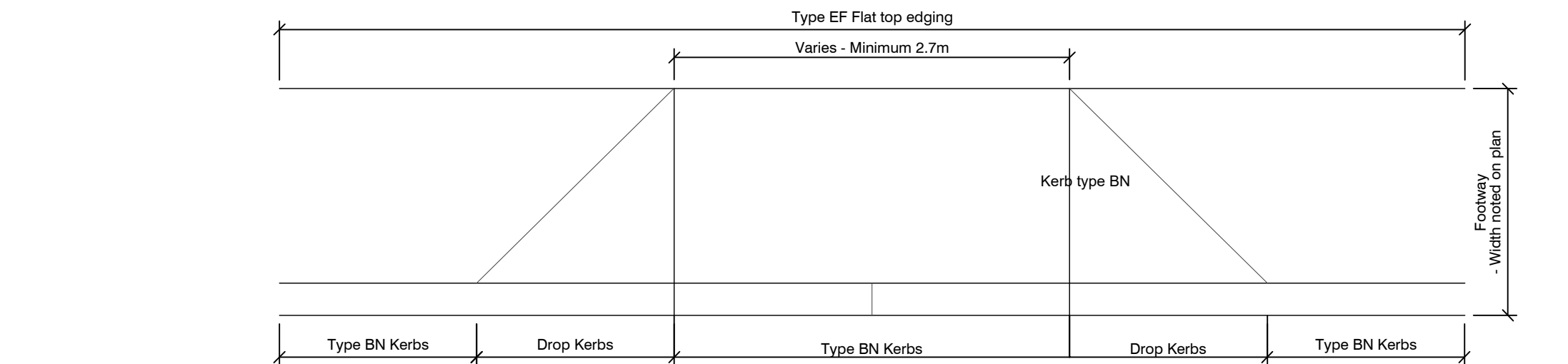
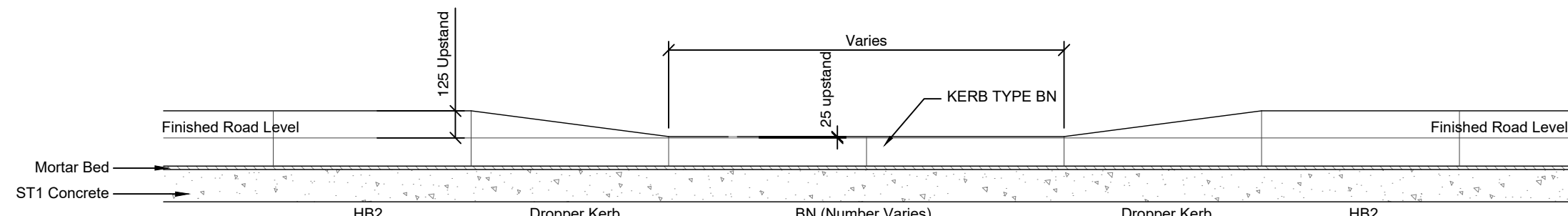
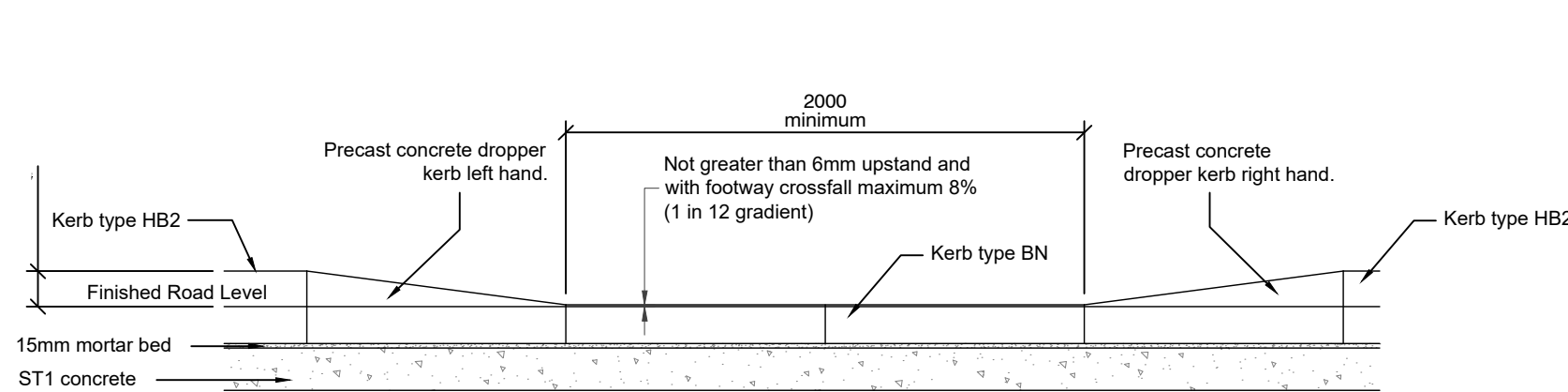




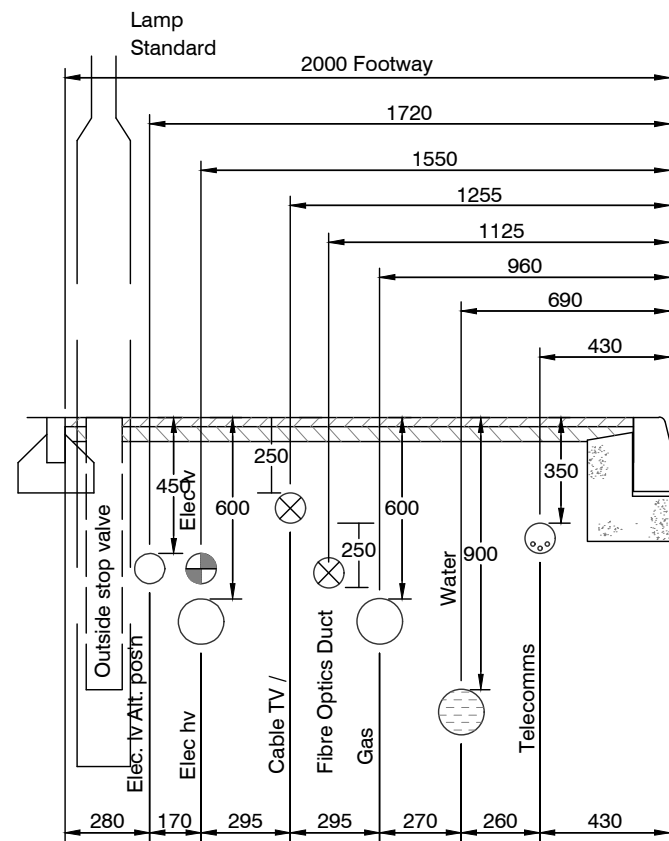
Plans of Kerb Transitions



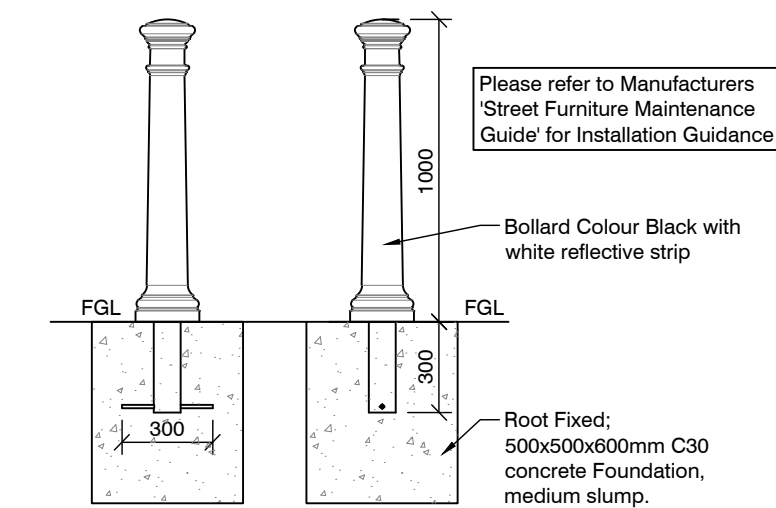
Elevations of Kerb Transitions - Vehicle Crossover



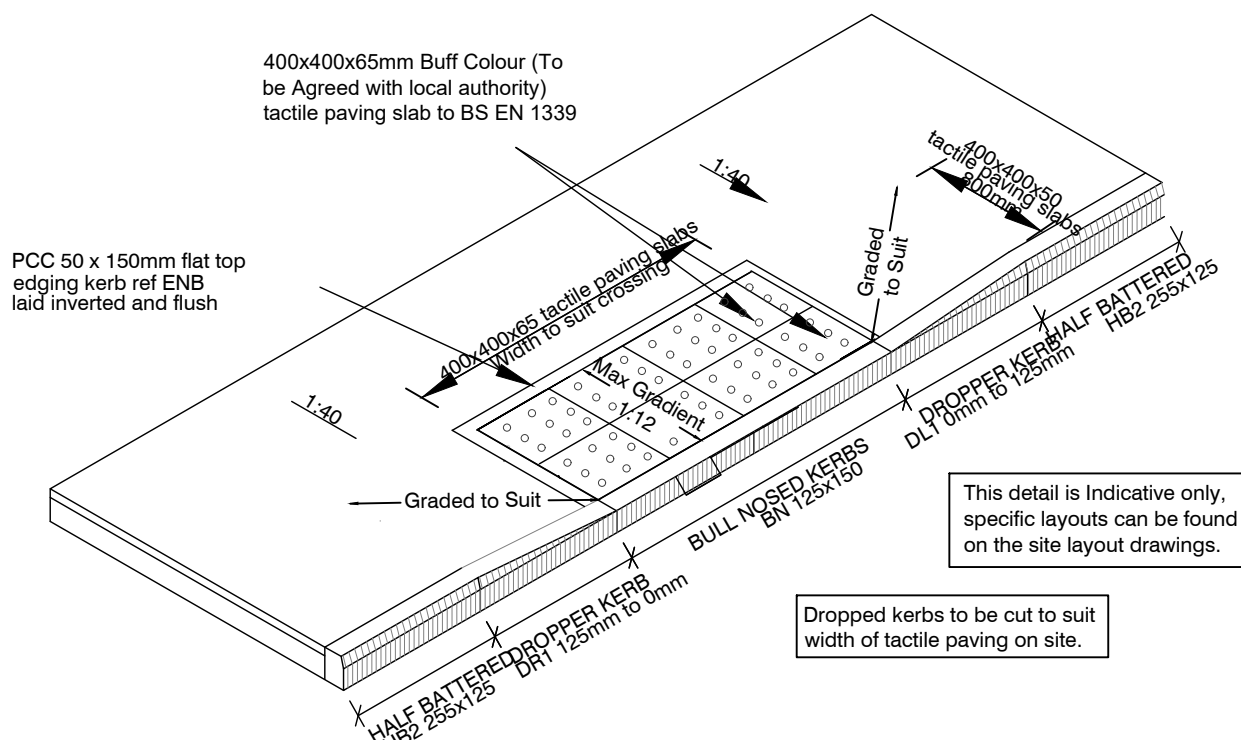
Kerb Detail at Pedestrian Crossing



TYPICAL SERVICES LAYOUT WITHIN FOOTPATH



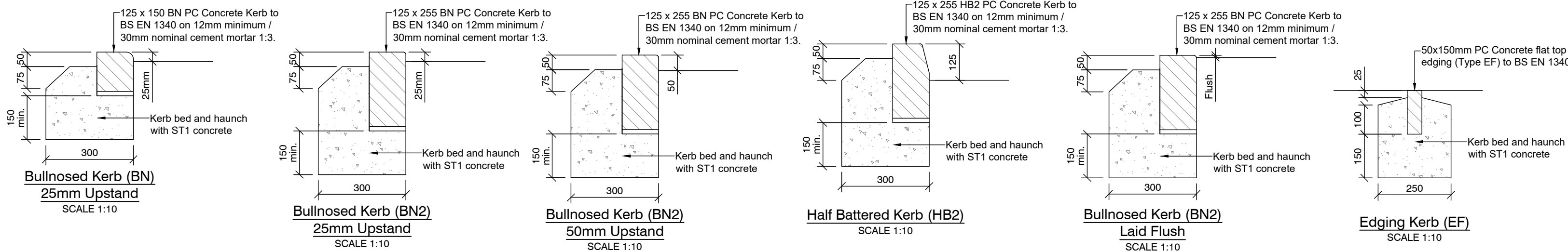
FERROCAST MANCHESTER BOLLARD - ROOT FIXED



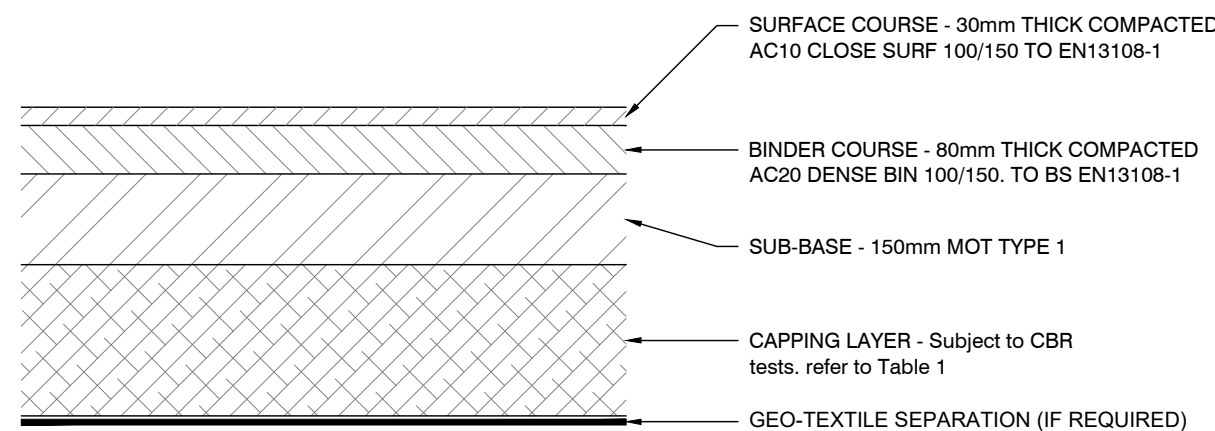
Typical Tactile Paving Detail

NOTES:

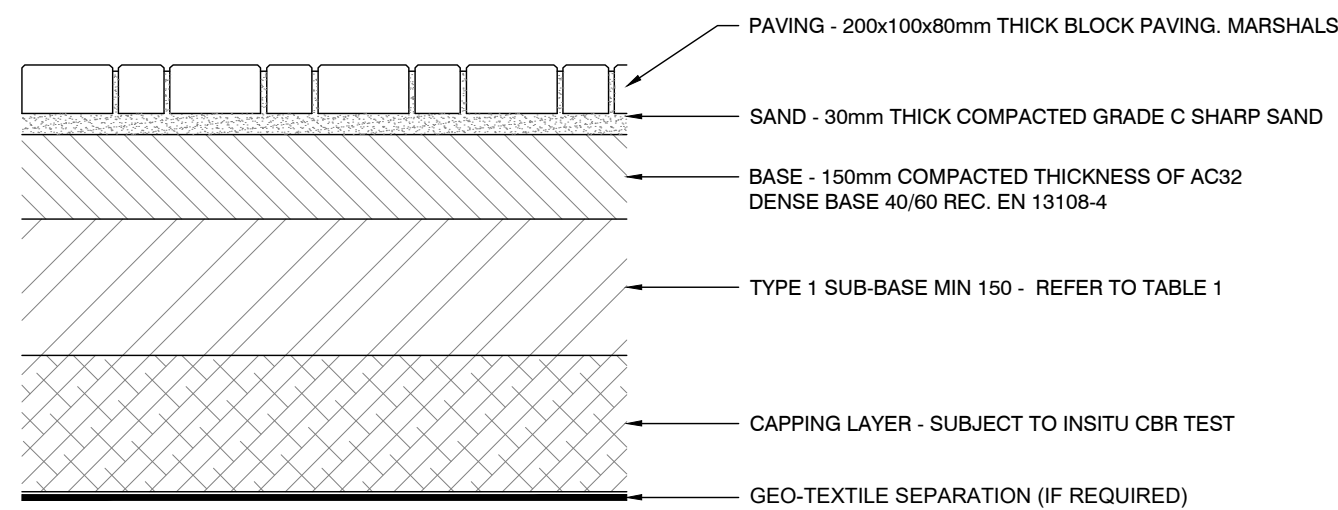
- Tactile and corduroy paving slabs should be laid on 50mm, sharp sand compressed to 30mm. And 150mm, compacted thickness of type 1 granular sub-base material including weed control granules.
- No chamber covers, openings or other street furniture should be placed within the tactile paving areas or in the carriageway directly in front of the crossing.
- The blisters/domes shall be aligned to the direction of the crossing.
- Reference to transition kerbs described as type DL1 & DR1 to BS7263 Part 1 1994 is expected.
- The paved area shall be encompassed by edgings that are inverted such that the square edge is uppermost and laid flush with the tactile/corduroy on a suitable bed and haunch of concrete.
- The maximum gradient at pedestrian crossing points from full height kerbs to 6mm upstand should be 1 in 12 so as to accommodate wheel chairs and invalid carriages.



Shared Drives Construction
(Subject to Occasional HGV Loading)

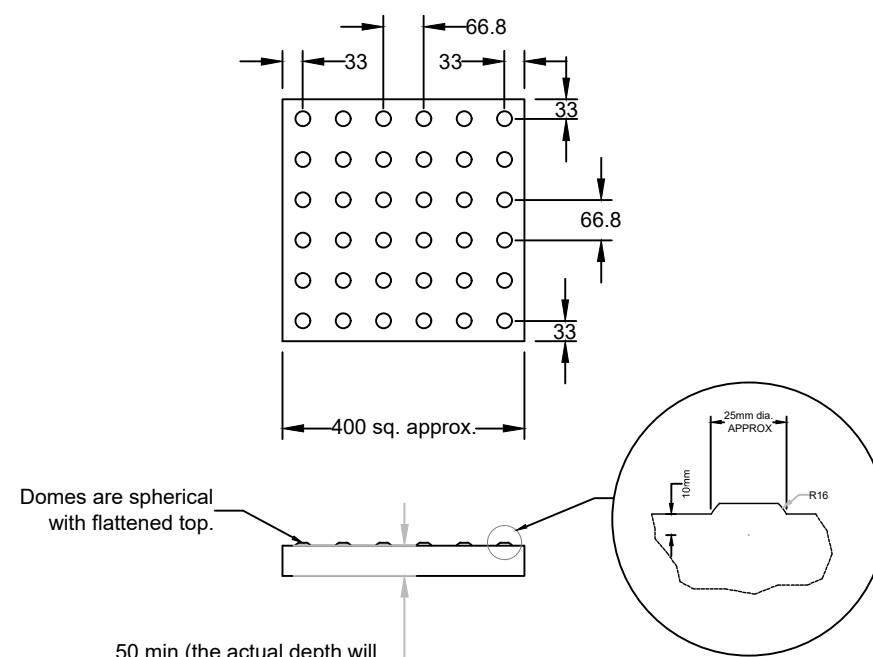


Non-Permeable Block Paving
Road Construction

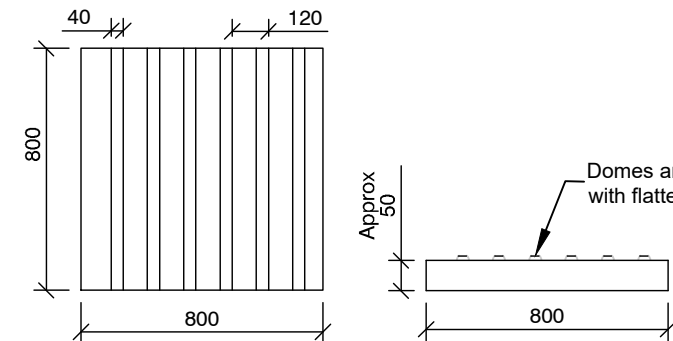


Notes:

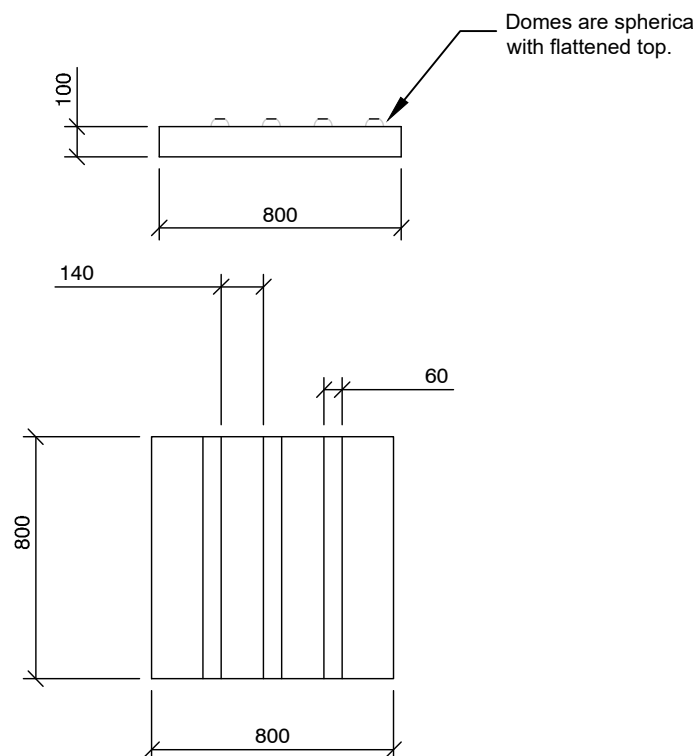
- The tactile surface may be constructed from any material suitable for paving footway surfaces.
- Colour to be red for controlled crossings, buff for uncontrolled crossings.
- Refer to bs 7263: part 1:1994 fig. 1.



Detail of Blister Tactile Paving Slab



Detail of Marshall Hazard Concrete Block Paving Slab



Detail of Marshall Cycleway Concrete Block Paving Slab

CARRIAGEWAY CONSTRUCTION CBR TABLE 1

CBR VALUE (%)	<2%	2-5%	>5%
	MIN. SUB-BASE THICKNESS (mm)		
GRANULAR SUB-BASE TYPE 1	150	150	255
*CAPPING LAYER CLASS 6F1 OR 6F2	600	350	-

*CAPPING LAYER MATERIAL SHALL BE AT A MINIMUM CLASS 6F1 OR 6F2 MATERIAL AS SPECIFIED IN TABLE 6/1 OF THE SPECIFICATION FOR HIGHWAY WORKS

NOTES

- If subgrade material is frost susceptible the full carriageway construction thickness is to be no less than 450mm.
- If CBR values are less than 2% then the advice of the Engineer must be sought.
- The developer shall take CBR test of road formation levels and results to be made available to the engineer for approval.
- This drawing is subject to approval by the adopting local authority, any works undertaken prior to granting of approval is carried out at risk to others.
- This drawing is to be read in conjunction with all other engineers drawings and all other project information. Any discrepancies to be reported to the engineer immediately.
- Before work commences the contractor should liaise with all statutory undertakers to determine the exact locations of all apparatus and take all precautions deemed necessary to locate, protect and where necessary divert such equipment.
- All highway works are to be carried out to the requirements and full satisfaction of the adopting local authority.
- Tarmac road construction to comply with BS.EN.130108
- Safe passage for pedestrians shall be maintained at all times during the construction period.
- All crossing points to be in accordance with DFT 'guidance on the sue of tactile paving surfaces'
- Approved weedkiller to be applied as recommended to footway formation and sub-base. Application by trained operative wearing PPE and complying with COSHH requirements.
- Any soft spots discovered after proof rolling shall be removed and replaced with suitable engineering fill.
- New road levels to tie in smoothly with existing roads. Levels to be confirmed prior to construction and reported to the engineer.
- For proposed surface finishes, refer to the architects drawings.

GENERAL NOTES

- The contractor is to check and verify all buildings and site dimensions and levels, including existing sewer invert levels, before works start on site.
- All SuDS elements are designed and are to be constructed in accordance with appropriate standards and guidance - including (but not limited to) Building Regulations (Part H), Sewers for Adoption, British Standards and Eurocodes, CIRIA C752 - The SuDS Manual, CIRIA C737 etc.
- Positions of existing services/statutory undertakers apparatus adjacent to or crossing proposed excavations are to be checked by the contractor prior to starting work.
- This drawing is to be read in conjunction with and checked against all other drawings, engineering details, specifications and any structural, geotechnical or other specialist document provided.
- Where trees adjacent to the works are proposed, root barriers of an approved type are required to prevent future structural damage to the works.
- Any anomaly or contradictions between any of the above is to be reported immediately to QuadConsult Ltd.

HIGHWAY DESIGN SUBJECT TO NEWPORT CITY COUNCIL SECTION 38 APPROVAL
FOUL DRAINAGE DESIGN SUBJECT TO DCWW SECTION 104 APPROVAL
FOUL AND STORM ASSUME FREE DISCHARGE INTO THE PROVIDED CONNECTION POINTS
SUBJECT TO APPROVAL BY NEWPORT SAB AUTHORITY
ANY SITE CONSTRUCTION WORKS PRIOR TO FORMAL APPROVALS ARE AT THE DEVELOPERS RISK

HIGHWAY SPECIFICATIONS HAVE BEEN DERIVED FROM ALL WALES STANDARDS - PLEASE REFER FOR FURTHER INFORMATION

Rev	Date	Description	By
Dimensions to be verified on site This drawing should not be scaled. Use figured dimensions only Any discrepancies should be referred to the Engineer prior to work being put in hand. This drawing is copyright.			
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Client MILLER HOMES			
Project LLANWERN 4B & 5D			
Title CONSTRUCTION DETAILS SHEET 1 OF 2			
Drawing Status APPROVAL			
Designed by RP	Drawn by SLS	Checked by JH	Date JAN26
Signed @ A1 site As Shown			
Drawing No 24215-C-037-0			