



**IMPORTANT NOTE:**  
 BUS LANE SURFACING AND MARKINGS SHOWN HAVE BEEN ALTERED FROM THE MAIN PROPOSALS OUTLINED IN THE SOUTH READING MRT PHASE 3 SCHEME (CARRIED OUT BY OTHERS) - REFER TO DRG NO. 28791/001/014 FOR DETAILS RBC TO COORDINATED TIE IN OF BOTH SCHEMES

**IMPORTANT NOTE:**  
 BUS LANE SURFACING AND MARKINGS SHOWN ARE OUTLINED IN FUTURE SOUTH READING MRT PHASE 3 SCHEME CARRIED OUT BY OTHERS - REFER TO DRG NO. 28791/001/014 FOR DETAILS

- Key**
- Item to be removed/broken out
  - Proposed R305mm quadrant, refer to RBC standard detail SD/1101
  - Proposed dropped kerb with transitions using a HB2 transition and BN kerb with 0-6 upstand, refer to RBC standard detail SD/1101
  - Tie into existing kerb line
  - Proposed full height concrete half battered kerb at 125mm height, refer to RBC standard detail SD/1101
  - Proposed concrete bull nosed kerb at 0-6mm height, refer to RBC standard detail SD/1101
  - Proposed granite kerb at 125mm height, refer to RBC standard detail SD/1101
  - Precast concrete tactile flag (blister paving) 50mm thick 400mm x 400mm buff colour and shall comply with BS 7263-3:2001
  - Proposed corduroy hazard paving 400mm x 400mm modules with raised ribs laid to 800mm width (e.g. two depth)
  - Existing footway construction to broken out to a depth of 20mm (up to 80mm if required) and shall be prepared for an in-lay. Proposed footway construction shall be:
    - 20mm of 6mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - Refer to RBC standard detail SD/1105
  - Existing surface to be dug out to a depth of 230mm or topped up on existing carriageway surface. Proposed footway construction shall be:
    - 20mm of 6mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - 150mm of Type 1 sub-base material.
    - Refer to RBC standard detail SD/1105
  - Area extent to be backfilled with footway construction and block paving (exact match to existing blocks) laid to existing herringbone pattern and to suit final levels from the new kerb installation. Existing blocks lifted to be utilised and re-laid. Refer to RBC standard detail for block paving construction depth
  - Existing blocks to be lifted, levelled out and re-laid to suit the final levels from the new kerb installation. Refer to RBC standard detail for block paving construction depth
  - Proposed white colour Herringbone pattern imprint surface treatment to the following specifications: Ennis-Flint "DuraTherm" preformed thermoplastic material inlaid into imprinted asphalt laid to supplier's specifications.
  - Road marking to TSRGD specification (white screed)
  - Road marking to TSRGD specification (yellow screed)
  - Concrete shared use cycle route "Paragon" tile (450 x 450mm), refer to standard detail NCN422SD/001. Tile to be located centrally on the footway/cycleway and not across vehicular accesses's.
- Notes**
- All dimensions are in metres unless otherwise stated.
  - This drawing should be read in conjunction with all other relevant engineering details, drawings & specifications.
  - Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
  - All works are to be in accordance with Reading Borough Council specifications and standard details.
  - Contractor to establish all utility and drainage locations and coordinate safe working procedures before any excavation works take place.
  - Where applicable, existing manhole covers and utility covers are to be adjusted to new surfacing levels before the final surfacing takes place.
  - The works shall be programmed to ensure a clear footway is available for pedestrians throughout the works on or another side of the carriageway.
  - All traffic management arrangements to be carried out in accordance with Traffic Signs Manual Chapter 8.
  - All setting out on site to be agreed with Engineer.
  - Diagram numbers refer to "Traffic Signs Regulations and General Directions 2016".
  - Mounting heights of all signs to be:
    - footway 2.1m
    - cycleways 2.4m
    - verges and non-pedestrian areas as directed by the Engineer (normally) 1.8m.
    - If above mounting heights are not achievable due to practical reasons on site, contact the Engineer for further clarification.
  - All signs and street furniture to have a minimal lateral clearance of 450mm from all kerb faces.
  - All non-illuminated signs and supplementary plates to be retroreflective class RA2 material.

**Important note:**  
 Presence of existing services within vicinity of excavation works, including VDA/FONE, BT, THAMES WATER CLEAN & FOUL, VIRGIN, ZAYO, SGN and SSE HV & LV. Refer to stats information provided.  
 Proposed design developed without trial holes information. RBC to carry out necessary investigation prior to works.

<p><b>Reading Borough Council</b> Working better with you</p>		<p>CLIENT: READING BOROUGH COUNCIL</p> <p>ARCHITECT:</p>	<p>PROJECT: NCN CYCLE ROUTE IMPROVEMENTS READING</p> <p>TITLE: PHASE 2 BRIDGE STREET SHEET 4 OF 8</p>	<p>SCALE @ A1: 1:125</p> <p>CAD FILE: NCN422_PH2_GA_004B</p> <p>PROJECT No: NCN422</p>	<p>CHECKED: TRA</p> <p>DESIGN/DRAWN: OB</p> <p>DRAWING No: NCN422/PH2/GA/004</p>	<p>APPROVED: EH</p> <p>DATE: December 2016</p> <p>REV: B</p>																		
<table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> <th>CHK</th> <th>APD</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>24/07/17</td> <td>IM</td> <td>EXISTING POST REMOVED</td> <td>TEA</td> <td>EH</td> </tr> <tr> <td>A</td> <td>03/01/17</td> <td>OB</td> <td>FIRST ISSUE</td> <td>TEA</td> <td>EH</td> </tr> </tbody> </table> <p>DRAWING STATUS: ISSUED FOR CONSTRUCTION</p>		REV	DATE	BY	DESCRIPTION	CHK	APD	B	24/07/17	IM	EXISTING POST REMOVED	TEA	EH	A	03/01/17	OB	FIRST ISSUE	TEA	EH					
REV	DATE	BY	DESCRIPTION	CHK	APD																			
B	24/07/17	IM	EXISTING POST REMOVED	TEA	EH																			
A	03/01/17	OB	FIRST ISSUE	TEA	EH																			