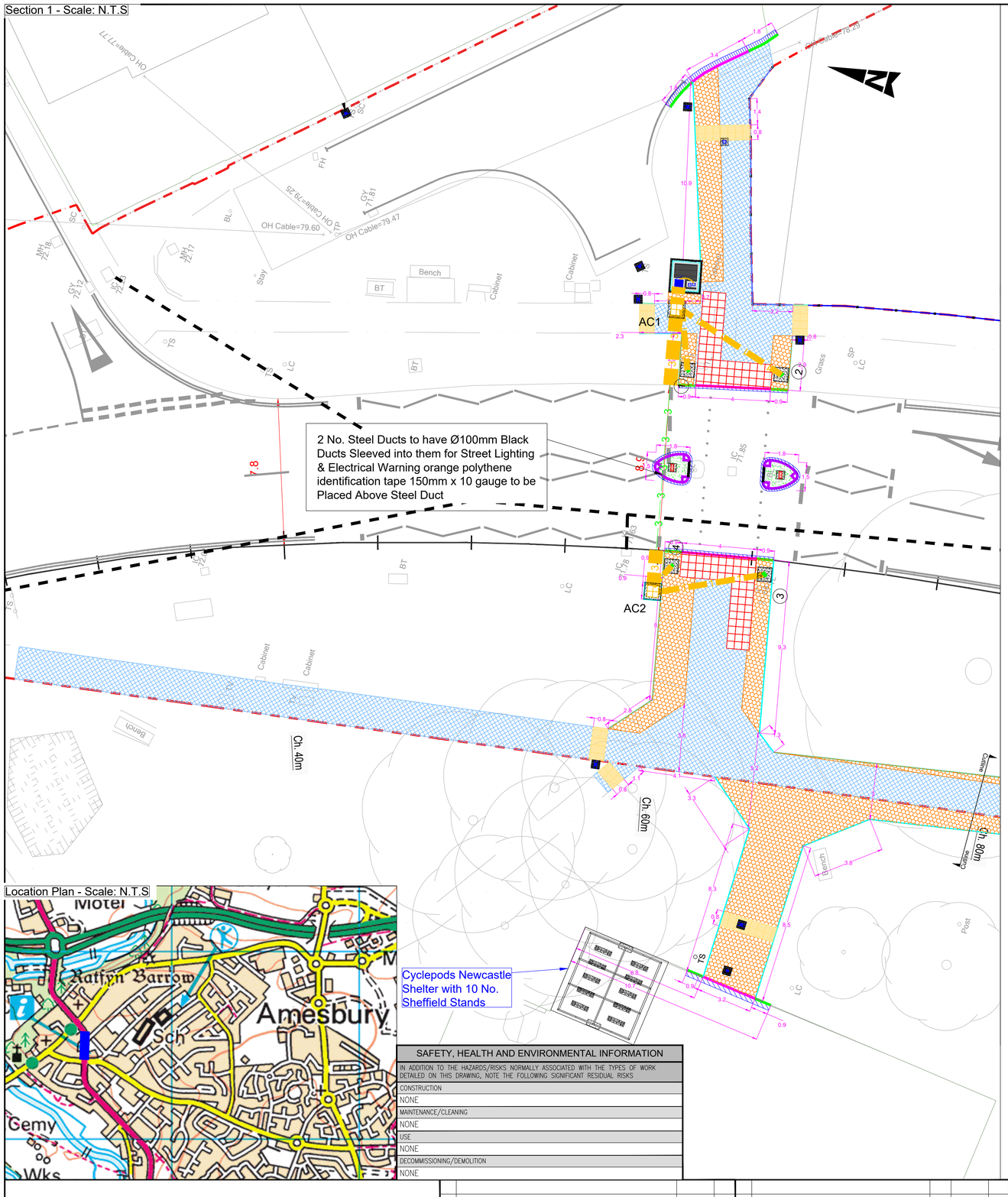
APPENDIX 4

Section 1 - Scale: N.T.S



Location Plan - Scale: N.T.S

Excavate existing footway 425mm and replace with:
- Geotextile membrane (Terram 1000 or similar approved).
- MOT Type 1 granular subbase to MCHW Clause 803, 225mm thick
- Laying Course to be ST4 Concrete bed, 150mm thick.
- Blister Tactile Paving Surface for Pedestrian Crossing Points - 400mm x 400mm x 50mm thick - 'Red' Coloured
- Blister Tactile Paving Surface for Pedestrian Crossing Points - 400mm x 400mm x 50mm thick - 'Buff' Coloured
- Corduroy Hazard Warning Tactile Paving Surface - 400mm x 400mm x 50mm thick - "Buff" Coloured
- Segregated Shared Cycle Track / Footway Tactile Paving Surface - 400mm x 400mm x 50mm thick - 'Buff' Coloured with 1 No. Precast Concrete Edging Flat Top (EF) - 0mm (Flush) Upstand Laid on its Side to Give 150mm Width
- Paving units to be butt-jointed and kiln dried paving sand to be brushed into joints

Excavate existing footway/verge 715mm and install:
- 200mm wide ST4 Concrete Surround, 565mm thick.
- 150mm wide 3:1:1 ST4 concrete, building sand & cement surround including Precast Concrete Edging - Flat Top (EF - 50mm x 150mm) Edgings - 0mm (Flush) Upstand around the 3:1:1 mix, 150mm thick.
- Finish to be tamped with 100mm wide smooth borders

Excavate existing footway/verge 400x400x315mm deep and install Non-illuminated bollard set in QC10 concrete foundation
- Plastic/GRP/Polyurethane with 1 x 37mm Red retroreflective band
- Sign face area of the bollard is to be recessed to fit 1 No. Ø150mm TSRGD Diag. No. 956 Traffic Sign Face - flush to the bollard surface
- 'Light Oak' Colour
(Glasdon Glenwood 170 Signhead Model Bollard or Similar Approved)

Excavate existing footway 450x450x350mm deep and install Illuminated bollard fixed onto Traffic Bollard Adapter Plate with Surface Mounted Retention Socket set in ST4 concrete foundation:
- Plastic/GRP/Polyurethane with Ø300mm retroreflective & internally illuminated signface
- 'Black' Body Colour
- Sign Face: TSRGD Diag. No. 610 (Keep Left - Pointing Left 45°) Traffic Sign Face
- Reverse Side of Sign Colour: Yellow Reflective
- Accessories:
-- Traffic Bollard to Retention socket adapter plate
-- Surface Mounted Retention Socket
(TMP EVO-S Solar Traffic Bollard fixed onto TMP Traffic Bollard to Retention Socket Adapter Plate with NAL RS 50x50 Surface Mounted Retention Socket or Similar Approved)

Excavate existing footway/verge 825mm and install:
- ST2 Concrete Foundation
- 450x450 x 825mm deep (Ø76mm Post)
- 1 No. Ø76mm - 4m Long steel straight sign post with Black Painted Finish and Post End Cap
- Steel ancillary fixing brackets with Black Painted Finish
- Proposed Traffic Sign Face & the Direction in Which the Sign Faces Oncoming Traffic - reverse side of sign face to be Black in Colour
- Mounting height of traffic signs must be between 900mm and 1500mm above the adjacent carriageway or in areas likely or in areas intended to be used by pedestrians a headroom of 2300 mm is recommended, with 2100 mm as an absolute minimum. A clearance of at least 2300 mm should be maintained over a cycle track or a shared cycle / pedestrian facility.

Excavate existing verge 300mm and inlay with:
- 100mm wide QC10 Concrete Surround, 300mm thick.
- Install Bench Seat - Bolted Down to New Concrete Footings
(Broxap - Borth Recycled Plastic Bench or Similar Approved)

Excavate existing carriageway 330mm and install:
- Geotextile membrane to MCHW Clause 609 (Terram 1000 or similar approved).
- MOT Type 1 granular subbase to MCHW Clause 803, 100mm thick.
- C35 Concrete, 50mm thick
- 252 Steel Reinforcement Mesh, 8mm thick (1st of 2 No. Layers)
- C35 Concrete, 75mm thick
- 252 Steel Reinforcement Mesh, 8mm thick (2nd of 2 No. Layers)
- C35 Concrete, 50mm thick
- AC 6 dense surf 100/150 to MCHW Clause 909, 40mm thick. (Laid in 2 No. Layers)
- Proposed cycle parking shelter - to be Cyclepods 4600mm Newcastle Shelter with 10 No. Sheffield Hoop Cycle Stands allowing for 20 cycle parking spaces model or similar approved.
- Refer to drawing no. 5528-ATK-AME-GA Sheets 1-4 for foundation details

Excavate existing footway 850mm and install Traffic Signal Access Chamber (NAL STAKKAbox Modula or similar approved)
- Frame & Composite Cover to BSEN 124 grade C250 and anti-slip
- Ø100mm Drainage Duct to be Provided at Bottom of Access Chamber, 150mm Long - to be filled with Pea Gravel
- 2 No. Traffic Signal Ducting External 'Ribs' to extrude into access chamber per duct
- 600mm x 600mm x 850mm deep
- as per drawing no. NAL/SD/8100-5 with a minimum 150mm ST4 concrete surround
- Access chamber cover level should be set 5-10mm higher than adjacent footway pavement level to stop water draining into the chamber

Excavate existing footway/verge 825mm and install Traffic Signal Pole Retention Socket (NAL RS115DF Duckfoot base plate x 750mm deep or similar approved)
- as per drawing no. NAL/SD/90101-3 - this requires an ST4 concrete foundation size of 750mm x 750mm x 750mm deep for solid ground as well as a MOT Type 1 Granular Bed (For Drainage), 75mm deep
- these can be cut down to 450mm if required but the larger plan foundation for 450mm depth will need to be used instead of this one - 1000mm x 1000mm x 450mm deep as well as a MOT Type 1 Granular Bed (For Drainage), 75mm deep
- To Include Drop Kerb Wedge

150-300mm Wide Surface Course Reinstatement - AC 6 close surf 100/150 MCHW Clause 909, 80mm thick (to be laid in 2 No. 30mm & 1 No. 20mm thick layers) with a minimum PSV of 55.

Saw-cut 150/300mm in front of face of existing kerb into carriageway and 150mm behind back of existing kerb into footway (425/575/605mm total width) and excavate existing footway, kerb & carriageway 300/405mm deep (below existing footway level) and inlay with:
- Half Battered 2 (HB2 - 125mm x 255mm) Kerbs - 100-125mm Upstand
- Bullnosed Centre Stone (125mm x 150mm) Kerbs - 0-6mm Upstand
- Bullnosed Drop (125mm x 255/150mm) Kerbs - Drop from 100-125mm to 0-6mm Upstand
- HB2 Compatible Quadrant (QHB - 305mm x 255m) Kerbs - 305mm Radius Option - 100-125mm Upstand
- Half Battered 2 (HB2 - 125mm x 255mm) Convex (External) Radius - 2m
- Precast Concrete - Flat Top (EF - 50mm x 150mm) Edgings - 0mm (Flush) Upstand
with min. 150mm ST4 concrete bed, backing and 150/300mm wide carriageway base course

Saw-Cut & Excavate existing footway 80mm, seal vertical joints with Bond or tack coat - K1-40 to MCHW Clause 920 and inlay with:
- AC 20 dense bin 40/60 des to MCHW Clause 929, 60mm thick.
- Bond or tack coat - K1-40 to MCHW Clause 920, (0.4 - 0.6 litres per m²).
- AC 6 dense surf 100/150 to MCHW Clause 909, 20mm thick.

Excavate existing verge 305mm, seal vertical joints with Bond or tack coat - K1-40 to MCHW Clause 920 and inlay with:
- Geotextile membrane to MCHW Clause 609 (Terram 1000 or similar approved).
- MOT Type 1 granular subbase to MCHW Clause 803, 225mm thick.
- AC 20 dense bin 40/60 des to MCHW Clause 929, 60mm thick.
- Bond or tack coat - K1-40 to MCHW Clause 920, (0.4 - 0.6 litres per m²).
- AC 6 dense surf 100/150 to MCHW Clause 909, 20mm thick.

Overlay existing carriageway with:
- Bond or tack coat - K1-40 to MCHW Clause 920, (0.4 - 0.6 litres per m²).
- AC 6 dense surf 100/150 to MCHW Clause 909, 20mm thick.

Overlay existing carriageway 300mm, seal vertical joints with Bond or tack coat - K1-40 to MCHW Clause 920 and inlay with:
- ST4 Concrete - Finish to be tamped with 100mm wide smooth borders, 300mm thick.

Notes
1. Limits of work and dimensions are approximate and are to be agreed on site with the Engineer or Site Representative.
2. Do not scale from this drawing.
3. All dimensions are in metres unless stated otherwise.
4. Chainage 0m is located 30m North-West from the centre of the junction leading into Kitchener Road, heading South-East.
5. All MOT Type 1 granular subbase to MCHW Clause 803 to be rolled and compacted in max. 150mm thickness layers as per MCHW Specification for highway works Vol.1 table 8/4.

Key

Site Extents

Highway Boundary

Scheme Location

Proposed Timber Post & 3 No. Rail Fencing (To Match Existing or Similar Approved)

Existing Carrier Drain

Excavate existing carriageway 1.2m x 1.2m x 1375mm deep and install:
- 450 x 450mm D400 grating and frame, 150mm deep
- Gauged Class 1 3:1 building sand & cement or polyester resin mortar, 15mm thick. (Instarmac Ultra-Crete M60: Rapid Strength Bedding Mortar or similar approved).
- Grating level shall be set to the crossfall and profile of the carriageway, 0-6mm below kerb channel level to MCHW Clause 2402 mortar designation (i).
- Construct 2 No. courses of 225mm brickwork in high density type class b solid clay engineering bricks to BS EN 771-1 and MCHW Clause 2406.
- Bolster cut wedges where necessary and infill with mortar.
- All brickwork mortar shall be class (i) to MCHW Clause 2404 if the gully is to be trafficked within 48 hours of brickwork construction, a rapid hardening cementitious mortar shall be used.
- uPVC Plastic Trapped Pot with Insitu-Cast Concrete Surround Section, 910mm deep. (Ø450mm Polypipe Ridgigully or Similar Approved)
- Minimum 150mm thickness of ST4 concrete insitu bed and backfill in accordance with MCHW clause 508.

Excavate existing verge 715mm and install Traffic Signal Controller Cabinet Base (NAL Telent Small Controller Base or similar approved)
- To be mounted onto Traffic Signal Access Chamber (NAL STAKKAbox Modula 450mm x 400mm or similar approved)
- Controller cabinet door to open away from adjacent carriageway
- as per drawing no. NALCCB400
- 1 No. 50mm orange duct outgoing from electrical supply feeder pillar to traffic signal controller cabinet base

Reuse existing Electrical Supply Feeder Pillar

Excavate existing footway 760mm and install:
- 400mm wide trench if 1 No. duct
- 800m wide trench if 3 No. ducts
- Granular material to MCHW Clause 503.3(i) - Pea Gravel, 300mm thick - providing a 100mm surround to Orange HDPE smooth bore ducting Ø100mm embossed Traffic Signals (Keyline Traffic Signal Ducting or similar approved) - Number indicates number of ducts to be installed as per drawing no. WC-HCD-500-D015
- Class 8 material to MCHW Clause 503.3(iv) - General Fill (Backfill), 145mm thick with orange polythene identification tape 150mm x 10 gauge marked 'DUCT BELOW' or otherwise in accordance with the requirements of the Service Authority positioned 50mm from bottom of Class 8 material.
- Install Geotextile membrane (Terram 1000 or similar approved).
- MOT Type 1 granular subbase to MCHW Clause 803, 225mm thick.
- AC 20 dense bin 40/60 des to MCHW Clause 929, 60mm thick.
- AC 6 dense surf 100/150 to MCHW Clause 909, 20mm thick.
- Minimum depth of cover to be 450mm in footway and 750mm in carriageway
- All duct runs shall have draw cords (Polypropylene or Nylon, Blue in colour, 5Kn breaking load) installed into each duct and secured at each end to avoid being inadvertently drawn back into the duct network, and where signal poles are installed there shall be a draw cord from the adjacent chamber to the top of the pole.

Excavate existing carriageway 1100mm wide x 377mm deep and install NAL 110mm Steel Ducting System 3 No. 100mm Ducts to be Sleeved into NAL 110mm Steel Ducting System Openings
- 3-way & Galvanised Finish Colour
- Refer to Drawing No. 5208680-ATK-HDG-0500-DR-D-0016 for NAL 110mm Steel Ducting System Installation Construction Details

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS
CONSTRUCTION
NONE
MAINTENANCE/CLEANING
NONE
USE
NONE
DECOMMISSIONING/DEMOLITION
NONE

Postal Area: SP4 7DR to SP4 7AW
USRN: 33502049
OS Grid Ref: 415541 , 141575 to 415559 , 141412
Philips Street Atlas: Page 217 - B4 to B3
Road Speed Limit: 30mph

Stat	Purpose of Issue	Date	Auth
A	Fit for Construction	19/01/22	KNB
A	Fit for Construction	29/11/21	KNB
A	Fit for Construction	29/11/21	KNB

Rev	Description	By	Date	Chk'd	Auth
C3	Further Refinement to SUP Alignment	LSH	19/01/22	KNB	KNB
C2	SUP Alignment Change to Avoid Tree Roots	LSH	29/11/21	KNB	KNB
C1	First Issue	LSH	17/11/21	KNB	KNB

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Client: Wiltshire Council

Project: Traffic Engineering 2021/2022
A345 The Centre, Amesbury Toucan Crossing & Cycleway Improvement

Title: Civils Details (Sheet 1 of 2)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A1	N.T.S	LSH Date 19/01/22	KNB Date 19/01/22	KNB Date 19/01/22

Status	Drawing Number	Rev
S2	5208680-ATK-HGN-0100-DR-D-0003	C2

Rev C2
Drawing Number 5208680-ATK-HGN-0100-DR-D-0003
Status S2
DO NOT SCALE
A1
0 10 100
File: Civils Details.dwg
Date: Jan 25, 2022 - 4:24pm
Plotted by: HANC4828

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Rev C3

Drawing Number 5208680-ATK-HGN-0100-DR-D-0004

Status S2

DO NOT SCALE

A1

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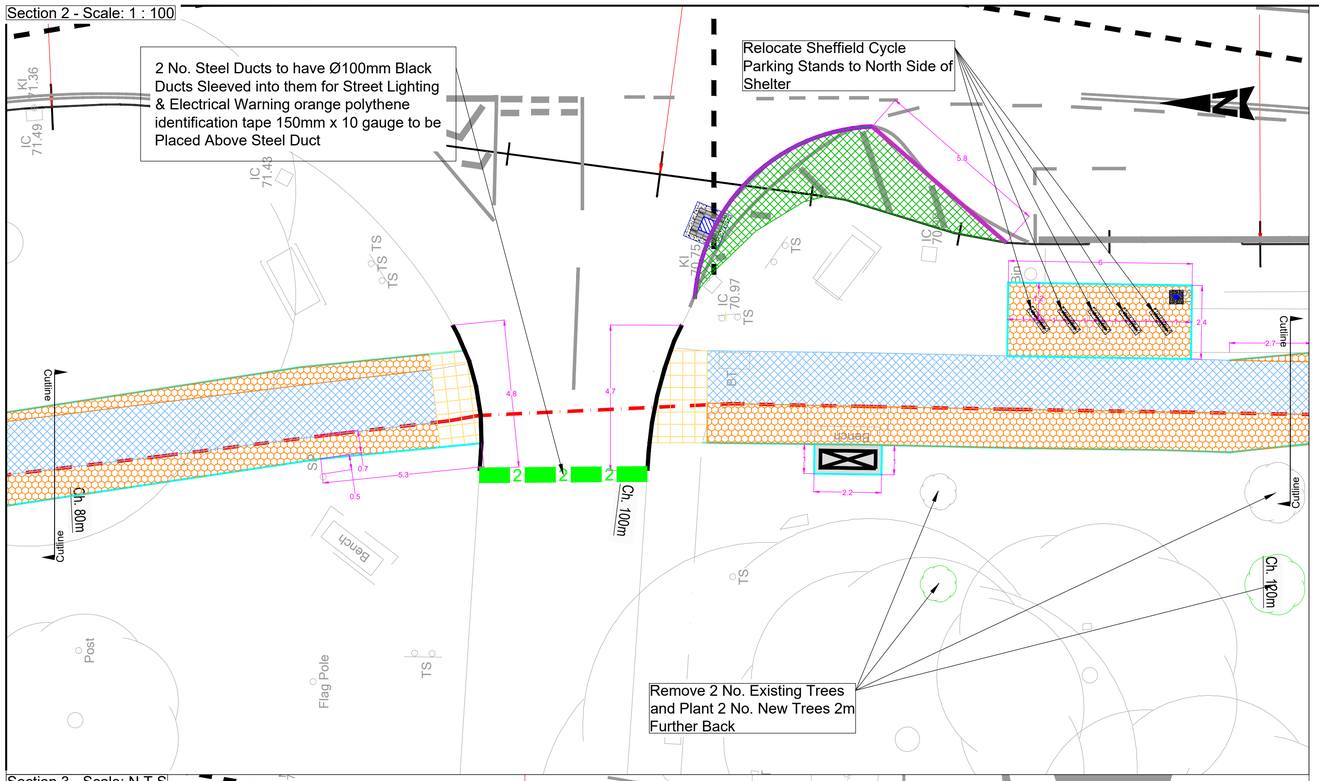
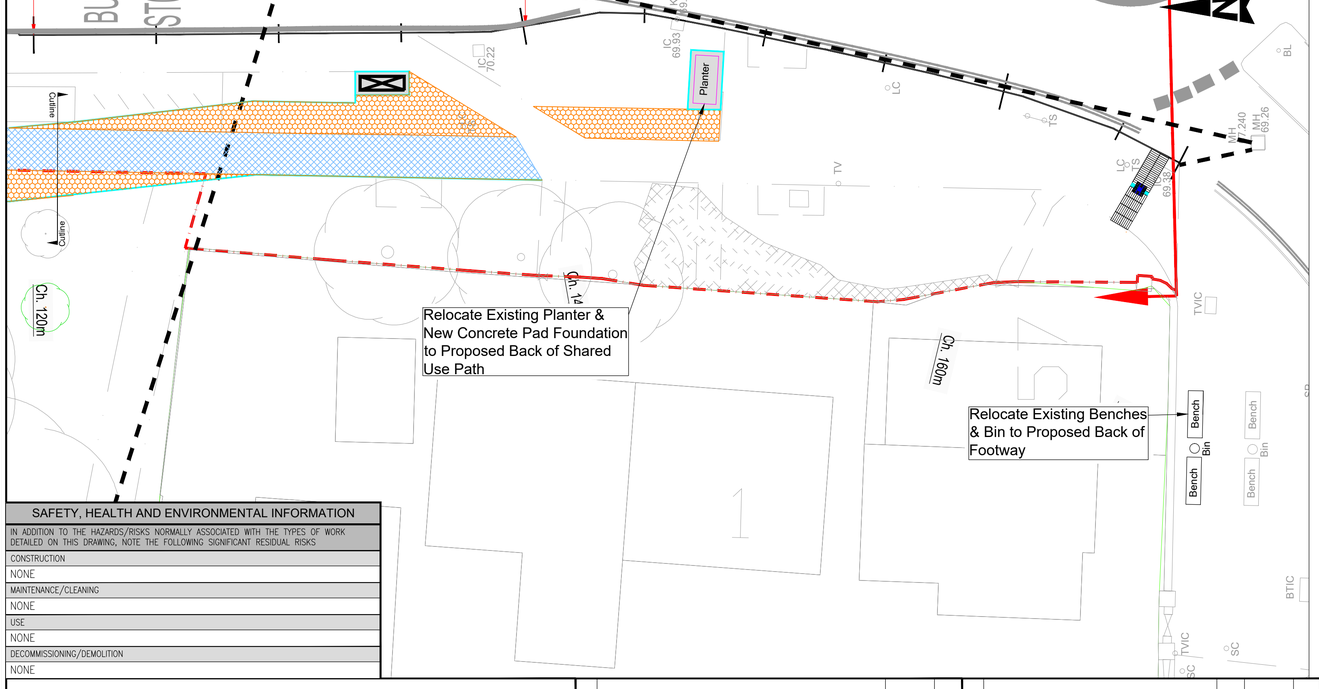


Section 3 - Scale: N.T.S



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS
CONSTRUCTION
NONE
MAINTENANCE/CLEANING
NONE
USE
NONE
DECOMMISSIONING/DEMOLITION
NONE

Excavate existing footway 425mm and replace with:
- Geotextile membrane (Terram 1000 or similar approved).
- MOT Type 1 granular subbase to MCHW Clause 803, 225mm thick
- Laying Course to be ST4 Concrete bed, 150mm thick.
- Blister Tactile Paving Surface for Pedestrian Crossing Points - 400mm x 400mm x 50mm thick - 'Red' Coloured
- Blister Tactile Paving Surface for Pedestrian Crossing Points - 400mm x 400mm x 50mm thick - 'Buff' Coloured
- Corduroy Hazard Warning Tactile Paving Surface - 400mm x 400mm x 50mm thick - "Buff" Coloured
- Segregated Shared Cycle Track / Footway Tactile Paving Surface - 400mm x 400mm x 50mm thick - 'Buff' Coloured with 1 No. Precast Concrete Edging Flat Top (EF) - 0mm (Flush) Upstand Laid on its Side to Give 150mm Width
- Paving units to be butt-jointed and kiln dried paving sand to be brushed into joints

Excavate existing footway/verge 715mm and install:
- 200mm wide ST4 Concrete Surround, 565mm thick.
- 150mm wide 3:1:1 ST4 concrete, building sand & cement surround including Precast Concrete Edging - Flat Top (EF - 50mm x 150mm) Edgings - 0mm (Flush) Upstand around the 3:1:1 mix, 150mm thick.
- Finish to be tamped with 100mm wide smooth borders

Excavate existing footway/verge 400x400x315mm deep and install Non-illuminated bollard set in QC10 concrete foundation
- Plastic/GRP/Polyurethane with 1 x 37mm Red retroreflective band
- Sign face area of the bollard is to be recessed to fit 1 No. Ø150mm TSRGD Diag. No. 956 Traffic Sign Face - flush to the bollard surface
- 'Light Oak' Colour
(Glasdon Glenwood 170 Signhead Model Bollard or Similar Approved)

Excavate existing footway 450x450x350mm deep and install Illuminated bollard fixed onto Traffic Bollard Adapter Plate with Surface Mounted Retention Socket set in ST4 concrete foundation:
- Plastic/GRP/Polyurethane with Ø300mm retroreflective & internally illuminated signface
- 'Black' Body Colour
- Sign Face: TSRGD Diag. No. 610 (Keep Left - Pointing Left 45°) Traffic Sign Face
- Reverse Side of Sign Colour: Yellow Reflective
- Accessories:
-- Traffic Bollard to Retention socket adapter plate
-- Surface Mounted Retention Socket
(TMP EVO-S Solar Traffic Bollard fixed onto TMP Traffic Bollard to Retention Socket Adapter Plate with NAL RS 50x50 Surface Mounted Retention Socket or Similar Approved)

Excavate existing footway/verge 825mm and install:
- ST2 Concrete Foundation
- 450x450 x 825mm deep (Ø76mm Post)
- 1 No. Ø76mm - 4m Long steel straight sign post with Black Painted Finish and Post End Cap
- Steel ancillary fixing brackets with Black Painted Finish
- Proposed Traffic Sign Face & the Direction in Which the Sign Faces Oncoming Traffic - reverse side of sign face to be Black in Colour
- Mounting height of traffic signs must be between 900mm and 1500mm above the adjacent carriageway or in areas likely or in areas intended to be used by pedestrians a headroom of 2300 mm is recommended, with 2100 mm as an absolute minimum. A clearance of at least 2300 mm should be maintained over a cycle track or a shared cycle / pedestrian facility.

Excavate existing verge 300mm and inlay with:
- 100mm wide QC10 Concrete Surround, 300mm thick.
- Install Bench Seat - Bolted Down to New Concrete Footings
(Broxap - Borth Recycled Plastic Bench or Similar Approved)

Excavate existing carriageway 330mm and install:
- Geotextile membrane to MCHW Clause 609 (Terram 1000 or similar approved).
- MOT Type 1 granular subbase to MCHW Clause 803, 100mm thick.
- C35 Concrete, 50mm thick
- 252 Steel Reinforcement Mesh, 8mm thick (1st of 2 No. Layers)
- C35 Concrete, 75mm thick
- 252 Steel Reinforcement Mesh, 8mm thick (2nd of 2 No. Layers)
- C35 Concrete, 50mm thick
- AC 6 dense surf 100/150 to MCHW Clause 909, 40mm thick. (Laid in 2 No. Layers)
- Proposed cycle parking shelter - to be Cyclepods 4600mm Newcastle Shelter with 10 No. Sheffield Hoop Cycle Stands allowing for 20 cycle parking spaces model or similar approved.
- Refer to drawing no. 5528-ATK-AME-GA Sheets 1-4 for foundation details

Excavate existing footway 850mm and install Traffic Signal Access Chamber (NAL STAKKAbox Modula or similar approved)
- Frame & Composite Cover to BSEN 124 grade C250 and anti-slip
- Ø100mm Drainage Duct to be Provided at Bottom of Access Chamber, 150mm Long - to be filled with Pea Gravel
- 2 No. Traffic Signal Ducting External 'Ribs' to extrude into access chamber per duct
- 600mm x 600mm x 850mm deep
- as per drawing no. NAL/SD/8100-5 with a minimum 150mm ST4 concrete surround
- Access chamber cover level should be set 5-10mm higher than adjacent footway pavement level to stop water draining into the chamber

Excavate existing footway/verge 825mm and install Traffic Signal Pole Retention Socket (NAL RS115DF Duckfoot base plate x 750mm deep or similar approved)
- as per drawing no. NAL/SD/90101-3 - this requires an ST4 concrete foundation size of 750mm x 750mm x 750mm deep for solid ground as well as a MOT Type 1 Granular Bed (For Drainage), 75mm deep
- these can be cut down to 450mm if required but the larger plan foundation for 450mm depth will need to be used instead of this one - 1000mm x 1000mm x 450mm deep as well as a MOT Type 1 Granular Bed (For Drainage), 75mm deep
- To Include Drop Kerb Wedge

150-300mm Wide Surface Course Reinstatement - AC 6 close surf 100/150 MCHW Clause 909, 80mm thick (to be laid in 2 No. 30mm & 1 No. 20mm thick layers) with a minimum PSV of 55.

Saw-cut 150/300mm in front of face of existing kerb into carriageway and 150mm behind back of existing kerb into footway (425/575/605mm total width) and excavate existing footway, kerb & carriageway 300/405mm deep (below existing footway level) and inlay with:
- Half Battered 2 (HB2 - 125mm x 255mm) Kerbs - 100-125mm Upstand
- Bullnosed Centre Stone (125mm x 150mm) Kerbs - 0-6mm Upstand
- Bullnosed Drop (125mm x 255/150mm) Kerbs - Drop from 100-125mm to 0-6mm Upstand
- HB2 Compatible Quadrant (QHB - 305mm x 255m) Kerbs - 305mm Radius Option - 100-125mm Upstand
- Half Battered 2 (HB2 - 125mm x 255mm) Convex (External) Radius - 2m
- Precast Concrete - Flat Top (EF - 50mm x 150mm) Edgings - 0mm (Flush) Upstand
with min. 150mm ST4 concrete bed, backing and 150/300mm wide carriageway base course

Saw-Cut & Excavate existing footway 80mm, seal vertical joints with Bond or tack coat - K1-40 to MCHW Clause 920 and inlay with:
- AC 20 dense bin 40/60 des to MCHW Clause 929, 60mm thick.
- Bond or tack coat - K1-40 to MCHW Clause 920, (0.4 - 0.6 litres per m²).
- AC 6 dense surf 100/150 to MCHW Clause 909, 20mm thick.

Excavate existing verge 305mm, seal vertical joints with Bond or tack coat - K1-40 to MCHW Clause 920 and inlay with:
- Geotextile membrane to MCHW Clause 609 (Terram 1000 or similar approved).
- MOT Type 1 granular subbase to MCHW Clause 803, 225mm thick.
- AC 20 dense bin 40/60 des to MCHW Clause 929, 60mm thick.
- Bond or tack coat - K1-40 to MCHW Clause 920, (0.4 - 0.6 litres per m²).
- AC 6 dense surf 100/150 to MCHW Clause 909, 20mm thick.

Overlay existing carriageway with:
- Bond or tack coat - K1-40 to MCHW Clause 920, (0.4 - 0.6 litres per m²).
- AC 6 dense surf 100/150 to MCHW Clause 909, 20mm thick.

Overlay existing carriageway 300mm, seal vertical joints with Bond or tack coat - K1-40 to MCHW Clause 920 and inlay with:
- ST4 Concrete - Finish to be tamped with 100mm wide smooth borders, 300mm thick.

Notes
1. Limits of work and dimensions are approximate and are to be agreed on site with the Engineer or Site Representative.
2. Do not scale from this drawing.
3. All dimensions are in metres unless stated otherwise.
4. Chainage 0m is located 30m North-West from the centre of the junction leading into Kitchener Road, heading South-East.
5. All MOT Type 1 granular subbase to MCHW Clause 803 to be rolled and compacted in max. 150mm thickness layers as per MCHW Specification for highway works Vol.1 table 8/4.

Key

Site Extents

Highway Boundary

Scheme Location

Proposed Timber Post & 3 No. Rail Fencing (To Match Existing or Similar Approved)

Existing Carrier Drain

Excavate existing carriageway 1.2m x 1.2m x 1375mm deep and install:
- 450 x 450mm D400 grating and frame, 150mm deep
- Gauged Class 1 3:1 building sand & cement or polyester resin mortar, 15mm thick. (Instarmac Ultra-Crete M60: Rapid Strength Bedding Mortar or similar approved).
- Grating level shall be set to the crossfall and profile of the carriageway, 0-6mm below kerb channel level to MCHW Clause 2402 mortar designation (i).
- Construct 2 No. courses of 225mm brickwork in high density type class b solid clay engineering bricks to BS EN 771-1 and MCHW Clause 2406.
- Bolster cut wedges where necessary and infill with mortar.
- All brickwork mortar shall be class (i) to MCHW Clause 2404 if the gully is to be trafficked within 48 hours of brickwork construction, a rapid hardening cementitious mortar shall be used.
- uPVC Plastic Trapped Pot with Insitu-Cast Concrete Surround Section, 910mm deep. (Ø450mm Polypipe Ridgigully or Similar Approved)
- Minimum 150mm thickness of ST4 concrete insitu bed and backfill in accordance with MCHW clause 508.

Excavate existing verge 715mm and install Traffic Signal Controller Cabinet Base (NAL Telent Small Controller Base or similar approved)
- To be mounted onto Traffic Signal Access Chamber (NAL STAKKAbox Modula 450mm x 400mm or similar approved)
- Controller cabinet door to open away from adjacent carriageway
- as per drawing no. NALCCB400
- 1 No. 50mm orange duct outgoing from electrical supply feeder pillar to traffic signal controller cabinet base

Reuse existing Electrical Supply Feeder Pillar

Excavate existing footway 760mm and install:
- 400mm wide trench if 1 No. duct
- 800m wide trench if 3 No. ducts
- Granular material to MCHW Clause 503.3(i) - Pea Gravel, 300mm thick - providing a 100mm surround to Orange HDPE smooth bore ducting Ø100mm embossed Traffic Signals (Keyline Traffic Signal Ducting or similar approved) - Number indicates number of ducts to be installed as per drawing no. WC-HCD-500-D015
- Class 8 material to MCHW Clause 503.3(iv) - General Fill (Backfill), 145mm thick with orange polythene identification tape 150mm x 10 gauge marked 'DUCT BELOW' or otherwise in accordance with the requirements of the Service Authority positioned 50mm from bottom of Class 8 material.
- Install Geotextile membrane (Terram 1000 or similar approved).
- MOT Type 1 granular subbase to MCHW Clause 803, 225mm thick.
- AC 20 dense bin 40/60 des to MCHW Clause 929, 60mm thick.
- AC 6 dense surf 100/150 to MCHW Clause 909, 20mm thick.
- Minimum depth of cover to be 450mm in footway and 750mm in carriageway
- All duct runs shall have draw cords (Polypropylene or Nylon, Blue in colour, 5Kn breaking load) installed into each duct and secured at each end to avoid being inadvertently drawn back into the duct network, and where signal poles are installed there shall be a draw cord from the adjacent chamber to the top of the pole.

Excavate existing carriageway 1100mm wide x 377mm deep and install NAL 110mm Steel Ducting System 3 No. 100mm Ducts to be Sleeved into NAL 110mm Steel Ducting System Openings
- 3-way & Galvanised Finish Colour
- Refer to Drawing No. 5208680-ATK-HDG-0500-DR-D-0016 for NAL 110mm Steel Ducting System Installation Construction Details

Stat	Purpose of Issue	Date	Auth
A	Fit for Construction	19/01/22	KNB
A	Fit for Construction	29/11/21	KNB
A	Fit for Construction	29/11/21	KNB

Rev	Description	By	Date	Chk'd	Auth
C3	Further Refinement to SUP Alignment	LSH	19/01/22	KNB	KNB
C2	SUP Alignment Change to Avoid Tree Roots	LSH	29/11/21	KNB	KNB
C1	First Issue	LSH	17/11/21	KNB	KNB

Postal Area: SP4 7DR to SP4 7AW
USRN: 33502049
OS Grid Ref: 415541 , 141575 to 415559 , 141412
Philips Street Atlas: Page 217 - B4 to B3
Road Speed Limit: 30mph

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Client: Wiltshire Council

Project: Traffic Engineering 2021/2022
A345 The Centre, Amesbury Toucan Crossing & Cycleway Improvement

Title: Civils Details (Sheet 2 of 2)

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A1	N.T.S	LSH Date 19/01/22	KNB Date 19/01/22	KNB Date 19/01/22

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