be sealed on or in the sub-base this depending on pavement construction thickness adapted.
 - All kerbs shall be laid on a 25mm bed of mortar designation (j).
 - Adequate bond shall be provided between foundation and haunch. Preferred method of bonding to be by means of steel reinforcement hoops of 900mm cts or any other method to be approved by the Engineer.
 - Prom crossing shall be as vehicular accesses, but with normal footway construction and with 2 dropped kerbs.
 - 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.
 - 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.
 - 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 littoris
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.



STATUS: Subject to Approval		TITLE: Adoptable Highway Road Details Sheet 2	
PROJECT: White Post Road, Bodicote		ORG. No: 957-38-07 Rev C	
SCALE: NTS	DATE: April 2019	DRAWN: LB	
REV	DESCRIPTION	REV	DESCRIPTION
C	Bus Stop and tree pit detail added	23.10.19	
B	Base construction thickness added	7.10.19	
A	Detailed design	10.06.19	