

- KEY:**
- Proposed New Carriageway Construction:**
 - 30mm AC.6 dense Surf 100/150
 - 55mm AC.20 dense bin 100/150
 - 85mm AC.32 dense base / bin 100/150
 - 350mm Type 1 Sub-base
 - 250mm Capping Layer
 - Assumed CBR 2.5%
 - Final foundation specification to be confirmed following CBR test results
 - Proposed New Footway Construction:**
 - 25mm AC.6 dense surf 100/150
 - 40mm AC.20 dense bin 100/150
 - 100mm D.O.T Type 1 granular sub-base
 - Proposed New Footway Construction:**
 - 25mm AC.6 dense surf 100/150
 - 40mm AC.20 dense bin 100/150
 - 100mm D.O.T Type 1 granular sub-base
 - Carriageway & Footway Tie In:**
 - Refer to Tie In detail provided above
- NOTES:**
- All works shall be carried out in accordance with 'The standard Specification for Highway works' and Local Highways 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-69487
 - 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.

- TACTILE PAVING:**
- 65mm thick 400 x 400mm buff coloured tactile block paving.
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- TACTILE NOTES:**
- Except where cutting is necessary, blocks shall be 400mm x 400mm x 65mm. 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 tactile paving flags shall be surrounded with 50mm x 150mm pcc edgings.
 - All details to be agreed with local highway authority.

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Materials not in conformity with relevant British or European Standards/Codes of practice or materials known to be deleterious to health & safety must not be used or specified on this project.

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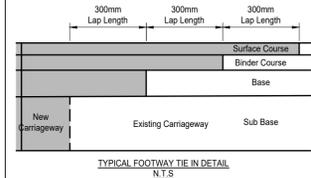
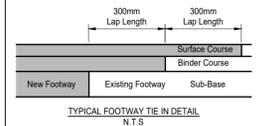
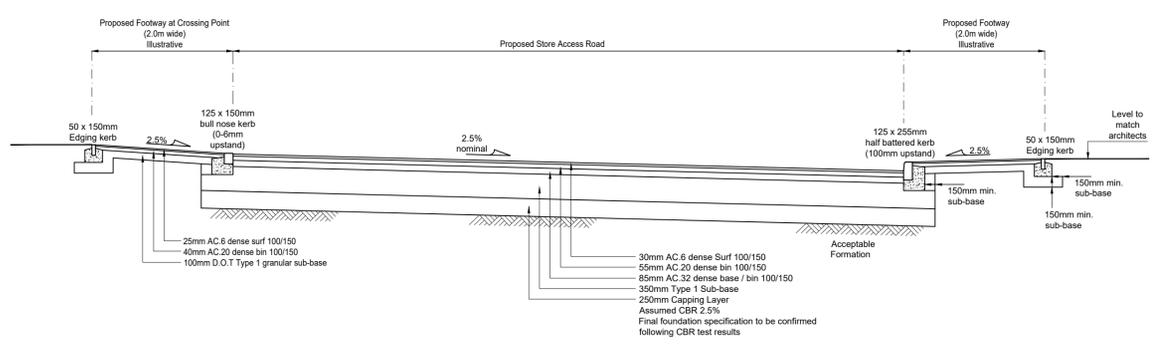
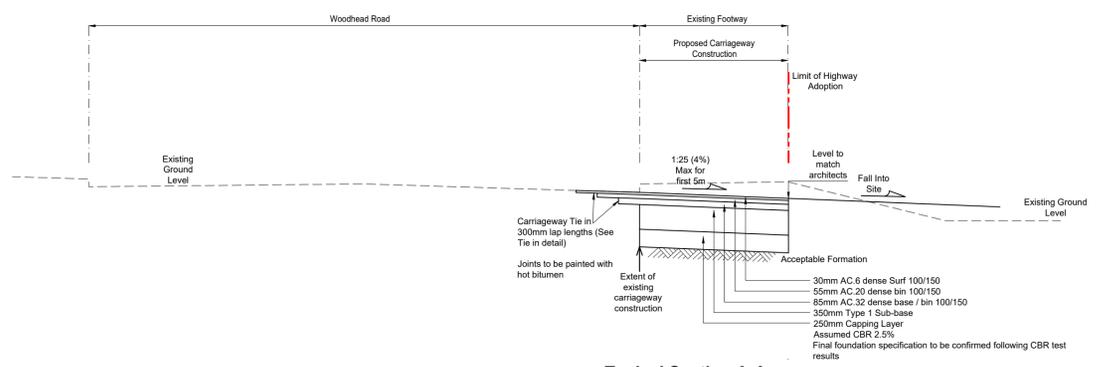
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RESIDUAL HAZARDS - PAVEMENTS	
High	THE DESIGNERS WOULD LIKE TO DRAW ATTENTION TO KEY RESIDUAL CONSTRUCTION HEALTH & SAFETY HAZARDS THAT MAY NOT BE ELIMINATED FROM THE WORKS BY THE DESIGN PROCESS. THESE HAZARDS ARE IDENTIFIED BELOW & ON THE DRAWING
Med	
Low	
A	SKIDDING - NO LIMESTONE AGGREGATE TO BE USED IN BINDER COURSE TO BE TRAFFICKED IN TEMPORARY SITUATIONS
B	PSV - MEASURES EMPLOYED TO ENSURE APPROPRIATE SKID RESISTANCE IS ACHIEVED ON THE SURFACE COURSE

ANY PERSONNEL UNDERTAKING CONSTRUCTION WORKS ASSOCIATED WITH THE DETAILS SHOWN ON THIS DRAWING SHOULD BE FULLY BRIEFED BY THE PRINCIPLE CONTRACTOR AND SHOULD BE MADE AWARE AND HAVE SIGHT OF THE FOLLOWING DOCUMENTS:

- THE DEVELOPMENT CONSTRUCTION PHASE HEALTH & SAFETY PLAN
- THE CONTRACTORS CONSTRUCTION METHOD STATEMENTS
- ANY REQUIREMENT FOR PERMIT TO WORK ASSOCIATED WITH ANY ACTIVITY



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

CBR Value %	Foundation Depths with Capping Layer		Sub-base Only
	Capping (mm)	Sub-base (mm)	
Less Than 2.5	Ground remediation will need to be considered to improve sub-grade CBR		
2.5	250	350	450
3	240	320	420
4	230	270	370
5 to 15	210	240	330
Greater Than 15	150	150	200

Minimum Construction Depth to be 450mm for frost susceptibility

Rev:	Date:	Amendment:	DRN	CHK	APR
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BRYAN G HALL

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Client: Lidl

Status: FOR APPROVAL

Scale: 1:200
 Size: A1 - 841 x 594 Drawn: JI Chkd: IE Appvd:

Project: Proposed Store, Woodhead Road, Birstall, Kirklees

Title: S184 Pavement Details