

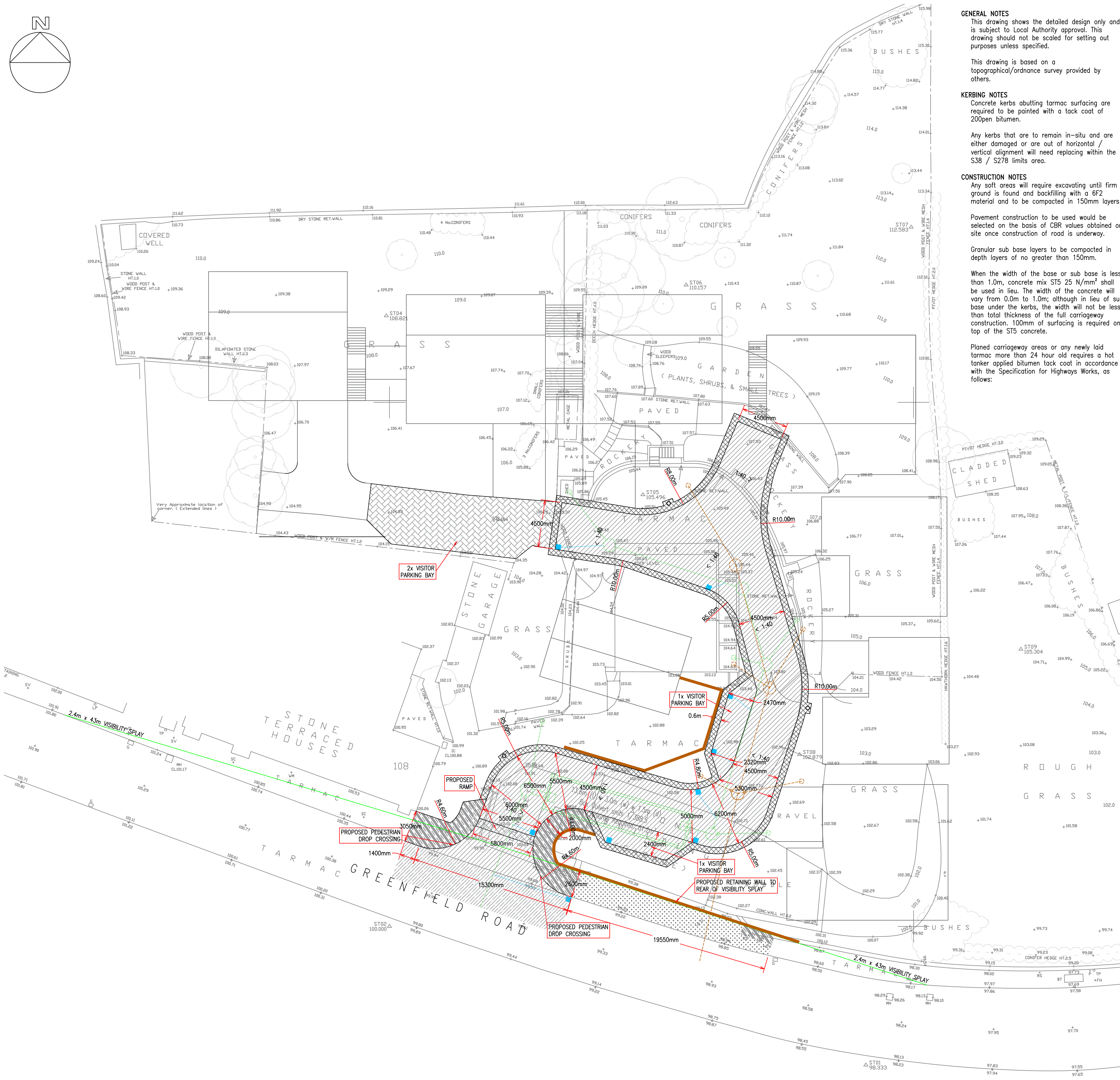
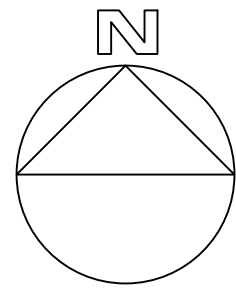
SURFACING KEY	
	PAVEMENT – LOCAL RESIDENTIAL STREET See Pavement Design & Pavement Foundation tables
	PAVEMENT – SHARED SURFACE / HOME ZONE See Pavement Design & Pavement Foundation tables
	PAVEMENT RESURFACING – CONNECTOR STREET Plane construction depth as required and reconstruct with proposed surface & binder courses (see Pavement Design table). Any voids to be backfilled with binder course.
	TACTILE PAVING See Footway / Margin Design table
	PEDESTRIAN FOOTWAY See Footway / Margin Design table
	HARD MARGIN See Footway / Margin Design table
	PEDESTRIAN FOOTWAY RESURFACING Excavate construction depth as required and reconstruct with proposed surface & binder courses (see Footway / Margin Design table). Any voids to be backfilled with binder course.

DRAINAGE KEY	
	Proposed S104 sewers & manholes
	Proposed foul water sewers & manholes
	Proposed adoptable gully and connection
GENERAL KEY	
	Visibility splay
	Proposed lighting column
	Proposed retaining wall (to be designed by others)
	Notes

ROAD LAYER	ALTERNATIVE MATERIAL	SHARED SURFACE / HOME ZONE	LOCAL RESIDENTIAL STREET	CONNECTOR STREET	INDUSTRIAL ROAD
SURFACE COURSE	14mm STONE MASTIC ASPHALT SURFACE COURSE SMA 14 SURF 40/60			40	40
	0/6mm DENSE SURFACE COURSE AC.6 DENSE SURF 100/150	30	30		
	CONCRETE BLOCK PAVING ON 30mm SAND BED. RED OR BRINDLE OR SIMILAR APPROVED. (TEGULA / YORKSTONE IN CONSERVATION AREA)	80	N/A	N/A	N/A
BINDER COURSE	0/20 DENSE BINDER COURSE AC.20 DENSE BIN 100/150	55	55	55	55
BINDER COURSE	0/32 DENSE / BINDER COURSE AC.32 DENSE BASE / BIN 100/50	85	85	85	150

INCLUDING CAPPING LAYER			EXCLUDING CAPPING LAYER	
CBR %	CAPPING (mm)	SUB-BASE (mm)	SUB-BASE (mm)	
< 2.5	GROUND IMPROVEMENT / SPECIAL CONSTRUCTION REQUIRED*			
2.5	250	350	OR	475
3	250	325		450
4	225	275		375
5 – 10	200	250		325
10 – 15	175	175		250
15 >	150	150		200

TYPE	SUB-BASE	BINDER COURSE	SURFACE COURSE
PEDESTRIAN FOOTWAY OR FOOTPATH	100mm TYPE 1	40mm 0/20 DENSE BINDER COURSE AC20 DENSE BIN 100/150	25mm 0/6 DENSE SURFACE COURSE AC20 DENSE BIN 100/150
VEHICULAR FOOTWAY CROSSING	150mm TYPE 1	60mm 0/20 DENSE BINDER COURSE AC20 DENSE BIN 100/150	25mm 0/6 DENSE SURFACE COURSE AC20 DENSE BIN 100/150
HARD MARGIN / RAMP	150mm TYPE 1	30mm SAND BINDER COURSE AS SPECIFIED BS7533 PART 3 0.063/6.3mm	80mm THICK CONCRETE BLOCK PAVORS (CHARCOAL COLOUR) STRETCHER BOND
TACTILE PAVING	150mm ST4 CONCRETE	15mm MORTAR BED	450mm x 450mm x 50mm TACTILE PAVING (PARALLEL ROWS OF FLAT-TOPPED BUSTERS 5mm (±0.5mm) HIGH, 25mm IN DIAMETER, PITCH 64–67mm)



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 unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

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 S38 / S278 limits area.

CONSTRUCTION NOTES
Any soft areas will require excavating until firm ground is found and backfilling with a BF2 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.

Planned 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 Highways Works, as follows:

- Binder classification and application details to CL320.
- The binder shall be bitumen emulsion to BS 434:Part 1
- The binder shall be class A1–40 or K1–40
- Rate of spread shall be 0.3 to 0.5/m²
- Permitted additives to binder: none
- 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 0.5±0.1 L/m²
b. Vertical planed faces to be coated with an 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 used 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.

A 03/04/2019
ALTERATIONS TO DESIGN INCLUDING DRAINAGE, SURFACING, FURTHER DETAILED INFORMATION, ETC

REVISIONS

PROJECT

GREENFIELD ROAD,
HOLMFIRTH

TITLE

CONSTRUCTION DRAWING

SCALE

1:200 @ A1

DRAWING

579A S38 01 rev A

DATE

03.04.2019

DRAWN

AH

CHECKED

LO

ALTERED

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