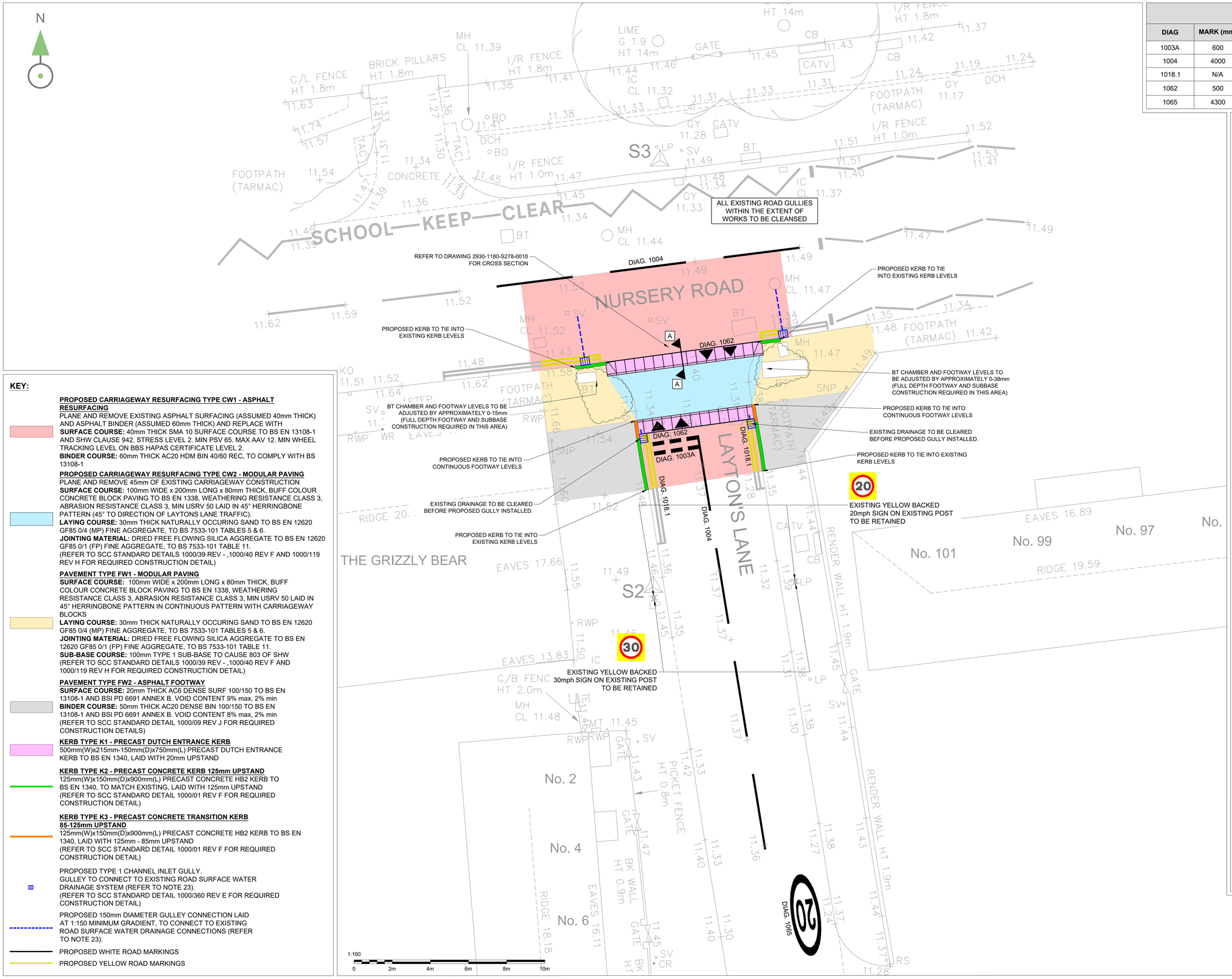


ROAD MARKING SCHEDULE

DIAG	MARK (mm)	GAP (mm)	WIDTH (mm)	COLOUR	NOTES
1003A	600	300	200	WHITE	JUNCTION GIVEWAY
1004	4000	2000	100	WHITE	HIGHWAY CENTRELINE
1018.1	N/A	N/A	100	YELLOW	DOUBLE YELLOW LINES
1062	500	N/A	750	WHITE	RAMP ARROW
1065	4300	N/A	1500	WHITE	20mph SPEED ROUNDEL

KEY:

PROPOSED CARRIAGEWAY RESURFACING TYPE CW1 - ASPHALT RESURFACING
PLANE AND REMOVE EXISTING ASPHALT SURFACING (ASSUMED 40mm THICK) AND ASPHALT BINDER (ASSUMED 60mm THICK) AND REPLACE WITH
SURFACE COURSE: 40mm THICK SMA 10 SURFACE COURSE TO BS EN 13108-1 AND SHW CLAUSE 942. STRESS LEVEL 2. MIN PSV 65. MAX AAV 12. MIN WHEEL TRACKING LEVEL ON BBS HAPAS CERTIFICATE LEVEL 2.
BINDER COURSE: 60mm THICK AC20 HDM BIN 40/60 REC, TO COMPLY WITH BS 13108-1

PROPOSED CARRIAGEWAY RESURFACING TYPE CW2 - MODULAR PAVING
PLANE AND REMOVE 45mm OF EXISTING CARRIAGEWAY CONSTRUCTION
SURFACE COURSE: 100mm WIDE x 200mm LONG x 80mm THICK, BUFF COLOUR CONCRETE BLOCK PAVING TO BS EN 1338, WEATHERING RESISTANCE CLASS 3, ABRASION RESISTANCE CLASS 3, MIN USRV 50 LAID IN 45° HERRINGBONE PATTERN (45° TO DIRECTION OF LAYTONS LANE TRAFFIC).
LAYING COURSE: 30mm THICK NATURALLY OCCURING SAND TO BS EN 12620 GF85 0/4 (MP) FINE AGGREGATE, TO BS 7533-101 TABLES 5 & 6.
JOINTING MATERIAL: DRIED FREE FLOWING SILICA AGGREGATE TO BS EN 12620 GF85 0/1 (FP) FINE AGGREGATE, TO BS 7533-101 TABLE 11.
(REFER TO SCC STANDARD DETAILS 1000/39 REV - ,1000/40 REV F AND 1000/119 REV H FOR REQUIRED CONSTRUCTION DETAIL)

PAVEMENT TYPE FW1 - MODULAR PAVING
SURFACE COURSE: 100mm WIDE x 200mm LONG x 80mm THICK, BUFF COLOUR CONCRETE BLOCK PAVING TO BS EN 1338, WEATHERING RESISTANCE CLASS 3, ABRASION RESISTANCE CLASS 3, MIN USRV 50 LAID IN 45° HERRINGBONE PATTERN IN CONTINUOUS PATTERN WITH CARRIAGEWAY BLOCKS
LAYING COURSE: 30mm THICK NATURALLY OCCURING SAND TO BS EN 12620 GF85 0/4 (MP) FINE AGGREGATE, TO BS 7533-101 TABLES 5 & 6.
JOINTING MATERIAL: DRIED FREE FLOWING SILICA AGGREGATE TO BS EN 12620 GF85 0/1 (FP) FINE AGGREGATE, TO BS 7533-101 TABLE 11.
SUB-BASE COURSE: 100mm TYPE 1 SUB-BASE TO CAUSE 803 OF SHW (REFER TO SCC STANDARD DETAILS 1000/39 REV - ,1000/40 REV F AND 1000/119 REV H FOR REQUIRED CONSTRUCTION DETAIL)

PAVEMENT TYPE FW2 - ASPHALT FOOTWAY
SURFACE COURSE: 20mm THICK AC6 DENSE SURF 100/150 TO BS EN 13108-1 AND BSI PD 6691 ANNEX B. VOID CONTENT 9% max, 2% min
BINDER COURSE: 50mm THICK AC20 DENSE BIN 100/150 TO BS EN 13108-1 AND BSI PD 6691 ANNEX B. VOID CONTENT 8% max, 2% min
(REFER TO SCC STANDARD DETAIL 1000/09 REV J FOR REQUIRED CONSTRUCTION DETAILS)

KERB TYPE K1 - PRECAST DUTCH ENTRANCE KERB
500mm(W)x215mm-150mm(D)x750mm(L) PRECAST DUTCH ENTRANCE KERB TO BS EN 1340, LAID WITH 20mm UPSTAND

KERB TYPE K2 - PRECAST CONCRETE KERB 125mm UPSTAND
125mm(W)x150mm(D)x900mm(L) PRECAST CONCRETE HB2 KERB TO BS EN 1340, TO MATCH EXISTING, LAID WITH 125mm UPSTAND
(REFER TO SCC STANDARD DETAIL 1000/01 REV F FOR REQUIRED CONSTRUCTION DETAIL)

KERB TYPE K3 - PRECAST CONCRETE TRANSITION KERB 85-125mm UPSTAND
125mm(W)x150mm(D)x900mm(L) PRECAST CONCRETE HB2 KERB TO BS EN 1340, LAID WITH 125mm - 85mm UPSTAND
(REFER TO SCC STANDARD DETAIL 1000/01 REV F FOR REQUIRED CONSTRUCTION DETAIL)

PROPOSED TYPE 1 CHANNEL INLET GULLY.
GULLEY TO CONNECT TO EXISTING ROAD SURFACE WATER DRAINAGE SYSTEM (REFER TO NOTE 23).
(REFER TO SCC STANDARD DETAIL 1000/360 REV E FOR REQUIRED CONSTRUCTION DETAIL)

PROPOSED 150mm DIAMETER GULLEY CONNECTION LAID AT 1:150 MINIMUM GRADIENT, TO CONNECT TO EXISTING ROAD SURFACE WATER DRAINAGE CONNECTIONS (REFER TO NOTE 23).

PROPOSED WHITE ROAD MARKINGS

PROPOSED YELLOW ROAD MARKINGS

GENERAL

1. ALL WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH THE MCHW SPECIFICATION FOR HIGHWAY WORKS AND SURREY COUNTY COUNCIL STANDARD DETAIL DRAWINGS.
2. ALL EXISTING FOOTWAYS AND CARRIAGEWAYS DISTURBED DURING CONSTRUCTION SHOULD BE RENEWED TO THE SATISFACTION OF THE HIGHWAY AUTHORITY.
3. ALL HIGHWAY WORKS TO BE IN ACCORDANCE WITH THE MCHW SPECIFICATION FOR HIGHWAYS WORKS AND SURREY COUNTY COUNCIL STANDARD DETAIL DRAWINGS.

KERBS & EDGINGS

4. ALL CONCRETE KERBS AND EDGINGS ARE TO BE IN ACCORDANCE WITH BS EN 1340 AND LAID IN ACCORDANCE WITH BS 7533-6.
5. AT ALL LOCATIONS THE CONCRETE BACKING SHALL BE LAID MINIMUM 40mm BELOW THE TOP OF THE KERB.
6. WHERE THE EXISTING AND PROPOSED KERBS/EDGINGS ARE TO BE TIED IN THEY SHALL BE DISC CUT TO FORM A CLEAN VERTICAL FACE AND CLOSE JOINT. THE MINIMUM CUT LENGTH OF ANY KERB SHALL BE 450mm (HALF KERB).
7. KERBS WITHIN, OR ADJACENT TO, EXISTING CARRIAGEWAY TO BE CONSTRUCTED IN A CHASE.
8. THE CORRECT RADIUS KERBS SHALL BE USED FOR ALL RADII OF 12m OR LESS. FOR RADII BETWEEN 12m AND 20m, 600mm LONG UNITS SHALL BE USED. WHERE DROPPED KERBS ARE TO BE LAID TO A RADIUS, THEY SHALL BE DISC CUT IN HALF TO FORM A MITRE. INTERNAL CORNERS TO BE DISC CUT TO FORM A MITRE.
9. NO OPEN JOINTS WILL BE ACCEPTED, NO CHIPPED, DAMAGED OR REPAIRED KERBS WILL BE ACCEPTED.
10. THE CONTRACTOR SHALL PROVIDE MECHANICAL LIFTING AIDS FOR ITEMS HEAVIER THAN 20 KGS. IF MECHANICAL LIFTING AIDS ARE IMPRACTICAL, A RISK ASSESSMENT SHOULD BE UNDERTAKEN WHICH IDENTIFIES THE APPROPRIATE CONTROL MEASURES REQUIRED TO AVOID RISK OF INJURY FROM MANUAL HANDLING.
11. KERBS SHALL BE LAID ON BEDDING WHILST CONCRETE IS STILL "GREEN". WHERE BEDDING CONCRETE HAS CURED PRIOR TO INSTALLING THE FINISHED KERBING, 20mm NOMINAL THICKNESS CEMENT MORTAR BED DESIGNATION (i) SHALL BE USED, BUT THE MINIMUM 150mm BEDDING THICKNESS MUST BE MAINTAINED AND ALLOWED FOR.

FOOTWAY PAVING

12. FOLLOWING REMOVAL OF THE EXISTING FOOTWAY SURFACING, THE CONTRACTOR IS TO AGREE THE CONDITION OF THE EXISTING SUBBASE WITH THE HIGHWAY AUTHORITY PRIOR TO RESURFACING. IN-SITU CBR TESTING AND MATERIAL SAMPLING MAY BE REQUIRED TO DETERMINE THE SUITABILITY OF THE EXISTING SUBBASE FOR REUSE. WHERE NECESSARY THE EXISTING SUBBASE IS TO BE REMOVED TO A DEPTH OF 100mm AND REPLACED WITH 100mm TYPE 1 GRANULAR SUBBASE.
13. AT LOCATIONS WHERE EXISTING BURIED SERVICES ARE LAID AT SHALL SHALLOW DEPTH, THE CONTRACTOR SHALL LIAISE AND PROVIDE DETAILS TO THE HIGHWAY AUTHORITY TO AGREE THAT NEW FOOTWAY PAVING CONSTRUCTION BUILD-UP CAN BE LOCALLY ADJUSTED TO SUIT.
14. TACTILE PAVING SHALL BE INSTALLED IN ACCORDANCE WITH DETR GUIDANCE ON THE USE OF TACTILE PAVING SURFACES.

MODULAR PAVING

15. NO PAVING BLOCK SHALL BE CUT TO LESS THAN 1/3 OF IT'S LENGTH.
16. SLIP RESISTANCE FOR CONCRETE BLOCKS SHALL HAVE MINIMUM 50 USRV & MINUMUM 50 PPV/PSRV.
17. CONCRETE BLOCK PAVING TO BE LAID IN ACCORDANCE WITH BS7533:101.

ASPHALT PAVING

18. VIBRATIONS ON SUBBASE, TRAFFICKING REQUIREMENTS OR TYPE OF SUBSOIL AT FORMATION MAY IMPACT ON THE DESIGN. ANY CONCERNS OR QUERIES SHOULD BE RAISED TO THE ENGINEER FOR CLARIFICATION.
19. NO FROST SUSCEPTIBLE MATERIALS TO BE USED WITHIN 450mm OF THE FINISHED SURFACE UNLESS EXPRESSLY REQUESTED BY THE ENGINEER.
20. ASPHALTIC CONCRETE MATERIALS ARE TO BE IN ACCORDANCE WITH THE RELEVANT SECTION WITHIN BS EN 13108, WITH ADDITIONAL GUIDANCE PROVIDED WITHIN PD 6691.
21. INSTALLATION OF ASPHALTIC CONCRETE SURFACES TO BE IN ACCORDANCE WITH BS 594987.
22. APPLICATION OF BOND COATS SHALL BE APPLIED IN COMPLIANCE WITH BS 594987 CL,5.5 AND APPLIED AT A UNIFORM RATE OF SPREAD.

DRAINAGE

23. THE CONTRACTOR IS TO CONFIRM THE EXISTING ROAD GULLY CONNECTIONS AND HIGHWAY SURFACE WATER DRAIN PRIOR TO COMMENCING ANY CONSTRUCTION ON SITE, TO CONFIRM THE PROPOSED CONNECTION INTO THE EXISTING MANHOLE/ HIGHWAY DRAIN. SHOULD THE EXISTING HIGHWAY SURFACE WATER SYSTEM NOT CONNECT INTO THIS MANHOLE/HIGHWAY DRAIN, THE CONTRACTOR SHALL LIAISE WITH THE ENGINEER AND SCC HIGHWAYS TO CONFIRM THE PROPOSED CONNECTION.

Rev	Date	Description	Drn	Chk	App
P05	24/07/24	ASPHALT CARRIAGEWAY MIN. PSV AMENDED	AMG	LH	LH
P04	04/07/24	UPDATED FOLLOWING COMMENTS FROM SCC	AMG	LH	LH
P03	09/02/24	UPDATED FOLLOWING COMMENTS FROM SCC	AMG	LH	LH
P02	30/11/23	RAISED TABLE REPLACED WITH CONTINUOUS FOOTWAY	CI	AMG	LH
P01	07/11/22	FIRST ISSUE	AMG	LH	LH

Notes:
1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS AND LEVELS ARE IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
4. THE TOPOGRAPHICAL SURVEY INFORMATION HAS BEEN PROVIDED BY MK SURVEYS LTD (DRAWING NO 31584 R1 DATED AUGUST 2022) AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL VELOCITY DRAWINGS AND SPECIFICATIONS.
6. THE POSITION OF EXISTING SERVICES MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF ANY WORKS ON SITE.
7. UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND/OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

VELOCITY Transport Planning
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Drawing Status: S1 - FOR COORDINATION
Project Title: BISHOP WAND SCHOOL
Client: HBS
Drawing Title: S278 GENERAL ARRANGEMENT
Scale @ A1: 1:100 | Date: 24/08/22 | Designed/Drawn: CI | Checked: LH | Approved: LH
Architect: HAMSON BARRON SMITH
Project Ref: 2930-1180
Drawing Number: 2930-1180-S278-0001
Rev: P05

Drawing file: 2930-1180-S278-001 S278 General Arrangement.dwg Date: Jul 24, 2024 - 4:01pm