

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 20Open 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 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.

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:
 a. Binder classification and application details to CL920
 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. Planned 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 planned faces to be coated with a 50 to 70 pen grade hot or emulsion bitumen by brushing or puring to achieve approximately 2mm thickness.

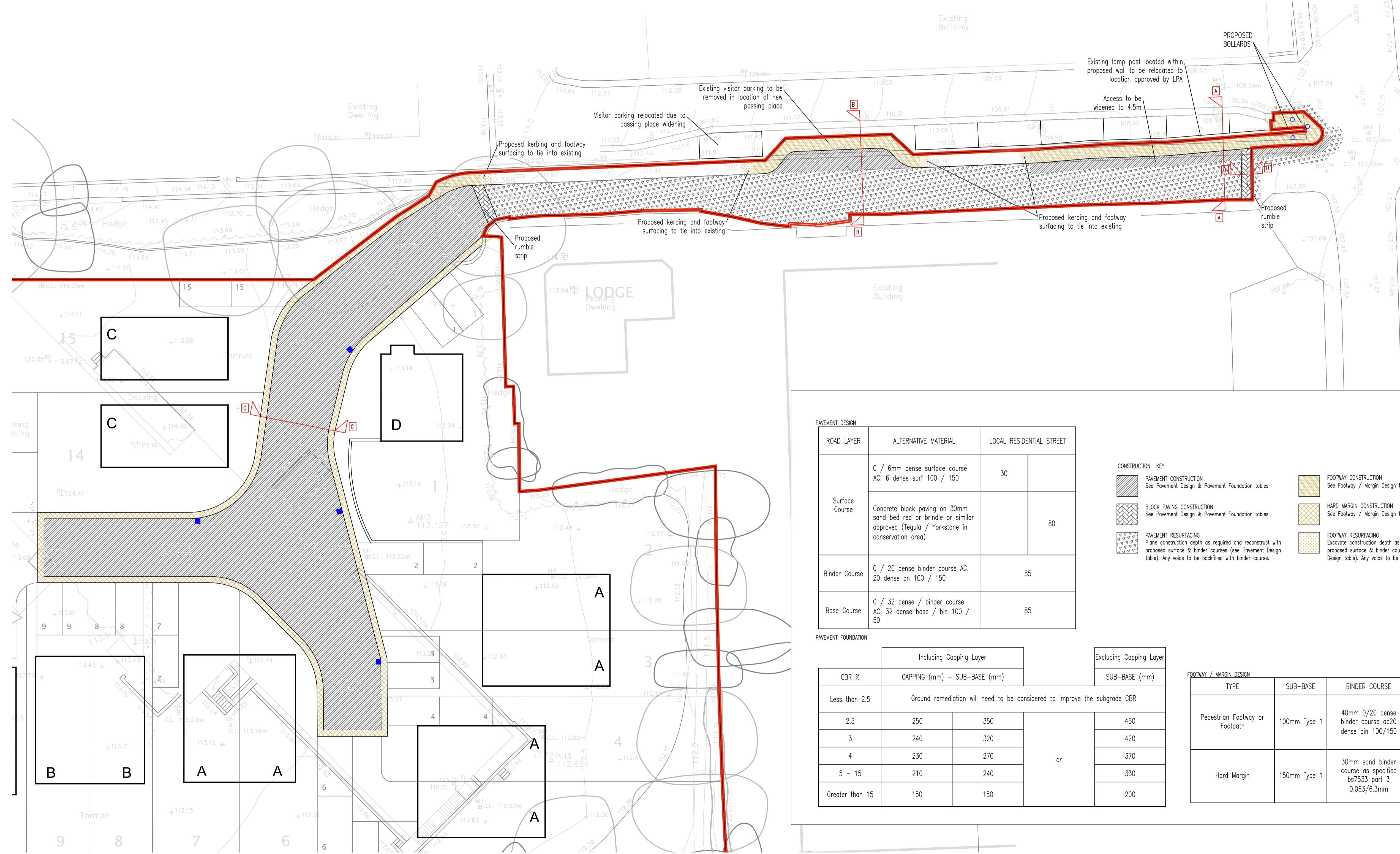
DRAINAGE/UTILITIES NOTES
 Any polished / damaged inspection chambers will require replacing with a class D400 600x600x150 cover and frame and placed on a solid class B engineering brick with a class 1 (1:3) mortar bed to the finished surface course material.

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.



PAVEMENT DESIGN

ROAD LAYER	ALTERNATIVE MATERIAL	LOCAL RESIDENTIAL STREET
Surface Course	0 / 6mm dense surface course AC. 6 dense surf 100 / 150 Concrete block paving on 30mm sand bed red or brindle or similar approved (Tegula / Yorkstone in conservation area)	30 80
Binder Course	0 / 20 dense binder course AC. 20 dense bn 100 / 150	55
Base Course	0 / 32 dense / binder course AC. 32 dense base / bin 100 / 50	85

CONSTRUCTION KEY

- PAVEMENT CONSTRUCTION See Pavement Design & Pavement Foundation tables
- BLOCK PAVING CONSTRUCTION See Pavement Design & Pavement Foundation tables
- PAVEMENT RESURFACING Plane construction depth as required and reconstruct with proposed surface & binder courses (see Pavement Design table). Any voids to be backfilled with binder course.
- FOOTWAY CONSTRUCTION See Footway / Margin Design table
- HARD MARGIN CONSTRUCTION See Footway / Margin Design table
- 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.

PAVEMENT FOUNDATION

CBR %	Including Capping Layer		Excluding Capping Layer
	CAPPING (mm) + SUB-BASE (mm)		
Less than 2.5	Ground remediation will need to be considered to improve the subgrade CBR		
2.5	250	350	450
3	240	320	420
4	230	270	370
5 - 15	210	240	330
Greater than 15	150	150	200

FOOTWAY / MARGIN DESIGN

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
Hard Margin	150mm Type 1	30mm sand binder course as specified bs7533 part 3 0.063/6.3mm	80mm thick concrete block paviors (charcoal colour) stretcher bond

REVISIONS

PROJECT
 WHITCLIFFE HOTEL
 CLECKHEATON

TITLE
 PROPOSED CONSTRUCTION

SCALE
 1:200 @ A1

DRAWING
 894B-101A

DATE
 OCT 2023

DRAWN | **CHECKED** | **ALTERED**
 JH | AH | JH

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