

**GENERAL NOTES**

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.
2. ALL HIGHWAY WORKS SHALL BE IN ACCORDANCE WITH THE LOCAL COUNCIL'S REQUIREMENTS
3. ALL SERVICES STRIPS SHALL BE MAINTAINED FREE OF ALL PLANTING.
4. PATHS CROSSING SERVICE STRIPS SHALL BE CONSTRUCTED AS THE FOOTWAY DETAIL.
5. FINAL DETAIL OF TIE-IN TO EXISTING ROAD SHALL BE AGREED ON SITE
6. NO SERVICES SHOULD BE ALLOWED NEAR THE TACTILE PAVING CROSSINGS, BT BOXES, DUCTING SHOULD BE PUSHED FURTHER BACK AND MORE TRUNKING, ETC SHOULD BE REQUIRED, SO THAT THE TACTILE PAVING CAN BE LAID IN ALL THE APPROVED PLACES
7. CAPPING LAYER THICKNESS TO THE LOWEST CBR AS PER ESTATE ROADS SPECIFICATION 2023.

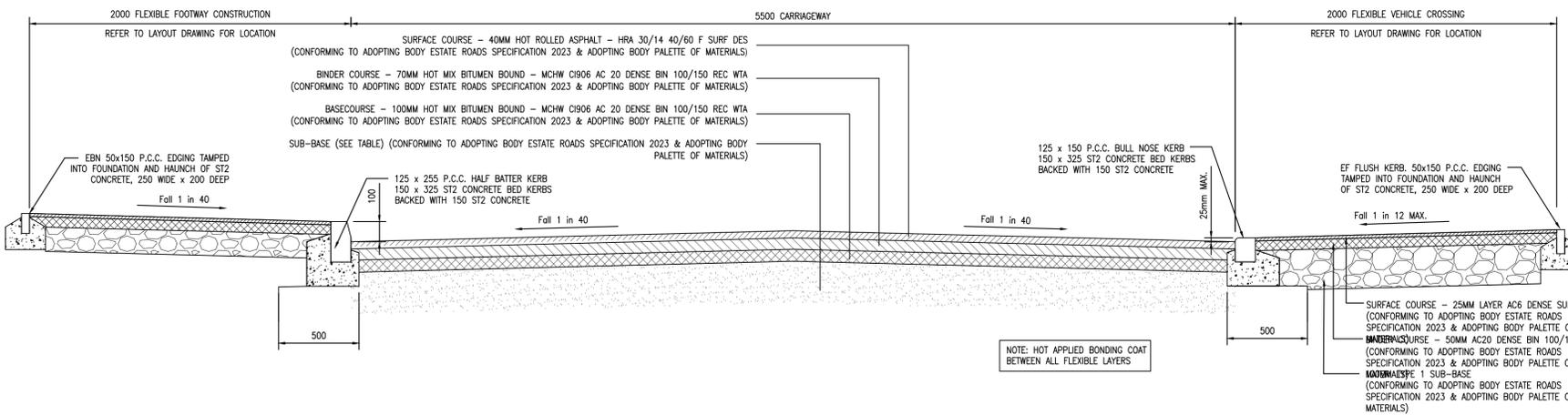
Illustrative size of development	Up to 4 dwellings	Up to 20 dwellings or 5000m <sup>2</sup> commercial property	Up to 50 dwellings or 5000m <sup>2</sup> commercial property	-	Large development
Subgrade CBR <2%	Ground improvement will be necessary				
Subgrade CBR 2 to 3% (typically high plasticity heavy clay subgrade)	300 mm	350 mm	400 mm	450 mm	500 mm
Subgrade CBR >3 to 5% (typically medium plasticity clay subgrade)	250 mm	275 mm	325 mm	375 mm	425 mm
Subgrade CBR >5 to 7% (typically low plasticity sandy clay subgrade with average good constructive conditions and low water table assumed - otherwise use row above)	225 mm	225 mm	250 mm	300 mm	350 mm
Subgrade CBR >7 to 14% (typically sandy subgrade)	225 mm	225 mm	225 mm	225 mm	275 mm
Subgrade CBR >15% (typically sandy gravel subgrade)	200 mm	200 mm	200 mm	200 mm	225 mm

**IN LINE PEDESTRIAN CROSSING NOTES**

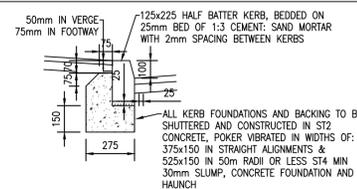
1. TACTILE PAVING FLAGS TO BE LAID IN ACCORDANCE WITH DETR PUBLICATION, 'GUIDANCE ON THE USE OF TACTILE PAVING SURFACES'
2. ANY MAKE UP IN PAVED CONSTRUCTION FOOTWAYS TO BE IN CUT FLAGS SAVED FROM EXISTING FOOTWAY. CONCRETE INFILL ONLY TO BE USED WITH THE INSTRUCTION OF SITE ENGINEER
3. CONCRETE INFILL ONLY TO BE USED WITH THE INSTRUCTION OF THE LOCAL AUTHORITY HIGHWAYS INSPECTORS
4. DROP CROSSINGS TO ALIGN WITH CROSSING ON THE OPPOSITE SIDE OF ROAD. BUSTERS ON TACTILE PAVING MUST ALIGN WITH BUSTERS ON PAVIORS ON OPPOSITE SIDE OF ROAD
5. FOR KERBS ADJACENT A WATER CARRYING CHANNEL UPSTAND SHOULD BE 6mm ABSOLUTE MAXIMUM DESIRABLE 0mm

**ADDITIONAL NOTES FOR KERB DETAILS**

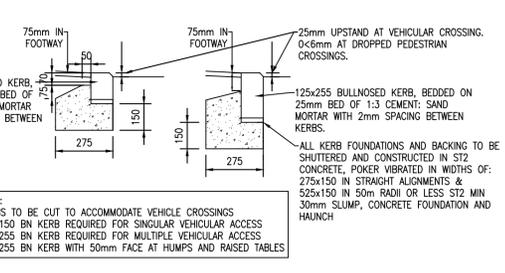
1. KERBS ARE TO BE PRECAST TO BS 7263: 1994.
2. TRANSITION KERBS ARE TO BE USED AT ALL CHANGES OF KERB TYPE.
3. CONCRETE BED AND HAUNCHING TO BE IN ACCORDANCE WITH SPECIFICATION CLAUSE 2602 (MIX ST4). MEASURED SEPARATELY TO ALLOW IT TO REST ON SUB-BASE. SUB-BASE IS TO PROTRUDE 500mm FROM FACE OF KERB, BEHIND KERB AND IS TO HAVE A MINIMUM THICKNESS OF 100mm WHERE SUB-BASE IS TO BE DRAINED OR AN APPROVED METHOD OF DRAINAGE PROVIDED. (WITHOUT AN AGREEMENT, ALL EXISTING KERB RACE TO BE EXCAVATED)
5. KERBS SHALL BE LAID ON CLASS 1 MORTAR LAID ON BED IN ACCORDANCE WITH CLAUSE 2402 AND HAVING A MINIMUM THICKNESS OF 10mm AND A MAXIMUM THICKNESS OF 40mm. ALL KERBS TO BE LAID ON MORTAR BED AS PER DRAWN KERB DETAILS.
6. DOWEL BARS ARE SPECIFIED WHEN SMALL ELEMENT EDGING IS USED. THEY ARE TO BE BEDDED AT 500mm CENTERS.
7. IF HALF BATTERED KERBS ARE USED IN CONJUNCTION WITH 'SAFETICOURB' TYPE HB2 HALF BATTERED KERBS, KERB FACE IS TO BE REDUCED TO 100mm TO SUIT.



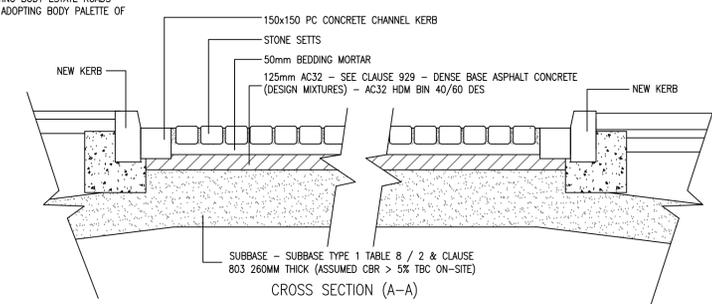
**ACCESS ROAD CONSTRUCTION DETAIL**  
(SCALE 1:20)



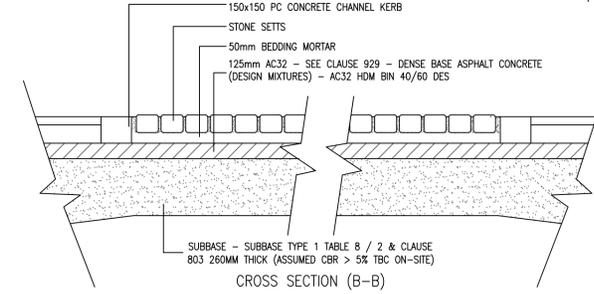
**125x255mm HALF BATTERED KERB - TYPE HB2**



**DROPPED KERB TYPE BN**

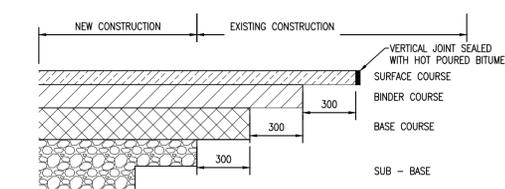


**CROSS SECTION (A-A)**

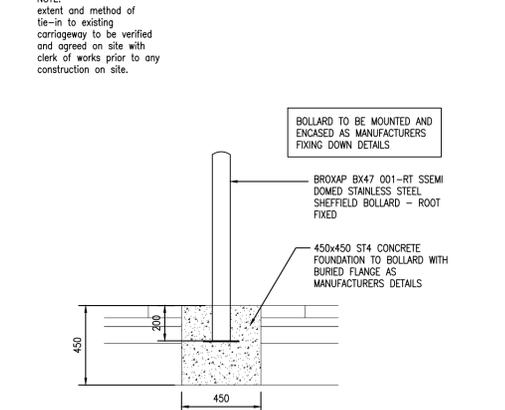


**CROSS SECTION (B-B)**

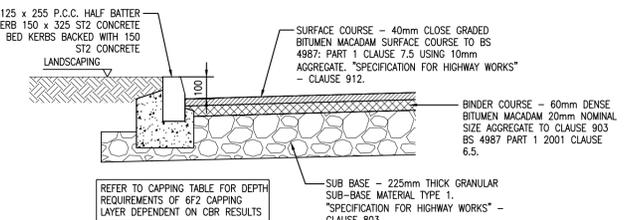
**TYPICAL RUMBLE STRIP DETAIL**



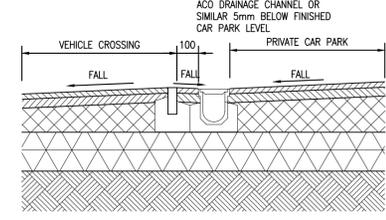
**TIE IN TO EXISTING CARRIAGEWAY**



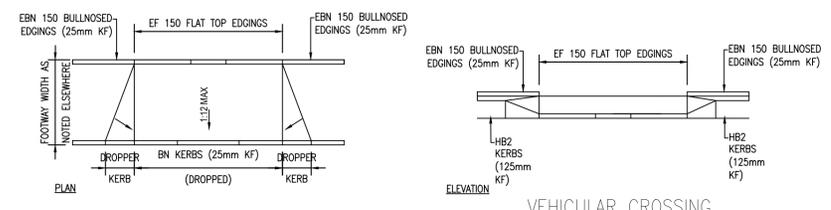
**PROPOSED ADAPTABLE BOLLARD DETAILS**



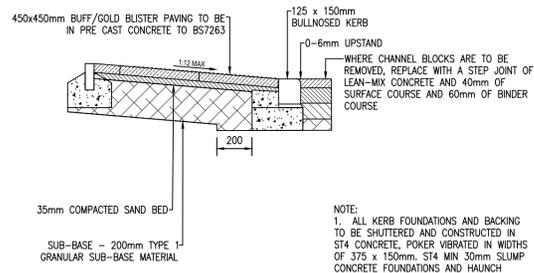
**PRIVATE CAR PARK SPECIFICATION**  
(SCALE 1:20)



**DISHED DRAINAGE CHANNEL TO PRIVATE CAR PARKS**



**VEHICULAR CROSSING**



**TYPICAL SECTION AT TACTILE PAVING**

**FLUSH 50x150mm EDGING FLAT KERB - TYPE EF**



NOTE: FOOTWAY CAMBER OF 1:40 MUST ONLY BE USED WHERE THERE IS THE POSSIBILITY OF VEHICLES GROUNDING WITH PRIVATE BACKFALL. APPROVAL MUST BE OBTAINED FROM HIGHWAYS ENGINEER. THE 1:40 FOOTWAY CROSSFALL SHOULD MAINTAINED THROUGH THE VEHICULAR CROSSING POINTS AND THE REAR-EDGING KERB ADJUSTED ACCORDINGLY.

EXISTING FLAT KERB TO NEW KERB TRANSITIONS TO BE AGREED ON SITE WITH CEC CLERK OF WORKS

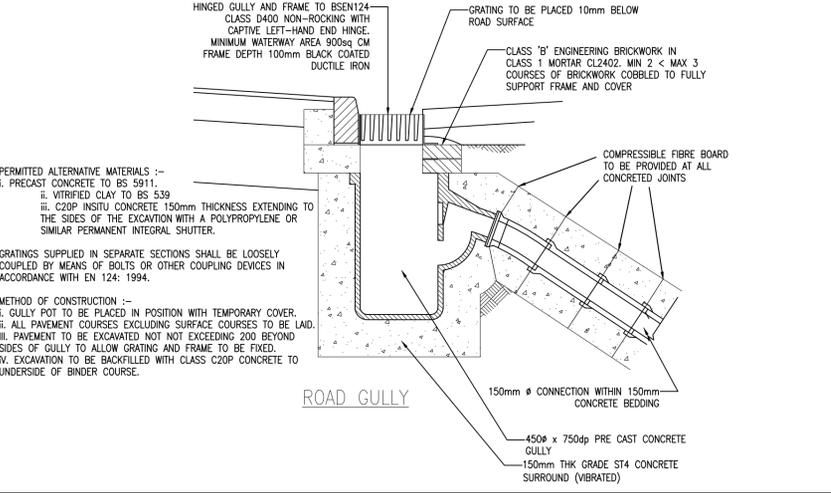
NOTE: 1. ALL KERB FOUNDATIONS AND BACKING TO BE SHUTTERED AND CONSTRUCTED IN ST4 CONCRETE, POKER VIBRATED IN WIDTHS OF 375 x 150mm. ST4 MIN 30mm SLUMP CONCRETE FOUNDATIONS AND HAUNCH

NOTE: extent and method of tie-in to existing carriageway to be verified and agreed on site with clerk of works prior to any construction on site.

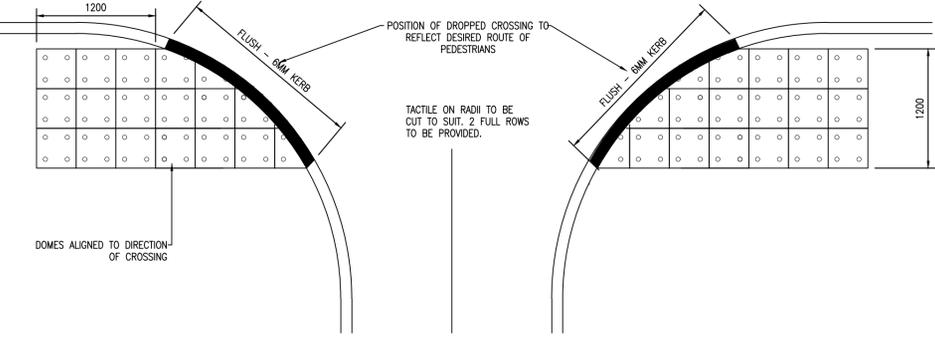
BOLLARD TO BE MOUNTED AND ENCASED AS MANUFACTURERS FIXING DOWN DETAILS

BROXP BX47 001-RT SEMI DOMED STAINLESS STEEL SHEFFIELD BOLLARD - ROOT FIXED

450x450 ST4 CONCRETE FOUNDATION TO BOLLARD WITH BURIED FLANGE AS MANUFACTURERS DETAILS



**ROAD GULLY**



**PLAN OF TACTILE PAVING**

**SUBJECT TO S38 AGREEMENT**

PO1	23/10/2024	ISSUED FOR TECHNICAL APPROVAL	RB	RG	MG
REV	DATE	DESCRIPTION	BY	CHK	APP

DRAWING STATUS: <b>FOR TECHNICAL APPROVAL</b>								
CLIENT:	GLEESON HOMES							
ARCHITECT:	DESIGN BY POD							
PROJECT:	LAND OFF ULDALE VIEW EGREMONT							
TITLE:	HIGHWAYS DETAILS							
STATUS:	PROJECT No.	ORIGINATOR	PHASE	LEVEL	TYPE	ROLE	DRAWING No.	REV.
S2	23127	GAD	00	00	DR	C	1530	P01
SCALE @ A1:	DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:			
1:20	RG	RG	MG	MG	SEPT 2023			