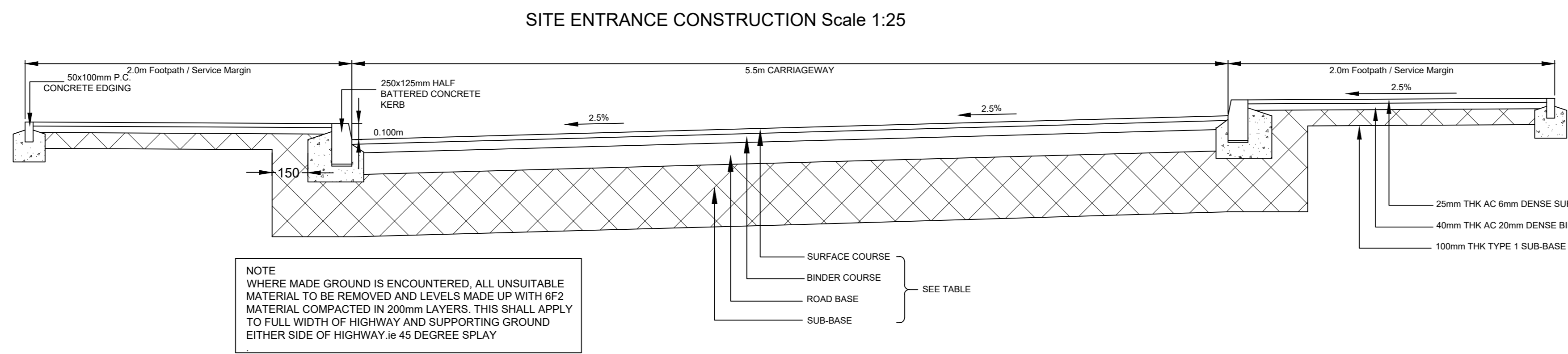
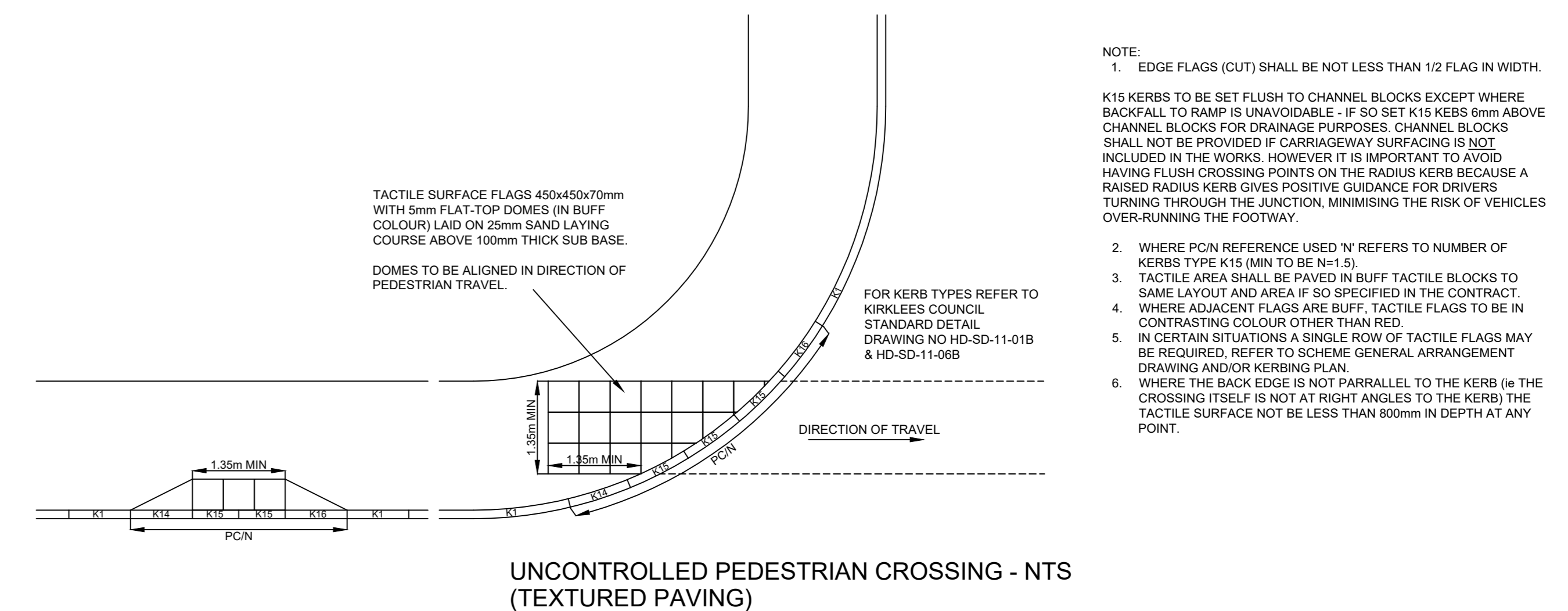


PAVEMENT DESIGN					
ROAD LAYER	ALTERNATIVE MATERIAL	SHARED SURFACE: HOME ZONE	LOCAL RESIDENTIAL STREET	CONNECTOR STREET	INDUSTRIAL ROAD
SURFACE COURSE	150mm stone mastic asphalt surface course SMA 14 and 40/10	30	30	50	50
BINDER COURSE	50mm dense surface course AC 20 dense bit 100/150 Concrete block paving on 30mm sand bed (Tegula / Yorkstone in conservation areas)	80	N/A	N/A	N/A
BASE COURSE	50mm dense binder course AC 20 dense bit 100/150	55	55	55	55
Sub-base		150	200	200	200

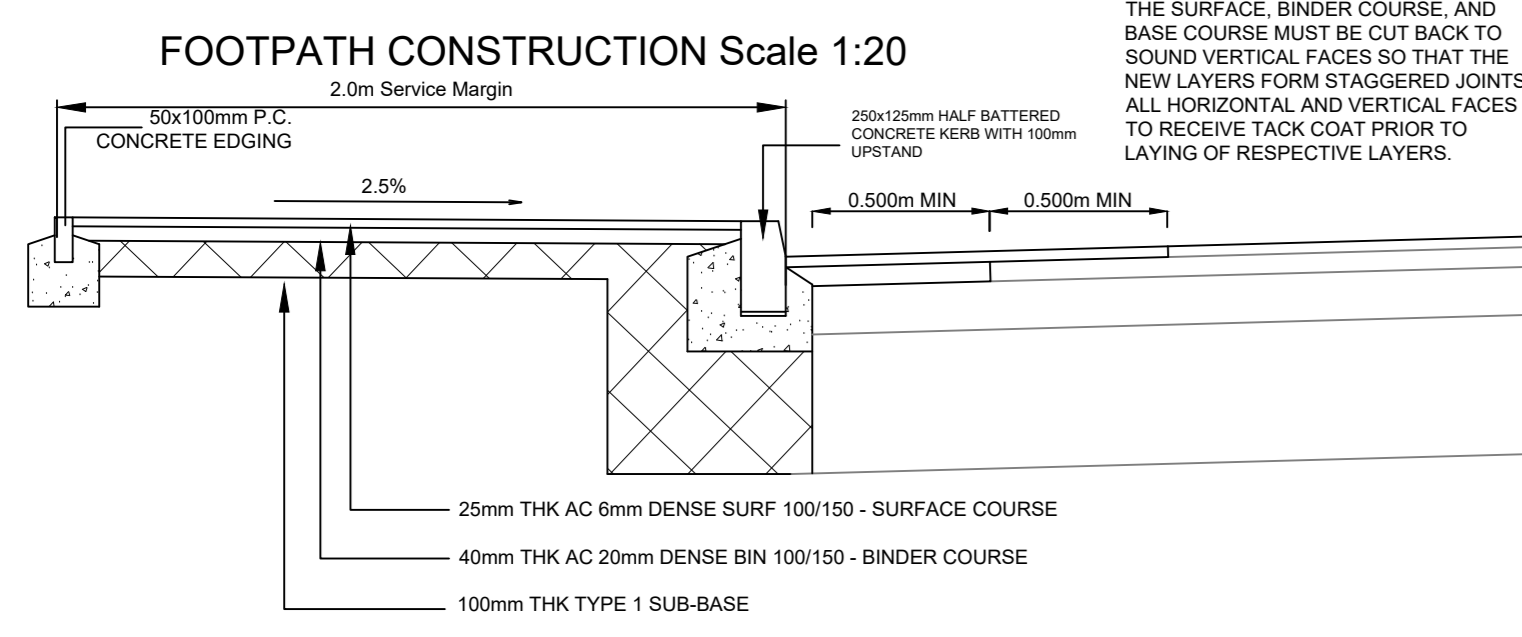
PAVEMENT FOUNDATION DESIGN			
CBR %	SUBBASE ON CAPPING	SUB BASE ONLY	SUBBASE ONLY
	CAPPING(mm) + SUB BASE(mm)	SUB BASE(mm)	SUB BASE(mm)
<2.5	Ground improvement will need to be considered to improve the subgrade CBR		
2.5	430	250	420
3	380	230	370
4	320	220	320
5-15	260-160	200	260-210
15-20	150	200	200



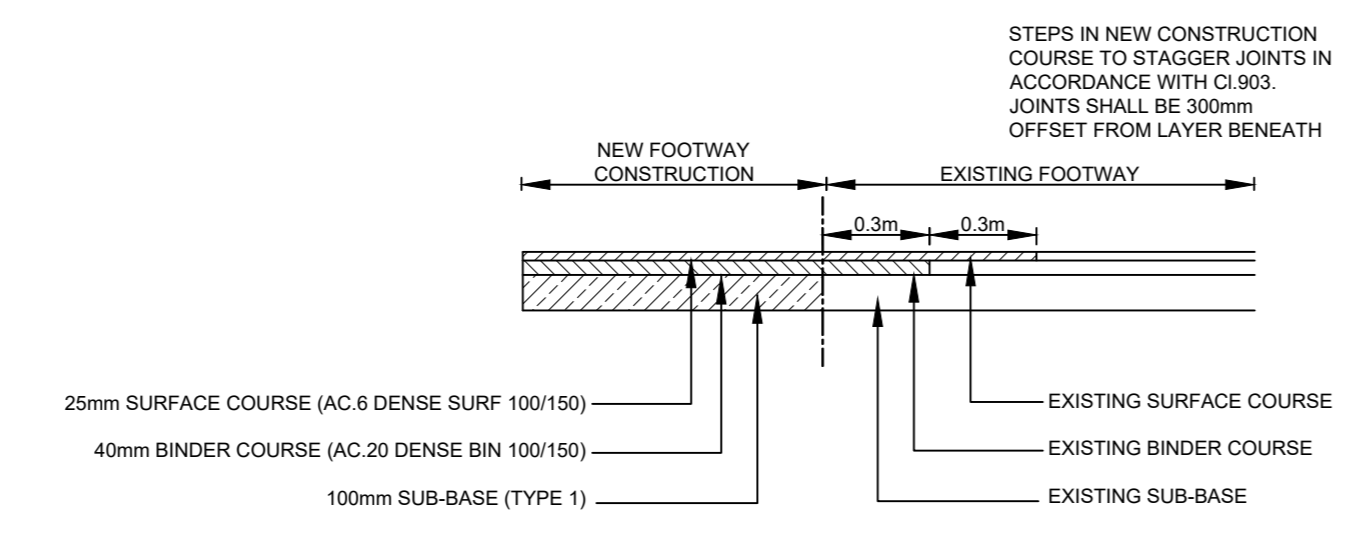
NOTE: WHERE MADE GROUND IS ENCOUNTERED, ALL UNSUITABLE MATERIAL TO BE REMOVED AND LEVELS MADE UP WITH #2 MATERIAL, COMPACTED IN 200mm LAYERS. THIS SHALL APPLY TO FULL WIDTH OF HIGHWAY AND SUPPORTING GROUND EITHER SIDE OF HIGHWAY @ 45 DEGREE SPLAY



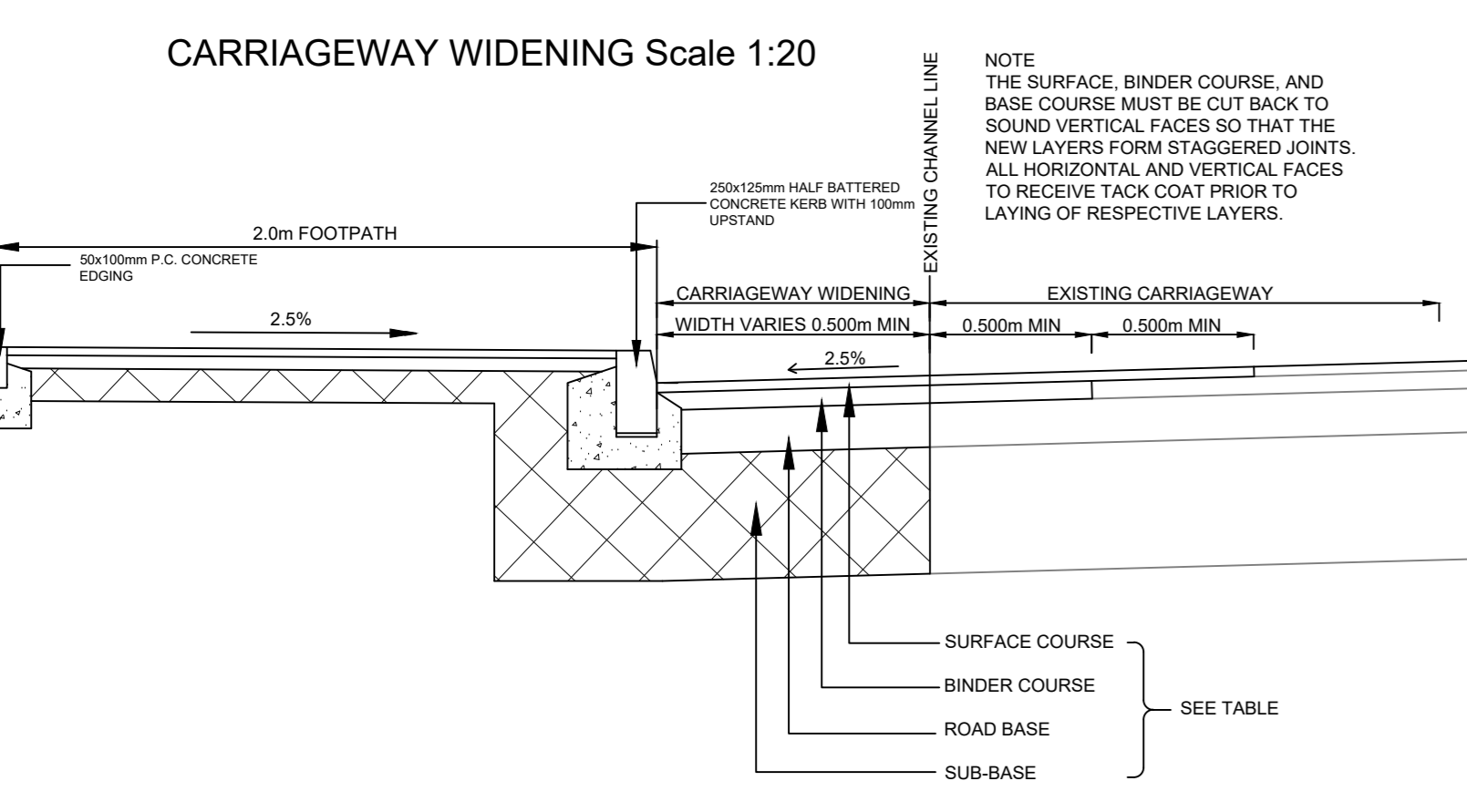
- NOTE:
- EDGE FLAGS (CUT) SHALL BE NOT LESS THAN 10 FLAG IN WIDTH.
 - K15 KERBS TO BE SET FLUSH TO CHANNEL BLOCKS EXCEPT WHERE BACKFALL TO RAMP IS UNAVOIDABLE - IF SO SET K15 KERBS 6mm ABOVE CHANNEL BLOCKS FOR DRAINAGE PURPOSES. CHANNEL BLOCKS SHALL NOT BE PROVIDED IF CARRIAGEWAY SURFACING IS NOT INCLUDED IN THE WORKS. HOWEVER IT IS IMPORTANT TO AVOID HAVING FLUSH CROSSING POINTS ON THE RADIOUS KERBS BECAUSE A RADIUS KERBS GIVES POSITIVE GUIDANCE FOR DRIVERS TURNING THROUGH THE JUNCTION, MINIMISING THE RISK OF VEHICLES OVER-RUNNING THE FOOTWAY.
 - WHERE PCN REFERENCE USED 'N' REFERS TO NUMBER OF KERBS TYPE K15 (MIN TO BE N+1).
 - TACTILE AREA SHALL BE PAVED IN BUFF TACTILE BLOCKS TO SAME LAYOUT AND AREA AS SPECIFIED IN THE CONTRACT.
 - WHERE ADJACENT FLAGS ARE BUFF, TACTILE FLAGS TO BE IN CONTRASTING COLOUR OTHER THAN RED.
 - IN CERTAIN SITUATIONS A SINGLE ROW OF TACTILE FLAGS MAY BE REQUIRED. REFER TO SCHEME GENERAL ARRANGEMENT DRAWING AND/OR KERBING PLAN.
 - WHERE THE BACK EDGE IS NOT PARALLEL TO THE KERB (ie THE CROSSING ITSELF IS NOT AT RIGHT ANGLES TO THE KERB) THE TACTILE SURFACE NOT BE LESS THAN 800mm IN DEPTH AT ANY POINT.



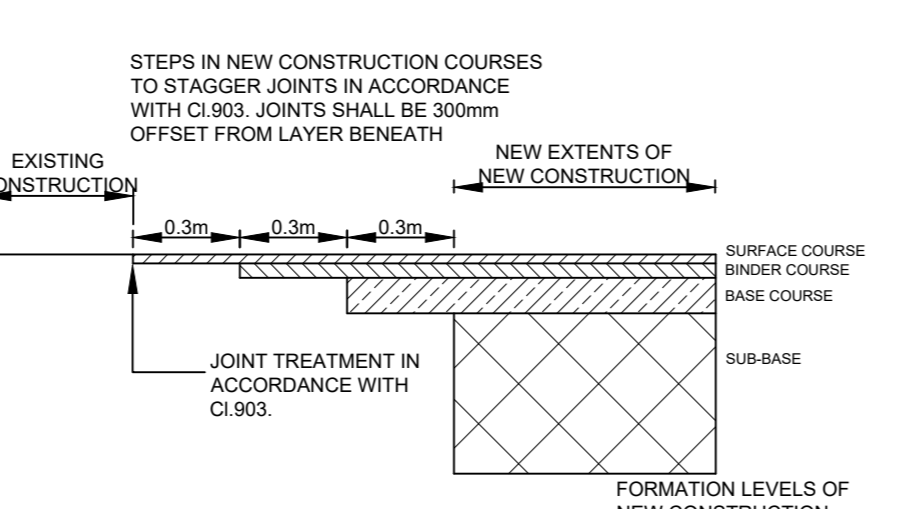
NOTE: THE SURFACE, BINDER COURSE, AND BASE COURSE MUST BE CUT BACK TO SOUND VERTICAL FACES SO THAT THE NEW LAYERS FORM STAGGERED JOINTS. ALL HORIZONTAL AND VERTICAL FACES TO RECEIVE TACK COAT PRIOR TO LAYING OF RESPECTIVE LAYERS.



DETAIL OF JOINT - NEW AND EXISTING FOOTWAY CONSTRUCTION - TIE-IN DETAIL scale 1:25

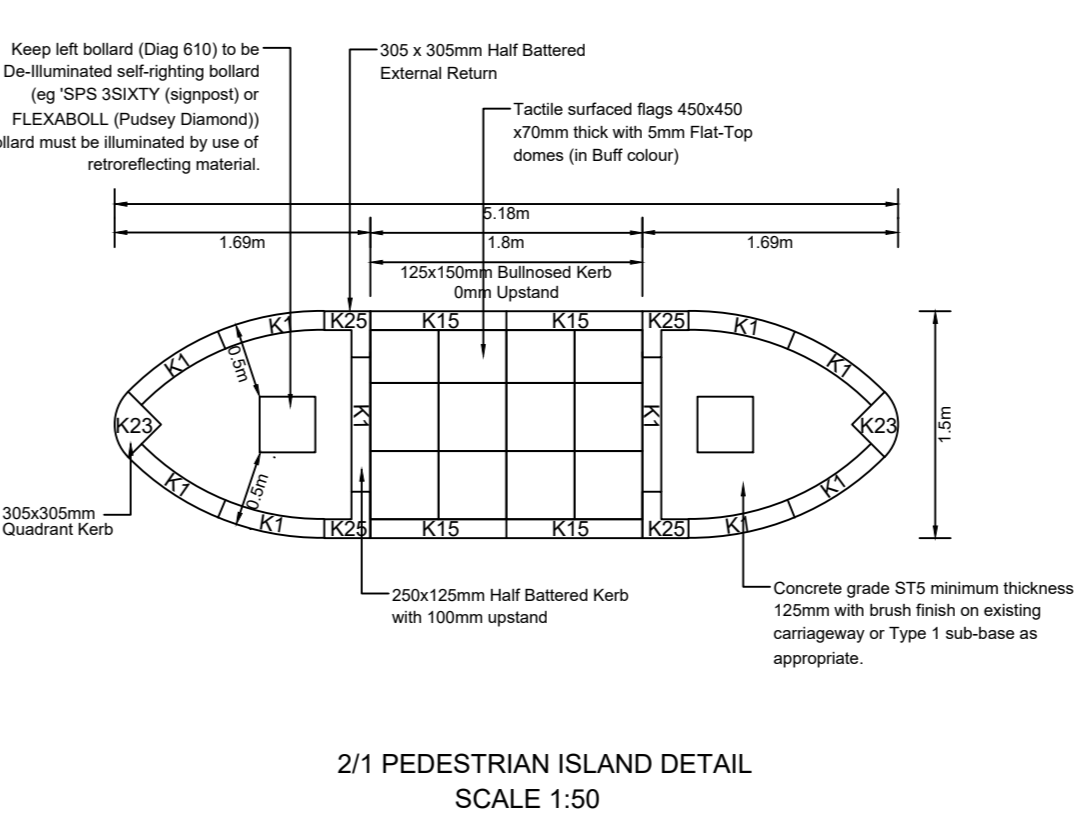


NOTE: THE SURFACE, BINDER COURSE, AND BASE COURSE MUST BE CUT BACK TO SOUND VERTICAL FACES SO THAT THE NEW LAYERS FORM STAGGERED JOINTS. ALL HORIZONTAL AND VERTICAL FACES TO RECEIVE TACK COAT PRIOR TO LAYING OF RESPECTIVE LAYERS.

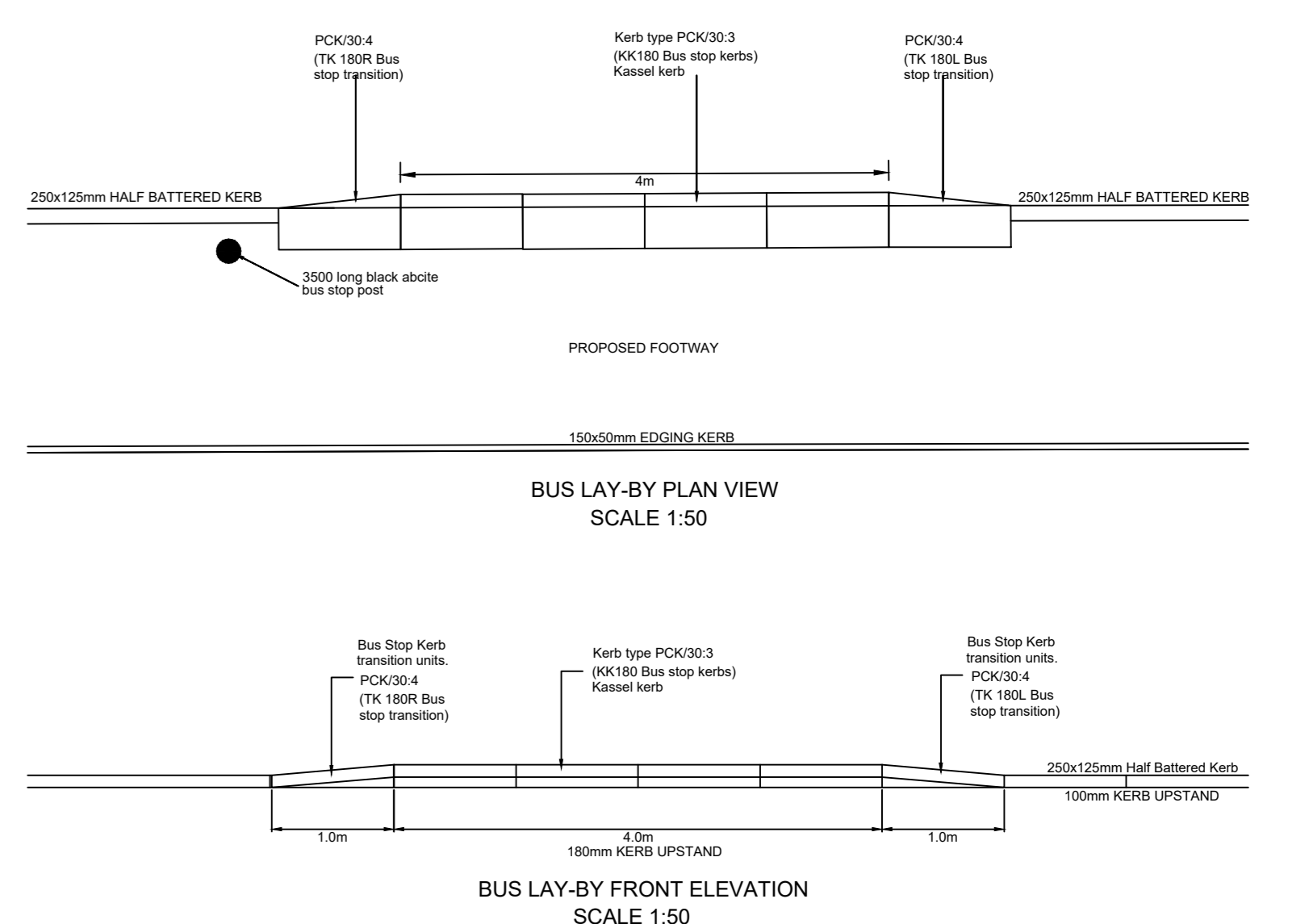


DETAIL OF JOINT (INLAY) - NEW AND EXISTING CARRIAGEWAY CONSTRUCTION DETAIL scale 1:25

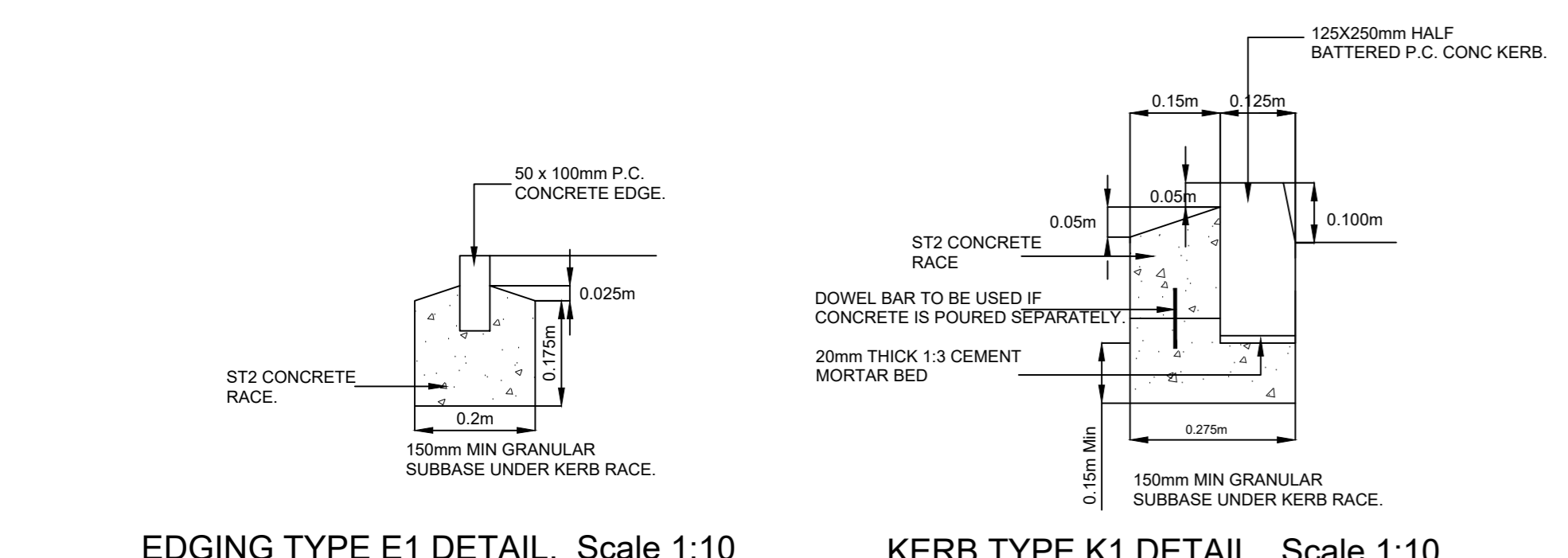
- NOTE:
- JOINTS SHALL NOT COINCIDE WITH THE WHEEL PATH REF CL 93.21
 - WHERE SUB-BASE IS TO BE LAD OVER EXISTING BITUMINOUS SURFACE COURSE ADEQUATE DRAINAGE SHALL BE PROVIDED.
 - ROLLING BLOCKS ARE TO BE PROVIDED IN SUB-BASE AND BASE LAYERS WHEREVER THESE LAYERS ABUT AGAINST A STRUCTURE AND/OR EXISTING RIGID PAVEMENT. THEY ARE TO EXTEND FOR THE FULL WIDTHS AND DEPTHS OF THE SUB-BASE AND BASE, REMOVABLE IN CARRIAGEWAYS, HARD SHOULDERS AND HARD STRIPS, AND OF THE SUB-BASE IN CENTRAL RESERVES.
 - WHERE TOP OF BASE (ROADBASE) AND TOP OF OF STRUCTURE AND/OR EXISTING RIGID PAVEMENT ARE AT THE SAME LEVEL THE TOP STEP IS TO BE OMITTED AND ALL OTHER DIMENSIONS ADJUSTED ACCORDINGLY.



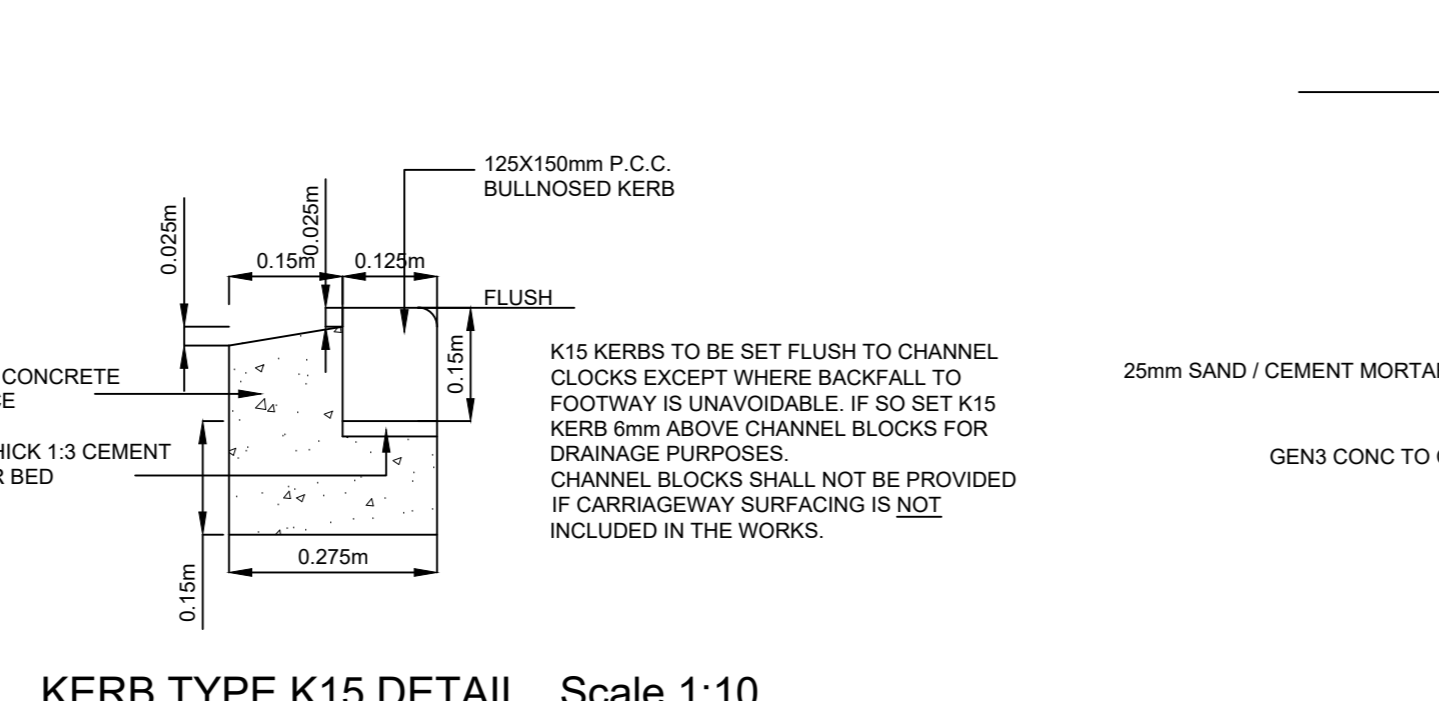
2/1 PEDESTRIAN ISLAND DETAIL SCALE 1:50



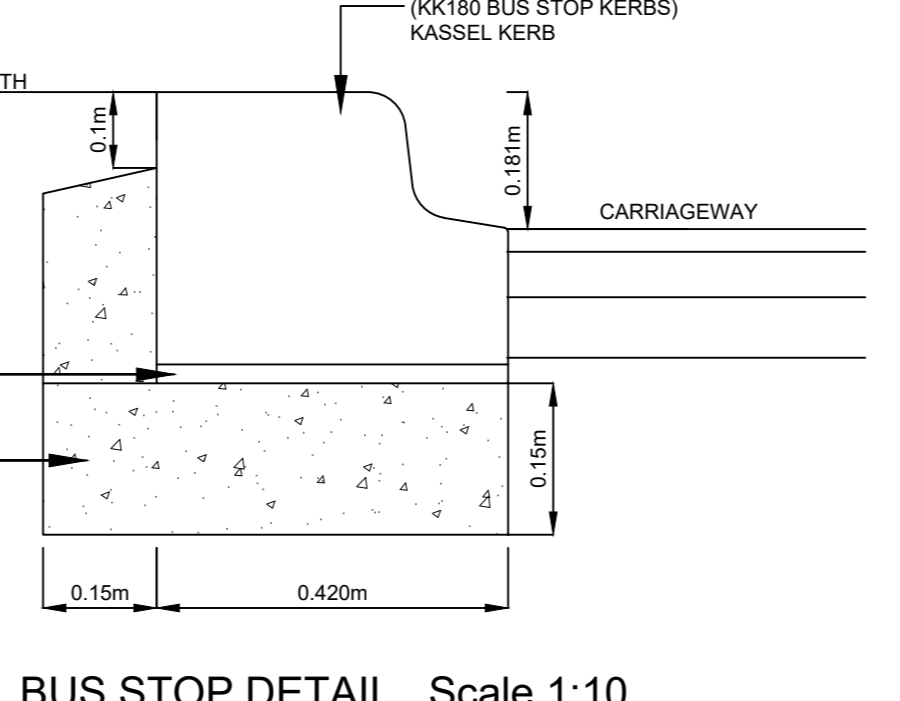
BUS LAY-BY FRONT ELEVATION SCALE 1:50



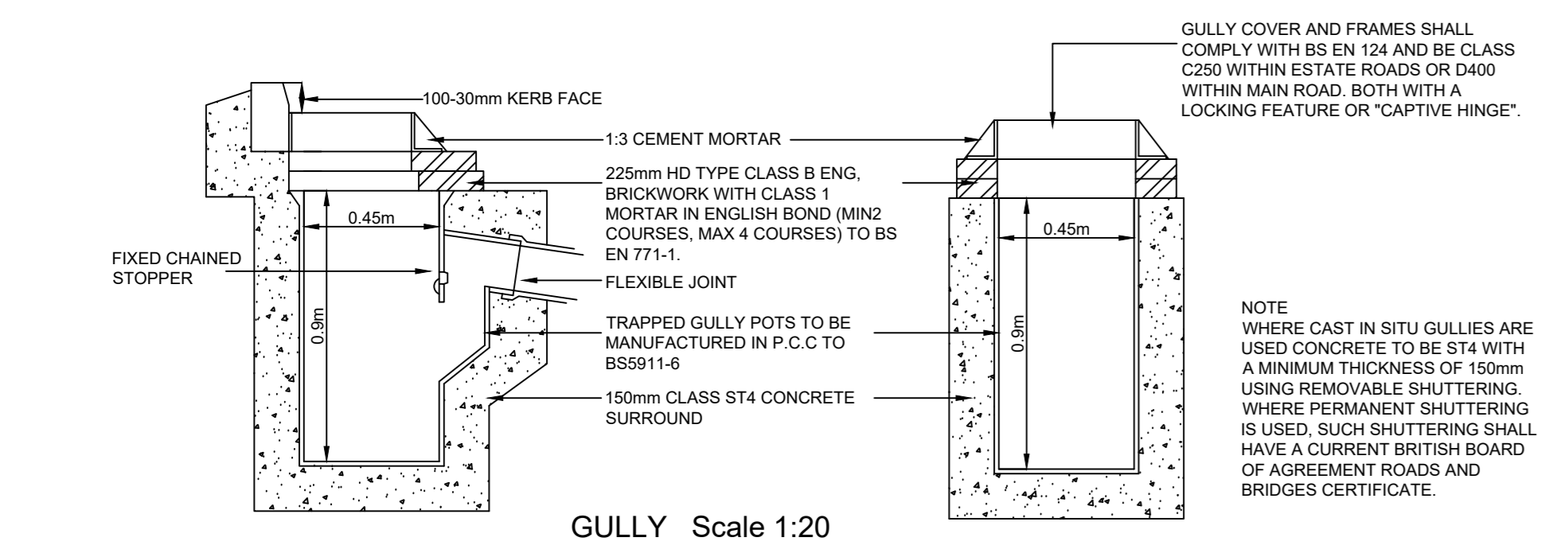
EDGING TYPE E1 DETAIL. Scale 1:10 KERB TYPE K1 DETAIL. Scale 1:10



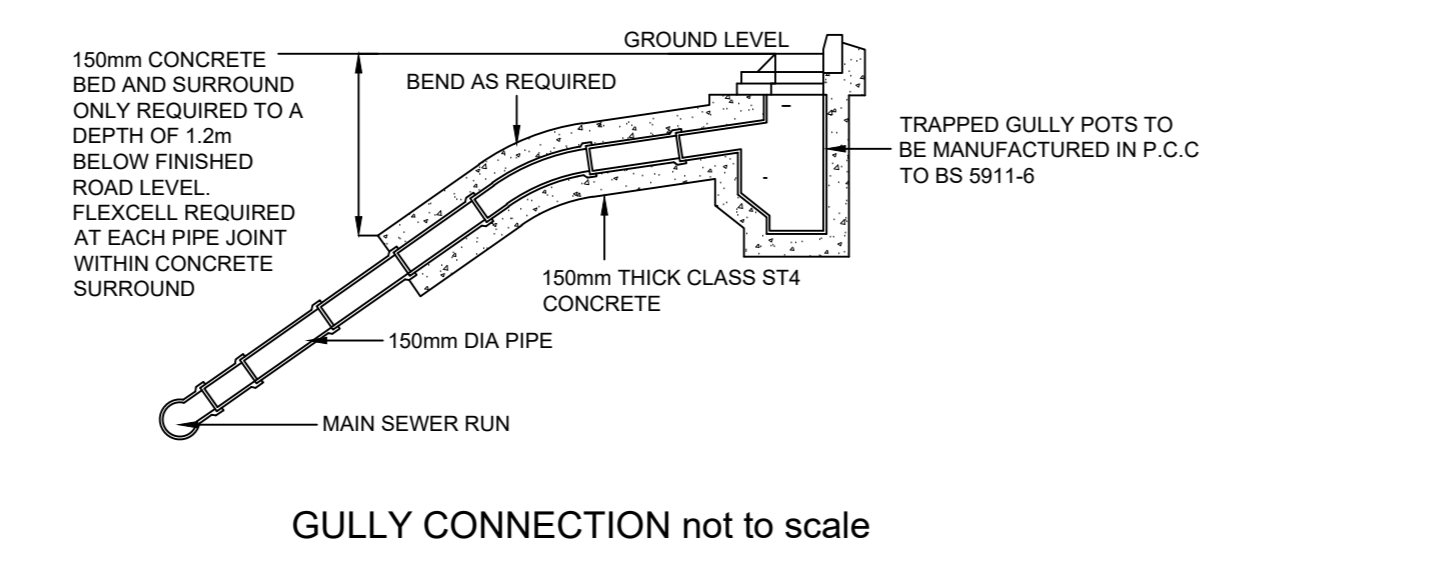
KERB TYPE K15 DETAIL. Scale 1:10



BUS STOP DETAIL. Scale 1:10



GULLY Scale 1:20



GULLY CONNECTION not to scale

NOTE: WHERE CAST IN SITU GULLIES ARE USED CONCRETE TO BE ST4 WITH A MINIMUM THICKNESS OF 150mm USING REMOVABLE SHUTTERING WHERE PERMANENT SHUTTERING IS USED, SUCH SHUTTERING SHALL HAVE A CURRENT BRITISH BOARD OF AGREEMENT ROADS AND BRIDGES CERTIFICATE.

Rev	Description	Date	Initials

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Client: HOMES BY HONEY

Project: PENISTONE ROAD FENAY BRIDGE

Detail: SECTION 278 - ROAD CONSTRUCTION DETAILS

Dwg No: E23/8060/023_07
Scale: As Shown @A0
Date: DEC 23
Client: MH

