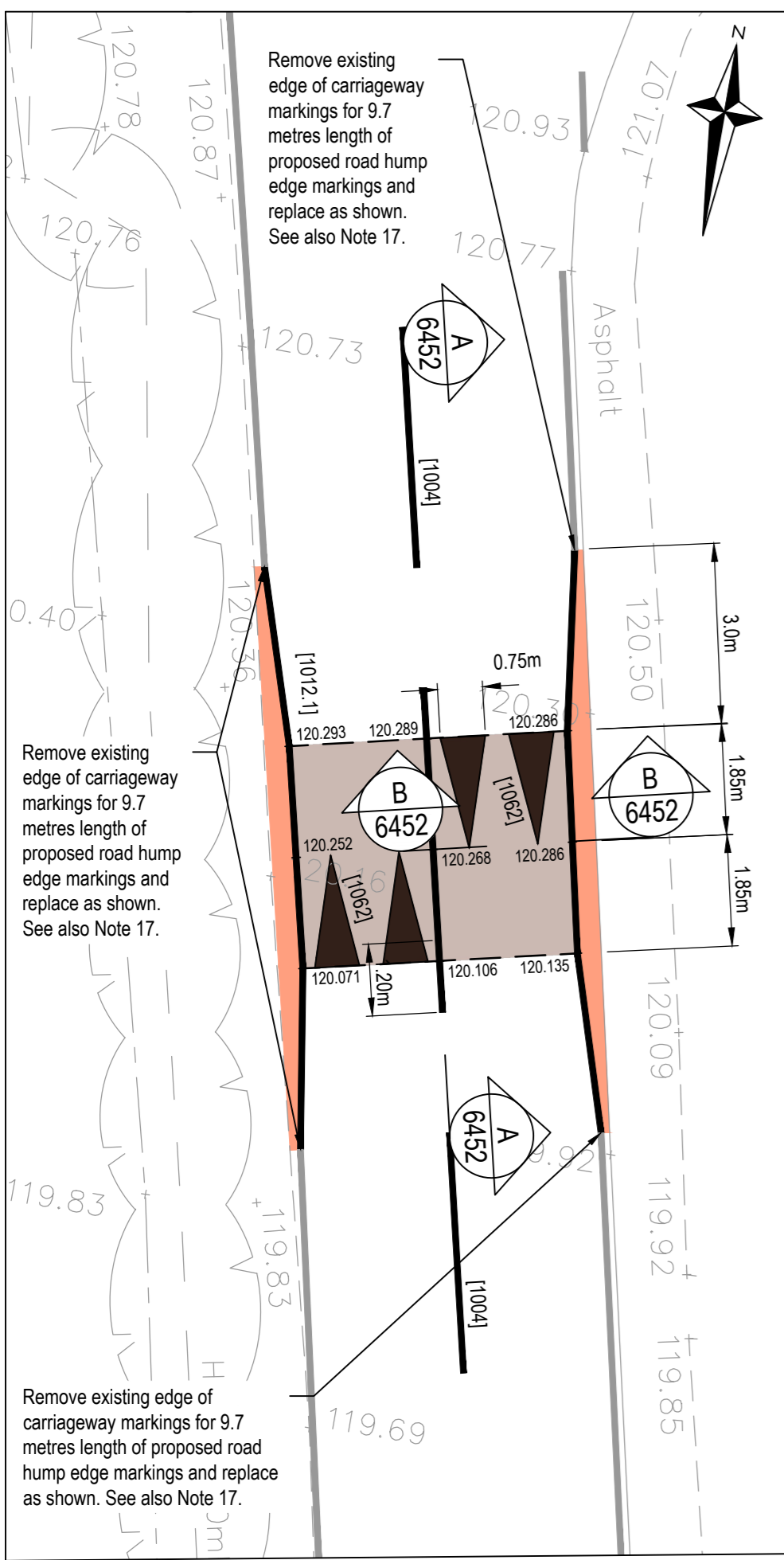


SITE LOCATION  
Scale 1:5,000

**SURFACE FINISHES KEY**

**NEW SPEED HUMP (MAXIMUM HEIGHT ABOVE EXISTING CARRIAGEWAY LEVELS TO BE 75MM)**  
AC10 close surf 40/60 rec to BS EN 13108-1:2006 and BS59487. Surface course minimum PSV 65 and maximum AAV 14. Minimum depth of surfacing to be 40mm. Lay additional material as regulating to achieve finished levels.  
See also Table A and note 9.

**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 18.

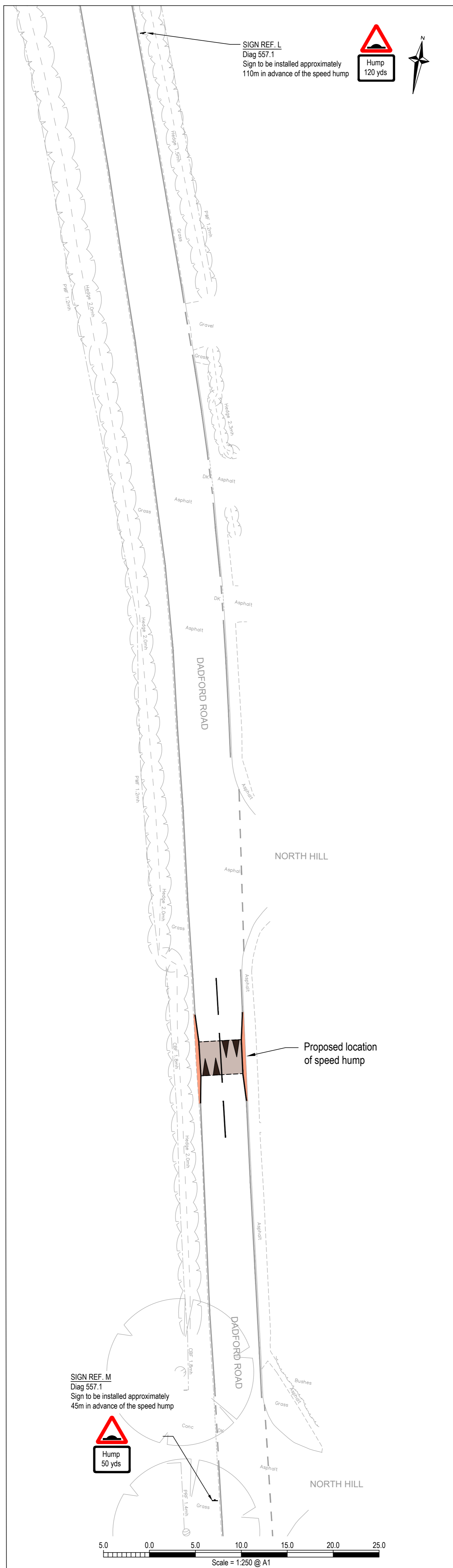


DIMENSIONS AND ROAD MARKINGS  
(SCALE 1:100)

DIAGRAM NUMBER	MARK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
1004	4000	2000	100
1012.1	Continuous		100
1062	"Dragon's teeth" (unit size 750mm wide x 1850mm height)		

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

**ROAD MARKING SCHEDULE**



SIGN REF. M  
Diag 557.1  
Sign to be installed approximately 45m in advance of the speed hump



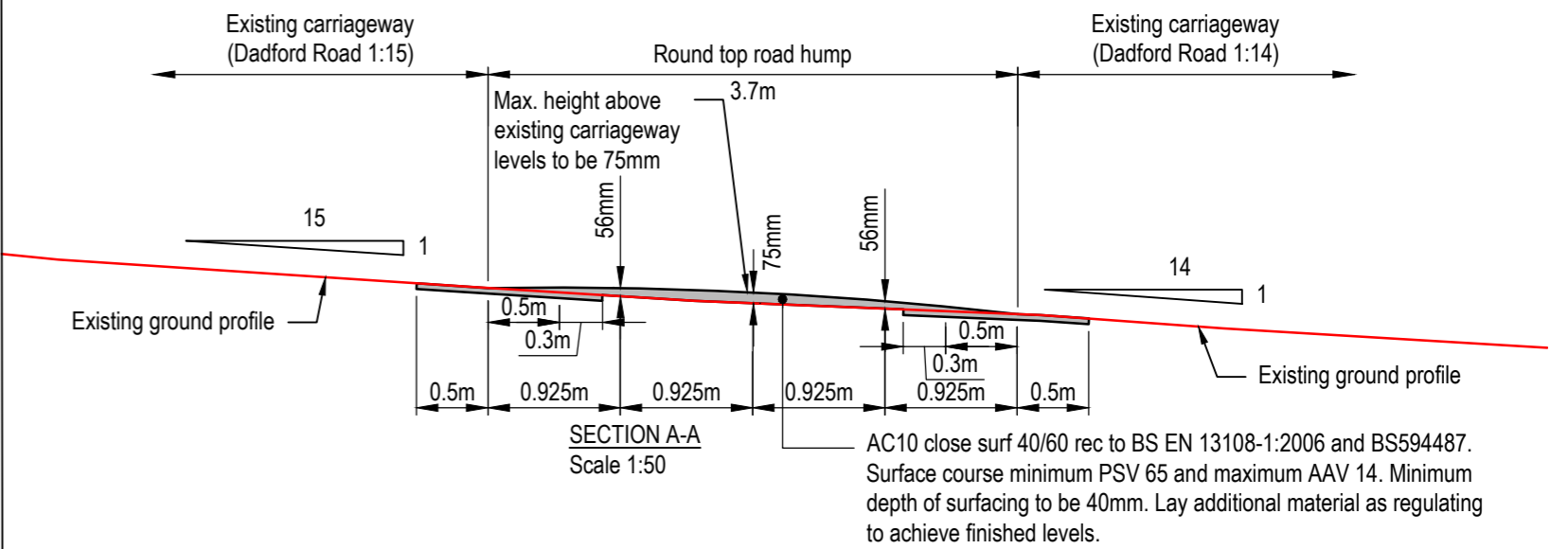
Scale = 1:250 @ A1



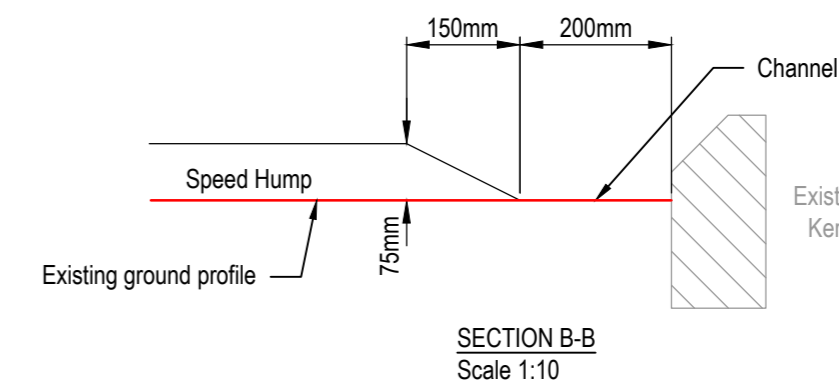
SIGN REF. L  
Diag 557.1  
Sign to be installed approximately 110m in advance of the speed hump

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



SECTION A-A  
Scale 1:50



SECTION B-B  
Scale 1:10

**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 Highway Works - Specification for Highway Works" and Buckinghamshire 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 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.
- 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.
- 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 0.32t/s to 0.60t/s for newly laid asphalt substrate and 0.55t/s to 0.85t/s on planed 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 d.1212, with ballotini glass beads.
- The highway authority is required to undertake a consultation of the proposal under the Highway Traffic Calming Regulations 1999. No construction works shall take place until the process has concluded and the decision comes into effect.
- Street lighting requirements to be confirmed.
- Refer to 8180454/6451 for sign schedule, including post requirements.
- The position and form of road hump has been discussed and agreed with the Parish Council and local Councillor (Warren Whyte).
- Conflicting or redundant road markings to be removed prior to laying new markings. Methods involving burning or painting over will not be permitted.
- 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.
- Post diameters of 76mm with a wall thickness of 3.2mm (deemed to be Low Energy Absorption (LE) Class) are intrinsically passively safe. Also, signs should be mounted at a minimum height of 1.8 metres.

Source: Glanville survey drawing 6180454/4201-4202

Rev	Description	Date	Chkd
A3	Details amended in response to Bucks Council Tech Check V1.	02/12/2021	GT
A2	Details regarding removal of existing edge markings added in response to RSA.	21/10/2021	GT
A1	Issued for APPROVAL.	26/08/2021	GT

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Client: **MEPC SILVERSTONE GP LIMITED**

Project: **Silverstone Park Section 106 Works**

Title: **Proposed Speed Hump Engineering Layout**

Project Engineer: G. Turner Scale: As Shown @ A1  
Project Director: J. Birch Date: July 2021  
Status: **APPROVAL**

Sign Face Details				Clearances		Post Details (see note 19)			Lighting Details		Wind Load Class		Passive Safety Class Recommendations (All occupancy safety levels acceptable)		Foundation Details		Comments		
Sign Ref.	Diag No. to TSRGD 2016	Description	Width (mm)	Height (mm)	x height	Reflect	Illum	Horiz. (mm)min	Vertical (mm)min	Number & Length	Size & Section	Post Spacing	EAC	Lighting Unit No. & Type	Maint. No.	BS EN 1991-1-4 (kN m <sup>-2</sup> )	BS EN 12899-1:2007 Classes	Length, Width, Depth (mm)	
L	Diag 557.1	Road hump	-	600	-	RA2	-	500	2100	1x4000	76 TSP	-	NE	-	-	1.0	WL3.TDB5.PL3.PAF1	600x350x600	Sign Ref L to be installed 110m in advance of the raised junction.
-	-	Supplementary Plate "Hump 120 yds"	TBC	TBC	50	RA2	-	500	2100	-	-	-	NE	-	-	1.0	WL3.TDB5.PL3.PAF1	-	Mounted on post as above and beneath Sign Ref. L.
M	Diag 557.1	Road hump	-	600	-	RA2	-	500	2100	1x4000	76 TSP	-	NE	-	-	1.0	WL3.TDB5.PL3.PAF1	600x350x600	Sign Ref M to be installed 45m in advance of the raised junction.
-	-	Supplementary Plate "Hump 50 yds"	TBC	TBC	50	RA2	-	500	2100	-	-	-	NE	-	-	1.0	WL3.TDB5.PL3.PAF1	-	Mounted on post as above and beneath Sign Ref. M.

**SIGN SCHEDULE NOTES**

- Schedule to be read in conjunction with all relevant drawings, documents and specifications and the specific requirements of Buckinghamshire Council.
- Foundation bases shall be concrete mix design ST4 and comply with the Standard Concrete Mixes.
- All sign installations shall be in accordance with Buckinghamshire Council's specifications.
- Contractor to submit designs produced by signage sub-contractor to Engineer for approval prior to ordering.
- Vertical clearance refers to lower edge of sign.
- Horizontal clearance to be minimum of 500mm from the edge of sign to kerf where applicable.
- Sign faces to be Aluminium Composite Material (ACM). The backs of the signs shall be grey.
- Sign posts to be galvanised if made in a ferrous material or natural finish if non-ferrous.

**KEY TO ABBREVIATIONS**

- RA2 = Material Class RA2
- EL = Externally Illuminated
- IL = Internally Illuminated
- TSP = Tubular Steel Post
- WBP = Wide Based Type Post
- TBC = To Be Confirmed
- BoF = Back of Footway
- HE = High energy absorption (Passive Safety Posts)
- LE = Low energy absorption (Passive Safety Posts)
- NE = Non-energy absorption
- EAC = Energy Absorption Category

**SIGN SCHEDULE**

Drawing No. 8180454/6452 Rev A3