



KEY	DESCRIPTION
K1	PROPOSED K1 TYPE PCC KERB HALF BATTERED KERB (100mm NOMINAL UPSTAND)
K4	PROPOSED K4 (V) TYPE PCC KERB VEHICLE CROSSING (30mm NOMINAL UPSTAND) CONCRETE FOUNDATION & BACKING TO C25/30
K7	PROPOSED K7 TYPE PCC KERB TRANSITION KERB (K1 - K4)
K8	PROPOSED K8 TYPE PCC KERB TRANSITION KERB (K4 - K1) FOR PCC KERBS K1, K4, K7, K8 CONSTRUCTION DETAIL REFER TO KC STANDARD DETAILS HD/SD/11/01B
K14	PROPOSED K14 TYPE PCC KERB TRANSITION KERB (K1 - K15)
K15	PROPOSED K15 TYPE PCC KERB BULLNOSED KERB (0-6mm UPSTAND) VEHICULAR CROSSING (V) (30mm UPSTAND) BUS DRIVER ACCESS (30mm UPSTAND)
K16	PROPOSED K16 TYPE PCC KERB TRANSITION KERB (K15 - K1) FOR PCC KERBS K14, K15, K16 CONSTRUCTION DETAIL REFER TO KC STANDARD DETAILS HD/SD/11/02B & HD/SD/11/06B
K18	PROPOSED K18 TYPE PCC KERB TRANSITION KERB (KB1 - SK1)
K19	PROPOSED K19 TYPE PCC KERB TRANSITION KERB (KB3 - SK1) FOR PCC KERBS K18, K19 CONSTRUCTION DETAIL REFER TO KC STANDARD DETAILS HD/SD/11/03B
K21	PROPOSED K21 TYPE PCC QUADRANT KERB QUADRANT KERB R455 (100mm UPSTAND)
K23	PROPOSED PCC QUADRANT KERB QUADRANT KERB R305 (100mm UPSTAND)
K25	PROPOSED PCC EXTERNAL RETURN KERB KERB 305/305 (100mm UPSTAND) FOR PCC KERBS K21, K23, K25 CONSTRUCTION DETAIL REFER TO KC STANDARD DETAILS HD/SD/11/03B
KB2	PROPOSED BUS BOARDER KERB BUS BOARDER KERB (160mm UPSTAND)
KB3/KB1	PROPOSED BUS BOARDER TRANSITION KERB TRANSITION KERB LEFT/RIGHT (160mm UPSTAND) FOR PCC KERBS KB1, KB2, KB3 CONSTRUCTION DETAIL REFER TO KC STANDARD DETAILS HD/SD/11/04B
E1	PROPOSED PCC TYPE E1 EDGING KERB TO KC STANDARD DETAILS HD/SD/11/05B
SK1	PROPOSED SK1 TYPE CONSERVATION KERB (100mm UPSTAND)
SK1L/SK1R	PROPOSED CONSERVATION TRANSITION KERB
SK1C	PROPOSED CONSERVATION CENTRE KERB PEDESTRIAN UNCONTROLLED CROSSING (6mm UPSTAND) PEDESTRIAN CONTROLLED CROSSING (FLUSH) FOR CONSERVATION KERBS SK1, SK1L, SK1R, SK1C CONSTRUCTION DETAIL REFER TO DWG TCF-WSP-KIR-HECK-DR-CH-1101
	PROPOSED ASHALT FOOTWAY WIDENING INTO FOOTWAY - FULL CONSTRUCTION - 20mm THICK AC6 DENSE SURF 100/150 - 50mm THICK AC20 DENSE BIN 100/150 - 100mm THICK GRANULAR TYPE 1 SUB-BASE TO KC STANDARD DETAILS HD/SD/07/03C TIE IN TO KC STANDARD DETAILS HD/SD/07/19A
	PROPOSED ASHALT FOOTWAY WIDENING INTO FOOTWAY - VEHICLE CROSSING FULL CONSTRUCTION - 20mm THICK AC6 DENSE SURF 100/150 - 50mm THICK AC20 DENSE BIN 100/150 - 225mm THICK GRANULAR TYPE 1 SUB-BASE TO KC STANDARD DETAILS HD/SD/07/03C TIE IN TO KC STANDARD DETAILS HD/SD/07/19A
	PROPOSED PLANE AND REPLACE FOOTWAY - 20mm THICK AC6 DENSE SURF 100/150 - 50mm THICK AC20 DENSE BIN 100/150 TO KC STANDARD DETAILS HD/SD/07/03C
	RELAY EXISTING PRECAST CONCRETE FLAHS TAKEN UP FOR REUSE ON - 30mm THICK BEDDING SAND - 100mm THICK TYPE 1 SUB-BASE TO SUIT NEW LINE AND LEVELS TO KC HD/SD/07/03C
	PROPOSED VEHICLE CROSSOVER - 25mm THICK AC6 DENSE SURF 100/150 - 90mm THICK AC32 DENSE BASE 100/150 - 320mm THICK GRANULAR TYPE 1 SUB-BASE TO KC STANDARD DETAILS HD/SD/07/03C
	PROPOSED FULL FOOTWAY CONSTRUCTION HAWKS VIEW FLAMED SANDSTONE DIAMOND SAWN LAID ACROSS FOOTWAY WIDTH 600mm DEPTH 50mm LENGTH 600mm SLABS 40mm THICK TYPE 35 BEDDING MORTAR 125mm C20/25 CONCRETE BASE 240mm THICK SUB-BASE TYPE 1 UNBOUND GRANULAR MATERIAL TO CLAUSE 803 MAXIMUM JOINT WIDTH BETWEEN 6mm AND 10mm TYPE 25 RECESSED JOINT MORTAR WEATHERING RESISTANCE TO BS EN 1341 MINIMUM SKID/SLIP RESISTANCE 40 USRV N/A PPV/PSRV TO BS7533-101:2021 CLAUSE 4.3 MAXIMUM ABRASION RESISTANCE 23mm WHEN TESTING IN ACCORDANCE WITH BS EN 14157 TO BS7533-101:2021 CLAUSE 5.7.4.2 SETT PROPERTIES TO BS7533-101:2021
	PROPOSED FULL FOOTWAY CONSTRUCTION CONSERVATION SETTS WIDTH 100mm DEPTH 65mm LENGTH 100mm LAID ACROSS FOOTWAY 40mm TYPE 25 BEDDING MORTAR 90mm THICK AC32 DENSE BASE 100/150 240mm THICK SUB-BASE TYPE 1 UNBOUND GRANULAR MATERIAL TO CLAUSE 803 MAXIMUM JOINT WIDTH BETWEEN 6mm AND 10mm TYPE 25 RECESSED JOINT MORTAR WEATHERING RESISTANCE TO BS EN 1342 (SETTS) MINIMUM SKID/SLIP RESISTANCE 40 USRV N/A PPV/PSRV BS7533-101:2021 CLAUSE 4.3 MAXIMUM ABRASION RESISTANCE 23mm WHEN TESTING IN ACCORDANCE WITH BS EN 14157 TO BS7533-101:2021 CLAUSE 5.7.4.2 SETT PROPERTIES TO BS7533-101:2021
	CONSERVATION SETTS WIDTH 100mm DEPTH 65mm LENGTH 100mm - 3 COURSES WIDE FOR CONSTRUCTION DETAILS REFER TO PROPOSED FULL FOOTWAY CONSTRUCTION CONSERVATION SETTS ABOVE
	CONSERVATION SETTS WIDTH 100mm DEPTH 65mm LENGTH 100mm - 2 COURSES WIDE FOR CONSTRUCTION DETAILS REFER TO PROPOSED FULL FOOTWAY CONSTRUCTION CONSERVATION SETTS ABOVE
	PROPOSED HALF BATTERED COMBINED KERB AND DRAINAGE SYSTEMS KERB AND DRAINAGE SYSTEM KERB AND DRAINAGE SYSTEM END CAP KERB AND DRAINAGE SYSTEM ACCESS COVER AND SIDE OUTLET TO KC STANDARD DETAIL HD/SD/05/04B TO HD/SD/05/10B
	PROPOSED CORROUROY HAZARD WARNING SURFACE CONSTRUCTION - BUFF COLOURED TACTILE FLAGS UNITS LENGTH 400mm WIDTH 400mm DEPTH 65mm WITH 6mm ROUNDED BARS 20mm WIDE 30mm THICK BEDDING SAND 100mm THICK TYPE 1 GRANULAR SUB-BASE TO CLAUSE 803
	PROPOSED LANDSCAPING FOR LANDSCAPE DETAILS REFER TO DWG TCF-WSP-KIR-HECK-DR-LE-000001 PROPOSED TRAFFIC ISLAND CONCRETE GRADE STS MINIMUM THICKNESS 125mm WITH BRUSH FINISH ON EXISTING CARRIAGEWAY OR TYPE 1 SUB-BASE AS SPECIFIED BY KIRKLEES COUNCIL HIGHWAY ENGINEER

DO NOT SCALE

NOTES

- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELATED DOCUMENTATION AND STANDARD DETAILS.
- THE WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE DOT MCDHW, DMRB AND THE LOCAL REQUIREMENTS OF KIRKLEES COUNCIL.
- CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR DISCREPANCIES BETWEEN THE INFORMATION GIVEN BY THE ENGINEER AND THAT PROVIDED BY OTHERS MUST BE REFERRED TO THE ENGINEER BEFORE THE WORKS COMMENCE.
- THE CONTRACTOR SHALL USE SETTING OUT COORDINATES AND DIMENSIONS PROVIDED WHICH TAKE PREFERENCE OVER ANY LESS ACCURATE SCALED DIMENSIONS.
- TEMPORARY WORKS DESIGN ASSOCIATED WITH THE CONSTRUCTION OF THE WORKS SHALL BE RESPONSIBILITY OF THE CONTRACTOR.
- ALL WORKS AND PROGRAMMING SHALL BE AGREED IN ADVANCE WITH THE OVERSEEING ORGANISATION AND THE CLIENT.
- THE CONTRACTOR SHALL MAINTAIN FREE AND OPEN ACCESS TO THE PUBLIC HIGHWAY AND ADJACENT LANDS AND PROPERTIES AT ALL TIME UNLESS OTHERWISE AGREED IN WRITING WITH THE INTERESTED PARTIES.
- PRIOR TO THE START OF THE WORKS THE CONTRACTOR SHALL AGREE A REGIME OF FORMATION TESTING WITH THE ADOPTING AUTHORITY. THE FINDINGS OF SUCH TESTING (FOR EXAMPLE CBR READINGS) SHALL BE AGREED WITH THE ADOPTING AUTHORITY AND THE CAPPING / SUB BASE DESIGN REVIEWED ACCORDINGLY.
- FOR KERB AND PAVING DETAILS REFER TO DRAWING TCF-WSP-KIR-HECK-DR-CH-1101
- EXISTING PRECAST CONCRETE KERBS DAMAGED DURING CONSTRUCTION TO BE REPLACED

PO2	17/05/2024	CC	UPDATED IN LINE WITH KIRKLEES TECHNICAL REVIEW	SC	DB
PO1	23/06/2023	CC	FIRST ISSUE	SC	DB
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

CLIENT: KIRKLEES COUNCIL

ARCHITECT: SGP

SITE PROJECT: HECKMONDWIKE BUS STATION RIBA 4

TITLE: PROPOSED KERBS, FOOTWAYS, CYCLWAYS AND PAVED AREAS

SCALE @ A1:	1:200	CHECKED:	SG	APPROVED:	DB
PROJECT NO:	7009732	DESIGNED:	CC	DATE:	July 23
DRAWING NO:	TCF-WSP-KIR-HECK-DR-CH-1100	DRAWN:	BT	REV:	P02

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HEALTH AND SAFETY SYMBOLS LEGEND

	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION
	INDICATES A RESIDUAL RISK FOR INFORMATION
	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION
	INDICATES A RESIDUAL RISK AS A WARNING

H&S GENERAL NOTES

	EXCAVATING EXISTING CARRIAGEWAY POTENTIAL FOR TAR TO BE PRESENT RISK OF DAMAGE TO HEALTH OR BODY, BOTH REVERSIBLE AND IRREVERSIBLE.		EXCAVATING IN VICINITY OF EXISTING MADE/ CONTAMINATED LAND POTENTIAL FOR HAZARDOUS MATERIAL TO BE PRESENT RISK OF DAMAGE TO HEALTH OR BODY, BOTH REVERSIBLE AND IRREVERSIBLE.		KERBING & FOOTWAY WORKS WILL REQUIRE MECHANICAL LIFTING AIDS FOR ITEMS HEAVIER THAN 20kgs. IF MECHANICAL LIFTING AIDS ARE IMPRACTICAL A RISK ASSESSMENT SHOULD BE UNDERTAKEN TO AVOID RISK OR INJURY FROM MANUAL HANDLING
	WORKING ADJACENT PEDESTRIANS IN CLOSE PROXIMITY TO WORK SITE POTENTIAL FOR COLLISION WITH CONSTRUCTION WORKS		EXCAVATING IN VICINITY OF OLD CELLAR WALLS POTENTIAL FOR OBSTRUCTION AND/OR COLLAPSE AND FOR HAZARDOUS MATERIAL TO BE PRESENT RESULTING IN RISK OF DEATH OR INJURY		
	WORKING ADJACENT THE LIVE CARRIAGEWAY POTENTIAL FOR COLLISION WITH MOVING VEHICLES RESULTING IN RISK OF DEATH OR INJURY		EXCAVATION IN VICINITY OF EXISTING GROUNDWATER. POTENTIAL RISK TO HEALTH OR BODY, BOTH REVERSIBLE AND IRREVERSIBLE.		
	WORKING IN VICINITY OF EXISTING AND PROPOSED UTILITIES. LOCATION OF UTILITIES TO BE INVESTIGATED BY CONTRACTOR ON-SITE PRIOR TO COMMENCING CONSTRUCTION. CONTRACTOR TO REFER TO EXISTING UTILITIES DRAWING TCF-WSP-KIR-HECK-DR-UT-0001				

File name: \\UK.WSPGROUP\COM\CENTRAL\DATA\PROJECTS\7009732\HECKMONDWIKE BS - RIBA 4\03 WIP\CV CIVIL ENGINEERING\03 DRAWINGS\TCF-WSP-KIR-HECK-DR-CH-1100.DWG, printed on: 20 May 2024, 14:51:03, by Cooper, Chris