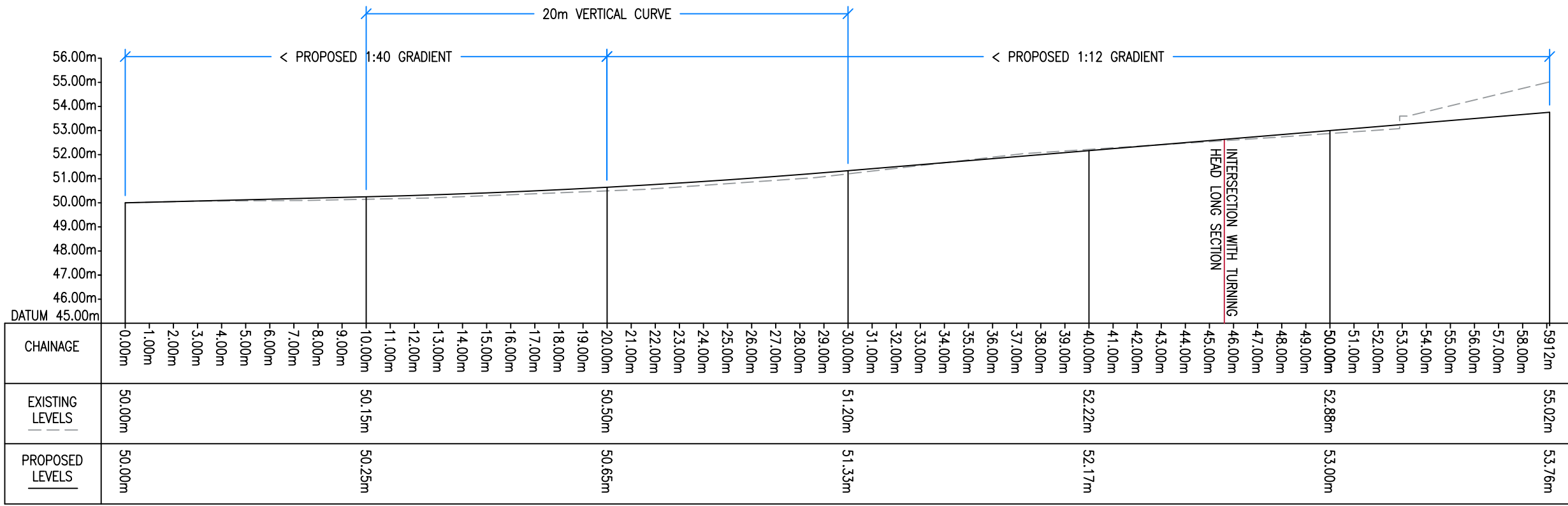
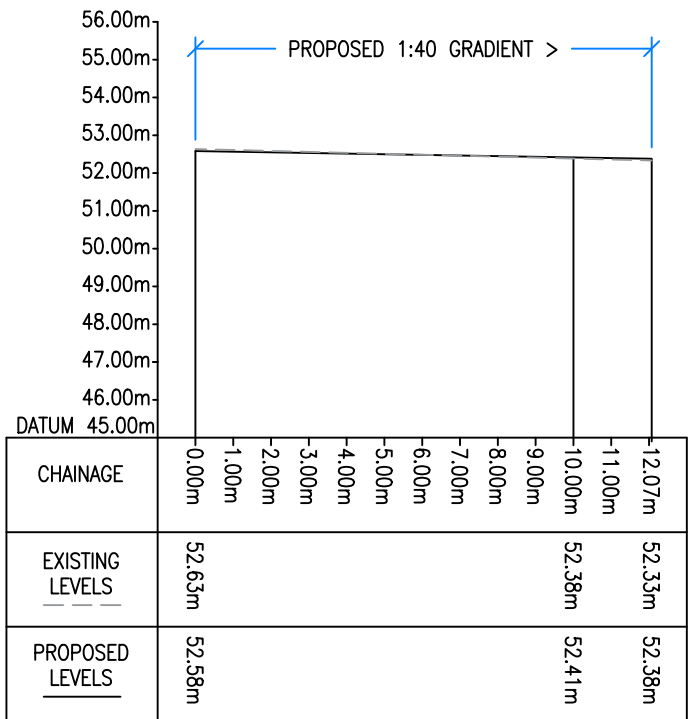


LONG SECTION THROUGH ACCESS ROAD



LONG SECTION THROUGH TURNING HEAD



- 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 STS 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 STS 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:
 - ANY POLISHED/DAMAGED INSPECTION CHAMBERS WILL REQUIRE REPLACING WITH A CLASS D400 600x600x150 COVER AND FRAME AND PLACE 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 NUG 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.

- DRAINAGE/UTILITIES NOTES:**
- ANY POLISHED/DAMAGED INSPECTION CHAMBERS WILL REQUIRE REPLACING WITH A CLASS D400 600x600x150 COVER AND FRAME AND PLACE 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.

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- ANY DOUBLE GULLIES TO HAVE INDIVIDUAL GULLY LEADS.

REV	DATE	DESCRIPTION

PARAGON HIGHWAYS PARAGON HIGHWAYS UNIT 2, THE OFFICE CAMPUS, PARAGON BUSINESS PARK, RED HALL COURT, WAKEFIELD WF1 2UY 01924 291536 / PARAGONHIGHWAYS.COM	JOB	DWG	REV
	1387	101	
SCALE:		1:200	@A1
DATE:		JAN 2018	

120 LAUND ROAD, SALENDINE NOOK		DRAWN BY MB
SECTION 38 DESIGN AND LONG SECTION		CHECKED BY AH