

#### KEY

- PROPOSED STRAIGHT HB2 914mm KERB - 125mm UPSTAND (REFER TO SCC STD DETAIL 1000/01; KERB BEAM TYPE A TO SCC STD DETAIL 1000/03)
- PROPOSED RAKER KERB. UPSTAND AT TOP 125mm, UPSTAND AT BOTTOM (GRASS VERGE END) 50mm.
- PROPOSED GLASDON GLENWOOD 150 POST. LIGHT OAK COLOUR; REFLECTIVE BANDING TO BE INCLUDED - 1 No. 37mm RED/WHITE REFLECTIVE BANDING; USING EXTENDED BASE FIXING, SET WITHIN 425mm(L)X425mm(W)X400mm(D) CONCRETE FOUNDATION (AS PER MANUFACTURERS INSTALLATION INSTRUCTIONS); PROPOSED BOLLARDS ARE TO BE POSITIONED 450mm OFFSET FROM PROPOSED KERBLINE, AT 2.0m SPACINGS, WITH RED REFLECTIVE BANDING FACING ONCOMING MOTORISTS ON THE NEAR SIDE; TOTAL No. QUANTITY - 8 No.
- PROPOSED NEW TOPSOIL AND SEED - EXISTING CARRIAGEWAY TO BE PERFORATED TO ALLOW DRAINAGE THEN TOPSOIL TO BE LAID AT A DEPTH OF 200mm ON TOP (ONCE SETTLED IT WILL BE ABOUT 125mm, HEIGHT OF THE KERB).
- PROPOSED NEW SIGN(S) ON NEW POST
- EXISTING LINING TO REMAIN
- PROPOSED ROAD MARKING
- EXISTING SERRATED CHANNEL BLOCK TO BE REPLACED BY FLAT CHANNEL BLOCK AS PER SCC STD DRG 1000 / 01 REV F TOTAL LENGTH: 30m
- PROPOSED FOOTWAY EDGING TO BE LAID AT THE BACK OF THE PROPOSED PINCHPOINT WITH A 50mm UPSTAND AS PER SCC STD DRG 1000 / 01 REV F TYPE EF1 (150mm HIGH) TOTAL LENGTH : 36m
- PROPOSED DRAINAGE GRIPS IN THE GRASS VERGE TO ALLOW SURFACE WATER TO DRAIN INTO EXISTING DITCH. GRIP TO BE 100mm BELOW CARRIAGEWAY LEVEL.
- PROPOSED QUADRANT KERB (1305mm DIA.) INSTALLED AT AN UPSTAND OF 50mm (TOTAL 4No.)
- PROPOSED RAKER KERB INSTALLED WITH UPSTAND AT CARRIAGEWAY END - 50mm, UPSTAND AT DITCH END - 0mm.
- PROPOSED MALLATITE 'DURAFLEX' SELF RIGHTING TRAFFIC BOLLARD; POLYMER MATERIAL, BLACK POLYMER BODY, WITH YELLOW RETRO-REFLECTIVE PANELS ON FRONT, REAR AND SIDE ASPECTS, INCLUDING A 270mmØ 'KEEP RIGHT' SIGN FACE TO DIAG No. 610; MALLATITE FOUNDATION CAGE SET WITHIN 350mmØ CONCRETE FOUNDATION (AS PER MANUFACTURERS INSTALLATION INSTRUCTIONS); PROPOSED BOLLARD IS TO BE POSITIONED ON THE PROPOSED BUILDOUTS, 450mm OFFSET FROM PROPOSED KERBLINES, WITH THE PROPOSED SIGN FACE TO BE ORIENTATED TO FACE TOWARDS ONCOMING MOTORISTS; TOTAL No. QUANTITY - 2 No.

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#### 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. (Reference shall also be made to the Design Hazard Log)

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#### CONSTRUCTION:

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#### MAINTENANCE/CLEANING:

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#### USE:

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#### DECOMMISSIONING/DEMOLITION:

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It is assumed that all works will be carried out by a competent contractor working where appropriate, to an approved method statement.

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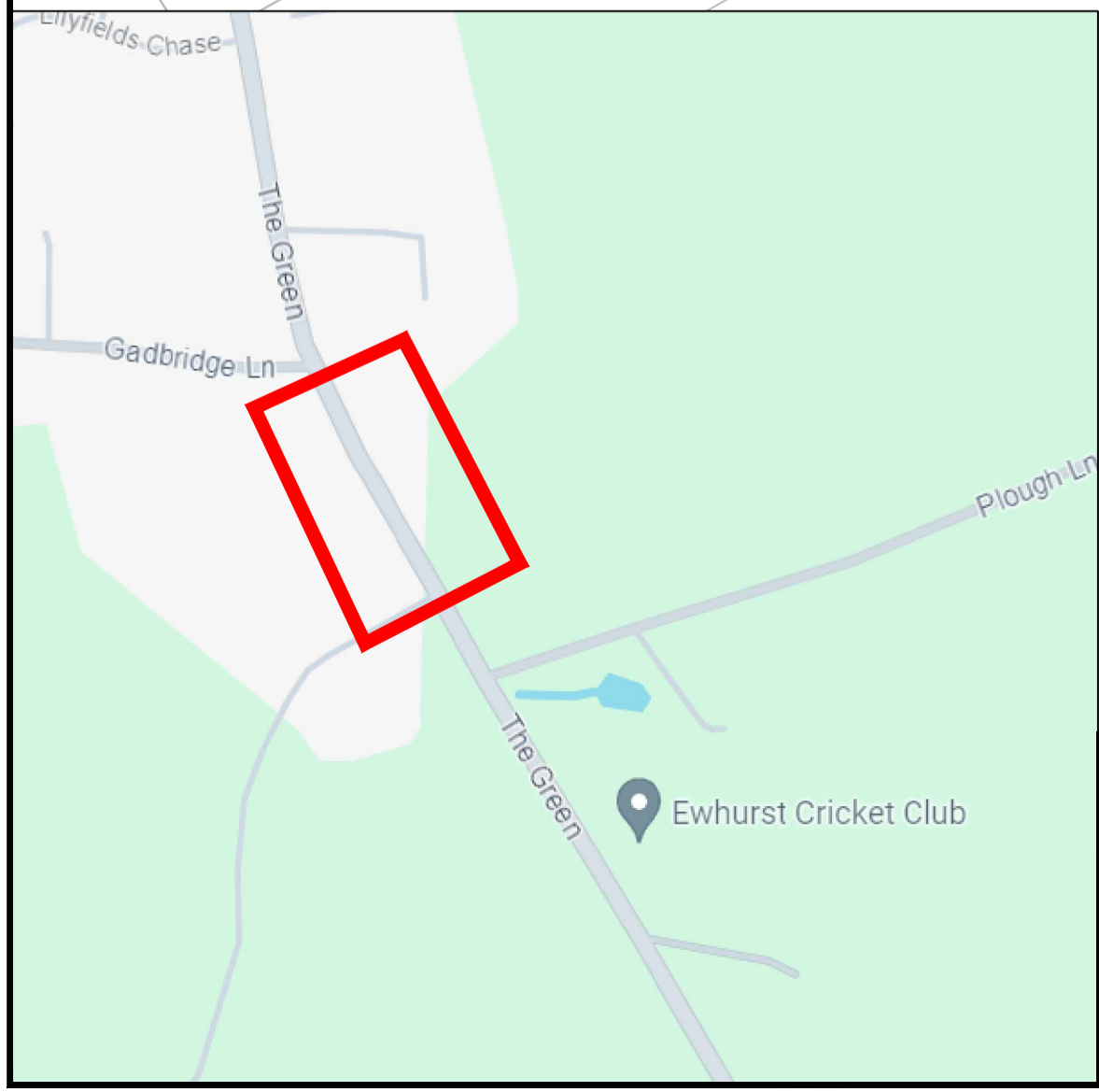
<b>Rev.</b>	<b>Description</b>	<b>Drwn</b>	<b>Chkd</b>	<b>Appr</b>	<b>Date</b>
A	FOOTWAY EDGING CHANGED TO HB2 KERBS EITHER SIDE OF CHANNEL BLOCK	KG	4/10/24	AP	4/10/24
B	RESURFACING SIZE INCREASED AND SO ROAD MARKINGS AND COLOURED SURFACE REMOVED AS PART OF IT.	KG	19/11/24	AP	19/11/24
C	TWEAKS MADE TO DESIGN FOLLOWING RSA AND REDUCTION IN RESURFACING DUE TO RESURFACING ON SITE	KG	12/12/24	AP	12/12/24

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Drawn by: KG Checked by: ML Approved by: ML			Project Title: <b>C47 THE GREEN EWHURST</b>		
Drawn date: AUG '24 Checked date: AUG '24 Approved date: AUG '24			Drawing Title: <b>PROPOSED PINCH POINT TRAFFIC CALMING SCHEME</b>		

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	<b>AS SHOWN</b> Scale: m	Project No. <b>PC1414</b> Drawing No. <b>01</b> Revision: <b>C</b> Classification: <b>DRAFT</b>
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