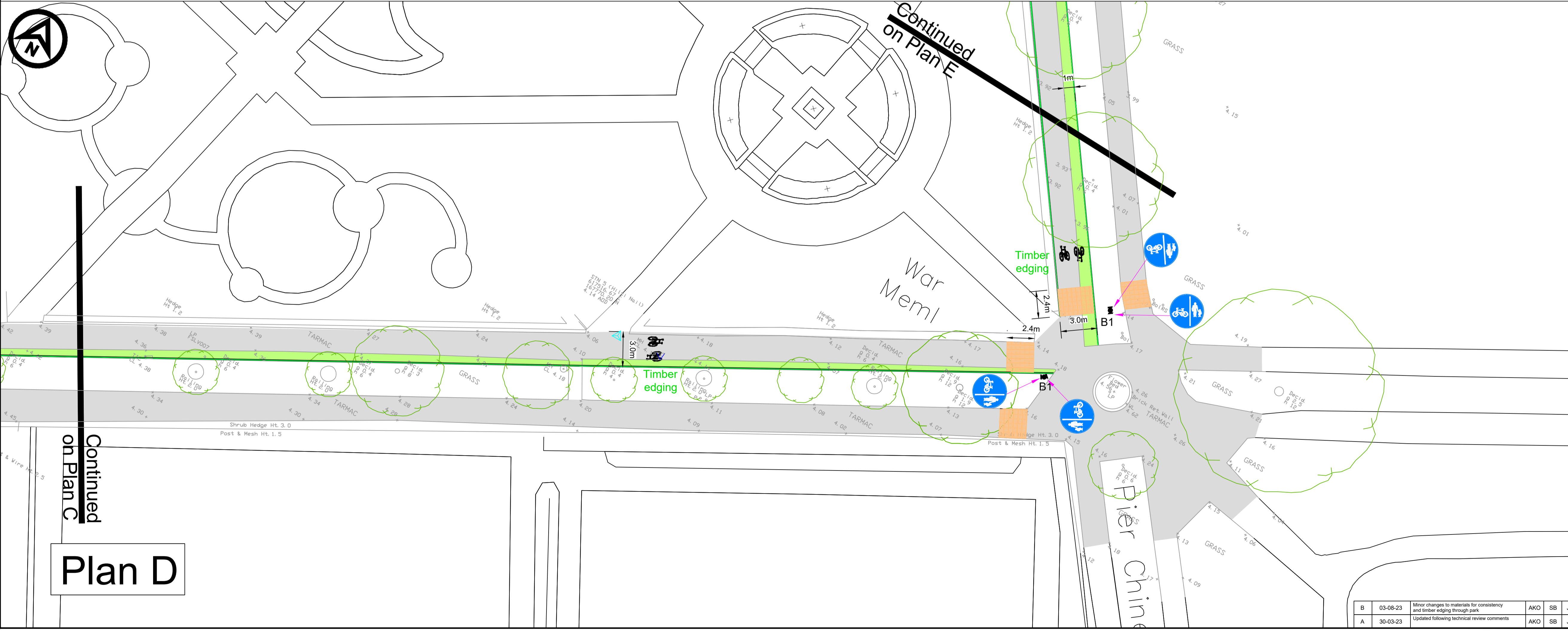


- Notes.**
- All setting out is to be agreed on site with the Engineer prior to commencement of works.
 - All precast concrete (PCC) kerbing and edging shall be in accordance with BS7263, Part F.
 - Any voids between new kerbs and existing carriageway shall be reinstated with 10mm AC 10 close surf.
 - Vertical faces of existing bituminous materials shall be primed with bitumen. Existing horizontal or inclined surfaces shall be tack coated in accordance with Appendix 7/4.
 - Surfaces between bituminous materials shall be saw cut to provide a clean vertical joint.
 - New footway surfaces shall be laid with 1:40 crossfall towards carriageway unless otherwise stated with no point having a crossfall greater than 1:12.
 - Existing surfaces overlaid shall be swept clean prior to overlay and sprayed with tack coat.
 - All existing covers in areas to construction to be raised to suit new levels.
 - All existing road markings that conflict with the proposed are to be removed.

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Ordnance Survey 100019238.

- Kerbing / Footway / Carriageway Construction Key**
- Overlay footway with AC6 dense surf 100/150 20mm thick over AC10 regulating layer. Perimeter of surface course to be keyed into existing surface course to give a minimum layer thickness of 20mm. All joints to be saw cut.
 - Footway construction: AC6 dense surf 100/150 20mm thick over 70mm thick AC10 regulating layer and base 150mm thick Type 1 (extra 100mm thick subbase for crossover locations)
 - Remove from store and relay block / slab paving to new levels
 - Full depth construction: 40mm HRA55/10 surface course 40/60 WTR1 laid on, 60mm HRA 60/20 F bin 40/60 des WTR1, 100mm base course and 150mm subbase to Cat A sub-base to Clause 888AK
 - Install new paving 400 x 400 x 65 on 50mm sand / cement mortar mix
 - Install 50mm HRA 55/10 and applying High Friction Surfacing Hot type 1, black colour
 - Proposed 125 x 255mm half battered kerbing (Type HB2 or SP). *Haunch/Variation A / B* upstand 125mm to KCC/1100/01/D.
 - Proposed 125 x 150mm bullnose kerbing (Type BN). Upstand 0-6mm to KCC/1100/01/D.
 - Proposed 125 x 150mm bullnose kerbing (Type BN). Upstand 25mm to KCC/1100/01/D.
 - Buff PCC tactile paving 400 x 400mm. 50mm thick slabs, to KCC/1100/015. Blisters to align with tactile on opposite side of road.
 - Red PCC tactile paving 400 x 400mm. 50mm thick slabs, to KCC/1100/015. Blisters to align with tactile on opposite side of road.
 - Corduroy tactile paving 400 x 400mm. 50mm thick slabs, to KCC/1100/015. Dealinator strips to be 20mm high.
 - PCC quadrant kerb (Type QHB305 or QSB305).
 - Proposed 50 x 150mm PCC edging to 1100/01/D.
 - Proposed 150 x 125mm PCC channel block. laid flush or +25mm upstand
 - New PCC trapped gully with class D400 grate as KCC/SD/500/009.
 - New manhole chamber to design group 1a (refer to KCC/SD/500/001 for details).
 - Existing road gully
 - Connection of 150Ø pipe to new PCC chamber.
 - Adjust existing manhole cover and frame to new road level
 - Adjust service covers to new road level
 - Adjust gully covers to new road level
- Sign & Lines Key (refer to Sign Schedule)**
- Non-illuminated traffic sign
 - Sign position and orientation.
 - New / Refreshed Road marking to TSRGD 2016 Diagram number.
 - White Road marking.
 - Yellow Road marking.
 - Reflective bollard (TMP flecta or similar with keep left or keep right sign)
 - Cycle bollard (TMP pictor bollard or similar with cycle logo 955, 956 and 957)
 - Wooden bollard with reflective bands to match existing
 - Timber planter (2000mm x 800mm x 965mm H) (supplied by private contractor)
 - Traffic signal design (see drawing reference KCC-ITS-2023-0203-S-1 for full details)

Plan C



Plan D

0	06-01-23	Issued for RSA 2	AKO	SB	JW
Rev	Revision Date	Purpose of revision	Drawn	Checked	Appr'd

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Project	ACTIVE TRAVEL HERNE BAY	
Drawing title	DETAILED DESIGN GENERAL ARRANGEMENT SHEET 2 OF 8	
Drawing status	FOR SAFETY AUDIT	
Scale	1:200 at A1	Do not scale
Drawing number	22-23-CA-205-03-01	Rev B

B	03-08-23	Minor changes to materials for consistency and timber edging through path.	AKO	SB	JW
A	30-03-23	Updated following technical review comments	AKO	SB	JW