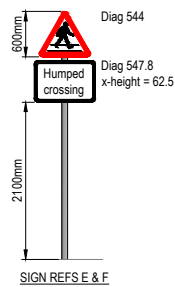


DIAGRAM NUMBER TSRGD (2016)	MARK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
1001.4	Zig-Zag markings (controlled crossing - 8 pairs)		
1001.5	500	500	200
1010	1000	1000	100
1012.1	Continuous		100
1055.1	Pedestrian crossing studs (100mm sq.)		
1062	"Dragons teeth" (unit size 750mm wide x 1850mm max. height)		

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

ROAD MARKING SCHEDULE



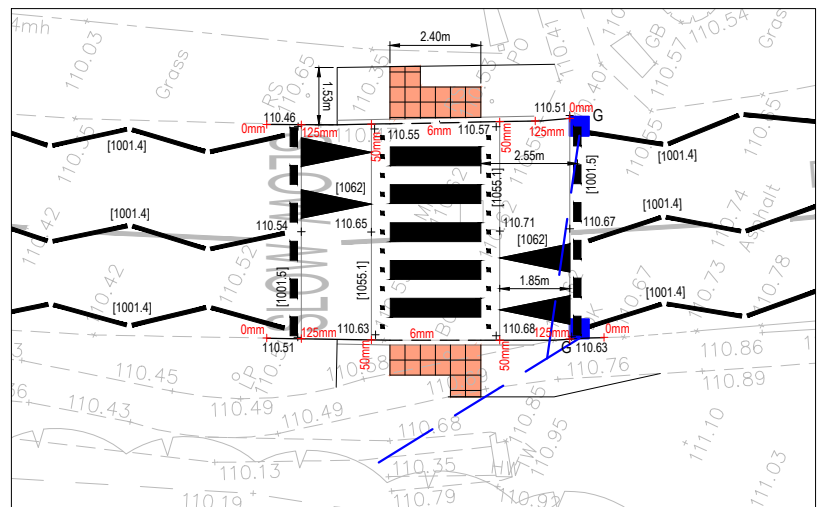
For details of signage proposals refer to drawing no. 8180454/6451

- KEY**
- Existing highway boundary (taken from BCC records)
 - [1004] Road marking diagram number (TSRGD 2016)
 - Traffic sign
 - DK Dropped precast concrete kerb 125x150mm Type CS2 kerb laid on ST4 concrete bed and haunch. Upstand to be 0-6mm.
 - EF Precast concrete kerb Type EF laid with ST4 concrete bed and haunch.
 - G Proposed gully (see note 22).
 - 6m tubular steel planted lighting column. Lantern to be Post Top Urbis Ampere Mini, 16 LED, 0° tilt. See note 21.
 - 6m tubular steel NAL socket lighting column. Lantern to be Post Top Urbis Ampere Mini, 16 LED, 0° tilt. Simmonsigns Midubel belisha beacon affixed to column. See note 21.
 - Visibility to/from zebra crossing landings

- 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. Refer to Note 17.
 - 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 CI.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 11.
 - 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.

- NOTES**
- 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 SA 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 nearside 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 ballotin glass beads.
 - Specialist contractor responsible for laying coloured surfacing shall assess condition of existing surface course prior to laying material. Where existing surface course is deemed unsuitable, plane out 30mm of existing surface course and inlay 30mm AC10 10 close surf 100/150 rec to BS EN13108-1:2006 and BS 59487. Surface course minimum PSV 65 and maximum AAV 14.
 - All gullies shall be connected to the existing surface water system.
 - Falls across tactile landings shall not exceed 1:12 in any direction with a desirable maximum of 1:20.
 - All tactile paving slabs should be laid so that the blisters are aligned in the direction of travel to the opposite crossing point.
 - For street lighting design refer to Ringway Jacobs drawing no. BCC-19-5124.1300.
 - All gullies to be connected to existing surface water sewer system or drainage ditch. Contractor to confirm outfall prior to undertaking construction works.

- 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" and Buckinghamshire County Council's specific requirements including any relevant standard details.
 - 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 tie-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 carriage/footway levels.
 - All new kerbing to be precast concrete unless indicated otherwise. Upstand to be 0-6mm for Type CS2 at pedestrian crossing.
 - 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.

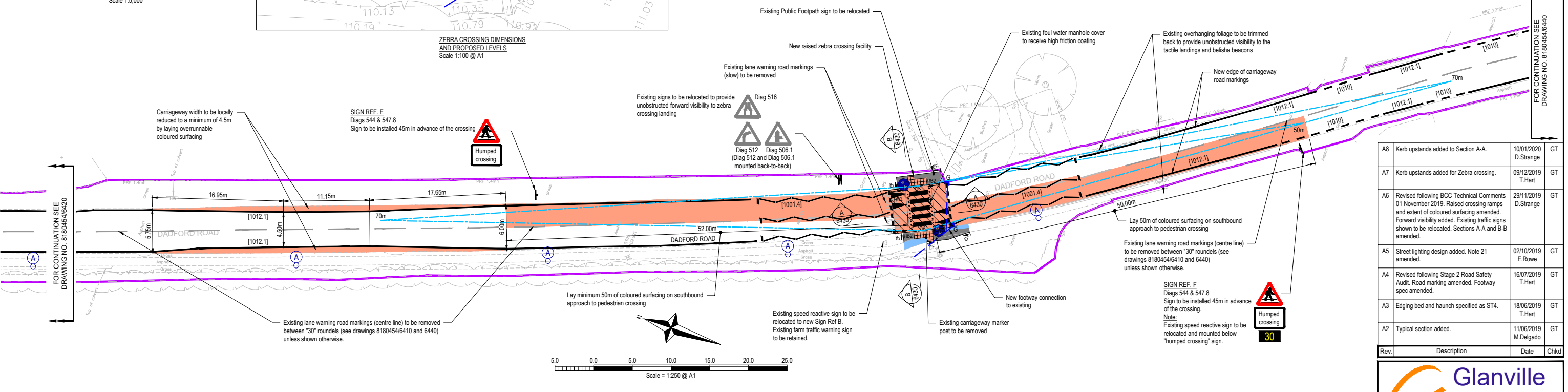


ZEBRA CROSSING DIMENSIONS AND PROPOSED LEVELS
Scale 1:100 @ A1

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

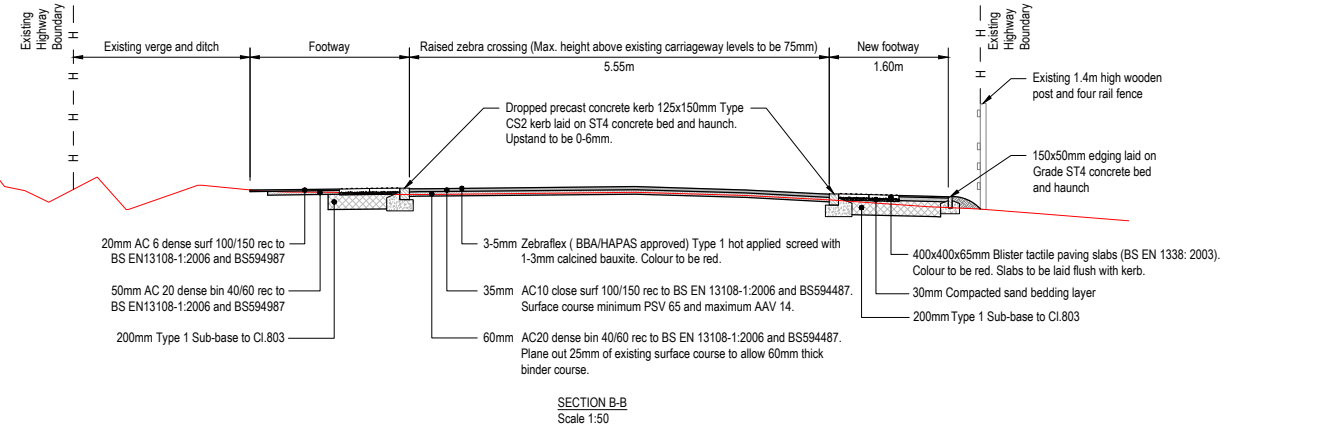
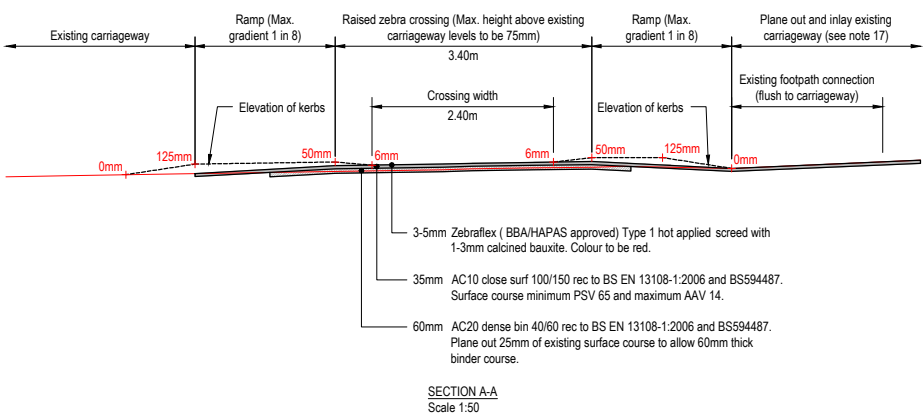
- RAISED ZEBRA CROSSING (MAXIMUM HEIGHT ABOVE EXISTING CARRIAGEWAY LEVELS TO BE 75MM)**
35mm AC10 close surf 100/150 rec to BS EN 13108-1:2006 and BS594487. Surface course minimum PSV 65 and maximum AAV 14.
60mm AC20 dense bin 40/60 rec to BS EN 13108-1:2006 and BS594487. See also Table A and note 11.
- CONTROLLED PEDESTRIAN CROSSING (TACTILE PAVING)**
New controlled pedestrian crossing. Blister tactile paving slabs (400x400x65mm). Colour to be red. See notes 19 & 20.
65mm Blister tactile paving slabs (BS EN 1338:2003)
30mm Compacted sand bedding
100mm Type 1 sub-base to Clause 803



FOR CONTINUATION SEE DRAWING NO. 8180454/6420

FOR CONTINUATION SEE DRAWING NO. 8180454/6440

Rev	Description	Date	Chkd
A8	Kerb upstands added to Section A-A.	10/01/2020 D.Strange	GT
A7	Kerb upstands added for Zebra crossing.	09/12/2019 T.Hart	GT
A6	Revised following BCC Technical Comments 01 November 2019. Raised crossing ramps and extent of coloured surfacing amended. Forward visibility added. Existing traffic signs shown to be relocated. Sections A-A and B-B amended.	29/11/2019 D.Strange	GT
A5	Street lighting design added. Note 21 amended.	02/10/2019 E.Rowe	GT
A4	Revised following Stage 2 Road Safety Audit. Road marking amended. Footway spec amended.	16/07/2019 T.Hart	GT
A3	Edging bed and haunch specified as ST4.	18/06/2019 T.Hart	GT
A2	Typical section added.	11/06/2019 M.Delgado	GT



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Client: **MEPC SILVERSTONE GP LIMITED**

Project: **Silverstone Park Section 106 Works**

Title: **New Zebra Crossing and Road Narrowing Engineering Layout**

Project Engineer: G. Turner Scale: As Shown @ A1
Project Director: J. Birch Date: March 2019
Status: **APPROVAL**

Drawing No. 8180454/6430 Rev A8