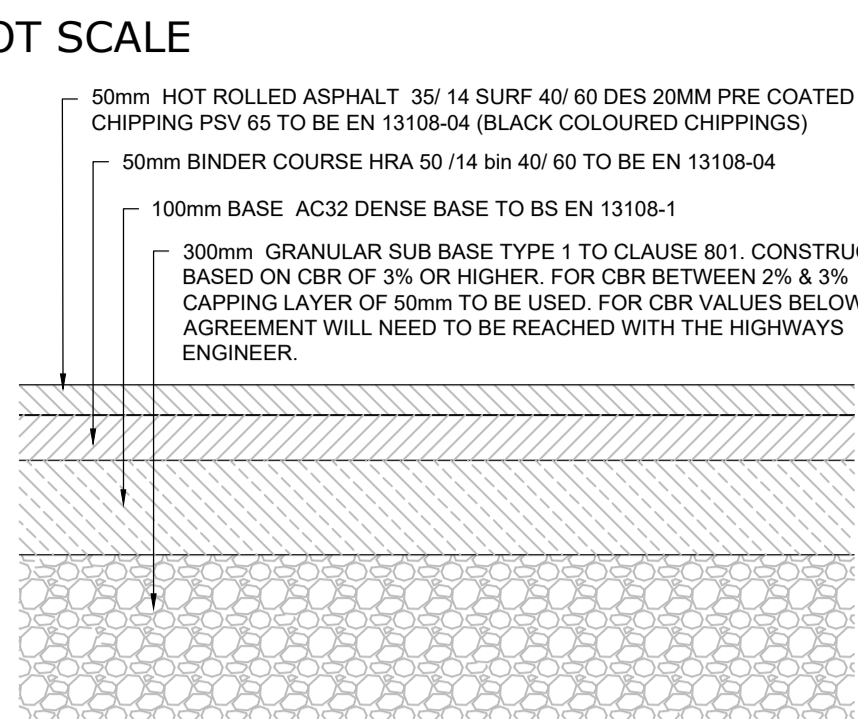
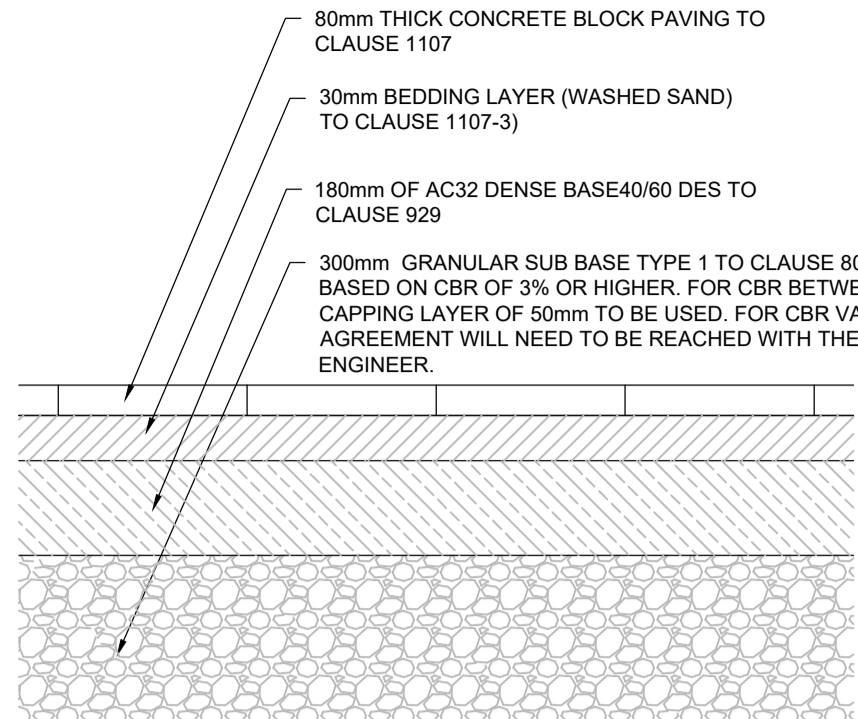


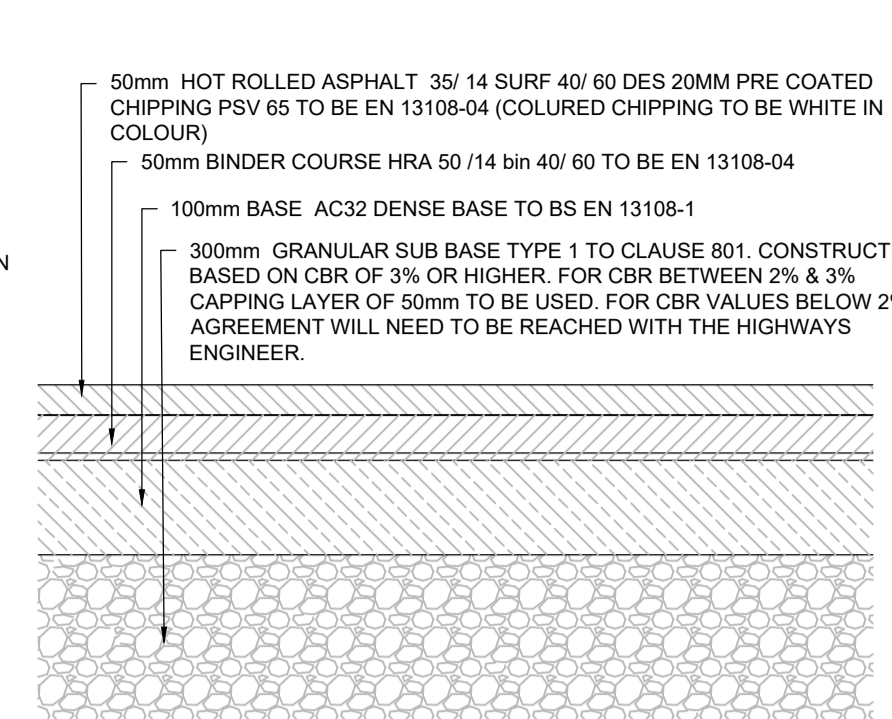
DO NOT SCALE



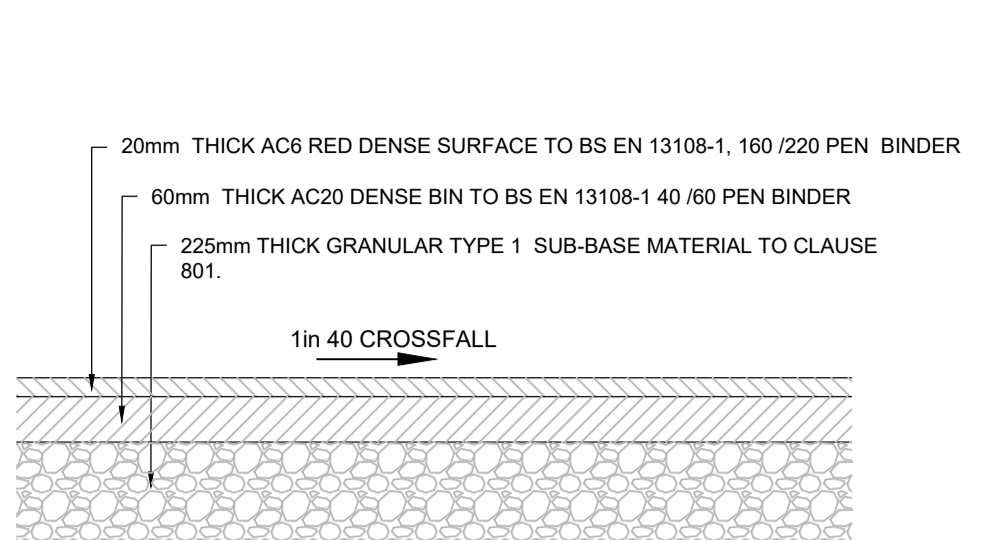
**RESIDENTIAL ACCESS ROAD CONSTRUCTION**  
SCALE 1:10



**SHARED SURFACE CONSTRUCTION**  
SCALE 1:10



**FOCAL AREA CONSTRUCTION**  
SCALE 1:10

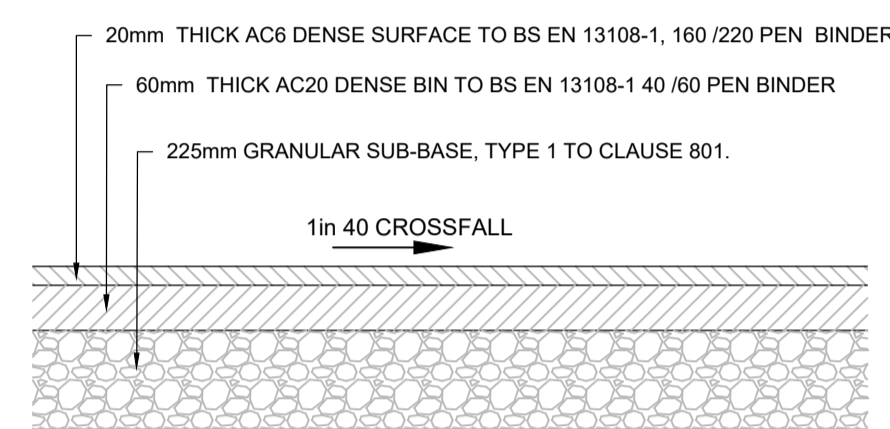


**CYCLEWAY CONSTRUCTION**  
SCALE 1:10

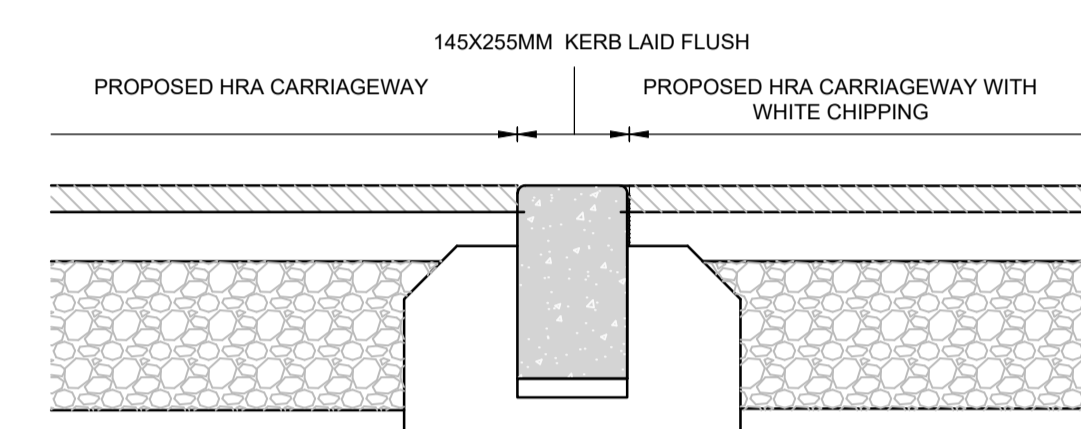
- GENERAL NOTES**
- DO NOT SCALE FROM THIS DRAWING.
  - ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
  - ALL LEVELS ARE IN METRES RELATIVE TO ORDNANCE DATUM UNLESS NOTED OTHERWISE.
  - THIS DRAWING HAS BEEN BASED UPON SURVEY / OS INFORMATION SUPPLIED BY OTHERS. ROYAL HASKONING DHV SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
  - THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.
  - ALL MATERIALS AND WORKMANSHIP WILL BE AS SPECIFIED IN THE SPECIFICATION UNLESS NOTED OTHERWISE.
  - ALL LEVELS, DIMENSIONS AND LOCATIONS ARE TO BE CHECKED BY THE MAIN CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON SITE.

**NOTES -**

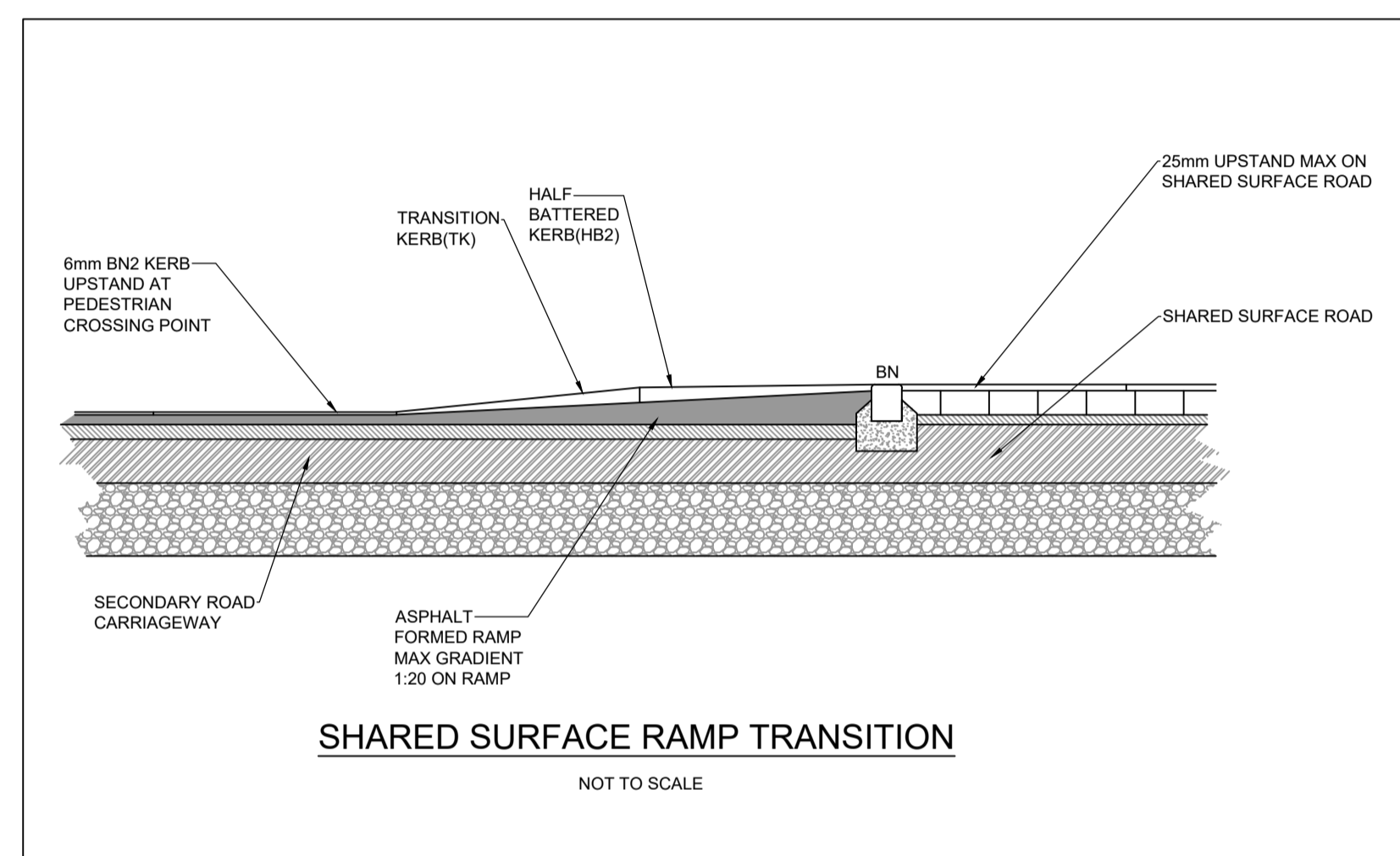
- EXISTING SURFACE AND BINDER COURSES TO BE SAW CUT AND VERTICAL FACES TO BE TACK COATED PRIOR TO OVERLAY
- EXISTING PAVEMENT SHALL BE CLEANED AND TACK COATED PRIOR TO OVERLAY
- EXACT LOCATIONS OF TIE INS TO BE AGREED WITH THE SUPERVISOR
- WHERE THE BASE WIDTH IS IN A TAPERING SECTION AND IS LESS THAN 1000mm WIDE, THEN CONCRETE MAY BE USED IN LIEU OF BASE. CONCRETE TO BE ST1, WET LEAN TO CLAUSE 1030
- AMOUNT OF CUT BACK TO EXISTING FOUNDATION TO BE AGREED WITH THE SUPERVISOR
- ANY REMAINING EXISTING PAVEMENT CONSTRUCTION CUT BACK TO SOUND VERTICAL FACE TO NEW FORMATION LEVEL



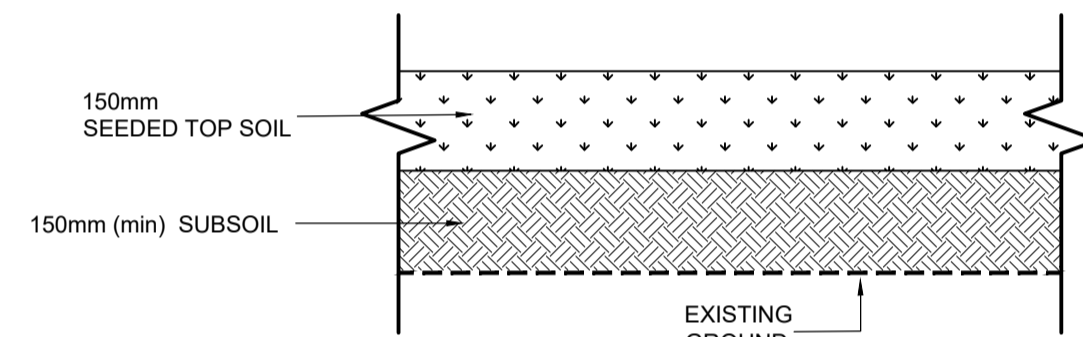
**VEHICULAR CROSSING DETAIL**  
SCALE 1:10



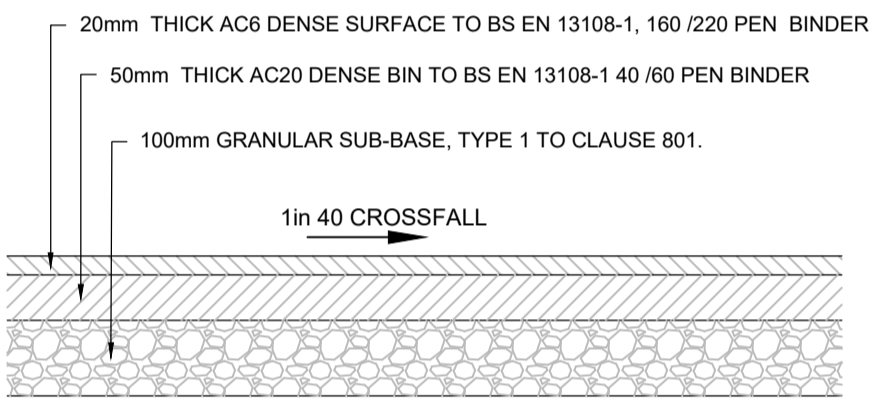
**CHANGE BETWEEN HRA SURFACING**  
SCALE 1:10



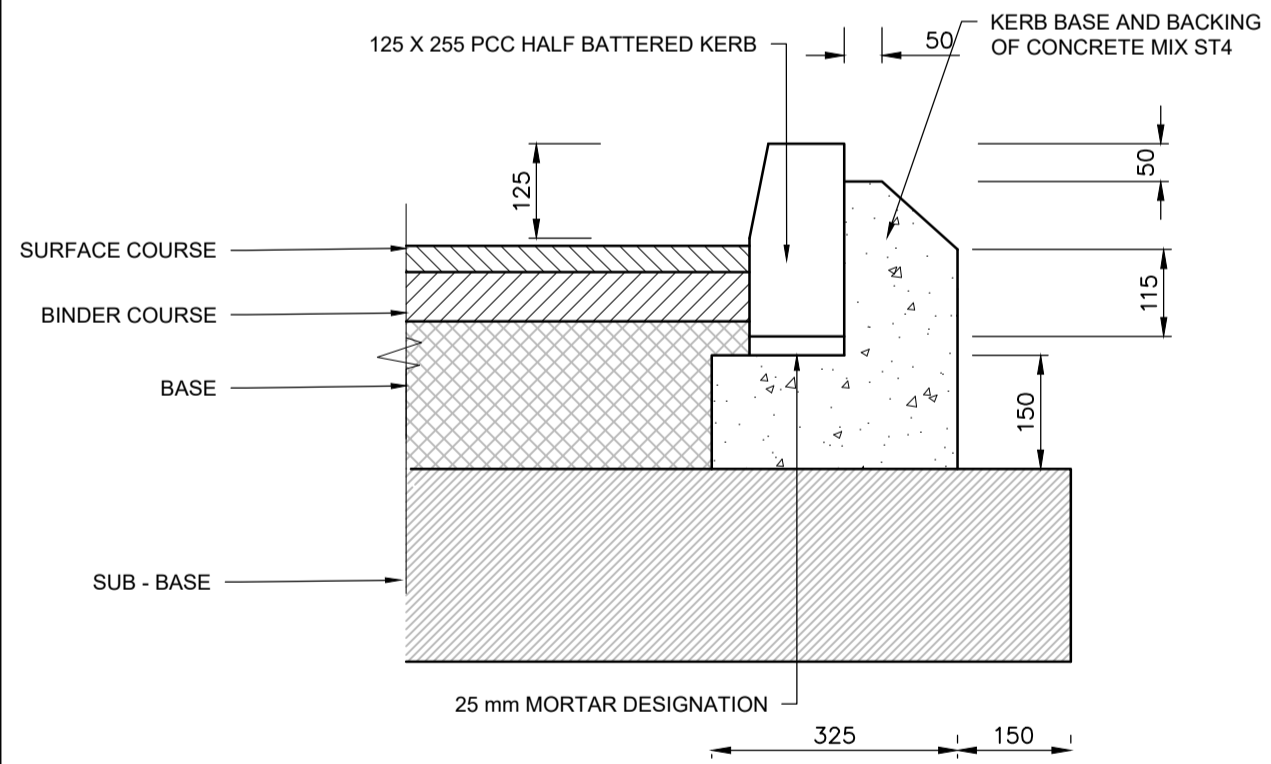
**SHARED SURFACE RAMP TRANSITION**  
NOT TO SCALE



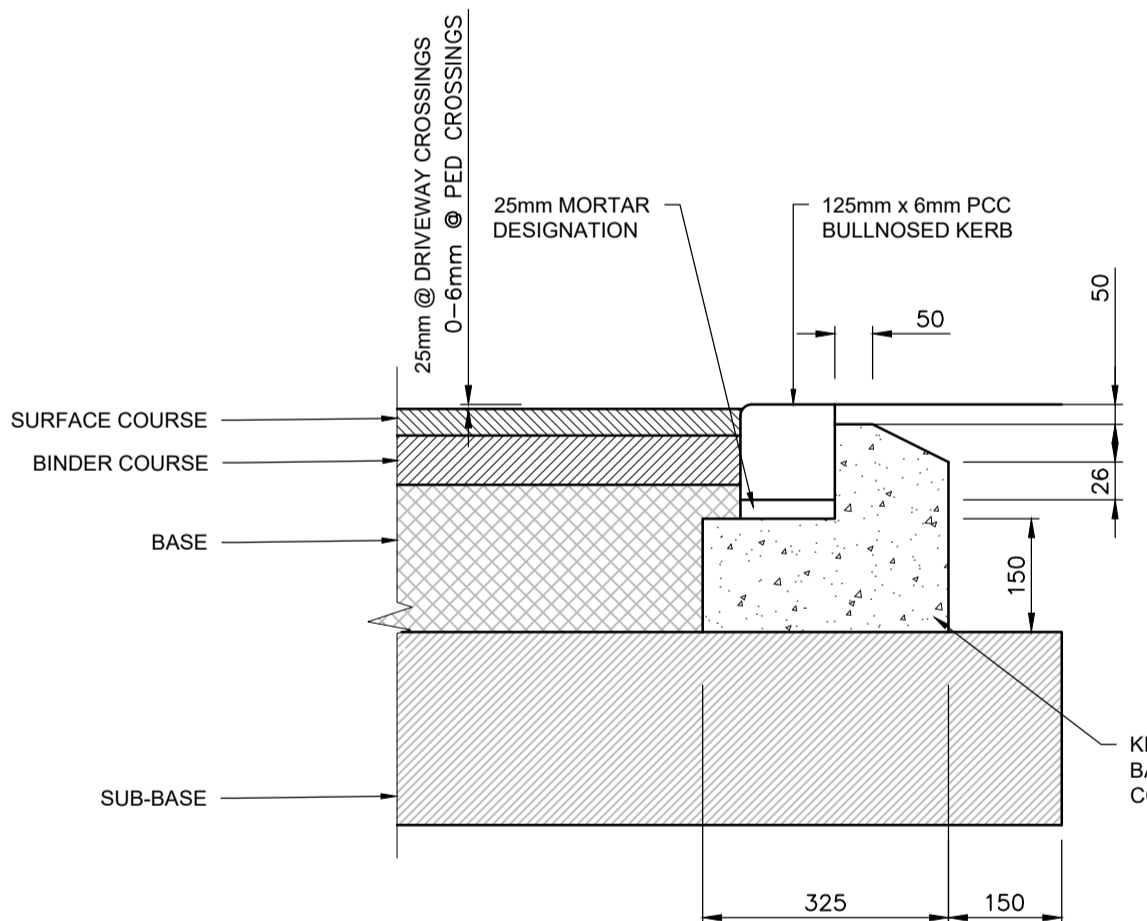
**NEW VERGE DETAIL**  
SCALE 1:10



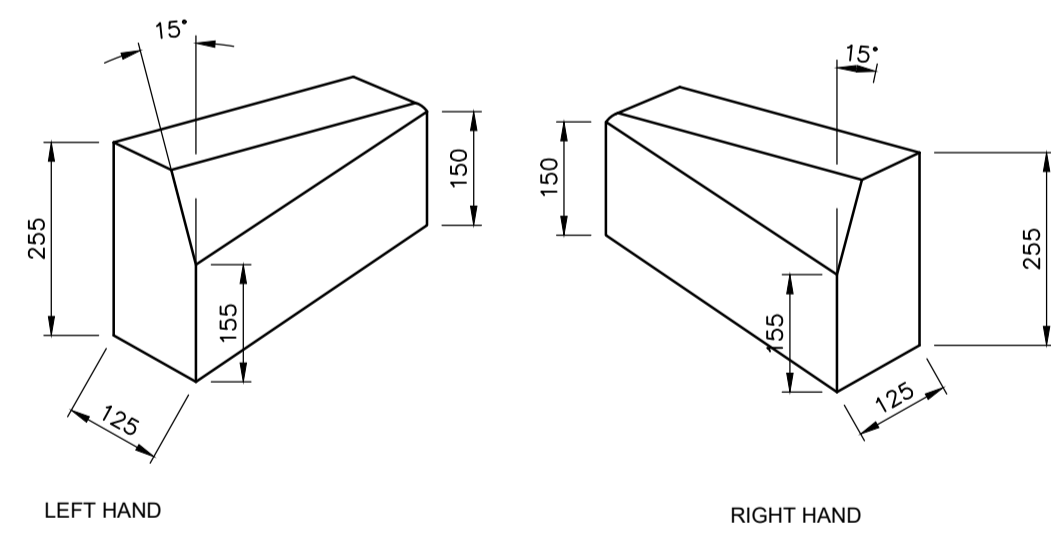
**FOOTWAY CONSTRUCTION**  
SCALE 1:10



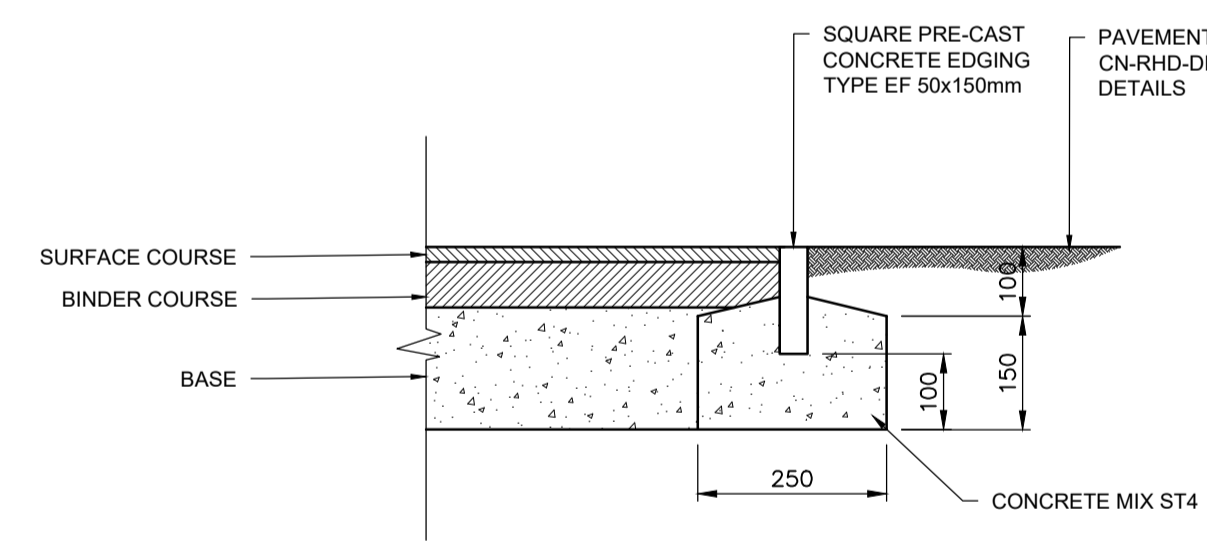
**125 X 255 HALF BATTERED KERB (HB2)**  
NTS



**125 X 150 BULLNOSED KERB (BN)**  
NTS

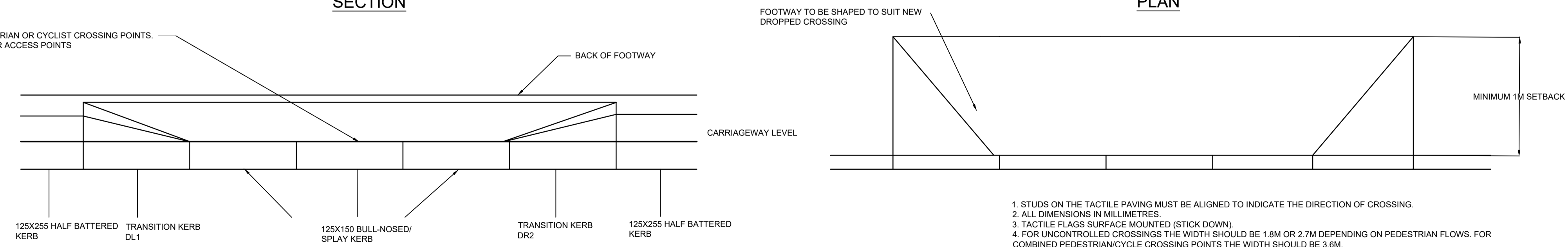


**TRANSITION KERBS (TK)**  
NTS



**SQUARE FOOTWAY EDGING (EF1)**  
NTS

UPSTAND TO BE 6MM MAXIMUM AT PEDESTRIAN OR CYCLIST CROSSING POINTS.  
UPSTAND TO BE 25mm (MAX) AT VEHICULAR ACCESS POINTS



**FRONT ELEVATION FOR FULL UPSTAND AREAS**

- STUDS ON THE TACTILE PAVING MUST BE ALIGNED TO INDICATE THE DIRECTION OF CROSSING.
- ALL DIMENSIONS IN MILLIMETRES.
- TACTILE FLAGS SURFACE MOUNTED (STICK DOWN).
- FOR UNCONTROLLED CROSSINGS THE WIDTH SHOULD BE 1.8M OR 2.7M DEPENDING ON PEDESTRIAN FLOWS. FOR COMBINED PEDESTRIAN/CYCLE CROSSING POINTS THE WIDTH SHOULD BE 3.6M.
- TOLERANCES FOR PRECAST CONCRETE FLAGS:-  
MAIN DIMENSION SHALL BE 450 MAXIMUM, 446 MINIMUM.  
THICKNESS +/- 3MM  
NIB HEIGHT +/- 1MM  
OTHER DIMENSIONS +/- 1MM

P02 22.03.19	ISSUED FOR RESERVED MATTERS APPROVAL	JBW	PV	DJ
P01 15.03.19	FIRST ISSUE	JBW	PV	DJ
REV	DATE	DESCRIPTION	BY	CHK
				APP

REVISIONS

DRAWING STATUS: **PRELIMINARY**



**TITLE**  
RESIDENTIAL RESERVED MATTERS A1 PAVEMENT AND VERGE STANDARD DETAILS



DRAWN	CHECKED	APPROVED
JBW	PV	DJ
DATE	SCALE AT A1	PROJECT NUMBER
FEB-19	N.T.S	PB8301