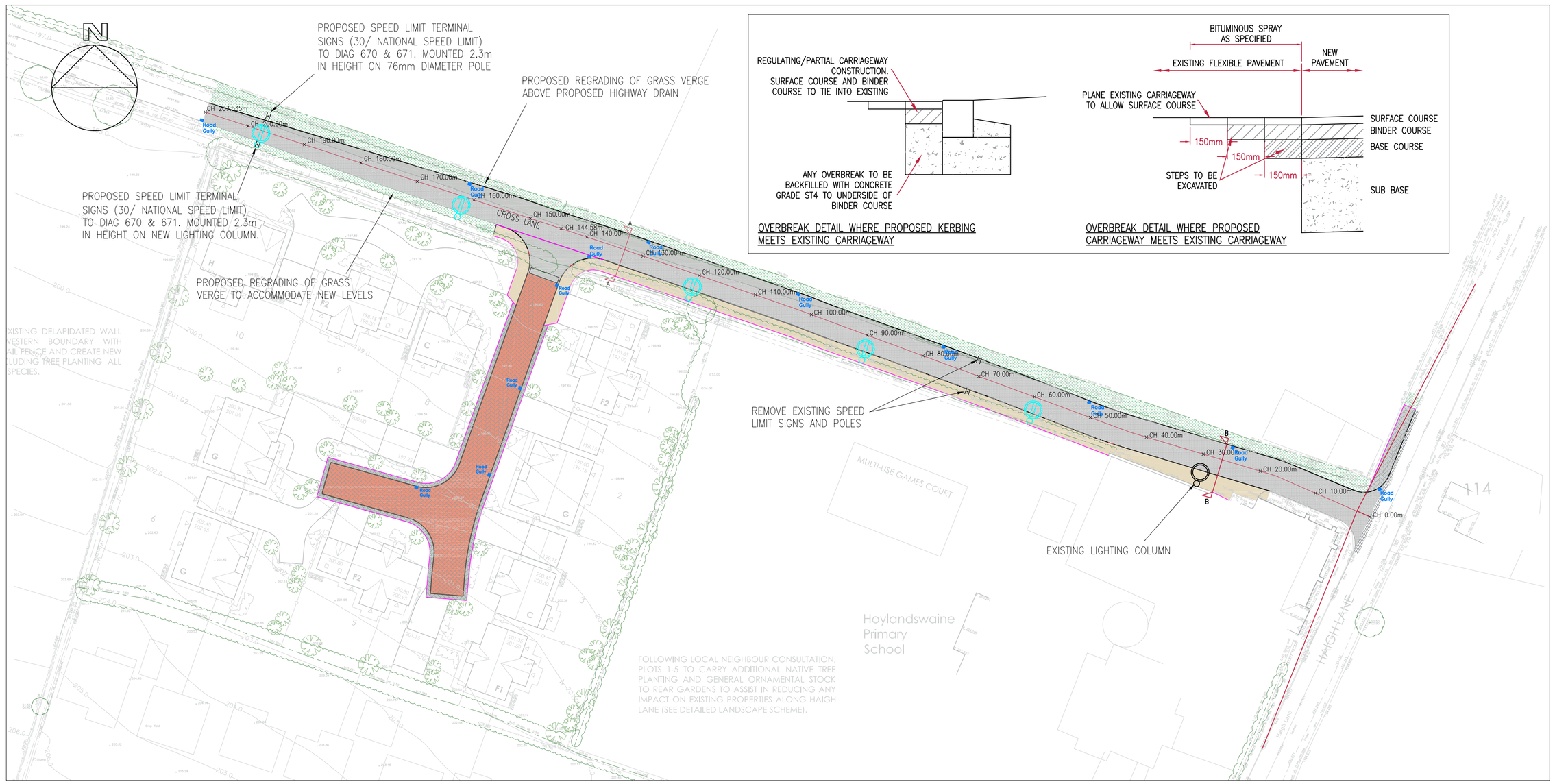


CONSTRUCTION KEY:

BLOCK PAVED MARGIN CONSTRUCTION
- SURFACE COURSE 80mm THICK CONCRETE BLOCK PAVIORS (CHARCOAL COLOUR) STRETCHER BOND
- BINDER COURSE 30mm SAND BINDER COURSE AS SPECIFIED BS7533 PART 3 0.063/6.3mm
- SUB BASE 150mm ST4 CONCRETE

AREA OF OVERBREAK
SEE DETAIL

PROPOSED VERGE/BERM
TO BE SPECIFIED BY OTHERS

CARRIAGEWAY CONSTRUCTION
- SURFACE COURSE 30mm OF AC 6 DENSE SURF 100/150 PEN
- BINDER COURSE 55mm OF AC 20 DENSE BIN 100/150 PEN
- ROAD BASE 85mm OF AC 32 DENSE BASE 100/150 PEN
- SUB BASE 280mm – 450mm TYPE 1 GRANULAR SUB BASE DEPENDANT UPON CBR VALUE

ANY VOIDS BELOW SUB BASE TO BE BACKFILLED WITH TYPE 1

CARRIAGEWAY RESURFACING
PLANE OUT EXISTING CARRIAGEWAY TO A MAXIMUM DEPTH OF 85mm AND REPLACE WITH:
- SURFACE COURSE 30mm OF AC 6 DENSE SURF 100/150 PEN
- BINDER COURSE 55mm OF AC 20 DENSE BIN 100/150 PEN

ANY VOIDS TO BE BACKFILLED WITH BINDER COURSE

FOOTWAY CONSTRUCTION
- SURFACE COURSE 20mm OF AC 6 DENSE SURF 100/150 PEN
- BINDER COURSE 60mm OF AC 20 DENSE BIN 100/150 PEN
- ROAD BASE 150mm THICK TYPE 1 GRANULAR SUB BASE

ANY VOIDS BELOW ROADBASE TO BE BACKFILLED WITH 6F2

STREET LIGHTING COLUMN

6M 18 LED 19W 2550 CW (SUBJECT TO BMBC APPROVAL). LOCATIONS TO BE AGREED WITH BMBC.

KERBING KEY

PROPOSED FULL HEIGHT KERB

MARSHALLS RK0300000 OR SIMILAR APPROVED 125mm UPSTAND FULL HEIGHT KERB
125mm x 255mm PCC HALF BATTER KERB ON CONCRETE BED (GRADE ST4), 275mm WIDE x 150mm DEEP, WITH A 150mm WIDE HAUNCH BROUGHT UP TO WITHIN 75mm OF THE TOP OF THE KERB.

PROPOSED FLUSH DROP KERB

MARSHALLS RK0550000 OR SIMILAR APPROVED
125mm x 150mm PCC BULLNOSED KERB ON CONCRETE BED (GRADE ST4), 275mm WIDE x 150mm DEEP, WITH A 150mm WIDE HAUNCH BROUGHT UP TO WITHIN 75mm OF THE TOP OF THE KERB.

PROPOSED 25mm UPSTAND DROP KERB

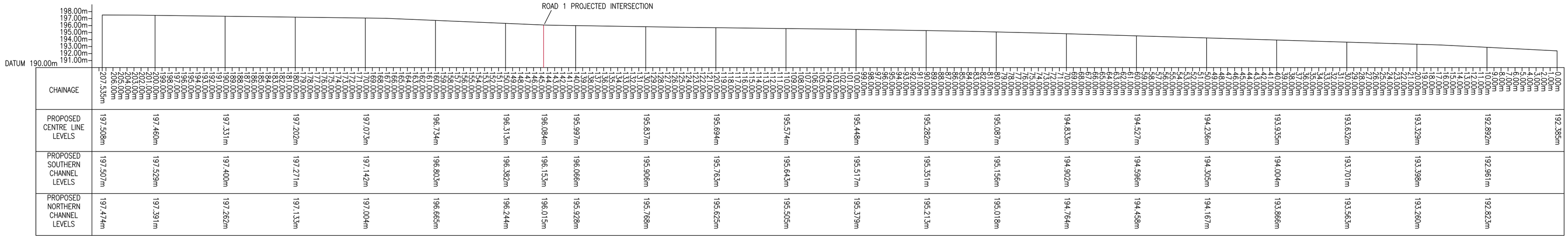
MARSHALLS RK4340000 OR SIMILAR APPROVED 125mm x 175mm DROP KERB (25mm UPSTAND)
125mm x 175mm PCC DROPPED KERB ON CONCRETE BED (GRADE ST2), 275mm WIDE x 150mm DEEP, WITH A 150mm WIDE HAUNCH BROUGHT UP TO WITHIN 30mm OF THE TOP OF THE KERB.

PROPOSED EDGING

MARSHALLS ED05000150 OR SIMILAR APPROVED EDGING
50mm x 150mm PCC FLAT TOP EDGING ON CONCRETE BED (GRADE ST4), 200mm WIDE x 125mm DEEP, WITH A 75mm WIDE HAUNCH BROUGHT UP TO WITHIN 75mm OF THE TOP OF THE EDGING.

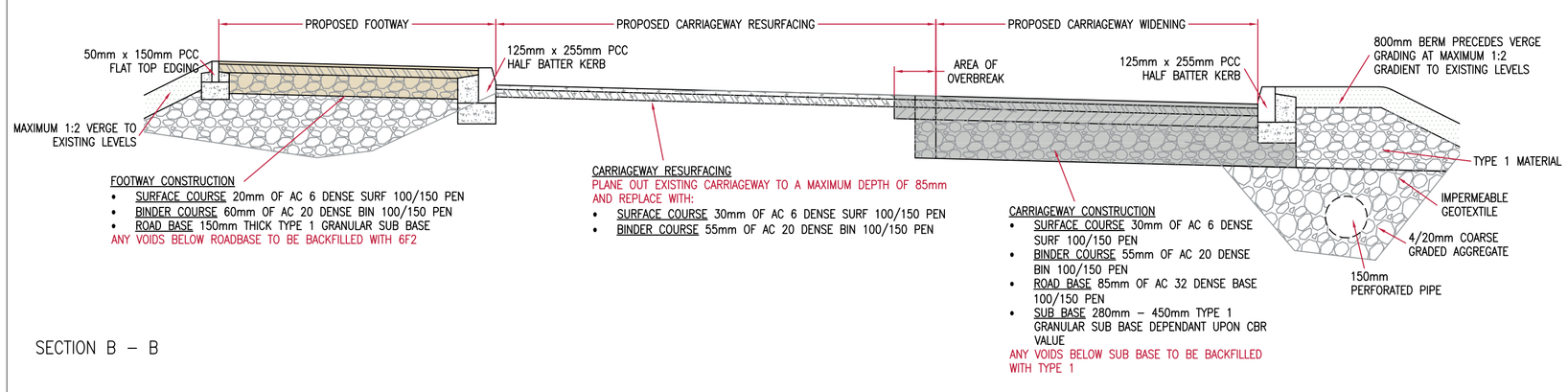
PROPOSED TRANSITION KERB

125mm X 255mm HB TO BN LEFT HAND REF NO. RK4300010
125mm X 255mm BN TO HB RIGHT HAND REF NO. RK4300020

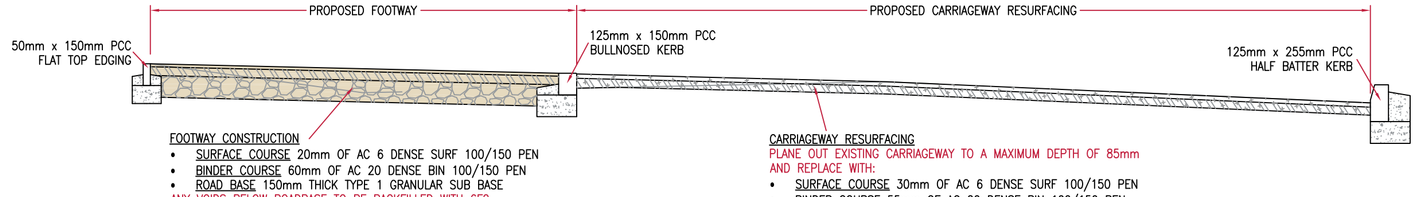


CHAINAGE	PROPOSED CENTRE LINE LEVELS	PROPOSED SOUTHERN CHANNEL LEVELS	PROPOSED NORTHERN CHANNEL LEVELS
207.535m	197.508m	197.507m	197.474m
200.00m	197.460m	197.529m	197.391m
190.00m	197.331m	197.400m	197.262m
180.00m	197.202m	197.271m	197.133m
170.00m	197.073m	197.142m	197.004m
160.00m	196.734m	196.803m	196.665m
150.00m	196.313m	196.382m	196.244m
146.00m	196.084m	196.153m	196.015m
144.58m	195.997m	196.066m	195.928m
140.00m	195.837m	195.906m	195.768m
130.00m	195.694m	195.763m	195.625m
120.00m	195.574m	195.643m	195.505m
110.00m	195.448m	195.517m	195.379m
100.00m	195.282m	195.351m	195.213m
90.00m	195.087m	195.156m	195.018m
80.00m	194.833m	194.902m	194.764m
70.00m	194.527m	194.596m	194.458m
60.00m	194.236m	194.305m	194.167m
50.00m	193.935m	194.004m	193.866m
40.00m	193.632m	193.701m	193.563m
30.00m	193.329m	193.398m	193.260m
20.00m	192.892m	192.961m	192.823m
10.00m	192.385m		
0.00m			

SECTION A – A



SECTION B – B



GENERAL NOTES:
- THIS DRAWING SHOWS THE DETAILED DESIGN ONLY AND IS SUBJECT TO LOCAL AUTHORITY APPROVAL. THIS DRAWING SHOULD NOT BE SCALED FOR SETTING OUT PURPOSES.
- THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY PROVIDED BY OTHERS.
- BITUMEN TACK COAT TO BE APPLIED BETWEEN EACH BITUMEN LAYER.
- THE LAYOUT AND POSITIONS OF ANY PEDESTRIAN CROSSINGS TO BE AGREED WITH THE LOCAL AUTHORITY ENGINEER ON SITE.

KERBING NOTES:
- CONCRETE KERBS ABUTTING TARMAC SURFACING ARE REQUIRED TO BE PAINTED WITH A TACK COAT OF 200PEN BITUMEN.
- ANY KERBS THAT ARE TO REMAIN IN-SITU AND ARE EITHER DAMAGED OR ARE OUT OF HORIZONTAL/VERTICAL ALIGNMENT WILL NEED REPLACING WITHIN THE S278 LIMITS AREA.

CONSTRUCTION NOTES:
- ANY SOFT AREAS WILL REQUIRE EXCAVATING UNTIL FIRM GROUND IS FOUND AND BACKFILLING WITH A 6F2 MATERIAL AND TO BE COMPACTED IN 150mm LAYERS.
- PAVEMENT CONSTRUCTION TO BE USED WOULD BE SELECTED ON THE BASIS OF CBR VALUES OBTAINED ON SITE ONCE CONSTRUCTION OF ROAD IS UNDERWAY.
- GRANULAR SUB BASE LAYERS TO BE COMPACTED IN DEPTH LAYERS OF NO GREATER THAN 150mm.
- WHEN THE WIDTH OF THE BASE OR SUB BASE IS LESS THAN 1.0m, CONCRETE MIX ST5 25 N/mm² SHALL BE USED IN LIEU. THE WIDTH OF THE CONCRETE WILL VARY FROM 0.0m TO 1.0m; ALTHOUGH IN LIEU OF SUB BASE UNDER THE KERBS, THE WIDTH WILL NOT BE LESS THAN TOTAL THICKNESS OF THE FULL CARRIAGEWAY CONSTRUCTION. 100mm OF SURFACING IS REQUIRED ON TOP OF THE ST5 CONCRETE.
- PLANED CARRIAGEWAY AREAS OR ANY NEWLY LAID TARMAC MORE THAN 24 HOUR OLD REQUIRES A HOT TANKER APPLIED BITUMEN TACK COAT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS, AS FOLLOWS:

a. BINDER CLASSIFICATION AND APPLICATION DETAILS TO CL.920
b. THE BINDER SHALL BE BITUMEN EMULSION TO BS 434:PART 1
c. THE BINDER SHALL BE CLASS A1–40 OR K1–40
d. RATE OF SPREAD SHALL BE 0.3 TO 0.5/m2
e. PERMITTED ADDITIVES TO BINDER: NONE
f. BINDING MATERIAL: NONE

- CARRIAGEWAY OVERBREAK AREAS REQUIRE:

a. PLANED HORIZONTAL FACES TO BE SPRAYED WITH BITUMEN EMULSION CLASS K1–40 BS 434 AT RATE OF SPREAD 05.±0.1 L/m2.
b. VERTICAL PLANED FACES TO BE COATED WITH ah 50 TO 70 PEN GRADE HOT OR EMULSION BITUMEN BY BRUSHING OR PURING TO ACHIEVE APPROXIMATELY 2mm THICKNESS.

DRAINAGE/UTILITIES NOTES:
- ANY POLISHED/DAMAGED INSPECTION CHAMBERS WILL REQUIRE REPLACING WITH A CLASS D400 600x600x150 COVER AND FRAME AND PLACED ON A SOLID CLASS B ENGINEERING BRICK WITH A CLASS 1 (1:3) MORTAR BED TO THE FINISHED SURFACE COURSE MATERIAL.
- ANY STATUTORY UTILITY COVERS/FRAMES THAT ARE DAMAGED WILL REQUIRE RENEWING AND RESETTING TO THE NEW FINISHED SURFACE LEVELS. ANY DAMAGED DURING WORKS WILL NEED TO BE REPLACED.
- ALL NEWLY INSTALLED STATUTORY UNDERTAKERS APPARATUS WILL REQUIRE THE APPROPRIATE WARNING TAPE/ARMOURED TAPE TO BE LAID ON TOP OF THEIR DUCTS, AND ALL DUCTS SHOULD BE LAID TO THE DEPTHS IN ACCORDANCE WITH THE LATEST NJUG GUIDANCE PUBLICATION.
- GULLIES LOCATED IN SHARED USE SURFACES MUST HAVE SUITABLE PEDESTRIAN AND CYCLIST FRIENDLY COVERS. THE OPENINGS IN GULLY GRATINGS MUST NOT ALIGN WITH CYCLISTS ANTICIPATED WHEEL TRACKS.
- ANY DOUBLE GULLIES TO HAVE INDIVIDUAL GULLY LEADS.

TRAFFIC SIGNS
- ALL TRAFFIC SIGNS TO COMPLY WITH CURRENT TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS AND RELEVANT TRAFFIC SIGNS MANUALS. ALL TRAFFIC SIGN LOCATIONS TO BE AGREED WITH BMBC.

REV	DATE	DESCRIPTION

PARAGON HIGHWAYS
PARAGON HIGHWAYS
UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY
01924 291436 / PARAGONHIGHWAYS.COM

JOB	DWG	REV
975	101	

SCALE: 1:500 @A1

DATE: Sept 2016

CROSS LANE,
HOYLANDSWAINE

PROPOSED S278 WORKS