

**SURFACE FINISHES KEY**

**COLOURED SURFACE**  
Lay 3-5mm thick Zebraflex (BBA/HAPAS approved) Type 1 hot applied screed with 1-3mm calcined bauxite. Colour to be red. Road markings to be applied to carriageway surface NOT screed and suitably masked prior to laying coloured surfacing.

**RAISED TABLE JUNCTION (MAXIMUM HEIGHT ABOVE EXISTING CARRIAGEWAY LEVELS TO BE 75MM)**  
35mm AC10 close surf 40/60 rec to BS EN 13108-1:2006 and BS594487. Surface course minimum PSV 65 and maximum AAV 14.  
60mm AC20 dense bin 40/60 rec to BS EN 13108-1:2006 and BS594487. See also Table A and note 11.

**NEW FOOTWAY CONSTRUCTION - ASPHALT CONCRETE**  
20mm AC 6 dense surf 100/150 rec to BS EN13108-1:2006 and BS594987  
50mm AC 20 dense bin 40/60 rec to BS EN13108-1:2006 and BS594987  
200mm Type 1 Sub-base to Cl.803

When reducing levels for uncontrolled crossing, adjust levels and relay surfacing to suit new layout.

**FOOTWAY ADJUSTMENT**  
Adjust level of footway using:  
20mm AC 6 dense surf 100/150 rec to BS EN13108-1:2006 and BS594987 and AC 20 dense bin 40/60 rec to BS EN13108-1:2006 and BS594987 to regulate level differences in accordance with Table A & note 8.

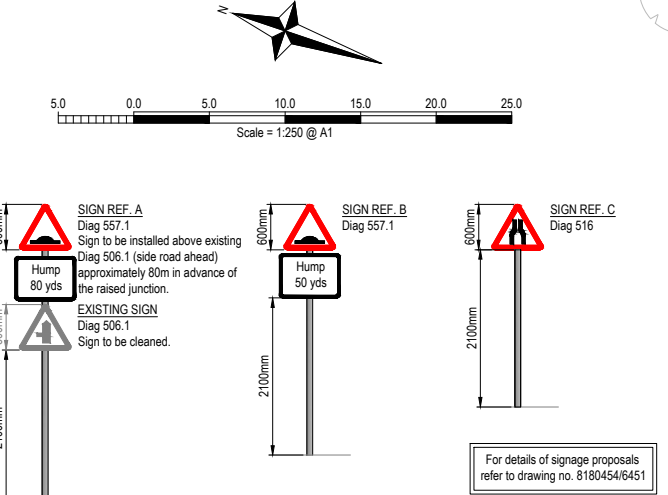
When reducing levels for uncontrolled crossing, adjust levels and relay surfacing to suit new layout. Footway gradients to be 1:40 and laid to fall to carriageway.

**KEY**

- Existing highway boundary (taken from BCC records)
- [1004] Road marking diagram number (TSRGD 2016)
- Traffic sign (non-illuminated)
- GSDK 150x150x200mm granite sett dropped kerb (Type GS) laid with grade ST4 concrete bed and haunch. Upstand to be 25mm unless noted otherwise.
- BN 125x255x914mm precast concrete kerb (Type BN) laid with grade ST4 concrete bed and haunch. Upstand to be 100mm unless noted otherwise.
- BN(25mm) 125x255x914mm precast concrete kerb (Type BN) laid with grade ST4 concrete bed and haunch. Upstand to be 25mm unless noted otherwise.
- SP 125x150x914mm precast concrete kerb (Type SP) laid with grade ST4 concrete bed and haunch. Upstand to be 75mm unless noted otherwise.
- Existing level
- + 109.775 Proposed carriageway level
- G Proposed gully (see note 17)
- G Existing gully to be made redundant (see note 18)
- Existing gully outfall pipe (assumed)
- 6m tubular steel planted lighting column. Lantern to be Post Top Urbis Ampera Mini, 16 LED, 0° tilt. See note 19.

**TABLE A**

Stone size	Layer thickness (mm)	
	Min.	Nom.
0/6	15	20-30
0/10	25	30-40
0/14	35	35-55
0/20	50	50-100
0/32	70	70-150



**ROAD MARKING SCHEDULE**

DIAGRAM NUMBER (TSRGD 2016)	MARK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
1003A	600	300	200
1004	4000	2000	100
1009A	600	300	100
1010	1000	1000	100
1012.1	Continuous		
1023A	"Give Way" road marking 3750mm		
1062	"Dragon's teeth" (unit size 750mm wide x 1850mm max. height)		

NOTE: All existing road markings within the area of works that are to be retained shall be refreshed.

- NOTES**
- This drawing to be read in conjunction with all relevant documents and specifications.
  - Dimensions not to be scaled.
  - All works shall be in accordance with Volume 1 of the "Manual of Contract Documents for Highways Works - Specification for Highway Works" and Buckinghamshire County Council's specific requirements and standard details where applicable.
  - Contractor shall undertake works strictly in accordance with the details shown on the drawings, including any supplementary information. All works shall be carried out in accordance with general good practice, accepted construction methodology and any relevant industry standard, local authority and supplier / manufacturer specification and guidance. The Engineer shall be notified and approval shall be sought should the Contractor wish to alter the design.
  - Prior to any works being undertaken, Engineer to be notified of any existing problems or issues visible or otherwise within or adjacent to the works immediately they become apparent e.g. surface water drainage (ponding), workmanship and material defects, which may be exacerbated by or which might undermine the works.
  - Prior to or during any works being undertaken, Engineer to be notified of any constraints visible or otherwise immediately they become apparent which may affect such elements as new surfacing levels and surface water drainage, third party building be-in, foundations and damp proof course and unidentified or inaccurately mapped highway or third party apparatus.
  - For details on the location of existing services refer to the utility company record drawings. All existing services shall be marked out on the ground prior to any construction commencing. Trial pits shall be dug to determine depth of services. Any existing utilities found through trial pitting to be within the proposed access construction shall be lowered to beneath the granular foundation.
  - Cover levels to be adjusted to suit new carriageway/footway levels.
  - All new kerbing to be precast concrete unless indicated otherwise. Upstand to be 100mm for Type BN kerbs unless indicated otherwise, 25mm for Type BN at the raised table, 25mm for Type GSDK at vehicle crossovers.
  - Any damaged kerbs installed next to proposed surfacing shall be replaced prior to laying the surface course.
  - The nominal and minimum depth for each layer of surfacing is summarised in Table A. Where depth of the surface layer varies and is less than minimum depth permissible additional surfacing material from following layer shall be used.
  - All verges shall be reinstated where existing street furniture is permanently removed or verges are damaged by site activities. Verges shall be reinstated with a minimum of 150mm topsoil (Class 5A or 5B) with grass seed added.
  - Binder and surface courses shall overlap joint by 300mm into the adjacent carriageway construction. In accordance with IAN 154/12 no new carriageway joints shall be located in the wheel track zone which shall be taken as being between 0.50metres and 1.10metres and 2.55metres and 3.15metres from the roadside edge or kerb. However, where carriageway widening widths are less than 1.0 metre, base and sub-base shall be ST1 concrete with the same overall construction depth as the standard construction.
  - Bond coats shall be applied between all pavement layers regardless of how long the preceding layer has been laid or whether it has been trafficked. Bond coat shall be Polybond 50 / Colbond 50 to Clause 5.5 of BS59487:2015. Spread rate shall be 0.32l/s to 0.60l/s for newly laid asphalt substrate and 0.55l/s to 0.85l/s on planned and existing asphalt substrates.
  - All road markings shall be in accordance with the "Traffic Sign Regulations and General Directions (2016), TSRGD (2016).
  - All road markings shall be in thermoplastic reflectorised material or paint in accordance with BS EN 1871 and cl. 1212, with ballottini glass beads.
  - All gullies shall be connected to the existing surface water system or drainage ditch. Contractor to confirm gully outfall prior to undertaking construction works.
  - Cover levels to be adjusted to suit new carriageway/footway levels. For redundant gullies, break out existing cover, frame and outgoing pipe to highway drain. Backfill resultant chamber with ST4 concrete up to binder course layer. Finish with binder and surface course to match existing or proposed surfacing where required.
  - For street lighting design refer to Ringway Jacobs drawing no. BCC-19-5124.1300.
  - Contours are shown at 10mm intervals.

Rev Description Date Chkd

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Client: **MEPC SILVERSTONE GP LIMITED**

Project: **Silverstone Park Section 106 Works**

Title: **High Street Raised Table and Footway Widening Engineering Layout**

Project Engineer: G. Turner Scale: 1:250 @ A1  
Project Director: J. Birch Date: April 2019  
Status: **APPROVAL**

Drawing No. **8180454/6420** Rev **A9**