



Key:

- Proposed P.C. kerbing type K1/150 to Kirklees Standard Detail HD/SD/11/01B laid with 100mm upstand
- Proposed P.C. kerbing type K15/150 to Kirklees Standard Detail HD/SD/11/02B laid flush
- Proposed P.C. kerbing type K15/150 to Kirklees Standard Detail HD/SD/11/02B laid with 30mm upstand
- Proposed P.C. edging type E1/100 to Kirklees Standard Detail HD/SD/11/05B
- Carriageway construction
 - 40mm surface course [AC.14 close surf 100/150]
 - 55mm binder [AC.20 dense bin 100/150]
 - 85mm base [AC.32 dense base/bin 100/150]
 - Sub base [Type 1] thickness determined by CBR result
- Carriageway resurfacing
 - Plane existing surface to depth of 95mm, clean planed surface of all loose material, and spray with tack coat layer
 - 40mm surface course [AC.14 close surf 100/150]
 - 55mm binder [AC.20 dense bin 100/150]
- Footway construction
 - 25mm surface course [AC.6 dense surf 100/150]
 - 40mm binder [AC.20 dense bin 100/150]
 - 100mm sub base [Type 1]
- Footway resurfacing
 - Plane existing surface to depth of 65mm, clean planed surface of all loose material, and spray with tack coat layer
 - 25mm surface course [AC.6 dense surf 100/150]
 - 40mm binder [AC.20 dense bin 100/150]
- Island
 - Concrete grade ST5 minimum thickness 125mm with brush finish on existing carriageway or Type 1 sub base as appropriate
- Tactile paving
 - Tactile surfaced flags 450 x 450 x 70 with 5mm flat-top domes (in buff colour)
 - 25mm sand laying course
 - 100mm sub base
- Verge
 - 300mm top soil (seeded)
- Gully to be relocated
- Location of proposed gully

Note: At vehicular crossings, increase binder to 60mm and increase sub base to 150mm.

- General Notes**
- This drawing should not be scaled for setting out purposes.
 - This drawing shows the detailed design only and is subject to Local Authority approval.
 - This drawing is based upon a topographical / ordnance survey provided by others.
 - This drawing is to be read in conjunction with all other relevant drawings.
 - Any conflict between the details shown on this drawing and those of any other related drawings should be noted to the engineer prior to construction on site.
 - All dimensions are in millimetres unless otherwise stated.

- Construction Notes**
- All levels to be confirmed on site prior to commencement of any works.
 - Any existing utility covers retained are to be adjusted to suit proposed levels – cover class to be upgraded if required.
 - Any existing utility covers that are damaged will require renewing and resetting.
 - Gullies located in shared use surfaces must have suitable pedestrian and cyclist friendly covers. The openings in gully gratings must not align with cyclists anticipated wheel tracks.
 - Any soft areas will require excavating until firm ground is found and backfilling with a 6F2 material and to be compacted in 150mm layers.
 - Proposals assume a CBR of 2% – CBR tests to be undertaken by others for actual values and construction altered to suit.

- Kerbing Notes**
- Suitable transition kerbs shall be used at all changes in kerb face.
 - For radii of 12m or less – kerbs of the appropriate radius shall be used. For radii 12m and above – straight kerbs 600mm long shall be used.
 - The length of any kerb shall not be less than 450mm.



PROJECT TITLE
CROSSLEY LANE, DALTON

DRAWING TITLE
SECTION 278 – PLAN AREA 2

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN - 937	HGN	DR	CH	0003	

CLIENT
MINERVA WORKS DEVELOPMENTS

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:200	A1	AH	LO	AH	AUG 24

PARAGON HIGHWAYS
20 – 21 THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

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