

**SITE CLEARANCE KEY:**

- KR ← Length of existing Kerb and concrete bed & backing to be removed to tip off site.
- Existing hedge to be removed or trimmed to a maximum height of 600mm to allow sufficient visibility to be achieved.

**SITE CLEARANCE NOTES:**

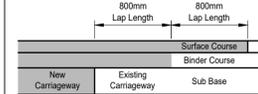
- All services should be located on site prior to any works being carried out.
- The contractor is to hand dig any trial pits to locate any services which may be affected by the proposed works.
- All existing electrical disconnections and any works involving electrical equipment are to be carried out by a qualified approved electrical engineer.
- All brick, Masonry and PCC Kerbs shall be taken away and recycled where possible.
- Any signs which are to be taken down for re-use will require inspecting by the local inspecting officer prior to re-erecting.
- Existing gully connections within the scope of the works are to be cleaned of debris and jetted.
- Where manhole covers are to be lowered, an inspection shall be undertaken prior to work commencing to check on its condition and whether the minimum number of brickwork courses above the slab can be achieved.
- All new cover and frames to be high PSV 'Grip Top' covers and be relocated out of the wheel track if possible.
- Refer to Specification App 1/16 for Privately and Publicly Owned Services and Supplies.
- Refer to Specification App 2/2 and 2/3 for works in connection with Site Clearance.
- The contractor is to obtain written consent from the inspecting officer prior to any trees being felled.

**CONSTRUCTION KEY:**

- Proposed New Footway Construction:**
- 25mm AC 6 dense surf 100/150
  - 40mm AC 20 dense bit 100/150
  - 100mm D.O.T Type 1 granular sub-base

**CONSTRUCTION NOTES:**

- All works shall be carried out in accordance with 'The standard Specification for Highway works' and Local Highway Authority standards unless otherwise instructed by the local inspecting officer.
- Refer to series 900 of Volume 1 of the Manual of Contract Documents for Highway Works for road pavements and bituminous bound material specifications.
- voids formed in the existing carriageway by removal of kerbs, etc from existing traffic islands shall be filled with concrete mix ST4.
- The vertical joint between existing and new surfacing shall be painted with 100 pen bitumen.
- The edge of existing carriageway to be saw cut back 300mm to sound face or as directed by the engineer.
- Bituminous material produced shall comply with BSEN13108 Series, the material shall be laid and compacted in accordance with BS-594987
- The contractor is to provide and maintain a pedestrian route through the works at all times and absolutely defined by suitable barriers and lights where necessary.
- The contractor is obliged to obtain necessary road opening notices or licenses prior to commencement of the works.
- All statutory undertakers covers and frames to be lifted to suit new carriageway levels prior to surfacing.
- All paving details to tie into existing.
- Before proceeding with the construction work, the setting out lines are to be agreed with the Engineer.
- Where carriageway widening is undertaken in widths less than 1m, concrete sub-base should be used in lieu of the sub-base and base course.
- No limestone aggregate to be used where binder course may form a temporary running lane to public vehicles.
- Final surfacing should not be laid until all the works by Statutory Undertakers are complete.
- When new kerbs are to be installed, a 300mm carriageway step tie in is to be undertaken at time of installation.
- Paving not to be laid in conditions deemed too cold.
- In all areas of resurfacing, sub-base is to be proof rolled before construction work commences.
- Bituminous spray type K1-70 to be hot applied to all planned surfaces.



General Note:  
Base material to be laid in two layers when thickness is greater than 100mm

Typical Section Tie In Detail

**TACTILE NOTES:**

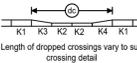
- Except where cutting is necessary, blocks shall be 450mm x 450mm x 70mm. Concrete blocks to local authority specifications. No cuts to be less than 200mm at shortest dimension.
- Flags shall be laid in accordance with DETR recommendations.
- The dropped kerb detail to tactile paving should satisfy the requirements to figure 1 of 'The Guidance on the use of Tactile Paving Surfaces' published by the DETR.
- Tactile paving flags to be buff in colour at uncontrolled crossing point.
- Location of tactile paving flags to be set out and agreed with local highways authority inspecting officer.
- All details to be agreed with local highway authority.
- Tactile paving detail to be read in conjunction with the latest revision of Kirklees Council Standard Details drawing number HD/SD/11/11.

**TACTILE PAVING:**



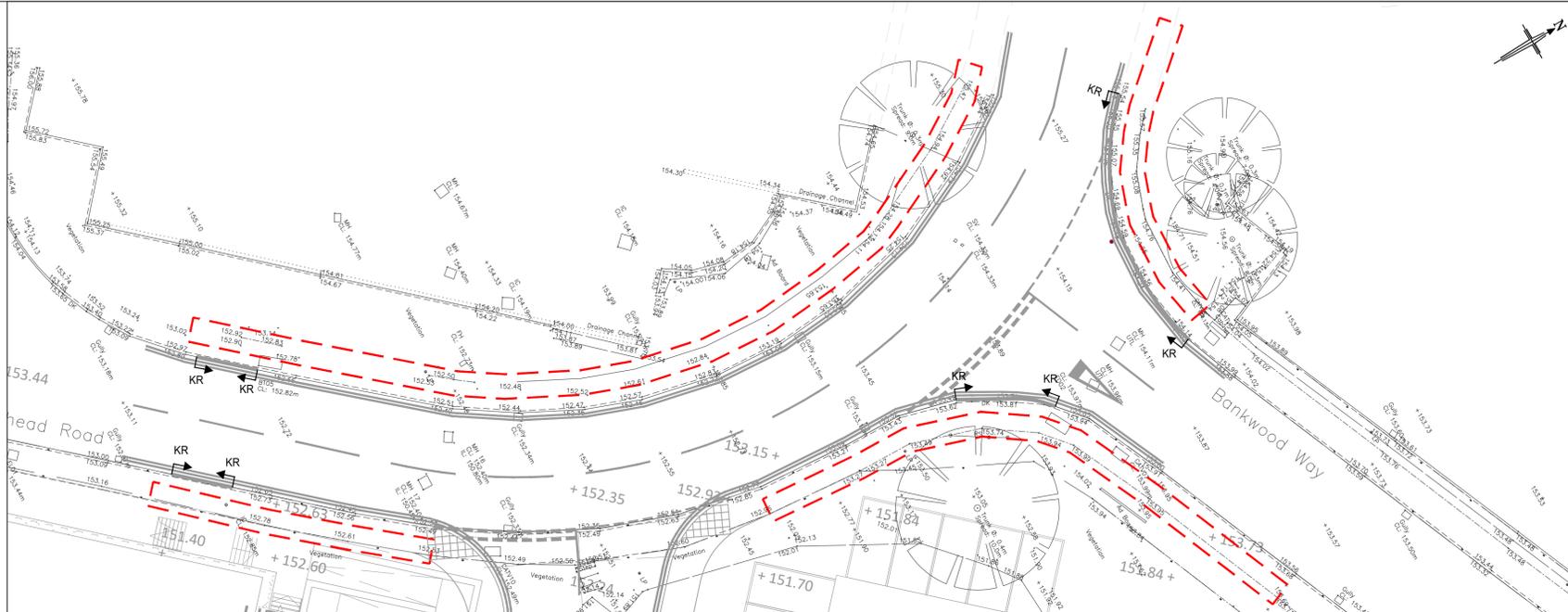
**KERBING KEY:**

- K2 = 125mm x 150mm bullnosed pcc kerb (100mm upstand)
- K3 = 125mm x 255mm pcc transition kerb
- K4 = 125mm x 255mm pcc transition kerb
- dc = Pedestrian drop crossing



**KERBING NOTES:**

- All kerbing and edging to be carried out in accordance with Appendix 1/11, Specification for Highway Works and Kirklees Council standard details and to be in accordance with BS EN 1340:2003 unless otherwise instructed by the local inspecting officer.
- voids formed in the existing carriageway by removal of kerbs shall be filled with concrete mix ST1.
- The contractor is to provide a pedestrian route through the works shall be maintained at all times and clearly defined by suitable barriers and lights where necessary.
- 200x100x6mm Ø mild steel hoops may be omitted if kerbs are to be wet laid.
- Concrete bed and backing to Grade ST1 concrete class 2606.
- Although the underside of foundations are shown horizontal on the detail, allowance must be made for cross falls of formations and pavement courses.
- In accordance with Clause 11/01 kerbs shall be laid and bedded in accordance with BS7533-6 on a mortar bed on a concrete pavement slab, a base or a C6/8 or ST1 in accordance with BS8600-2 concrete foundation.
- The depth of foundations, beds channels etc shall be 150mm, unless otherwise shown.
- Unless otherwise shown on the drawing all kerbs to be vertical and upstand 125mm above the adjacent finished road surface.
- Where applicable pedestrian dropped crossing kerb face to have 0mm at high side crossing points and 5mm upstand at low side.
- Precast concrete kerbs and edgings to BS EN 1340.
- All kerbs and edgings to be laid in accordance with BS 7533-6.
- The mortar bed may be omitted if kerbs are being laid on wet laid concrete.
- All tactile paving shown is indicative only. All tactile paving shall be agreed on site with Highway Authority supervising engineer prior to construction.



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Rev:	Date:	Amendment:	DRN	CHK	APR
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**BRYAN G HALL**  
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

LEEDS: 0113 246 1555 | NEWCASTLE: 0191 249 5100 | LONDON: 0203 5532336

Suite E15 | Josephs Well | Hanover Walk | LEEDS | LS3 1AB | www.bryanghall.co.uk | transportleeds@bryanghall.co.uk

Client: LIDL

Status: FOR APPROVAL

Scale: 1:200 | Drawn: MM | Chkd: MIT | Appvd: BR

Project: LIDL BIRSTALL

Title: S106 CONSTRUCTION DETAILS

Drawing No: 23/435/S106/100/002 | Revision: -  
Job No: 23-435 | Date: 31.01.24

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